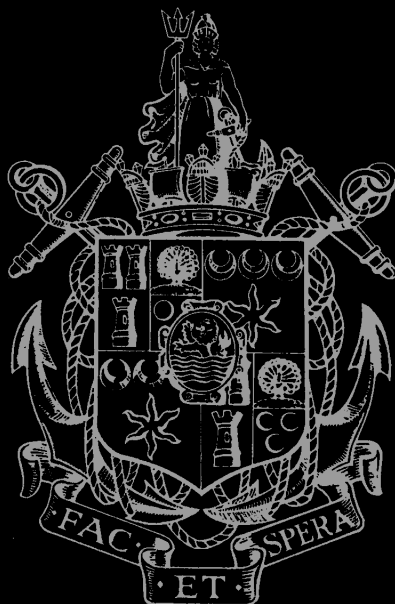


Millenium Issue



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HISTORICAL SOCIETY

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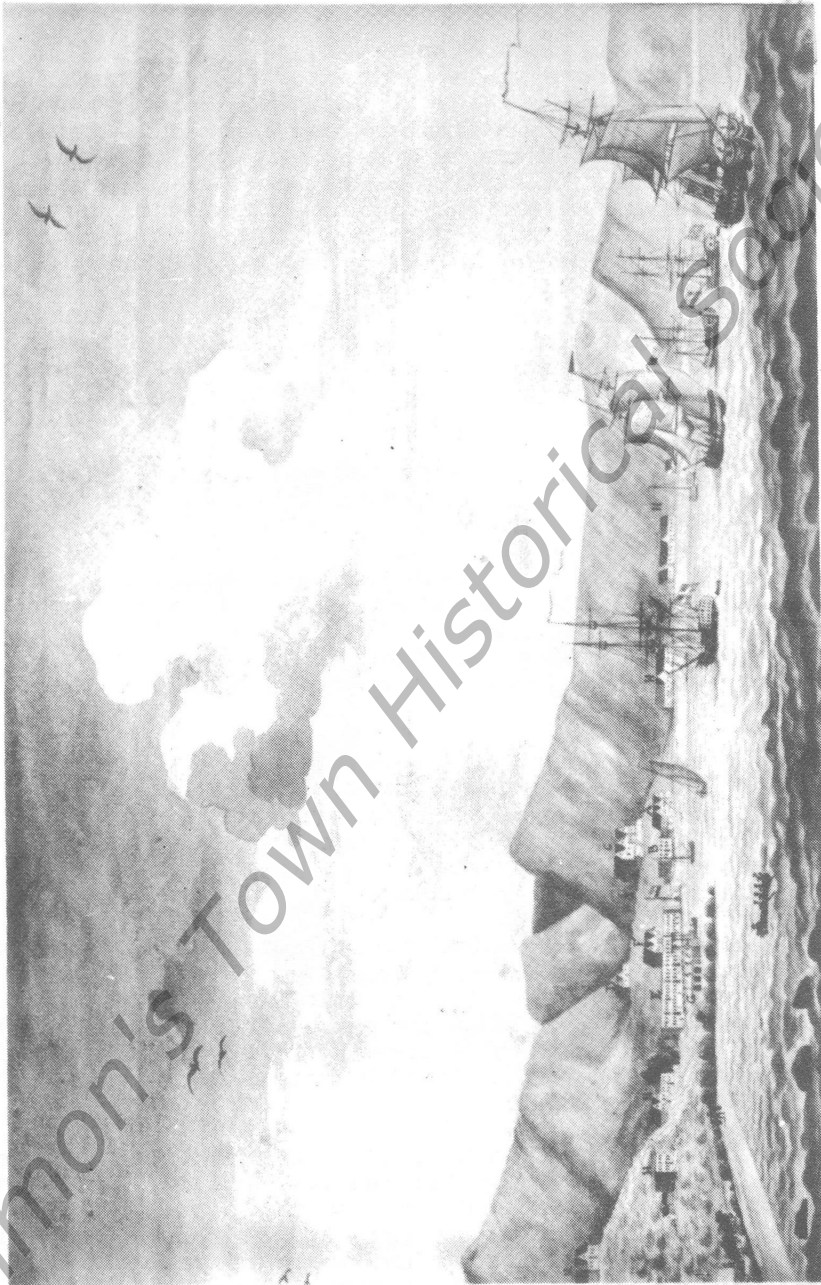
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SIMON'S BAY 1789 FROM A PAINTING BY J.C. FREDERICI
(ref. Album A9/10)

INTRODUCTION

SIMON'S TOWN 1720 - 1999 ITS GROWTH ITS ARCHITECTURE ITS PEOPLE

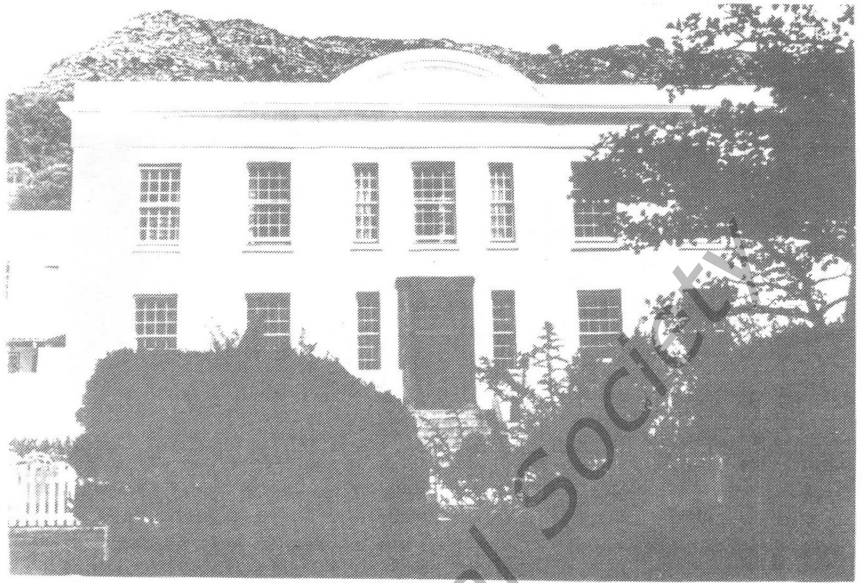
Simon van der Stel had done a survey of the Baai Fals in 1687 with a view to it being a winter anchorage for the Return Fleet from the Dutch East Indies, but this did not come about until 1743 when the first Company buildings were erected in what is now the West Dockyard. These were referred to as The Storehouses and housed the troops, bakery, doctor, hospital, butcher, gun-powder and anything else needed for the 6 months' operation during the winter. Anchors and masts were brought down by ox wagon from Table Bay whenever needed, and to transport such heavy objects required a wagon with a span of 20 to 22 oxen. Other times when it was imperative that a ship sail immediately these items could be borrowed from ships already at Simon's Bay. The Company left the storehouses empty during the summer months when the staff returned to Table Bay and Simon's Bay was placed on a care and maintenance footing.

Up to 1743 very little development had taken place at the Baai Fals. No one settled here until Antoni Visser arrived in 1724. He was not permanently resident at Simon's Bay and this may be the reason that he did not obtain Title to the land (which we now know as Admiralty House and Palace Barracks) until 1742 when he realised that Simon's Bay was about to become the Dutch East India Company's winter anchorage. The reason he did not reside permanently at Simon's Bay was that he had inherited various properties at Wynberg and near Klapmuts which also required his attention.

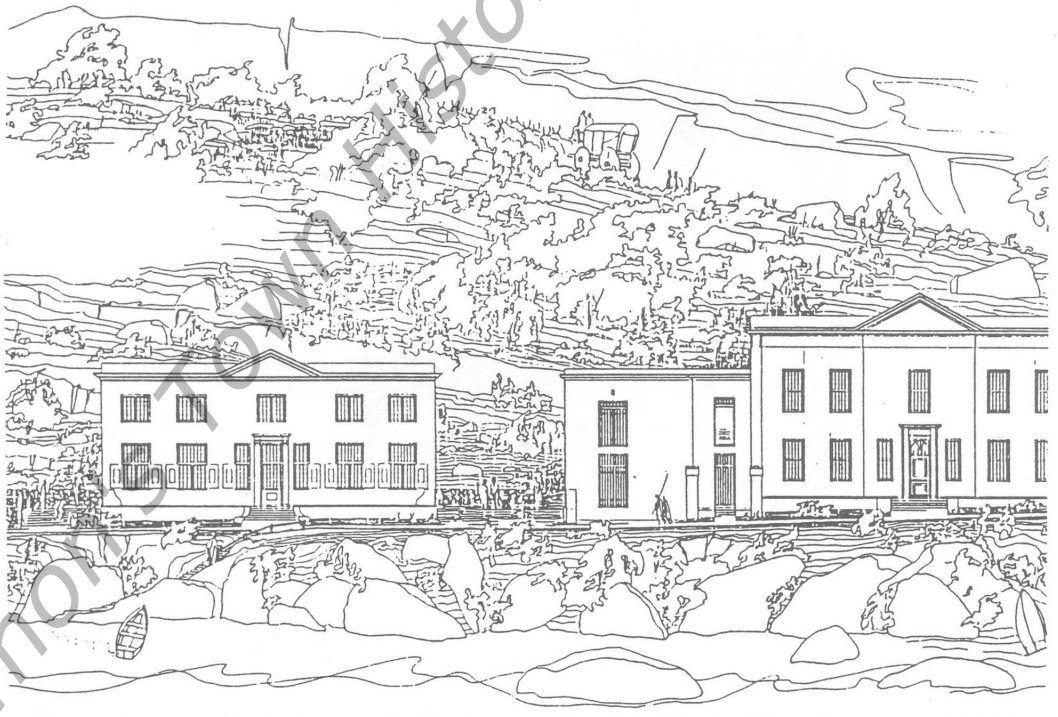
Soon after Visser followed de Leeuw, Munnik and Hurter. De Leeuw's house (he owned land adjoining Visser) was probably on the site of the present naval tennis courts. It was often referred to as "the Dutch Admiral's house". Munnik and Hurter were responsible for the development of what we know to-day as Admiralty House and Palace Barracks.

Development tended to be what is to-day referred to as "ribbon development". Because building methods were not as advanced as they are to-day, building on the mountainside was uncommon. Up to 1860 the town extended southwards and by that time had reached approximately where the Dutch Reformed Church now is. Gradually the area above the main road in this area was built up, with modest houses being erected.

In 1763 the Storehouses, then 20 years old, had a second storey added. In 1765 a Company hospital had been built. In 1775 the Company built stables (on what is now the site of the Shell garage). Money was spent sparingly. By 1791 the Company was becoming financially embarrassed and began to sell off certain of its buildings at the Cape. Fortunately when the British took over in 1795 Mr. Farquhar, the then Storekeeper for the British, made an inventory of Dutch buildings at the Cape including the very fine drawing of the Storehouses in 1795.



PALACE BARRACKS, SIMON'S TOWN



AURET'S LODGING HOUSE ON THE LEFT AND WESTGATE TERRACE ON THE RIGHT AS THEY MAY HAVE APPEARED IN 1796. BASED ON MEASUREMENTS OF THE EXISTING BUILDINGS, ON EARLY PHOTOGRAPHS - DEPICTED BY PROF. PRYCE-LEWIS (ONE-TIME CURATOR OF THE SIMON'S TOWN MUSEUM).

In 1785 Jeremias Auret built what we know to-day as the Runciman building and Kirsten, one time postholder here, built what we know to-day as the Church Centre and Westgate Terrace. By the time of the 1st British Occupation in 1795 there were about 20 families living at Simon's Bay.

From 1796 the Royal Navy used Simon's Bay as a winter anchorage with their Headquarters in Table Bay but around 1807, after the 2nd British Occupation of 1806, Commissioner Shields was badgering the Admiralty in London for permission to move the naval Headquarters to Simon's Bay and this was finally done in 1814. This was when the name Simon's Town really came into use.

1796 had seen the erection of the first British building at Simon's Bay - the Martello Tower. 1814 saw the building of the Sail Loft and Mast Houses, Nos. 44-46 West Dockyard and several more houses as residences for officials. From the Cape Dutch style we now had an English influence on the buildings. Gradually the population increased with the arrival of Customs officers, postal officials and other government appointees such as the Medical Officer of Health, Dr George Wilhelm Heinrich Glaeser of the 60th Regiment in 1817. Prominent civilians were the Hugo and Hablutzel families who gradually became large landowners. In fact when Captain Harington, the first owner of Seaforth, decided for family reasons to leave the Cape quite a large amount of his land above the main road became the property of one or other of the Hablutzels.

In the early days people had been buried behind the Company hospital and army barracks. When this area became overcrowded, in 1813, what is known as the Old Burying Ground at Seaforth, was opened. It comprises Anglican, Methodist, Catholic, Dutch Reformed and Muslim sections. The Garden of Remembrance contains the graves and stones in memory of the many naval men who lost their lives at Simon's Town or on the nearby coast .

1883 saw the advent of Local Government to the town. Simon's Town Municipality was finally dissolved in 1996 when the South Peninsula Municipality was formed. A more detailed story appears under the Chapter on Local Government in this Bulletin. Prominent names among the worthy citizens who gave their time and energy to improving Simon's Town were the Hugos, Wm. Runciman and the brothers Lewis and Llewellyn Gay, not forgetting in recent times, Gordon Wilson and Nicki Holderness.

The 1880s saw much development both in the Dockyard and in the Town. This was the time of the Zulu Wars and of the discovery of gold and diamonds. It was in 1887 that a third storey was added to the Storehouses in the West Dockyard and this unusually long building was divided into two sections with more buildings being added behind.

The contribution of Doctors Clarke and Bull to the improvement of sanitary affairs in the town must not be forgotten either. On the Arts side we must not forget Constance Penstone, cartoonist and artist, Frank Brown, Peter Clark and Christopher Kindo, nor the writings of Gladys Thomas. Then there are the Manuel family who for nearly 100 years have provided naval

uniforms to hundreds of naval officers. Then there was Mr. Amlay, a local Muslim business man who was also a Town Councillor.

The historical background of the Muslim Community of Simon's Town, among whom the majority are descendants of the first Cape Malays, must necessarily be traced to the Dutch East Indies, now known as Indonesia. The offspring of political prisoners banished to the Cape form a considerable portion of the present Malay community. Other Malays arrived here from various parts of the Dutch East Indies, some no doubt as slaves. It is estimated that there are about 60,000 Malays in the Cape.

It is not known for certain when the first Malays came to settle in Simon's Town, as no historical records are available, but it is highly probable that they could have accompanied the Dutch soldiers who were sent from Cape Town when Baron van Imhoff gave instructions in 1743 for the building of the Storehouses in what we now know as the West Dockyard. The main occupations of the Malays in Simon's Town were in the building trade, as tradesmen in the Dockyard, fishermen and laundresses. A few rocks in False Bay are still known to fishermen by Malay names, such as BAT BESAR, BAT SATTOE and BLINDE POETRI. PANOEPANG, a Malay term for seeking accommodation on a boat, is still in vogue among the local fishermen. The Malays have contributed such words as BREDIE, SOSATIE, BOBOTIE, BLATJANG etc to the local language.

The exotic Khalifa Display of swords and other sharp instruments characteristic of the Malays has always held audiences spell-bound. Its origin may be traced to the early dynasties of Islam. One of the chief exponents of the cult in Simon's Town was the late Imam Abdul-Kariem Jarley, who was held in great reverence by his followers.

Malays are naturally fond of singing their own characteristic songs, which may be classified in three categories: (a) Traditional Arabic religious songs, mostly in the minor mode, and dedicated to the praising of God and His Prophets; (b) Traditional Dutch songs of a romantic nature, overheard from the early Dutch sailors who called at the Tavern of the Seas, and now principally sung on wedding occasions and during the New Year celebrations; (c) Ghomma-liedjies, sung at picnic time. Modern Western songs of course are also sung, mainly by the younger generations.

Malays in Simon's Town were keen sportsmen and many a Royal Navy team has met with stiff opposition by Malay cricketers.

Round 1890 the Municipality decided to raise money to lay on water-borne sewerage and running water, in an effort to improve the health of the townsfolk. This led to the development of Mount Pleasant township. As will be seen most of the roads in this area have British names and this was because most of those who lived up there were of British origin. Several of those who developed this area had formerly lived in the Ricketts Terrace and Goede Gift area. These latter two areas now gradually became the Malay quarter of Simon's Town and remained so until the Group Areas Act in 1967 forced the removal of our coloured population

mainly to Ocean View, a new township.

In the period 1897 - 1915 an architect John Parker of Cape Town designed a house ("Highlands") abutting Goede Gift, for Wm. Runciman. Runciman was so pleased that he asked Parker to put a Victorian front onto his building in the main street. This habit caught on and gradually Parker changed Simon's Town's main street from a Cape Dutch one to one with Victorian type shops with living accommodation above for the shopkeeper, which we see to-day.

Sir John Jackson (whose firm obtained the contract for building the East Dockyard) came to live here in 1897 when the firm began surveying the proposed site. He housed his workers just above Seaforth Beach (Indians), Links Crescent (Chinese), on the site of Hamoaze (now Holiday Court) and Solent Courts (Africans), Belmont Road and Jackson Road (the latter has also been known as Harris Avenue and Gordon's Avenue which is confusing). Some employees had to find their own accommodation at Forest Hill and round the site of the present Simon's Town High School.

As the town was becoming more noisy and traffic was increasing, shopkeepers began moving to new homes in the Seaforth area. Seaforth had been the site of the 1820s house of Captain Thomas Talbot Harington, shipowner, trader in the Far East and former ship's Captain with the Honourable East India Company. The name Seaforth came about as Harington's wife was a niece of the Earl of Seaforth. Harington had leasehold over a large tract of land extending from the present-day Catholic area of the O.B.G. as far as just past the end of present day Gay Road, near the house "Dunearn". This was the largest tract of land ever granted to one person.

The town has never had many industrial buildings till more recent years which have brought us Marine Oil Refiners, the Gemstone Factory, and Kelp Products. We are not sure if one can class the Golden Arrow Bus Company garage at the corner of Red Hill Road and Main Roads as an industrial building. They are housed in what was till 1957 the Royal Naval Dockyard's timber store.

With the Forced Removals in 1967 a large part of central Simon's Town above St George's Street was unoccupied. These properties were mostly old and built of sun-dried bricks. The winter rain gradually eroded bits of the buildings and vandals wrought untold damage. It was then resolved to raze them due to their derelict state. The Simon's Town Municipality then decided to re-develop the area. The land had been unused for nearly 15 years. In the 1980s due to the encouragement of the Municipality considerable residential development took place in the north facing and sheltered slopes of the town, overlooking Simon's Bay. This is the area of Rickett's Terrace and Flagship Way.

The first portion of Ricketts Terrace to be developed was the old Drostdy site which is linked to the town and Jubilee Square by the much photographed Drostdy steps. It was wisely zoned for Group Housing, which meant that the houses had to be built by the developer (Robin Ellis of the Simon's Town Development Company) before they could be transferred to a purchaser. This enabled

the appointed architect Mike Munnik, to consider the design of the first nine houses as a complete urban design project, as opposed to individual houses, as in the case of single residential zoned developments.

The concept was to plan the houses in close proximity to one another to form a precinct, which would be the focus of the scheme. By dispensing with the normal treatment of suburban roads with gutters, kerbs and asphalt pavements, a more intimate character could be created, more akin to the historical layouts of the early 19th century cottages so characteristic of Simon's Town. The houses had slate roofs, sash windows and high stoeps with pergolas facing onto the cobbled precinct. The form of the houses and their materials were greatly influenced by similar cottages e.g. behind Hospital Terrace.

In a newspaper article of July 10, 1982 the price of the houses was stated as being between R80,000 and R90,000. In the article the Town Clerk said that "the plan for the Ricketts Terrace site will bring new life to Simon's Town as well as badly needed income from rates". The second phase of the development was the construction of the steep road giving access to the rest of Ricketts Terrace and the additional sites on each side of the road - a total of 22 houses. The sites were offered at between R13,000 and R15,000.

Following the favourable response to Ricketts Terrace the Municipality offered for tender a portion of their own vacant land on the East side of Ricketts Terrace which was subsequently developed in a similar manner by the same architects and is known as Flagship Way. Sometime later the Municipality then sold by tender the land above Runciman Drive which although initially conceived as Group Housing, later became a single residential development, Simon's Kloof.

The development of Ricketts Terrace with its sheltered location within easy walking distance of the town centre, marked a turning point in the development of Simon's Town by attracting people back into the centre in contrast to trends in other towns and reviving an interest in the assets of Simon's Town as a residential environment.

Then we come to the redevelopment of Jubilee Square and the Waterfront. Parker had drawn up plans for a very handsome building to front onto Jubilee Square and with its back to the sea. This was to be the Town Hall. Handsome though it would have been we were lucky the Municipality realised they did not have that sort of money and it was never built for if it had it would have closed the town off from the sea along the whole length of its main street.

After the development of the 1980s it was realised that the central commercial district (on the Historic Mile) along St George's Street, lagged behind the residential development and the Municipality, in order to stimulate upgrading and development, proposed a renewal project for Jubilee Square, which was at the time, an asphalt car park, surrounded by unfriendly iron railings on the sea side and a temporary timber structure

in the South-east corner. It was particularly important to get the Square right, because it is the only significant window to the sea from the whole of St George's Street.

The design prepared by Mike Munnik and landscape consultant Ian Ford, envisaged a pedestrian walk from Wharf Street to Albertyn's Stables, with Jubilee Square providing the focal point. Ficus trees, cobbles, the Just Nuisance sculpture, together with other historical features of interest, provided the ingredients for an urban "place" for Simon's Town. A Tea room and shopping facility, also commissioned by the Municipality and designed by Mike Munnik followed, to complete Jubilee Square. Together with the 11 palm trees planted to celebrate the Silver Jubilee of King George V and Queen Mary in 1935 and the aforesaid features as well as the Queen Victoria Jubilee fountain, Jubilee Square became a much loved focus for the town. It enabled Simonstonians and visitors to enjoy the view of Simon's Bay, with ships and yachts in the foreground. There was, however, little to attract people to the water's edge as Wharf Street and the slipway were relatively inaccessible and the Municipal jetty was under-utilized.

As a result of various previous proposals, the Municipality invited proposal calls for the development of the site previously leased by the Marlin & Tuna Club. Severe height restrictions as well as the provision of a 200-seat restaurant and public toilets, were requirements to be provided by the developer in the 30-year lease awarded to the successful submission. Designs prepared by Mike Munnik and submitted on behalf of developer Harold Johnson, a Simonstonian, were selected after public participation from several other submissions.

Essentially Urban Design's, the proposal aimed to connect and strengthen connections, both visual and physical, from Jubilee Square to the sea and from Jubilee Square to Wharf Street as well as from St George's Street to the sea.

The provision of a much needed 28 room hotel to encourage overnight visitors to the heart of the town, together with shops and an attractive Mall to facilitate movement through the scheme and provide access to the restaurant, were the planning priorities. The sale of the Post Office by public tender enabled the previous face-brick and rather forbidding building to be remodelled to provide attractive shops sheltered by friendly verandahs overlooking St George's Street and the sea.

Following recommendations by the Architectural Advisory Committee in 1989 "Guidelines for Conservation and Development" in Simon's Town were prepared by Planners Todeschini and Japha. The excellent Guidelines recommended, that as far as Commercial Buildings were concerned: "In general new commercial buildings should be sympathetic to the surrounding buildings in scale, form and materials. Good design can achieve this, yet still provide spaces suitable for modern requirements." The new buildings and remodelled Post Office endeavour to follow this general guideline.

The landscaping of Wharf Street and upgrading of the existing

building, has, apart from providing parking, resulted in drawing people to the waterfront, the public jetty and restaurant. It seems appropriate that the old Fish Market (once Harry Dilley's offices and Diving School) should have become "The Salty Sea Dog" now well known throughout the Peninsula for its fish and chips.

Proposals to remodel the Telephone Exchange building are under discussion, which, should they come to fruition, will complete the urban design and provide a heart worthy of a town as unique as Simon's Town. It has taken almost 30 years and the arrival of Tourism for the economy of the town to begin to pick up again after the Forced Removals of 1967.

Sadly in the last few years the S.A. Navy has reduced its numbers, so therefore those employed in the Dockyard have diminished and the year 2000 will probably see the S.A. Navy relinquishing many of its buildings "above" the main road through the town and making better use of what is inside the Dockyards. This could bring problems in maintaining the good appearance of our Historic Mile on which our Society keeps a continual watch.

The departure of the Royal Navy in 1957 badly affected Simon's Town economically for they had been mainly resident in the town and contributed to the turnover of many of the shops, hotels and public houses, many of which then had to close down. The South African Navy had their families resident "up the line" so at 4 p.m. the town quietened down. The next blow to hit the town was when the Government decided that all hotels should be "graded" and receive a "star" rating. Our hotels were small, apart from the British Hotel. Their owners could not make the improvements demanded so one by one they shut down and became boarding houses or self-catering flatlets. This left only The Lord Nelson Hotel in St George's Street and the Glencairn Hotel at Glencairn. We now have approximately 600 Bed and Breakfast beds in the area. The final blow was when the Group Areas Act in 1967 required our non-European inhabitants to leave the Town. Overnight the population halved with a disastrous effect on the businesses in the Town. Then, in 1977 the South African Naval Headquarters moved to Pretoria. The Chapter on the Navy in this edition gives the present situation.

Soon after taking over the Simon's Town naval base from the British, the South African Navy took over Welcome Farm and Oaklands Farm at Glencairn and developed part of this land as naval housing (Da Gama Park) which they ran and controlled themselves. It was later incorporated into the Simon's Town Municipality.

The penguins arrived in 1987 and this has seen quite an upheaval on the beach scene. We have lost Foxy Beach for swimming and if they multiply at their present rate and spread along to the other beaches, what is to happen to the swimmers? The mountain chain is now protected by the formation of the Cape Peninsula National Park; who also have responsibility for looking after the penguins from which activity they make a handsome income; bus loads of tourists pour in to see the penguins daily.

Plans are now afoot to upgrade the reclaimed land at Cole Point and make this more attractive to the visitors to Simon's Town and also to provide parking for tourist coaches etc. There are plans to include the demolition of that part of the dockyard wall between Sea Rescue and the new entrance to the Dockyard or perhaps even to make archways in it, and then to plant trees and generally beautify the area.

Despite our south-east wind Cherry Dilley (Curator of the Simon's Town Museum) has arranged several fine concerts and New Year parties on Jubilee Square and our own Doctor, Stephen van der Merwe, is educating the townsfolk with his very uplifting concerts in St Francis Church, where the accoustics are superb.

Anyone returning to the area after an absence of 35 or 40 years would find a completely different town. With the departure of our coloured population the area they had occupied, for various reasons, fell into disrepair and this resulted in a vast majority of the buildings being razed. The replacement development however brought more rates to the Municipality.

This edition will be at the printers by the year's end and we will have seen in the New Year and the next Millennium before it reaches our members. It just remains to wish you all a very happy and fruitful 2000 - aren't we lucky to live in such a beautiful part of the world?

For a more complete history of our town readers are referred to:
"Historical Simon's Town"
"The History of False Bay Up To 1795"
"Our Simon's Town"
"Simon's Town and the Boer War"
all these published by the Simon's Town Historical Society.
"Historical Simon's Town" is out of print but the Museum has a copy which members may read at the Museum. The other books are available from the Museum Shop. The Museum phone number is 021-786-3046.



KROOMEN IN THE WEST DOCKYARD SIMON'S TOWN c1905.
(Ref. Pouch U)

THE NAVY AND SIMON'S TOWN

Without the Navy Simon's Town would probably have remained a very small backwater at the end of the Cape Peninsula 25 miles from the centre of Cape Town.

There were several periods in its history when Simon's Town knew prosperity. The first of these was in 1795 with the 1st British Occupation of the Cape. This period lasted till 1803 when due to the signing of the Treaty of Amiens, the British evacuated the Cape and government was handed over to officials of the Batavian Republic.

The 2nd British Occupation was in January 1806 and again the town benefitted in 1814 when Simon's Town became the principal base of the Royal Navy which ushered in a presence which was to last 143 years. The Dutch East India Company influence on Simon's Town could be said also to be 143 years (from 1652 - 1795) unless you take into account that the Company's influence really only began in 1743 when it declared Simon's Bay to be the official winter port for D.E.I. Co ships.

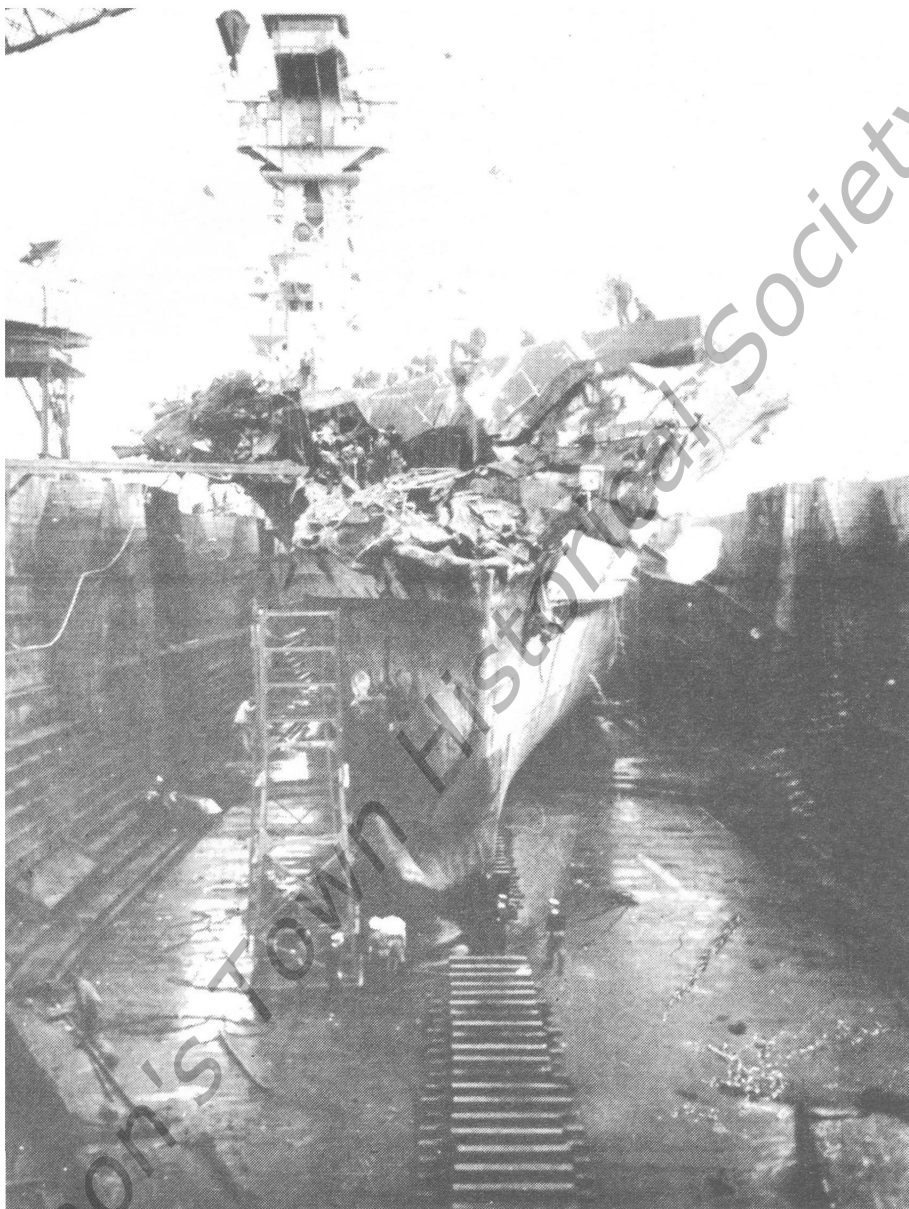
The period 1815 - 1822 saw much activity in Simon's Town as it was the base from which the needs of the troops and ships guarding Napoleon on St Helena were supplied. Then in 1834 the abolition of slavery was declared and this saw the Royal Navy busy patrolling an area from Sierra Leone on the West Coast of Africa to Mombasa on the East Coast and to the islands of Mauritius and Seychelles.

The Navy employed Kroomen from the West Coast of Africa on most of their ships serving on the South Atlantic and South American Station from the 1820's. There were usually about 12 to each ship. When a ship was paying off the Kroomen were trans-shipped at Ascension to the incoming ship and thus were in Simon's Town for considerable periods. Many of them married into local families and their descendants are still around to-day, some of them still working in Simon's Town. A visit to the O.B.G. at Seaforth shows some 55 Kroomen buried in the Garden of Remembrance. Others may possibly be interred in the Muslim section and there are several in the Muslim section at Dido Valley.

With the advent of steam, supplies of coal were needed and the West Dockyard had to be enlarged by reclamation and purchasing buildings on the sea side of the main street to accommodate stores for the coal and workshops for various sorts of machinery which were being developed. The small dock (Camber) in the West Yard was built in 1860 to give shelter to ships' pinnaces. In 1860 too the first Patent Slipway in South Africa was opened and could take ships of up to 1,000 tons.

Exploration of the African continent was taking place and Livingstone, Stanley and Speke all received great help from the Royal Navy and on several occasions each was transported to and from Central Africa.

The next period of prosperity in the town and West Dockyard came



HERMES IN DRY DOCK SIMON'S TOWN AFTER HER COLLISION WITH T
RFU' NEAR FREETOWN, SIERRA LEONE DURING WORLD WAR II (Re
um C1)

in the 1870s with the later frontier wars and those in Natal. This coincided with the discovery of gold and diamonds. The ships still called in the winter months at Simon's Bay as there was still no dock in Table Bay. During the preceding 30 years several new rows of cottages were built in the Brook area to house dockyard employees and these included a row of cottages, later known as Sayers Lane. These were sold into private ownership in 1834 and were finally demolished in 1972.

The Royal Navy brought prosperity to the Town and the taverns and shops flourished. Socially Admiralty House ranked next to Government House, Cape Town and invitations to Admiralty House and any naval function were much sought after. While naval ships in the Far East employed Chinese laundrymen, those in Simon's Town employed local families which also brought money into the town and much of this washing was done up in the Kloof area at the stream which then flowed on between Studland and Admiralty House into the Bay.

Throughout the Anglo-Boer War 1899-1902 Simon's Town and Cape Town were the principal ports through which passed the reinforcements of men, supplies and equipment for the British Army. In the early months of the war the Naval Brigade were the mainstay of the British side until reinforcements arrived from the United Kingdom. During this period there were many extra people in the town and traders also made some money from the presence of the Boer prisoners.

In 1900 Sir John Jackson's firm had begun the extension works on what we know to-day as the East Dockyard and at last Simon's Town had a dry dock. Those in Mauritius had been in existence for nearly 100 years!

In the Great War of 1914-18, Simon's Town was busy as a re-fuelling and refitting base for the escorts of the numerous troop convoys from here and from Australia/New Zealand. During the Depression years the Navy was not very active. Then in the mid-1930s there was trouble in Ethiopia and this had a slight influence on the activity in Simon's Town when the ships were put on standby. Then came the 1939-45 2nd World War and Simon's Town once again was a hive of frantic activity as extra housing (the blocks of flats Hamoaze and Solent Courts and Medway Terrace) was hurriedly built to house the Home Agreement men from England who arrived with their families to work in the Dockyard. The numbers of people employed in the Dockyard rose considerably and this rubbed off on the town; even the banks benefitted this time.

Towards the latter stages of the war, with the re-opening of the Mediterranean and the Suez canal, Simon's Town lost much of its importance as a staging post. Simon's Town had done its job well and proved its worth as a key point in the defence of the sea lanes of the Southern Hemisphere. It was not until the Suez crisis that it was to be woken up again.

Then in April 1957 the Royal Navy handed over the Base to the South African Navy. Thereafter followed a bad period for the town. The majority of Royal Navy people had spent their time in Simon's Town (with occasional visits to Cape Town) and in the



THE OPENING OF THE SELBORNE DRY DOCK SIMON'S TOWN
3RD NOVEMBER 1910. (Ref. Album G/63)

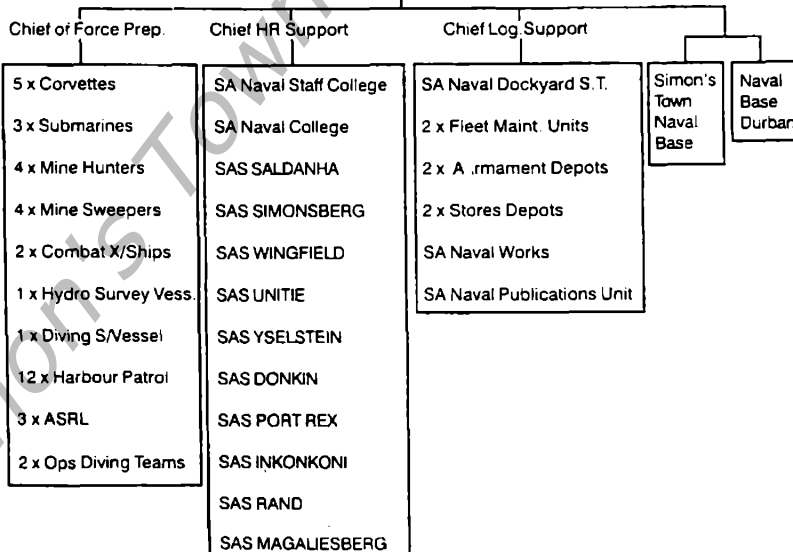
evenings the town hummed with their presence. However the South African Navy mostly had their families living somewhere on the Cape Peninsula even as far away as Somerset West so the men departed at 4 p.m. each day and left a very quiet town behind them.

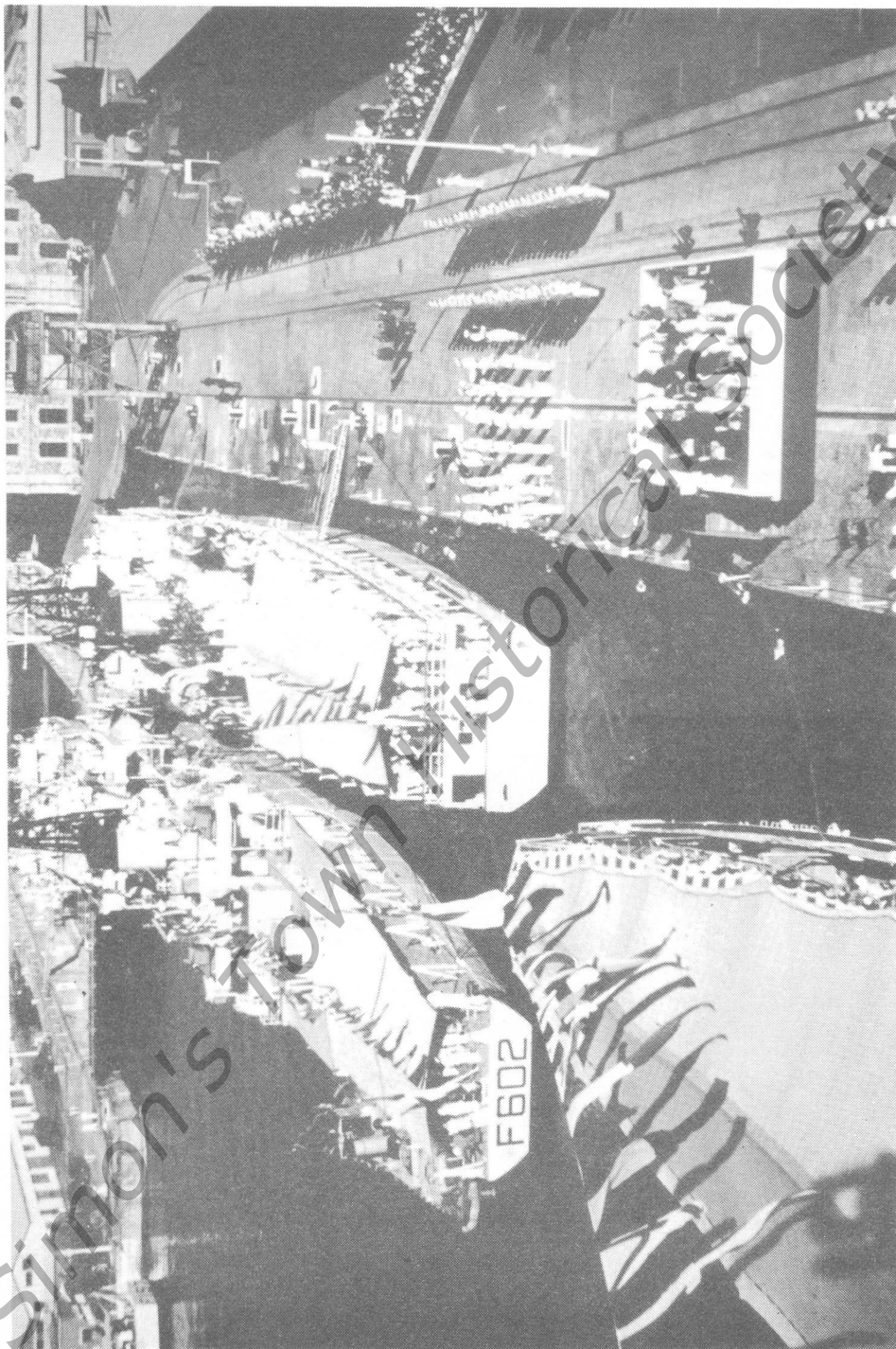
The South African Navy later extended the East Dockyard's size and capacity and things looked up for a while. Then they moved their H.Q. to Pretoria, causing many families to be re-located. For several years round this period bonds between the Town and the South African navy were strengthened and there were 2 Navy nominated Councillors on the Simon's Town Municipal Council. After Marine Oil Refiners the Navy were the biggest consumers of water and the Navy certainly were the largest controllers of property in the Town.

Durban Dockyard re-opened in 1979 with the formation of the Strike Craft Squadron (later Flotilla). The S.A.N. had two major bases for the first time. We have gone full circle now and in March 1999 Fleet Command H.Q. returned to Simon's Town and once again there is an Admiral in charge in Simon's Town. The diagram below will give readers some idea of the present lay-out of the naval hierarchy.

FLEET COMMAND SUBORDINATE STRUCTURES

Flag Officer Fleet





HANDING-OVER CEREMONY, EAST DOCKYARD, SIMON'S TOWN, APRIL 1957
(Ref. Album H4/9)

LOCAL GOVERNMENT 1883 - 1999

In the early days of Simon's Bay i.e. 1743 - 1883 Government was run in a much different way before 1883. At first there was a POST HOLDER who was the senior Dutch East India Company man in charge at Simon's Bay. As the town grew, so the post evolved. In 1761 the post became THE RESIDENT. Then 1795-1805 COMMANDANT and well after the 2nd British Occupation in 1806 this remained so. Until 1814 each British Commandant was assisted by a Deputy Fiscal who was concerned with civilian affairs.

In 1825 the post was changed to RESIDENT MAGISTRATE and thereafter the occupant's influence and power seemed to grow considerably until the appointment on 1 July 1876 of Frederick Johannes Perryn van der Riet who had much to do with the founding of the Simon's Town Municipality.

Before six weeks had elapsed since his appointment, van der Riet called a Public Meeting for the purpose of the formation of "a Committee of 6 Gentlemen" to help him in advising and deliberating on all matters connected with the general improvement of the Town. The aims of this body were to raise funds by voluntary subscription for sanitary improvements and to make representation to the Government to form a Municipality by allowing the Naval and Military Establishments here to be taxed for the payment of rates.

The town was divided into 6 wards and the members were Messrs A.N. Black, Fred. Hugo, P.D. Martin, E.G. Bown, G. Phillipson and G.R. Budge, who were armed with authority under the Public Nuisances Act. The Chairman was Magistrate v.d. Riet and the Secretary was the Residency Clerk Mr. J.C. Hoets.

Act 29 of 1881 provided for the Management of Villages and other communities not being Municipalities. There was a smallpox scare in the winter of 1881 which caused him to convene a public meeting to make the Contagious Diseases Act of 1856 applicable to Simon's Town. By the Proclamation No. 154 of 7 September 1881, Act 29 was applicable to Simon's Town. 18 September 1881 saw the setting up of a Board of Management consisting of Fred. Hugo, Charles Rees and George R. Budge. Rees was elected Chairman and the boundaries were defined.

The Simon's Town Divisional Council took 3 years after the passing of Act 36 of 1879 for the 8 Simon's Town Divisional Councillors to be elected. On 24 October 1882 Messrs Fred. Hugo, G.R. Budge, J.E. Storrier, P.J. Hugo, H.J. Hugo, G. de Stadler, J.H. Carlsen and H.A. Auret were elected. Their main duty was road construction and maintenance. Their first meeting was on 21 November 1882. This council was not a success; the area was too small to generate enough money in rates etc to be viable.

The Municipal Act 45/1882 was a cumbersome Act, as to be admitted as a Municipality required a special act of Parliament to be passed. All that was now needed under the new Act was a petition by 25 parliamentary voters of the area to the Governor and he could then proclaim a Municipality. There was a reluctance on the part of the townspeople for they wanted reassurance that when they had to pay rates, rates would also be levied on Naval and Military property or that they would contribute a fixed sum annually. This has always been a "hot potato".

14 February 1883 saw another election date fixed and on 24 February William Alexander, G.R. Budge, F.H.S. Hugo, Wm. Runciman Jnr, J.E. Storrier and Edwin Turner were elected and the first meeting held on 28 February 1883 with Budge being elected as Chairman. The term "Mayor" was not then in use. The boundaries were the same as before.

Mr. D. Watson was the first Town Clerk and from Council records we find him paying rates on a property of £400 in the Kloof area. His salary was £7.5/- per month.

It is Councillor Storrier that we have to thank for a huge number of trees which were planted in the town after 1883. These were quick-growing gums and pine trees. In their first year of operation there are 38 entries in the Council's Cash Book for the purchase, cartage, planting, watering and protecting of trees and 5 entries relating to the eradication of "invaders" like prickly pears and thorn bushes. Much use was made of convicts for this work and they were paid a small sum.

Water has always been a problem in Simon's Town and just before the Municipality was established there was put into effect a Water Committee. Their resources were a Naval Water Tank, the Harbour Board's water tank, several "conservancy" tanks, springs, and a fairly extensive network of pipes serving the central and eastern section of the town but not the western. As we drive through our modern Town to-day it is hard to remember that we once employed a lamp-lighter and that at one time all people collected their pails of water from standpipes and lit their way to bed with a candle or smoky oil lamp.

In 1996 Simon's Town Municipality came to an end. A service of Thanksgiving was held on Jubilee Square after which all the Councillors handed their robes and hats over to the Simon's Town Museum for safekeeping and display. Since then many other artefacts have also been given to the Museum and are now on display in the main hall of the Museum.

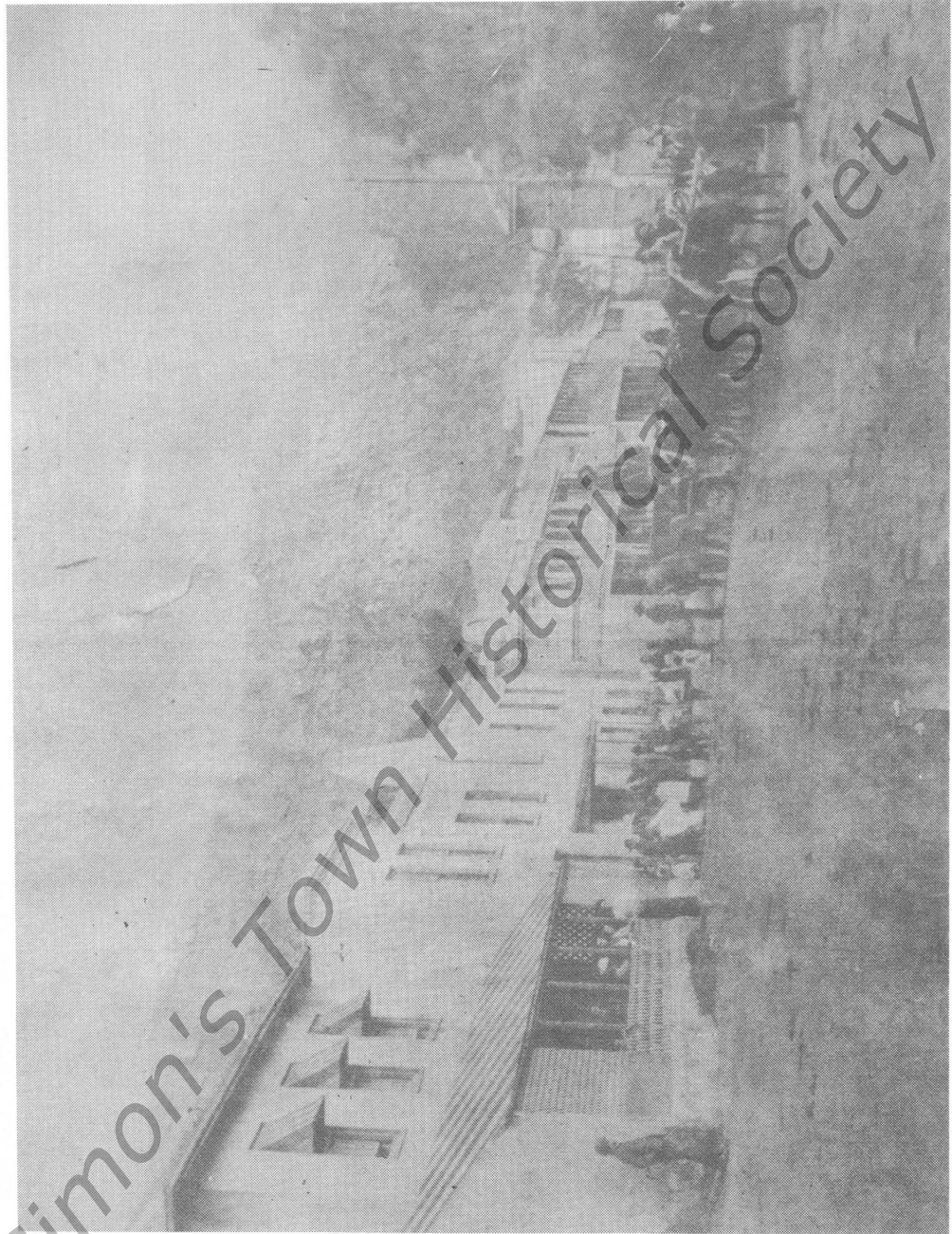
In 1996 Simon's Town Municipality became a Ward of the South Peninsula Municipality and we have lost our independence. Our Ward Councillor Alderman Holderness has a hard time fighting for our share of a much reduced budget. There are many disadvantages to this new arrangement as far as the townsfolk are concerned and there will probably be more when we become part of a megacity.

MUNICIPALITY OF SIMON'S TOWN

LIST OF MAYORS 1883 - 1996

	1883 - 1885	G.R. BUDGE
	1885 - 1886	F.H.S. HUGO
	1886 - 1887	G.R. BUDGE
	1887 - 1888	A.N. BLACK
	1888 - 1889	W. RUNCIMAN
	1889 - 1890	REV.E.J. WILLIAMS
	1890 - 1893	F.H.S. HUGO
	1893 - 1898	W. RUNCIMAN
	1898 - 1899	F.H.S. HUGO
	1899 - 1901 Nov	W. RUNCIMAN *
Dec	1901 - 1902 June	F.H.S. HUGO +
June	1902 - 1902 Aug.	J.S. SQUIRE (Actg.)
Aug.	1902 - 1904	W. RUNCIMAN
	1904 - 1906	R.S. WHYTE
	1906 - 1907	J.S. SQUIRE
	1907 - 1909	J. HOWELLS
	1909 - 1925	W. RUNCIMAN
	1925 - 1927	C.N. CASWELL
	1927 - 1932	L.C. GAY
	1932 - 1934	A. MUSTART
	1934 - 1950	L.C. GAY
	1950 - 1952	J. PRESTON
	1952 - 1954	K.P. VAN BREDa
	1954 - 1956	J.M. TAYLOR
	1956 - 1957	I.M. GREENBLATT
	1957 - 1960	D.C. DE VILLIERS
	1960 - 1963	R.C.H. JUTER
	1963 - 1968	D.C. DE VILLIERS
	1968 - 1971	L.J.D. GAY
	1971 - 1972	J.H. LIEBBRANDT
	1972 - 1973	A.T. BRENNAN
	1973 - 1974	A. EDWARDS
Sep.	1974 - 1974 Nov.	E.J. SMITH
Nov.	1974 - 1976	L.J.D. GAY
	1976 - 1979	G.J. WILSON
	1980 - 1987	L.H.M. DILLEY
	1987 - 1991	N. HOLDERNESS
	1991 - 1995	C.F. SANDEROFF
	1995 - 1996	P.E. VAN ECK

* Resigned
+ Died 3/9/1902



ST GEORGE'S STREET. SIMON'S TOWN BEFORE THE TURN OF THE CENTURY. RECTORY BUILDING ON THE LEFT AND JUBILEE SQUARE ON THE RIGHT BEHIND THE TREES.

T R A N S P O R T

When Antoni Visser came to Simon's Bay in 1723 it is quite likely he stopped off at Steenberg farm (near Pollsmoor Prison) and visited his friend Gideon Roussouw. In those days the farmers used a track over the Steenberg mountains past the present-day Silvermine Reserve and into the Noordhoek valley. The wagon track then continued across the floor of the valley past Poespaskraal homestead (opp. Site 5) where a track branched off to Slangkop and Imhoffs Gift (opp. Ocean View). The main track then came over the mountains on the west side of the present Glencairn freeway, branched off into the Glencairn valley for the farms Oaklands (Da Gama Park) and Welcome (now surrounded by the houses of Welcome Glen suburb), while the main track carried on past Brooklands and Maylands (where the Simon's Town water conservation area is) to come out on the Red Hill plateau. Drivers of heavily laden carts and wagons feared going down the old, steep road into Simon's Town and used the sandy slopes of the valley in which the Bus station now is. The sand acted as an additional brake on the wagon wheels. This road came down in a straight line past the old False Bay Hospital to enter the main road in what is now Jubilee Street opposite Admiralty House and just on the north side of the Toll Gate.

Back up on the plateau at Red Hill the main track went down a gentler slope on the Atlantic side and passing Wildschutsbrand farm at the foot of Red Hill continued south to Buffels Bay and Olifantsbosch. In the early days there were many smallholdings in Klaver Valley and along the Atlantic coast behind Red Hill. Life was very hard for these farmers - it was really subsistence farming.

It is quite likely that the early wagons followed tracks made by the early Khoikhoi herdsman who, like Harry and Eva, herded their cattle in this area at times seeking additional grazing. In other parts of Africa to-day's roads in many places follow the tracks which grazing animals, particularly elephant, had made. [Certainly, the original name of Sir Lowry's Pass was Gantouw, the Path of the Eland].

The alternative route from Table Bay to Simon's Bay came via Wynberg down to what we know as to-day's Lakeside. The lake in those days was much larger and in fact early Company arrivals here thought it was an inland sea, so large did it seem to them. The road was above the line of the present main road until it reached near present day Cinnebar flats. Here it began to get tricky and travellers frequently stopped at Farmer Pecks Inn (Cinnebar) opposite the army post (to-day's bowling greens). Travellers then continued along the narrow track very much where to-day's main road passes. They then had to cope with "The Trappies" at Clovelly. This was much steeper in the early days. There was a path on the sea side down which the lead horse or ox walked (or was led) and the others followed down behind him. Ones troubles were not over then for along Fish Hoek beach there was dense sea sand and sandhills as well as quick-sands. One then wound round the foot of the mountains and at Glencairn

(Elsies River) more thick sand and quicksand was encountered. Finally on the run into Simon's Bay past to-day's Dido Valley Cemetery, the track was just above the high water mark and very difficult to negotiate. Then the final hurdle was the stretch between Klein Vischhoek house and to-day's Simon's Town station: more sea sand. Albertyn and Frieslaar were among the local wagon-owners who undertook transport work in the area and there were stables on the north side of the Toll Gate where horses could be stabled while their owners were in the town.

How thankful travellers must have been to reach Antoni Visser's house (on the site of present-day Admiralty House) or Cornelius de Leeuw (above Soldiers Way). The faint hearted frequently went as far as Kalk Bay by cart or wagon, then took passage on a small boat across to Simon's Bay and vice versa. Then on 1st December 1890 the railway arrived in Simon's Town. It was a great day. Cecil Rhodes cut the ribbon as the first train pulled in to the station. Yes, the same station buildings are still there to-day although the goods yard and cattle pens as well as the turntable to turn the steam engine, and the engine shed have now gone. Children were given a holiday from school and a ride on the train, as were the grown-ups later. The organising committee and VIP's were treated to a celebratory lunch at the British Hotel and the day closed with a firework display after dark.

Through the station there have been some notable movements. Troops and the Naval Brigade coming and going during the 2nd Anglo-Boer War as well as the arrival of Boer prisoners, either in transit to overseas camps or to camps in Simon's Town. Then in 1933 Admiral Evans, officers and men of HMS CARLISLE set off to deal with Tshekheldi Khama in Bechuanaland (written up in our Bulletin Vol. XI No.4 and Vol.XII No.1). Many thousands of sailors have travelled to and from Cape Town over the years and during the 1939-45 war that famous naval dog Able Seaman Just Nuisance was a frequent, if often unwelcome, traveller with his own season ticket. German passengers and crew even used the train in 1939 when as survivors from the scuttling of the German ship WATUSSI they were brought ashore in Simon's Town and marched to Simon's Town station under escort to catch a special train to their internment camp.

Royalty have also used the train, albeit a special train and in 1900 Lord Milner arrived by another special train when he visited Bellevue prison camp (site of the golf course). 1901 saw the Duke and Duchess of Connaught and York (later King George V & Queen Mary) come ashore in Simon's Town from HMS OPHIR when they were on their round-the-world tour. They went to Cape Town for a few days and then returned to resume their voyage. 1925 saw the Prince of Wales here on his extended African tour.

At the beginning of the century most inhabitants lived and worked in Simon's Town. Gradually, after the Great War, people travelled towards Cape Town to obtain work. There was even a special evening train which left Simon's Town to get you in time to the theatre or the opera in Cape Town AND bring you back. Now at the end of the century we have gone to the opposite extreme and are cutting down on our trains. It is very difficult for tourists to Simon's Town to come and go by train at the week-end.

The local bus service leaves a lot to be desired but we have been saved by that wonderful invention - the Rikki, without which many of us would be walking miles.



Keppel's Folly.

THE TRAPPIES, CLOVELLY, AS ADMIRAL KEPPEL OBSERVED
THEM IN 1829! FROM HIS AUTOBIOGRAPHY.

TRADE & BUSINESS

Simon's Town has always been "at the end of the line" even before there was a railway. The poor roads increased the cost of overland transport so the fundamental needs of the naval establishment and the town had largely to be met from local resources. Food and water were of greatest concern. By the beginning of the 20th Century the railway line had been extended from Kalk Bay, the main road crossing of the Glencairn vlei had been improved and as the town blossomed in the shadow of the construction work going on in the East Dockyard so did business expand.

The town built its own abattoir at the bottom of Dido Valley Road (the buildings are now used as municipal workshops) and De Beers Building (now a pub) was erected by Imperial Cold Storage to hold meat against the Royal Navy's needs. There had always been at least one butcher on St George's Street, but despite its recent affluence there is now no such trader - the result of super-markets nearby at Seaforth and Glencairn. There is still a private butcher at Glencairn. Councillor Amlay operated a butchery to provide meat for the Muslim population until 1967.

Bread, the great staff of life, was baked by Atwells Bakery (ABC building), at Whytes (in Whytes Building - now a furniture shop) and several other smaller bakeries, including until recently Brads. Up to the 1920's there were six local dairies too.

Vegetables came from farms on Red Hill and Glencairn Valley, as did some milk. A Fish Market in Wharf Street (now Salty Sea Dog) provided fresh sea produce until its closure in the late 1960's.

No town could be without its chemist; our most famous apothecary being Mr. Miller, who also produced carbonated drinks. (He also left an enormous collection of glass-plate negatives taken of the town, these now being in the safekeeping of the Museum). Later on he was joined by Mr. Juter, after whom Juter Square is named. Stronger drink in the form of beer was imported from the breweries at Woodstock and Newlands. Before the RN left there were at least five Bottle Stores in the main street, now only three remain.

As the refrigerator did not come into general use until the mid-30s it was customary for housewives to keep only limited stocks of perishables in their houses, preferring to buy their requirements as and when needed (maybe also as and when money was available) from the small trading stores that operated in the main street and around the station. It was also customary to place a monthly order with O.K. Bazaars who then delivered all the way from Cape Town.

Laundry was done by local washerwomen whilst there were several Muslim tailors to make formal wear; the most famous Naval tailor being Manuel & Sons. Shoes could be mended by the same craftsmen that cared for the harnesses of the oxen and horses. Before the 1939 war came the Kalidas family who are still with us to-day in Rectory Building.

For many decades there has been the continued presence of at least one lawyer; until the arrival of the first resident estate agent these gentlemen also handled land sales as well as the usual wills, insolvencies and the other minutiae of small town life. Our first estate agent took premises only after World War II, since when there has been a proliferation of them.

Hairdressers for both male and female have been regular traders, for men needed their hair short and women needed to repair the damage caused by the South-Easter. In the days when seamen regularly got tattooed there was such an operator near Club Steps (next to Lankester's Building).

From earliest times there has always been a family doctor to cure the civilian population and he doubled as the Medical Officer of Health. Once there was an undertaker whose house, and yard, were right next-door to the doctor, a really convenient location if things went wrong! We have also had dentists and opticians in recent years, but the cost of modern high-tech equipment makes a small practice uneconomical.

Entertainment can also be described as an industry and for many years the pubs along the main street provided entertainment for the visiting matelots from countries around the world. The Criterion Cinema (now Cafe Pescado) opened its doors in 1926 and offered three changes of film a week and until killed off by television in 1970 it provided the locals with many hours of happy viewing. The fall-off in the number of visiting ships must have also speeded up the end of the "Bioscope".

From spending money to storing it: the town's first bank was established by Standard on 30 October 1897 in ABC Building, before moving to the British Building and then to De Beers Building. The justification of founding a branch, together with locally resident Branch Manager, was the handling of funds for the payment of the dockyard construction workers. In the 1990's the reduction in dockyard and navy staff as well as the growth of the invasive ATM, caused the Branch to be downgraded to an Agency. Barclays Bank (as First National was called in those days) came along later and was housed in Rectory Building before moving to Willett's Building in the 1970's. In the last 30 years or so the building societies moved into the banking sector and with rising bank charges the cost-conscious with limited banking requirements have tended to keep their savings there.

Road transport has always been an important supporting industry. Cartage contractors operated from Albertyn's Stable at Cole Point and both our present garages were once stables. Several traders kept their own horse and cart for deliveries and there is still evidence of this in the cobbled back yards behind some shops. It is not known who was the first person to own a motor car in Simon's Town, but the garage trade blossomed and at one time there were four operating. There have never been any franchises for new cars but two entrepreneurs ran second-hand car outlets in the late 60's.

A jeweller and a stationery/book shop we still have, a furniture store too. We have generally been spared the hotch-potch of

secondhand shops and purveyors of bric-a-brac and have only ever had one antique shop. Toy shops and haberdashery are also no longer. Apart from the garages, we have been spared the corporate advertising broadsides.

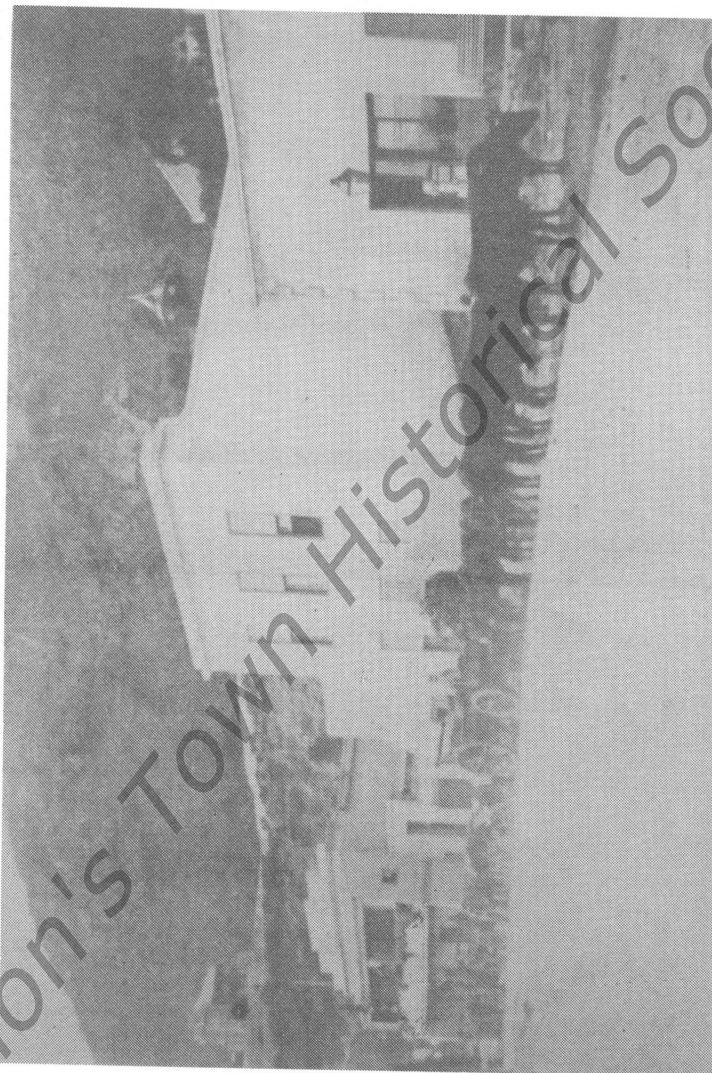
The largest non-governmental business in the town has been the inn-keeping/accommodation/hotel trade. From earliest days there were establishments that would offer the weary traveller somewhere to lay his head. The larger establishments were the Metropole Hotel (rebuilt as the Lord Nelson in the 1920s), the Prince Alfred Hotel, Central Hotel, British Hotel, Willett's Masonic Hotel and the St George's Hotel: six all within a half-mile stretch of road. This was before the tourist trade was ever considered; the facilities were often used by the families of R.N. officers posted to Simon's Town without benefit of official housing. The 1890/1900 buildings could not economically be modified to meet the strict requirements of the new hotel laws introduced in 1970 and turned into rooming houses. This ended the era of the hotel dining room, the only place to go in town if one wanted to eat out locally. The Lord Nelson and the Glencairn Hotel are the only two left to-day and the accent has moved to self-catering, which has risen in popularity as the number of restaurants has burgeoned.

Looking back through old newspaper advertisements it is noticeable how many Jewish traders and business people there were in town. Where now are the Satuskys and Kovarskys (general dealers), the Isemongers (bank manager), the Cohens (lawyer) and what brought the Bernsteins, the Levys, the Greenblatts and the Bermans to live in our midst? We also had a few Portuguese who ran fruit stores and visitors of the 1820s remark on meeting Russians in the town - what did they do - does anyone know?

Over the last two centuries Simon's Town has changed from a small cut-off community whose livelihood was the sea, from sailing on it, fishing in it, or from providing for both sailors and those who travelled with them as passengers. The dockyard is still an essential part of our being and contributes towards the rates' income but as the dockyard workers themselves no longer live in the town they play little part in the town's economy.

The only industries ever to establish themselves in Simon's Town were the ill-fated Glencairn Glass Works at the beginning of the century, and Marine Oil Refiners, started up after World War II ended and intended to utilise the ex-dockyard labourers who were made redundant at the termination of hostilities. The oil refinery business started off by processing shark livers railed to them in barrels from the West Coast, but the fiendish smells that occurred brought public complaint and the plant eventually changed to producing margarine and cooking oils. It is now to close.

Later Top Stones/Mineral World has developed at Dido Valley and in the last 10 years Kelp Products next to the bus depot but these do not provide work for many extra hands. At the end of the Millennium Simon's Town still relies greatly on the sea for its being.



FRIESLAAR'S WAGONS PARKED OUTSIDE HIS STABLES -
NOW THE SHELL GARAGE. C.1900

EDUCATION

From 1743 with the opening of Simon's Bay as the winter anchorage for ships, the population gradually increased. Early settlers like Kirsten and Aurret had private tutors for their children and also extended this facility to the Munniks and a few other residents in the village.

In 1813 Simon's Town's first school was opened in The Residency and it was known as **CRADOCK'S DUTCH SCHOOL**. Cradock was the Governor of the Cape at the time. The school was short lived as it did not meet the needs of the community who were now predominantly English speaking. Bartholomeus van Deuren of Rotterdam was the first teacher at the school.

In 1818 **THE FREE SCHOOL** opened in what is now Patel's building. It was a single-storeyed building of two rooms. There were 90 boys and 60 girls (some as young as 3 years). If the school had not taken in these young ones then their older brothers and sisters would not have been able to come to school; they would have had to stay at home to look after them. In 1851 the Free School building had grown too small so it was decided to open a school for the very young pupils. It was opened by the Dean of Cape Town, Rev. W.A. Newman.

THE DUTCH REFORMED CHURCH SCHOOL operated from 1856 (the year the church opened) with J.H. Tulliken as Headmaster. In 1861 the school was closed after an inspection by the education authorities who declared it ill-furnished, disorganised and unsupported by the community.

THE BOYS' MISSION SCHOOL (Sometimes referred to as the Church of England school). This was opened in 1875 by Rev. Judge. To-day it is the Sheriff's office. It was established to ease the strain on the Free School whose numbers had by then become unwieldy to manage. I.T. Hart was the Principal and Miss Snooke the assistant teacher. One of those who attended this school in 1885 was Hadji Bakaar Manuel. It was a multi-racial school. The Hall was also used by the Kilmarnock Lodge. In 1905 Percy Thatcher was Principal and his wife at that time was principal of the Girls' School of Industry.

In 1944 the building was bought by the Home Agreement Men's Social Club and used by them for that purpose. After the war ended their numbers gradually dwindled and the club closed. For a short while Mrs E.B. Hantam then ran a restaurant for coloured people in the building but this was not well supported and closed.

ROMAN CATHOLIC SCHOOL: In 1874 this school was established with Miss Aggar as the Principal. This was in the old chapel building which is now part of the Parish Centre. Later, it was a school for coloured children. It closed c. 1967.

ST FRANCES MISSION SCHOOL: This was opposite the dockyard clock and next to Ordnance House. The original school building (not the present building) was built in 1843 as **The Girls School of Industry** to ease the strain on the Free School. At this stage it had been decided to separate the boys and girls at the Free School owing to the large number of pupils. By 1868 there were 118 girls at the Girls School of Industry. In 1943 the school celebrated its centenary.

In 1944 St Frances Mission School was established to replace the School of Industry for Girls, the Mission School for Boys (now the Sheriff's office) and the Infant School which was behind the original old building on the site and a new 2-storeyed building was erected. In 1959 a final extension was done and the school had 300 children. In 1969 after the proclamation of the Group Areas Act of 1967 the school closed.

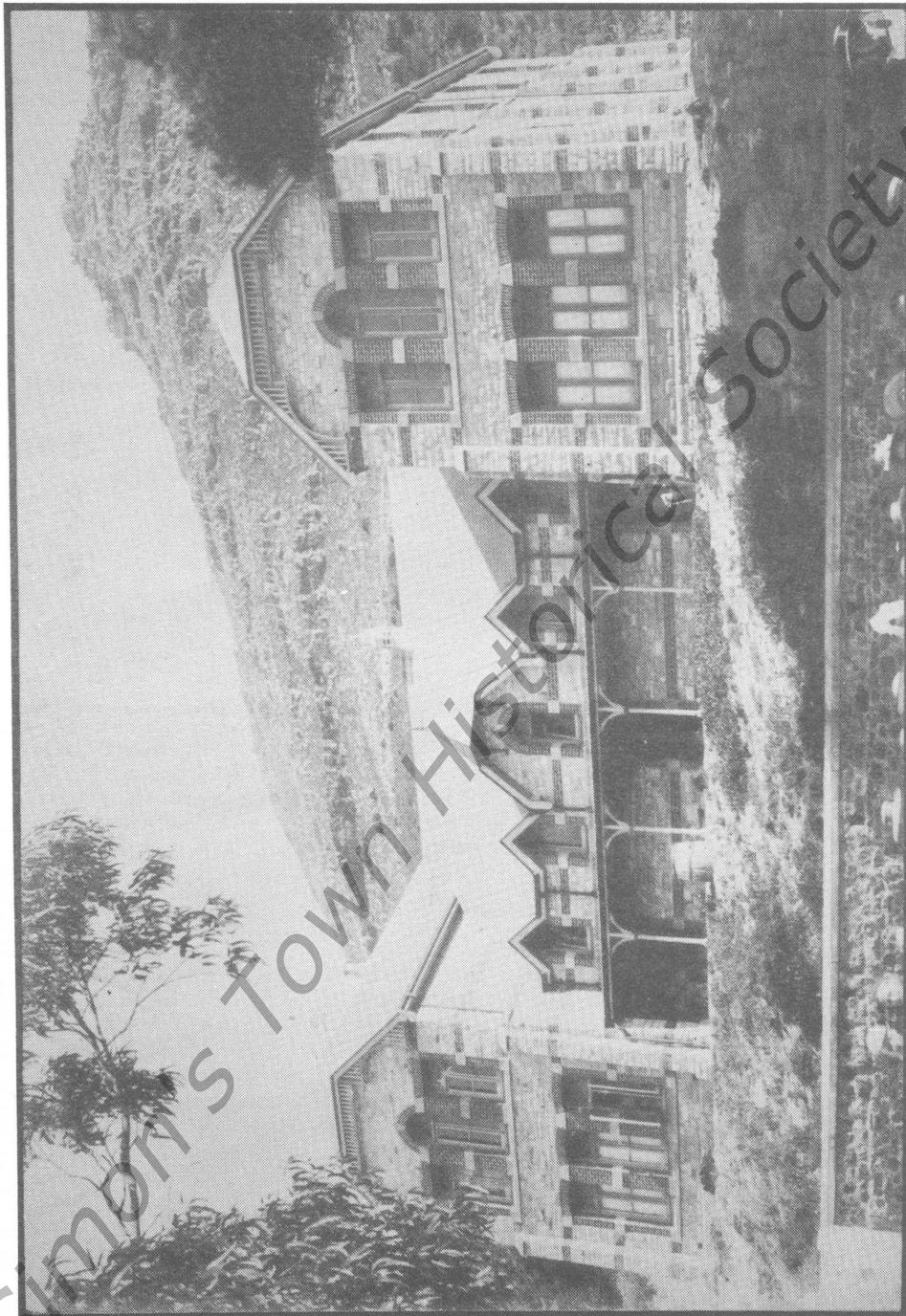
While the school was operating, as most of the children were from poor homes there was a feeding scheme at the school and at first break at about 10 a.m. they were given brown bread and jam. On special occasions the children were given fresh fruit and in the winter a cup of hot soup made by Mrs Benjamin, the caretaker, who lived on the premises.

ST JOSEPH'S CONVENT: In 1835 this land was owned by Mrs. Mary Miller and on it stood "The Bungalow" a wooden building. In 1892 on 2 November it was sold to Dr. Henry Clark, the local Medical Officer of Health. He built a more substantial brick house on the site.

When Dr. Clarke died the Catholic Church bought the property c.1916. It was to be used by the Ursuline sisters as a holiday home - most of their convents in South Africa were in the interior. To help finance this they opened a Junior school. When the Ursuline nuns gave up the school c.1936 the Dominicans took it over and in 1949/50 they built on to the southern side of the building the double-storey section. The Dominican nuns first of all commuted from the convent at St James each day but later moved in to part of the old house while the rest was a school. The school closed in 1967. The property became Top Sail House and a sailing academy was run from there for a few years. It is now flatlets. The driveway for cars was installed c.1990 and the playground made ideal parking space.

SIMON'S TOWN HIGH SCHOOL: This was built in 1896 on the site of Black Town (where freed slaves had been allowed to build modest houses on Naval owned land). The Navy and the Town Council swapped this land for that on which the second Naval Hospital (at Mount Pleasant) was built.

Prior to 1896 (from sometime in 1893) the High School had been established in the premises of the old Free School (in what is now Patels), in just two rooms. Adam George Macleod aged 30 was appointed Headmaster of the Simon's Town Boys High School on 18 November 1893. He had been born in Scotland and had studied Classics and Mathematics at Glasgow University. At the time of his appointment he was principal of Beaconsfield Public School in Kimberley.



SIMON'S TOWN HIGH SCHOOL OPPOSITE THE DUTCH REFORMED CHURCH - DESIGNED BY JOHN PARKER. THIS LATER BECAME THE MUNICIPAL OFFICES.

At this time all schools were fee-paying though in urban areas there were Poor Schools whose fees were nominal and which did not venture beyond Standard IV. The other type of school was for the "better class" children - their superiority being the result of their parents' ability to pay the higher fees. Class distinction and segregation were maintained by the simple device of declaring schools "fee-paying".

In those early days life for teachers, especially the headmaster, was hard. Macleod knew not the luxury of free periods and he was solely responsible for all the subjects in the classes in the upper half of the school. Then there was the Inspector who expected good exam results. Macleod's salary was £200 per annum and a house allowance of £50 per annum was paid. One of his staunch assistants was Hettie Cairncross who had been up till then teaching at a private school in Simon's Town. She was but 23 years of age but they made an indelible mark on the school. They were helped by a second assistant teacher from 1895.

By the end of 1896 there were 116 pupils and the school was bursting at the seams. In a flurry of activity earlier in 1896 the exchange of land took place between the Navy and the Municipality and the foundation stone was laid by Wm. Runciman in August 1896. Messrs Squire and Barraball who built the school must have had wonderful workmen for in January 1897 with the opening of the new school year, the children thoroughly enjoyed moving into their new school and helping to carry everything along the main road to the new building. The school cost £4,034.10.11d. to build. Among the scholars at that time was Noel Duke Jackson the son of Sir John Jackson, head of the firm which was constructing the new East Dockyard.

Compulsory education was about to be introduced in 1904. By this time the school was one of the 6 High A1 schools in the Peninsula and it had 209 pupils. The others were Diocesan College (180 pupils), Rondebosch Boys High School (231 pupils), Rondebosch Girls High School (228), Wynberg Boys High School (219 pupils) and Wynberg Girls High School (203 pupils). However only 2 Simon's Town pupils were in the Senior D class and the school had therefore been placed on the suspense list.

In 1906 there was an outbreak of smallpox which affected attendance figures. In 1907 the headmaster's house was completed and the Headmaster 34 year old Ernest Moseley Binckes, his wife and two children moved in. Numbers at the school continued to decline and by October 1907 had shrunk to 179. At the same time Sir John Jackson Ltd and the Dockyard both opened night-schools. By 1910 the numbers had shrunk to 145 as a number of Sir John Jackson's employees moved away on completion of the new dockyard. A highlight of 1910 was on 3 November when the school choir sang at the "opening" of the Selborne Dry Dock by the Duke of Connaught.

There was continued rivalry between Simon's Town High School and Arsenal Road School and this was borne out by the fact that Simon's Town High had only 105 pupils in 1915 while Arsenal Road's had climbed to 193. Arsenal Road benefitted too from the fact that it was near the Army barracks and it was cheaper for

the Army to subsidise Army children at Arsenal Road than the more expensive Simon's Town High School. At this time (1914) Izak van der Poll was to join the staff and he stayed till the end of 1953. In 1915 the school was allowed to use Mr Struben's field at Seaforth (to-day's car park at Seaforth Beach). At this time the race question reared its ugly head to such an extent that several parents withdrew their children from the High School as they deemed it was becoming "mixed". There was an increasing Coloured population in the naval port. One of the parents would be white and of overseas origin. The home language would be English. In some families one child would be blonde and fair complexioned and the other curly-haired and dark. The blonde would attend Simon's Town High School and the brown one Arsenal Road. This led to the term "Simon's Town Europeans" being introduced. This was the first glimmering of racially segregated schools making its appearance.

Another great headmaster was M.H. (Monty) Green who with his wife and three children (Robert, Sheila and Doreen [Tiny]) arrived in December 1929. He stayed until July 1950. Sadly the school had just been re-named Simon's Town Secondary School and was in danger of being degraded from Secondary A to Secondary B. There were now 190 pupils. Monty was just the man for the job and though kindness itself was a disciplinarian and the pupils knew they were expected to pass their exams or else. Results improved - one did not dare to fail!

In 1931 Arsenal Road School was closed to Europeans and its European teachers and pupils transferred to the Secondary School. With this change-over came Jenny Boekstein to the Secondary School. In 1932 the School obtained a school anthem, a uniform and a crest with the motto "Fac et Spera". Dominee M.L. de Villiers wrote the words for the anthem. This use of this anthem gradually declined and later Jenny Boekstein and Molly May composed a new school song.

Numbers continued to rise again under Monty Green and in 1934 it was decided to add 4 classrooms and a common room for the teachers upstairs by "filling in" between the gables. During the time this was being built (6 months) the whole school moved to the Cape Times Fresh Air Camp at Froggy Pond. In 1935 the school hired for 10pence per annum a piece of ground behind the Muslim cemetery (on the Forest Hill road side of the O.B.G.) and here with much hard work by scholars and teachers a tennis court and a netball field were levelled. This later became the site of the Boy Scouts Hall and now there is a church on the site. With the war in 1939 the 4 ft passage at the rear of the school building was covered with a concrete roof and this became the air-raid shelter. Superintendent Horrigan of the Dockyard Police gave lessons and demonstrations on what to do if an air-raid occurred.

In 1947 King George VI and Queen Elizabeth with the Princesses came to visit and the school sang a song of welcome composed by Jenny Boekstein. Later in 1947 Field Marshal Montgomery visited and again the school turned out on Jubilee Square to welcome him.

Another headmaster named Green came to the school in 1949. This was Stanley Parkinson Green. He stayed till 1962 as Vice-

Principal. He obviously held the school in high esteem for when he died in 1972 he left R5,600 to the school to create the "Stanley Parkinson Green Bursary Fund". Monty Green was succeeded by Mr. V.G.T. Cooke who acted while Monty took five months sick leave. Sadly Monty had to retire because of both his and his wife's ill-health. Then Noel Taylor took over. His journalist wife often filled in as temporary teacher and patched cut knees, treated toothache etc., besides running her house!

Taylor moved off in 1953 amid talk of a new school being built. For 26 years George Savage was caretaker of the Secondary School. Among his duties was helping the duty Mothers to serve the cups of milk on Monday, Wednesday and Fridays while on Tuesdays and Thursdays there was cheese and peanuts to be served. George had to go down to the village to fetch the required 20 lb of cheese! Then he had to cut it into 1 oz squares. He began his cleaning duties at 7 a.m. each day and during school holidays spent his time on his knees washing the floors with soap and water. At the end of 1952 George began to feel ill and his ankles were very swollen. Early in 1953 he died in hospital.

The new school at Seaforth (where it still is to-day) opened on 21 October 1953 and the Municipality moved into the old school. When the new premises were occupied the grounds still required much work to make them look presentable. The Postmaster Mr. Brink organised a Grounds Committee who set to work to level out the ground in front of the school so that the sports fields could be laid. Llewellyn Gay personally planted the Bluegum trees.

George Cook was headmaster when they moved to the new school. He handed over in April 1960 to Mr. Gus Gain. At this time Mrs Bartholomew, a resident in Wavell Avenue, near the school, bequeathed R1580 to the School in memory of her son who was killed in 1944 while serving in the Royal Air Force. The school now went from strength to strength and in 1964 was re-classified as a High School. Under Gus Gain the school weathered the "permissive years" with his understanding and perseverance. He handed over to Carel van der Merwe in 1976. There were now 40 teachers - the school had come a long way. There were 528 pupils in English medium and 243 in Afrikaans - a total of 771. Wm. Runciman must have "looked down" with pleasure at what had been achieved in 80 years.

Since then the school has undergone many changes and is now thoroughly multi-racial. Those ghosts of pre-1914 must wonder at how things have changed. The school also has a special section now on marine subjects and has seen many of its pupils go on to take up marine orientated careers; much praise must go to Safmarine and others who sponsored this section. Despite complaints and opposition from the school's neighbours, a boarding section was opened two years ago and some of these pupils come from countries to our north. Until this boarding section was completed the pupils were accommodated on board the "CABLE RESTORER" owned by Simon's Town Museum.

From small acorns big trees grow and such has been the story of Simon's Town High School.

ARSENAL ROAD SCHOOL: This was an A3 school which opened in 1911 on 11 October, an odd date to open the school in the last term of the year. [Please also see Simon's Town High School for remarks on Arsenal Road School Ed]. Mr. Jack Sadler from England was its Principal. The school could accommodate 184 pupils; 67 actually enrolled for the new term and by the end of 1912 there were 125 and by 1919 200. Two former pupils of Simon's Town High School assisted Mr. Sadler; they were Ansley Watts and Winifred McTeer. It was thanks to Wm. Runciman's efforts that Arsenal Road School was established. The school was near the Army Barracks and it was cheaper for the Army to subsidise Army children at Arsenal Road than the more expensive Simon's Town High School.

In 1931 Arsenal Road School was closed to Europeans and its European teachers and pupils transferred to the Secondary School. This was when Jenny Boekstein left Arsenal Road and joined the Secondary School. The scholars at Arsenal Road School at that time were predominantly Afrikaans speaking.

GLENCAIRN MISSION SCHOOL: The school was built in 1927. Although since 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.

Mr A.P. Andrews who has kindly given us particulars of this school, remembers that his mother was among the first pupils of the new school. A Mrs Vera Woodward recalls that the school had its origins in the disused hall of the Glencairn bottle factory. It is thought that the classes ranged from Sub A to Std 4. Later it only went to Std 2 because of the limited accommodation and the increased pupil numbers.

Mr Andrews started his 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 teachers at that time were Miss Lawrence and Mr. J. Snyders. Mr. Snyders served as the principal and taught mainly Std. 1 & 2. Miss Lawrence taught Sub A and Sub B. Mr. Snyders remained with the school until it was closed in 1970 when he transferred to Silo School, Klaasjagersberg, at the back of Red Hill. Another teacher was Mrs Faulman. Because it was a mission school, the curriculum was imbued with moral Christian principles.

Pupils and teachers assembled each morning for prayers and praise of the Almighty. Favourite hymns were "New every morning is the love" and "All things bright and beautiful". 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 "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 British Royal family to Simon's Town when the pupils assembled below Jubilee Square to participate in the welcome.

Each classroom had 2 chalk boards mounted against the wall. Seating for pupils was long desks with 6 to 8 pupils per desk. There were 4 long desks in each classroom. The Standard 1 & 2 classrooms also had two two-seater desks. The classrooms were also cluttered with other educational paraphernalia as the school had no store-room.

Mr. Andrews says that what he 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 his life as it provided him with a quiet and private venue in which to do his studies from Std 9 to university. We are pleased to say that Mr. Andrews in 1994 retired as Principal of Ocean View High School, which says much for his grounding at his old school.

A site plan at the Museum dated 20/4/1927 was signed by Caradoc Davies (Rector of St Frances) and W.S. Gillard (Town Clerk). The site still belonged to the Glencairn Syndicate and the plan says that it 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 the coloured 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.

POSTAL SERVICES

January 1865 saw the start of the penny post to Simon's Town. The deputy postmistress at that time was Jane Renwick, who was the wife of the Chief Constable and the mother of a future one. The Renwicks lived in the small cottage sandwiched between Squire's Building and Palace Barracks opposite Admiralty House and which is in need of some tender-loving-care. Jane had succeeded L. Courtenay who had been appointed Postmistress from 1 July 1847.

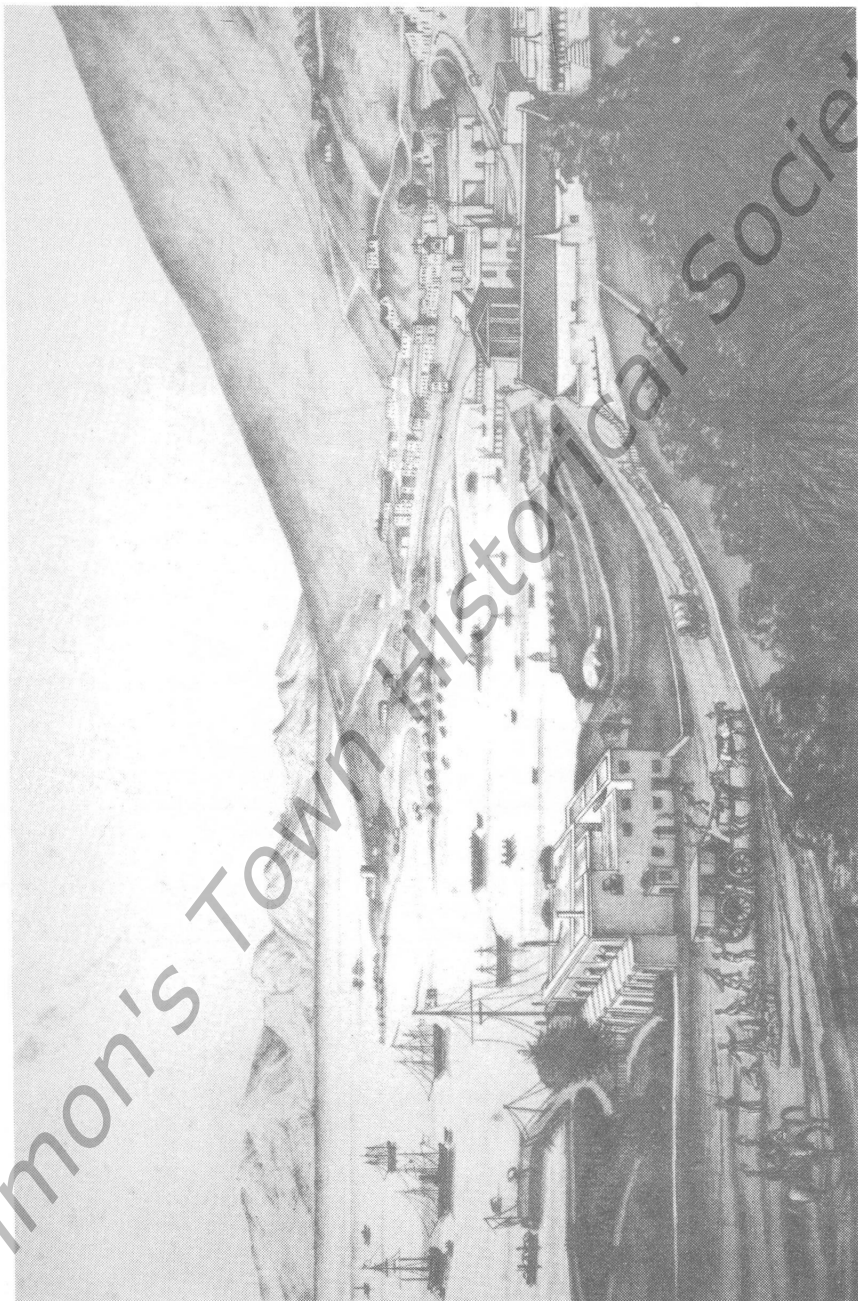
Letters from Cape Town were originally delivered by the army and the Royal Mail coach is shown in the accompanying picture outside Admiralty House. It is dated 1845. In charge of this in 1806 was Sgt. Kendrick and this was how he came to introduce the Wesleyan/Methodist church to Simon's Town, for he was a lay preacher.

In 1834 the postage from Simon's Town to Cape Town was 3d and to Port Elizabeth 1/-; very expensive considering the value of money in those days. In 1846 on 7 January a uniform rate of postage was introduced, charged on weight only. This meant that letters (of 1 sheet only) to Cape Town now cost 4d. This change had the desired effect and resulted in a great increase in Post Office revenue.

Sir Harry Smith in June 1846 felt that by carrying the letters at 1d each he could institute postage to the frontier three times a week. However his proposal was not adopted. Adhesive postage stamps were introduced on 1 September 1853. Up to then postage had been paid in cash. These stamps were only affixed to local letters, not overseas ones. These stamps designed by the Surveyor-General Charles Bell were among the world's famous stamps, the Cape Triangulars, 4d blue for letters and 1d brown/red for newspapers.

The act which introduced Penny Postage to Simon's Town was The Postage Act No. 30 of 1864 and dated 26 July. There was just one snag to its actual introduction. In terms of Section IX of the Act there had to be 2 posts per day between the participating post offices. Simon's Town had only one post per day. This left Cape Town at 2.15p.m. daily except Sundays. At this time (1862) the railway to Wynberg was being constructed and was opened on 19 December 1864. The Post Office then called for tenders for the conveyance of mails between Wynberg and Simon's Town once a day each way and also twice a day each way. On 16 January 1865 The Simon's Town Royal Mail operated by Vincent and Grout's omnibuses left the Central Hotel, Simon's Town for the Railway Station at Wynberg at 6.45 a.m. and 1.30 p.m. returning to Simon's Town after connecting with the Cape Town/Wynberg train at 8.16 a.m. and 3.10 p.m.

Until then seven people in the country were entitled to free postage on their private correspondence. One of these was the Commander-in-Chief at Simon's Town and the others were the Hon. Members of the Advisory Council, who assisted the Governor. Sad



ROYAL MAIL ARRIVING AT ADMIRALTY HOUSE (left foreground).
THE ORIGINAL ST FRANCES CHURCH (on right of photo).
From a painting by Schonegeval in 1846.

to say the C-in-C then lost his privilege. From 1826 all seamen and non-commissioned army men received free mail. All officers paid. This remained the rule until 13 April 1911 when the Act was repealed.

On 11 September 1879 it was decided to increase the Penny Postage and there was a great outcry. In Cape Town Mr. J.W. Ebdon and 485 others signed a petition and in Simon's Town Mr. B.A. Morris and 110 others did the same. The result was that the Government reduced the increase from 3d to 2d.

The original Post Office was in what is now the Simon's Town Museum. It then moved to Runciman's building. Finally a Post Office was built in St George's Street on the corner of Wharf Street next to the Customs and Immigration office. This was a double storeyed building with the post office on the ground floor and the Postmaster's house above. In 1969 it was decided to demolish this and build a new office slightly set back from the pavement (probably due to road-widening). When this was designed it was without thought to whether it suited the architecture of the main street.

In 1996 the Post Office was being restructured and they decided to sell their Simon's Town building. It was bought by JCI who proposed putting on a 3rd storey - quite out of keeping again with the architecture of the main street. Fortunately for us JCI encountered financial difficulties and Harold Johnson of Zevenwacht, who was already developing the ground behind the post office, bought the Post Office site and we now have a very pleasing development which fits in and the building is only 2 storeys high.

Our Post Office is now a sub-post office of Fish Hoek, we have lost our Post Code of 7995 for street addresses, which is now 7975 and our new post office is tucked away underneath the old building. Post is only delivered five days a week - sometimes less and sorting of mail is now done at Fish Hoek. The postmen seem to have to get themselves and their heavy postbags to Simon's Town before collecting their bikes from Simon's Town sub-office. They are often to be found hitching a lift to or from Fish Hoek and many kind motorists oblige. Such is progress.



*Plate Proof of the first issue
in black.*

FIRST ISSUE

September 1st, 1853 to 1858.

Watermark Anchor Type as illustration above.

Design as illustration above.

Designed by Charles Bell, Surveyor-General, engraved by W. Humphrys. Printed by Perkins, Bacon & Co.

ON BLuish PAPER. The bluing must be very pronounced. On slightly blued paper, prices are about 30% less.

RELIGION IN SIMON'S TOWN

(A) ANGLICAN CHURCH

In 1812 the Governor of the Cape, Sir John Cradock, wrote a despatch to the Earl of Bathurst urging the provision of a church in Simon's Town which was earmarked for the establishment of a Naval Base. A large store (or "pakhuis") was bought and altered to provide a "commodious and respectable place of worship", and was opened for use as a church on Sunday 24 April 1814. Named St George's Church, it stood where the Criterion Centre (Cafe Pescado) stands and the Parsonage was next door (Rectory Building). The first chaplain in charge was the Rev. George Hough.

In 1819 the church was badly damaged in a winter storm and could not be used. Admiral Sir Jahleel Brenton, the Naval Commissioner, allowed the use of the Sail Loft in the upper rooms of the Mast House in the West Dockyard. Both the Parsonage and the church were repaired but in September 1824 strong wind and rain finally wrecked the church. Once again the Sail Loft came into use with a partitioned area set aside for Divine worship. By 1830 this area was required by the Navy so the congregation hired the newly-built Wesleyan chapel.

In 1832 Daniel Wilson, on his way to take up his appointment as Bishop of Calcutta, visited Simon's Town to conduct a confirmation. The opening service was held on 30 July 1837 and it was called St Frances Church as a compliment to Lady Frances Cole the Governor's wife. It was only on 19 May 1843 that it was consecrated by the Right Rev. Francis Nixon, first Bishop of Tasmania who was en route to his new Diocese. The church as it first appeared has been described as a simple rectangular Greek temple, with plastered walls punctuated by neat semi-circular-headed windows, a low pitched zinc roof and a temple portico with Doric columns on the western facade.

In 1862 the church needed to be enlarged which involved moving the west end wall to enclose the pillars and altering the porch to accommodate more benches. Two additional side windows were added. Further rebuilding took place in 1880-81 when the church was completely turned round in the process. The Sanctuary, formerly at the east end with a background of the Ten Commandments in gold letters (now preserved in the porch) was moved to the west end. A new Chancel, organ chamber, vestry and bell-tower were added.

In 1883 Kalk Bay, which had up to then been part of the Simon's Town parish, became independent.

When the Rev. Jacob Legg arrived as Rector in 1899 he had to include ministering to the Boer prisoners among his many duties. He found the old Rectory building in bad shape, and managed to purchase 3 plots in Cornwall Street upon which to build a new rectory. A stone 12-roomed mansion was erected which by the 1980s was too big for a modern clergy family, and was eventually

sold in 1990.

In 1912 the corrugated iron roof had to be replaced and the church was closed for 7 weeks, services being held in the Drill Hall across the road from the church. The pitch of the roof was raised to accommodate the new slate tiles, and the ceiling was removed exposing the original wooden beams. With the new Gothic style of roof, the windows were now out of harmony, but the church could not afford to rectify this for some time. However a Church Window Fund was established.

At the Diocesan Synod in 1914 women were accepted as "habitual worshippers" and allowed to participate in Vestry meetings and the women on the church council took over the task of inspecting the mission schools.

During the 1914-18 war St Frances, as the largest church (seating over 300) became the Garrison church. In the 1920s the Training Ship GENERAL BOTHA opened and from then on the young cadets attended the Parish Church until the establishment was removed to Gordon's Bay in 1948.

Electricity had been installed with the aid of the Admiral in 1918 and an electric organ blower was installed. In 1924 the 6 new stained-glass windows in Gothic style were finally installed.

With the coming of Rev. Caradoc Davies in 1925 great changes took place. A fiery Welshman he had worked as an engineer in the coal mines in Wales and had been a missionary priest. He had previously been chaplain on Robben Island and on the Railways. There were many who took offence at the introduction of his many "High Church" attitudes and left to join the Dockyard Church. Over the years many efforts were made to unite the Dockyard and the Parish churches for the sake of economy and better use of manpower. The Admiralty declined on the grounds that the Naval Chaplains were licenced by the King and Canterbury and not Cape Town. As a former Dockyard Chaplain in the 1920s Rev. Martin helped to restore cordial relations between the two Anglican churches in the town after he arrived in 1942 as Parish Priest.

A separate Parochial District of Fish Hoek together with Kommetjie and Slangkop (Ocean View) was formed in 1925. The Glencairn community attended services in the Presbyterian Hall next to the Manse at Glencairn. The Women's Service Guild was introduced to look after the cleaning and beautifying of the Church and attended to repairs to surplices, cassocks etc. In 1930 the Diocesan Synod granted women the right to be church officers. The Church Lad's Brigade was revived in July 1926 and in 1943 the Church Girls Brigade was formed.

In the early 1950s the Parish acquired the Presbyterian Hall at Glencairn from Glencairn Estates. 1954 saw the arrival of the Rev. Colin Davies, a man of the world with enormous enthusiasm. He launched a Restoration and Organ Fund. A second-hand organ was obtained from the Dutch Reformed Church in Tulbagh. The panelling behind the altar was removed as were the choir stalls. The Women's Guild provided new vestments, carpets and a vestment chest. Outstations were established in the old Botha Camp on Red

Hill as well as at Dido Valley. At St Andrews, Glencairn, retired clergy helped to take the services.

In 1956 the Diocesan Synod changed the rules dealing with the finances of parishes: churchwardens were now equally responsible with the Rector. A Sustentation Envelope Scheme was launched and a professional Fund Raiser appointed. Many previously uncommitted people were drawn in and 3 local men offered themselves for ordination. At a multi-racial Loyalty Dinner in the Muizenberg Pavilion in September 1957 over 500 people sat down together and a total of £14,000 was raised in 3 years. In 1957 the old Municipal office opposite Jubilee Square was bought to become a Parish Centre. It housed a Parish office, as well as a flourishing Youth Club. Parish meetings, dances and wedding receptions were held there. It was sold in 1966 to Messrs. Cohen and Block.

The fact that the Parish Church had no official Patronal Festival had worried the previous Rectors. This changed in 1958 when by means of a Faculty issued by the Archbishop of Cape Town (Dr Joost de Blank) the name of the church was altered from St Frances to that of ST FRANCIS OF ASSISI.

In 1959 a young priest Rev. Colin Winter arrived. Taken aback by the degree of ignorance about the Christian faith he set about a programme of teaching the basics through films, drama and quiz shows. The Church Men's Society and the Women's Service Guild were formed.

The political crises in 1960 made the church determined to carry on with their multiracial worship and activities. By 1961 the parish was no longer operating on an overdraft. Henry Frieslaar was ordained at a special service in which the Dockyard Church congregation joined.

The Declaration of Simon's Town as a White Group Area was announced in September 1967. This stunned the town, as no-one had wanted it. The Rector set up an Advisory Committee with other churches which committee would help those affected by the forced removals. The next two years were difficult as people were moving out daily. St Francis helped the people of Ocean View by holding church services in schoolrooms or halls. By 1970 the plans for a Church Hall at Ocean View were being drawn up and the Parish Building Fund was handed over to St Clare's to help fund the project. In January 1973 Ocean View was placed under Fish Hoek parish.

When Rev. Wraige died in April 1972 there was an interregnum of 20 months, during which the congregations of St Francis and the Dockyard Church worked together in close harmony. The new rector was a retired Naval Chaplain. As he had his own cottage, the Rectory was again unoccupied. A mini-hall was now built on to the Clergy Vestry, which was converted into a kitchen with toilets. This opened in March 1980.

In June 1982 the Dockyard Church was absorbed into the Parish of Simon's Town and the current Naval Chaplain became Rector of the combined parish, with Sunday services being divided between the

Dockyard and Parish churches.

In December 1991 the S.A. Navy made enquiries about the use of the Dockyard Church. The Sunday congregation by then consisted solely of civilians, many of them not connected with the Dockyard. It was therefore decided to return the Dockyard Church to the Naval Base after Easter 1992 for use as an interdenominational chapel. Part of this building has since become the South African Naval Museum.

Major repairs to the interior of St Francis occurred in 1984 when the stained glass windows were removed and repaired. In 1990 the 100 year-old organ was completely overhauled. The pendant light fittings were replaced in 1997 with magnificent chandeliers. Outside in the church garden, next to the Belfry, a small Garden of Remembrance has been created.

In 1996 the St George's Singers gave a recital in the Church. The acoustics are particularly well suited for this. In 1997 the touring Eton College Chapel Choir were invited to perform. Since then the church has become the venue for concerts by the newly formed Pro Divina Musica group under the leadership of Dr Steven van der Merwe.

During the last ten years the church has joined the other churches in the town in supporting the Soup Kitchen which led to the establishment of the Happy Valley Home in the town in which the church continues to play an active role in its management.

With the retirement of Rev. Buhler from the Navy and the Parish in December 1998, the church's direct link with things naval came to an end. Memorial tablets in the church reflect 200 years of naval activity in African waters. It is more than fitting that his successor as Rector is the Rev. Canon Henry Frieslaar whose forebears first came to Simon's Town in 1830. He will be at the helm as the church enters the new millennium.

(B) THE ROMAN CATHOLIC CHURCH
 OF SAINTS SIMON & JUDE.

By 1814 the British naval establishment in Cape Town had transferred to Simon's Town. As the population both resident and floating increased, so did the number of Catholics. In 1838 Bishop Griffith arrived at the Cape from Ireland as the first resident Bishop at the Cape and from time to time a priest came down to Simon's Town to minister to the biggest concentration of Catholics outside of Cape Town. The first recorded baptism was administered by Father James Watkins in May 1850. He ministered to the military personnel and civilians who were resident in Simon's Town, as well as foreign sailors and visitors.

The obvious need for a permanent establishment led to the appointment of Father James Kiernan as the first resident parish priest of St. Simon and Jude Mission. He appears to have been responsible for the erection of a chapel which was subsequently incorporated into the Francis Xavier Mission School building which is now the Parish Centre.

June 1869 records show Dr John Rooney appointed as priest-in-charge of the Simon's Town parish. He also served the mainly Spanish-speaking Philipino fishing community of Kalk Bay. They used the little temporary chapel on the hill for Baptism and Marriage, and ferried their dead across the bay for burial in the now disused cemetery behind the church.

In keeping with prevailing custom the pastor also had to be a school teacher. The school started by Dr Rooney (in what is now the Parish centre) would in the course of time educate many of Simon's Town's notables. On the death of Dr. Clark, who lived at "The Bungalow" on the south side of the church, his property was willed to the Catholic Church and the Ursuline nuns came to use it as a holiday home. Their convents were all in the interior of South Africa. In an effort to be self-supporting they opened a school for European children. They were succeeded by the Dominican nuns in 1936. In 1946 a double-storeyed extension was built on the south side of Dr. Clark's single-storeyed cottage. The Ursulines had named the convent and school St Joseph's and the Dominicans kept this name. The new extension was built by Joseph Rubbi. This school closed in 1972 by which time it was multi-racial.

In the eighteen years of Dr Rooney's work in Simon's Town he also designed and built the present church, laying the foundation stone in 1885. He likewise built the presbytery. Dr Rooney also had the honour of accompanying the body of the Prince Imperial from Simon's Town to England after the Prince was killed during the Zulu wars.

The centre stained-glass triple window of the church was donated by Judge Dwyer in memory of his daughter Ida who is buried in Springfield Convent cemetery. The St Agnes window was presented by Dr Kolbe, that of St John the Evangelist by Father Duignan

of St James' Parish, and St Patrick by the Simon's Town businessman Patrick Martin (who lived at "The Firs") whose face is used to portray the saint. Patrick Martin was the builder of the church. The Sts Francis and Bernard windows were given by Father Bernard O'Riley who eventually succeeded Dr Rooney as priest-in-charge of Simon's Town and later as Vicar Apostolic of the Western Cape. In recent years Father Reginald Cawcutt donated the triple windows at the back of the church, designed and constructed by Shirley Cloete, in memory of his parents. The church bell, dated 1871, was cast in the Dockyard for Dr. Rooney and while the metal was still in its molten state his naval friends threw in silver coins to sweeten the tone.

Over the years the fabric of the church and the development of the school facilities required serious fund-raising efforts by the community and other Catholics with an interest in the parish. Many naval officers and men of various ships are included in the list of subscribers to the new church in 1885 and to the various repairs and renovations. A letter from Mrs Hablutzel in 1937 reveals that her father made the cross on top of the church as well as donating the altar rails, now removed.

The close links between the incumbent parish priest and the Royal Navy continued over the years. Father L.H. Barry appears from the records to have been the first priest to visit Catholics on Tristan da Cunha. In 1945 Father Bernard Costello was released from the Union Defence Force in which he had served as chaplain, to take up the position as Parish Priest in Simon's Town, which also included the position of part-time chaplain to the Royal Navy, for which the parish then received £90 per annum. For some years prior to the arrival of Father Costello the parish had been served by a series of priests who were merely on loan and consequently had neither the interest nor the authority to keep proper control over the buildings and property. A general air of neglect prevailed, which in turn led to apathy amongst the congregation and indeed to alienation between priest and parishioners.

In June 1950 Father Anthony Seba was appointed Parish Priest. The apathy which his predecessor had to contend with still prevailed and the presbytery and church were in a sad state of decay with a debt still outstanding of a formidable £1,000. In the ten years of his ministry Father Seba concentrated his efforts into developing the parish and energising the congregation. So great was the enthusiasm generated that the church was full for every service and the parishioners involved themselves in cleaning and maintaining the building and grounds.

The Hendricks's in particular were important members of the community, and so involved in every aspect of parish life that Father Seba relied on them in a multitude of ways. The Simon's Town congregation of that time was, like the town's population, racially mixed. Father Seba had not favoured the Catholic Women's League, then exclusively white, starting a branch here. Instead the Catholic Women's Guild was started in 1954 with membership open to all.

The attempts to segregate the population of Simon's Town into various racial categories began during Father Seba's ministry. With the consent of his Bishop, Father Seba dedicated himself to the campaign to prevent what he believed would be the destruction of the distinctive spirit of Simon's Town. Initially the proposal was to divide Simon's Town up into specific zones for racial groups and, for example, coloured, Malay and Indian communities would be moved to the Dido Valley area. The testimony of Father Seba at the hearings of the Western Cape Committee of the Group Areas Board under the chairmanship of Hans van Rensburg in July 1959, was widely quoted as a call to leave Simon's Town as it was "as an example not only to our own country, but to the whole of our continent of what can be achieved when men are really moved by a genuine spirit of goodwill for their fellow men". In later years van Rensburg was to admit that his experiences in Simon's Town had led to his disillusionment with his allotted task and his sudden resignation from the Board after "serious differences of opinion" over the administration of the Group Areas Act.

The Church and the Navy have always maintained close links in Simon's Town. The small children of Naval and Dockyard personnel who accompanied their parents to appointments in Simon's Town attended the Convent school. Even after the move of Naval Headquarters to Pretoria in 1977 there was an expansion of South African Naval and Dockyard personnel, many of whom were Catholics.

In 1969 Father Reginald Cawcutt, now Bishop Cawcutt, was appointed the first Permanent Force Catholic Chaplain in the S.A. Navy. In 1973 the Parish of Sts Simon and Jude was added to his duties. As a uniformed member of the S.A. Navy his enthusiasm for naval life promoted an understanding of the Catholic religion amongst many who viewed it with prejudice. Even Father Cawcutt's dog George, an Irish Setter, was a very well-known member of the community who participated in every naval activity possible. His regular rounds of the dockyard were a recognised pattern of daily life.

During the years following Father Cawcutt's departure in 1985 the Catholic community saw a rapid turnover in parish priests. A decline in vocations to the celibate life, government bias against "imported" Catholic priests and nuns, and the need for priests to serve in the poorer and larger parishes led to a change of priorities. The days when the parish priests of Simon's Town had a curate were long over. In 1991 Dereck Knight, a married deacon, was appointed to the parish as a naval chaplain. He and his family added a new dimension to pastoral work. Rev. Knight was the last Catholic chaplain in the S.A. Navy to be a uniformed member of the Permanent Force. He left the parish in 1996.

Thereafter the Catholic community of Simon's Town was ministered to by Father Bernard van der Hulst, parish priest of Fish Hoek, and the Norbertine monks of The Priory in Kommetjie. In 1997 Father Bram Martijn was appointed and is the current incumbent. Following the decision by the Bishops in 1996 that Catholic priests would not wear Defence Force uniform, he acts, as in the

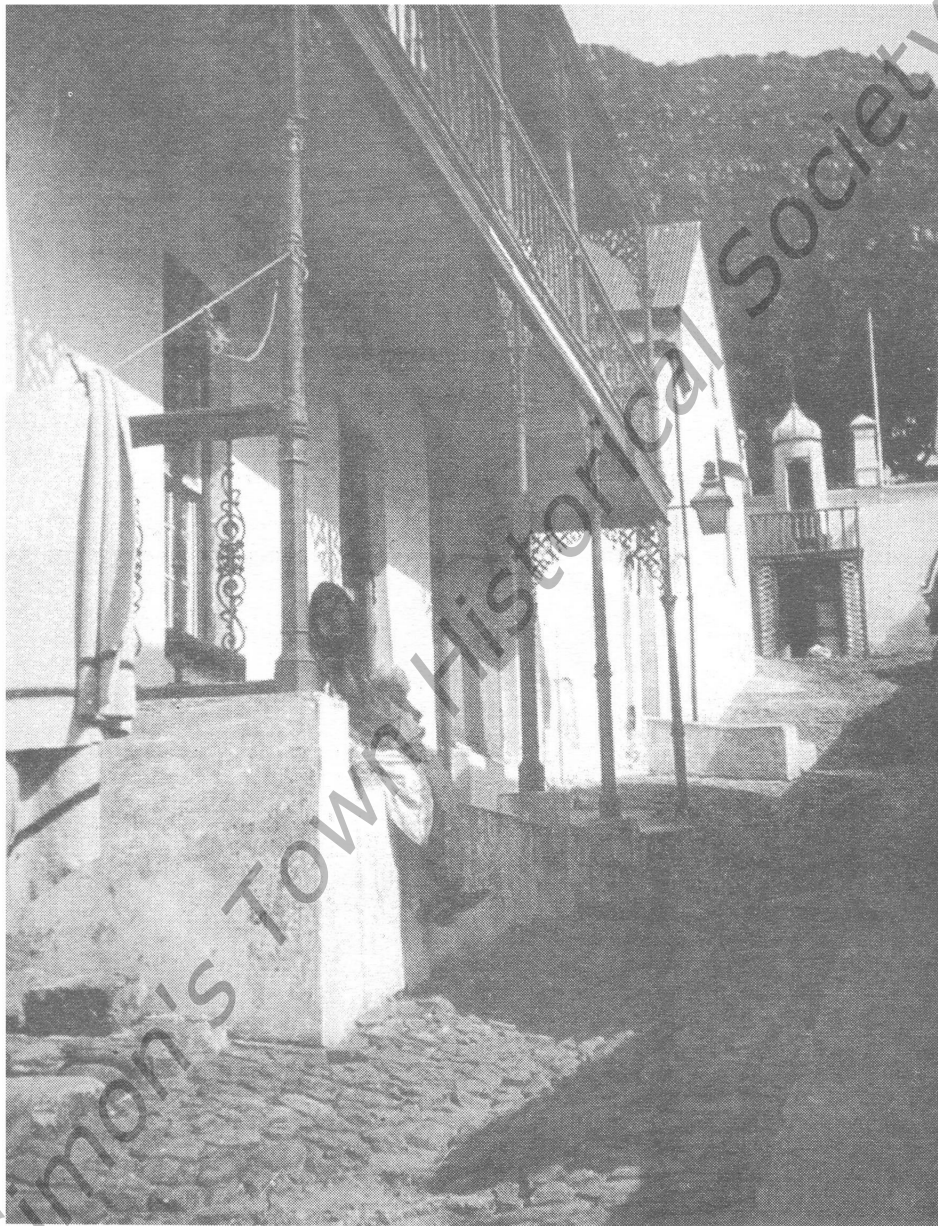
past, in a civilian capacity for Catholics serving in the South African Navy.

Much has changed in Simon's Town over this century. The small stone church on the hill continues to serve the parish but it is the presbytery no longer overlooking Jaffer's Beach. The building of the Submarine Flotilla Headquarters in 1970/71 on the site of the house L'Esperance and reclaimed land, totally obscures the once superb views across Simon's Bay. The many naval dockyard personnel who streamed out of the main East Dockyard gate and glanced up at the presbytery as they waited for the bus now leave via the new main entrance in Cole Point Road.

The racial divide has begun to close with the normalisation of residential movement: the church of Sts Simon and Jude, never segregated, has an expanding congregation. The S.A. Navy personnel, having been drastically cut in the eighties, will expand as more families are based in Simon's Town as a result of the rationalisation of headquarters in Pretoria and proposed purchase of new ships. As it has done for more than a hundred years the church will provide the focus for community activities for Catholics into the new millennium.



THE CHANCEL, THE CATHOLIC CHURCH, SIMON'S TOWN



LOOKING UP ALFRED LANE TOWARDS THE NOOR ISLAM MOSQUE 1910

(C) NOOR ISLAM MOSQUE

Simon's Town has always had a large Muslim community and there was always a strong bond between them and the European community. Most of the town's craftsmen were Muslims. They excelled in the building trade and this is so even to-day, despite the Forced Removals in 1967.

For many years religious services were held in different parts of the town. During Dutch East India Company days it was particularly difficult for them to hold services as their religion was not recognised by the Company and even Lutherans suffered from this constraint.

In 1888 services were held in a house in Thomas Street. The house was made suitable and comfortable as far as circumstances allowed as the Muslim community did not want to spend too much money until they knew whether the owner (who lived in England) would actually sell the house to them.

In 1904 a wooden minaret (from which the muezzin called the faithful to prayers) was erected. In 1911 the Muslim community bought the property but it was not until 1926 that the present building was erected. It was a long hard job. Money had to be collected and volunteer workers gathered together to make up the building team. The whole town (all communities) rallied and gave financial donations and also building materials. The Mosque was called The Noor Islam Mosque (the Light of Peace).

In 1922 plans had been submitted for the school building and this school existed until 1967 and closed then due to the forced removal of the Muslim community. The school had become necessary due to the fact that in 1922 all Muslim children attending the Mission school had been expelled owing to overcrowding. Haji Bakaar Manuel was selected as Manager and Chairman of the new school. He held this post till 1961 when he retired due to ill-health. Imam Armien Baker was a principal of the Muslim Mission School as well as an Imam when he translated the Quran into Afrikaans.

In July 1923 plans were submitted for the present Mosque building and this is when everyone set about collecting money and building materials. When the school closed in 1967 the classroom was added to the mosque and ablution facilities were installed for the men and the floor carpeted. Later ablution facilities for the women were installed at the opposite end of the building.

Although the attendance at the Mosque dropped overall after 1967, the Friday mid-day attendance has been boosted by those who work in the Dockyard and are allowed time off to attend prayers in the Mosque. They do not return to work as the Dockyard week finishes at 1.30 p.m. on a Friday. The Muslim Indian community of Simon's Town also attend the Noor Islam Mosque.

(D) THE DUTCH REFORMED CHURCH

On 9 December 1855, the congregation of the Simon's Town Church was constituted. Churchwardens were appointed and a service was held in the Anglican Church building.

The congregation was a subsidiary of the Wynberg Church. For three and a half years services had been held in the Wesleyan Church and for seventeen years in the Anglican Church (St Frances).

The Dominee at Wynberg Dr Philip E. Faure, found it very difficult to minister to the needs of a community at Simon's Town and on 17 September 1855 a meeting was held in the Government School at Simon's Town under the Chairmanship of Dr Faure, when it was decided that the local congregation should become an independent body. Altogether the congregation consisted of only 175 members and embraced the whole of the present South Peninsula.

On 10 December 1855, the foundation stone of the Church was laid by the Hon Henry Dundas Trotter, the Commander-in-Chief of the Royal Navy. The inauguration ceremony took place exactly a year later on 10 December 1856 and was conducted by Dr. Faure.

The Church was constructed in simple Gothic Style with a striking entrance porch. The pulpit was made of Spanish mahogany and was built by a Mr. Carr of Wynberg in 14 days (was this the Mr. Carr after whom Carr Hill near the Wynberg D.R.C. is named?). For 15 years no permanent minister was appointed and Dr. Faure, assisted by different teachers, conducted the services.

On 19 May 1870 the Rev. G.A. Maeder was ordained by Professor John Murray as the first minister here. During the term of office of Rev. G.F.C. van Lingen (1892-1908), the congregation enjoyed a comparatively prosperous period and after 30 years, the church debt was liquidated. It is interesting to note that Rev. M.L. de Villiers (here 1919-1930) composed the music of "Die Stem" (words by Langenhoven) in the D.R.C. Parsonage at Simon's Town in 1921.

Rev. van Lingen was here during the Anglo-Boer War (1899-1902) and made many visits to both the P.O.W. Camps to minister to the prisoners. Some times he was assisted by a dominee who had been captured and was awaiting transport overseas. Rev. van Lingen was also instrumental in obtaining better conditions and newer clothing for the prisoners by appealing to the Prime Minister of the Cape Colony for help.

A few non-Europeans also attended services and occupied seats in the rear of the church. Quite a number of the congregation were English-speaking and to meet their needs, a service was held on a Sunday evening and conducted in English. This continued until about 1940.

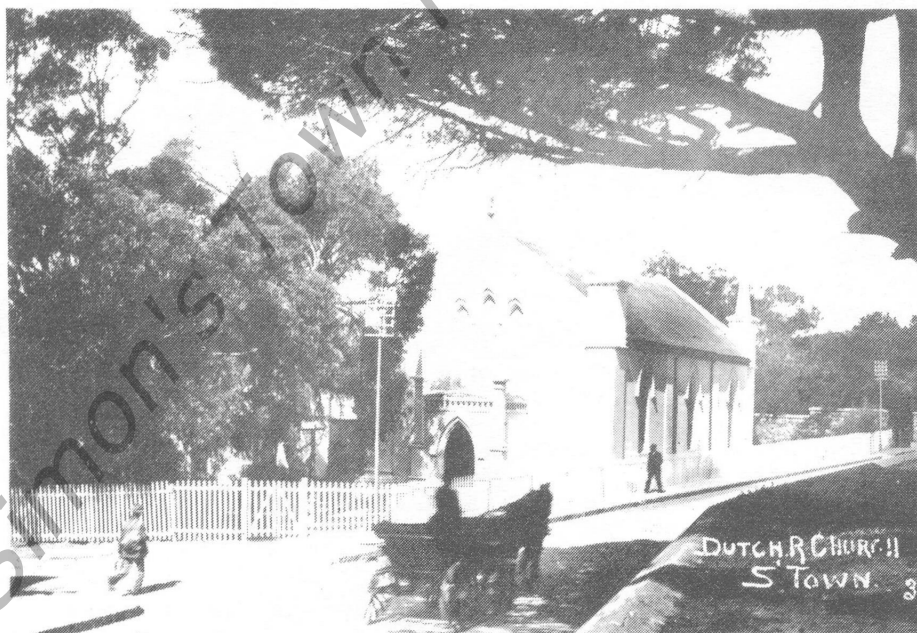
In 1941 the congregations of Kalk Bay and Simon's Town were amalgamated, a central church was built at Fish Hoek and on 10 May 1952, this was inaugurated as the main church.

Originally the grounds of the D.R. Church extended to the house "Penington" in the East Dockyard. This was the original Parsonage, a double-storeyed house with slate roof. It was unusual in that it had two dormitory-like rooms upstairs (one for males and one for females) which were used by people from over Red Hill when they came to nagmaal. It was situated on the shore line, before the building of what became the East Dockyard. What was originally the main entrance road to the East Dockyard (opp. the old Convent), follows the shore line. The Admiralty bought this portion of ground for £2,000, presumably about 1898-1900, when it was decided to extend the Dockyard.

In 1959 the church at Simon's Town was transferred to the S.A. Navy. In August 1961 Dominee H.F.M Louw became the first full-time chaplain. Although the chaplains workload was specifically Simon's Town and the Fleet, they assisted in Fish Hoek as well. Services were also held in the Naval suburb of Da Gama Park.

In September 1962 the Navy wanted to secede but the Presbytery did not agree. In 1972 the matter was again raised and on 1 May 1973 the southern peninsula was divided into the north and south quarters and finally on 23 September 1974, Simon's Town became independent.

The congregation has an active Womens League. Missionary work is also done in Lavender Hill and Steenberg. The present Dominee is Danie Batt who came in 1988. In 1977 the Church was declared a National Monument. By then the congregation stood at 438 members of whom 120 were civilians. Naturally, like all the churches, the numbers in the congregation fluctuate considerably as members of the Fleet are transferred to other bases.



THE DUTCH REFORMED CHURCH IN THE EARLY 1900s.
(Ref. Album A1/10)

(E) THE SIMON'S TOWN
WESLEYAN METHODIST CHURCH

The church was formally opened for service on Thursday 9 October 1828 and is the oldest Methodist/Wesleyan church still in use as a church in this country.

In 1806 Sergeant John Kendrick came to South Africa with the 21st (Yorkshire) Light Dragoons. He was a lay preacher. He commenced services for his colleagues and soon had 120 adherents. The Regiment's officers were however suspicious of so many "other ranks" assembling for prayers and Bible reading. Kendrick was harassed by some, so the soldiers moved their service from the Camp to the foot of Table Mountain - out in the open air.

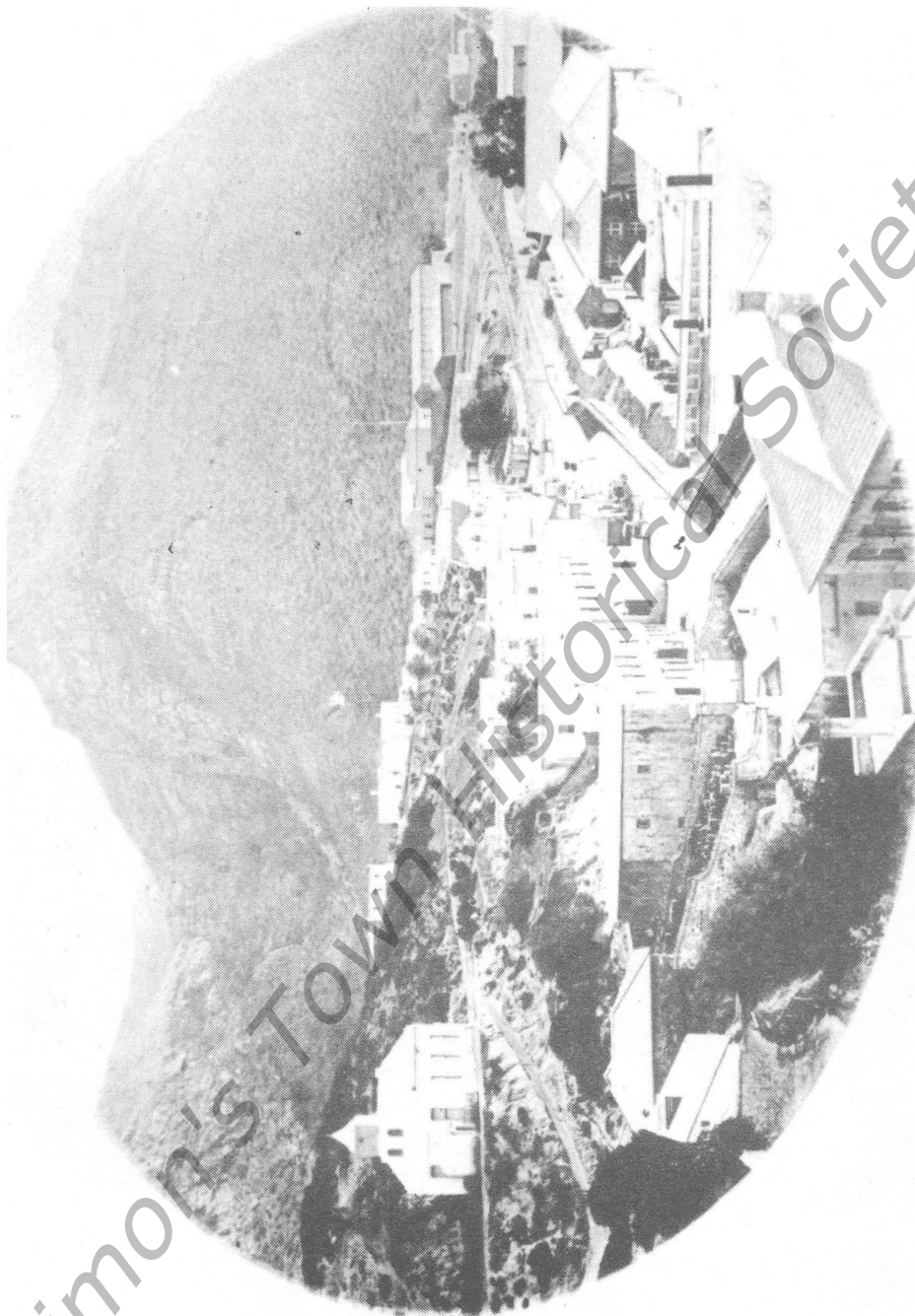
Kendrick was put in charge of a detachment of Dragoons who brought the mail to and from Simon's Town and we soon find him conducting services in the old Company Stables (where the Shell garage now is). Kendrick died in 1813 aged 35 and in August 1814 (four months after the establishment of the first Anglican Church in South Africa at Simon's Town) Rev. J. McKenny arrived to seek permission to preach. This was not forthcoming and he left to go on to Ceylon. The disappointed soldiers then re-petitioned the Missionary Committee and this resulted in Rev. Barnabas Shaw and his wife arriving on 14 April 1816. He was of Yorkshire stock and very talented. He could plough, make a plough share or build a house. When he knew he was coming to the Cape he quickly learned Dutch and after one year could preach in the Dutch language.

Shaw did not receive permission to preach but decided to flout authority and carry on. He got help from Captain Proctor of the Regiment who let him build a chapel on land he owned "in the forest". At Simon's Town he used a room belonging to a soldier of the 83rd Regiment.

Land in Simon's Town was ear-marked in 1826 and on 13 August 1827 the foundations were begun. The Chapel was completed and opened for divine service on 9 October 1828 although the ground was only formally granted on 2 August 1828. Brave trustees. The trustees were Rev. Barnabas Shaw, Rev. Robert Snowdall, and Rev. Richard Haddy. The lay Trustees were John Osmond, Pieter Andreas Wickboom, William Cooper, Pieter Jacob Arendse Raven, Johannes F. de Wet, Petrus F. Hugo, Ericus Daniel Ronquest and Christiaan Michiel Lind. These men were prepared to risk their positions and possessions so that sufficient funds be raised to erect a Chapel. The Chapel was dedicated in 1832 by the Anglican Bishop of Calcutta, Daniel Wilson.

In 1896 the Rev. Ellis J. Williams felt that there was a need for a building where sailors from the ships in the Bay and soldiers from the garrison could be provided with indoor recreation and overnight accommodation. He began raising funds to build a suitable place which could serve as a kind of home-from-home. He managed to collect £500 from England.

In 1898 Rev. William S. Caldecott, and his wife Marion, enlisted



ST GEORGE'S STREET, SIMON'S TOWN c1880 FROM PRINCE ALFRED BUILDING LOOKING NORTH. WESLEYAN/METHODIST CHURCH STANDS OUT CLEARLY ON THE LEFT. (Ref. Pouch B/Album A/30)

the help of Mr. John Wood, Member of the Legislative Assembly. They obtained a Government grant of £750 towards the Building Fund. Eventually the home was opened on 3 February 1900 by Rear Admiral Sir Robert H. Harris. This home proved to be a great blessing to the servicemen on the Station especially during the two World Wars and up to 1957 when the Royal Navy handed over the Base to the South African Navy. In recent years the building was given to the Alcoholics Victorious Movement, to be used as a Home where men could be rehabilitated on Christian principles. This building could not have found a better way to continue the missionary spirit of our "Beacon Church" on the hill.

In 1967 the introduction of the Group Areas Act meant that the coloured folk of Simon's Town who worshipped in the Church, had to leave Simon's Town to live in Ocean View. This Forced Removal depleted the Church's membership dramatically which set the church back a great deal.

The earliest recorded organist was Mr. Harold Rowsell. He was followed by Mrs Phyllis Littlefield who played till Mr. Claude Randall began playing on 27 July 1937 and remained the church organist till December 1998, a total of 61 years. A plaque was mounted in the Church on Claude's 80th birthday to commemorate Claude's 60 years at the organ. During 1998 a plaque to honour the Lay Trustees who financed the building of the Church in 1828, was unveiled in the Church and a further plaque was unveiled in the Church Hall when the Hall was named the "Kendrick Hall" in memory of Sgt. Kendrick.

The first Naval Chaplain to assume responsibilities for the Church in addition to Naval Chaplaincy duties was the Rev. Brian Oosthuizen in 1981. He was followed by Rev. Mike MacIntosh in 1982. He was relieved by Rev. Ralph Thornley in 1992, who remained in office till 1995. Rev. Thornley then continued his ministry in the S.A. Navy and this ended the reign of the Naval Chaplains in the Church. Rev. Napoleon A.P. Kok then took office and during his time the congregation have been very busy attending to the outside fabric of the church, much of the money being raised by monthly "white elephant" sales. A very handsome stone has also been erected immediately outside the church giving the history of the founding of Methodism in South Africa.

In 1998 the Church was once again re-named The Wesleyan Methodist Church. With the Millennium the church will have been established for 172 years and it is the oldest Wesleyan/Methodist church still in use as a church in this country.

SIMON'S TOWN HISTORICAL SOCIETY

When the Simon's Town Historical Society was founded in 1960 one of its main aims was to collect and catalogue all available information concerning Simon's Town and district. This covered the collection of letters, documents, newspapers, maps, books and photographs.

The establishment of our own museum also featured in the aims of the embryonic society, as did the production of a bi-annual Bulletin, wherein the history of the town would be recorded: its personalities, naval connections and other items of local interest. Lectures and tours were to be arranged.

As we celebrate our 40th birthday in February 2000 the Society has managed to reach, and surpass, all these original aims. At first it took basement rooms underneath the Warrior's Room, in the Town Hall, where the collection of papers and artifacts began. By 1977 the Society had outgrown this space and it managed to obtain the old Headmaster's house in the then municipal complex. The Museum then became an independent Province-aided body and their first curator was appointed. From then on the Museum gained momentum, with many bequests being received from local families: diaries, dresses, photographs, wartime memorabilia etc. Space became a problem and a move to the present premises in the Residency took place in 1983.

With the generous assistance of the Department of Defence the Martello Tower was rebuilt and became, for a time, the S.A. Navy's naval museum. The Society was also instrumental in bringing to the attention of owners of historical properties in the main street the importance of keeping their buildings in their original state and not to try and modernise them: the result has been the maintenance of a characterised string of buildings that receive much approval from visitors.

The Society's Bulletin has proved to be of continuing excellence, growing from a 21-page Vol.I No. 1 in January 1961 to the current annual 80-page production. Members also receive a bi-annual Chronicle that reports on the Society's activities, new members, museum receipts etc.

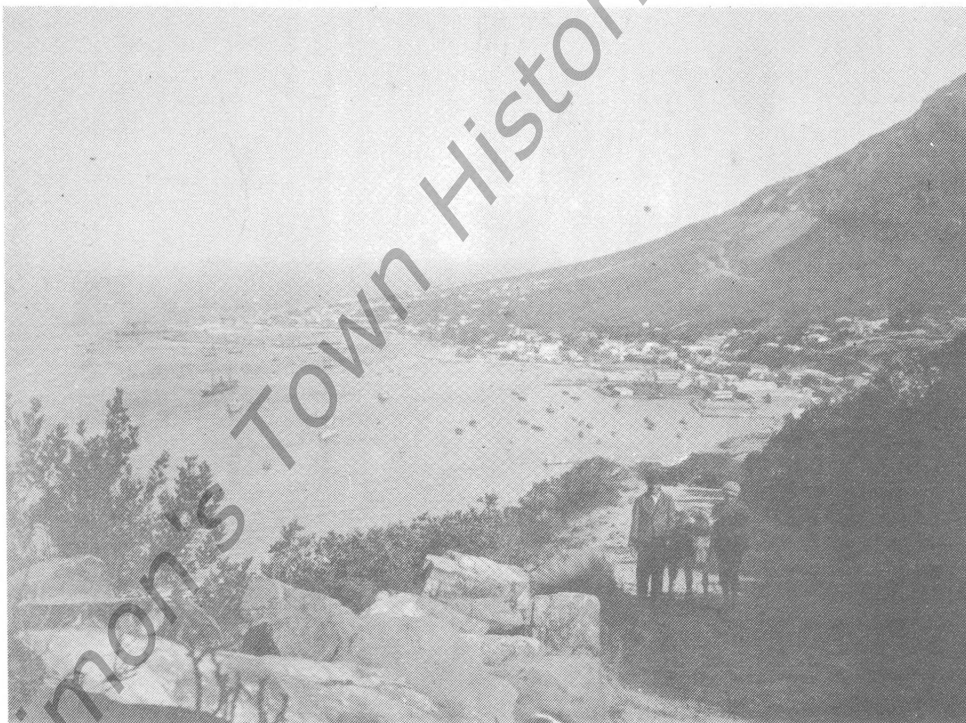
The Chairmanship of the Society has seen many differing styles, from the scholastic to the hands-on. This post has been held by businessmen, serving and retired naval officers, councillors and lawyers. They have been supported by an elected committee chosen by members at their Annual General Meeting.

By careful budgeting and regular fund-raising the society has managed to retain a reasonable subscription rate: initially this was 5 shillings per annum, rising to R1 in 1966: to-day it is set at R20 per annum. If this 20 times escalation seems excessive it might be mentioned that in 1966 a daily newspaper cost 4 cents (x 60), postage on a letter was also 4 cents

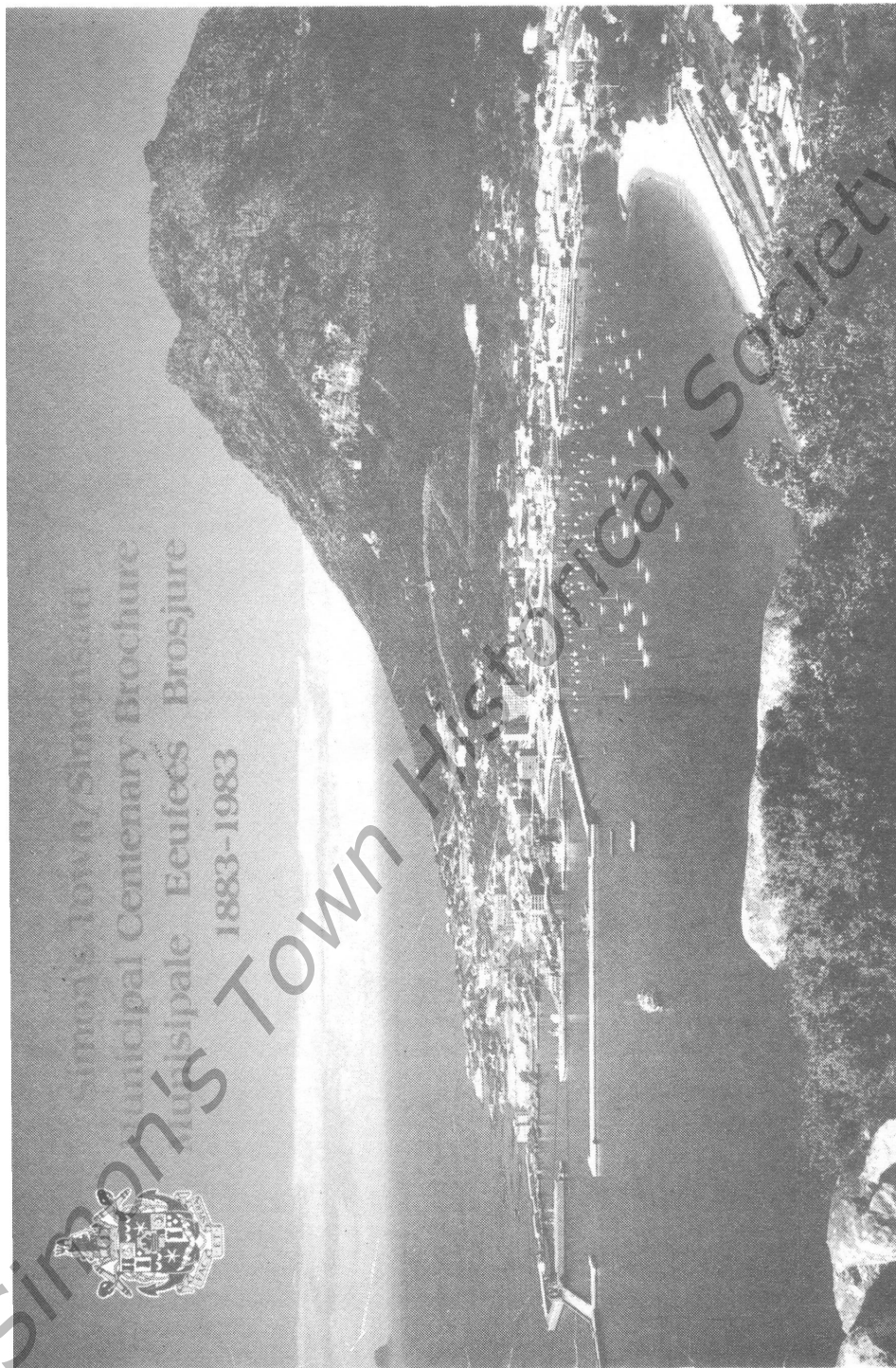
(x 30) and petrol was 7.34 cents/litre (now x 34). Membership has risen steadily and now numbers some 700, thus making it one of the biggest historical societies in Africa.

The society is proud of its achievements. In 1976 the then Chairman "Dumps" Willis was awarded the Cape Times Centenary Award for his contribution towards the production of the Society's first book " Historical Simon's Town". In 1996 the Society was again honoured by this prestigious award for the thirty-six years of conservation work it had undertaken in the town.

Members of the Society are automatically "Friends of the Simon's Town Museum" and one third of their annual subscriptions are donated to the Museum for development work.



ASCENDING THE ORIGINAL RED HILL ROAD c.1900



SIMON'S BAY AS SEEN FROM THE TOP OF RED HILL 1987
(From: S.T. Municipal Brochure).