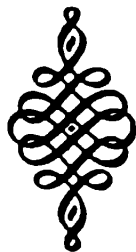




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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PRESENT SUBSCRIPTION RATES (due 1st January each year) are:

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CHAIRMAN'S REPORT 1999/2000

Welcome to the 40th Annual General Meeting of the Simon's Town Historical Society, held in the Lecture Hall, Simon's Town Museum.

Once again I must begin my report by sadly announcing the untimely passing away of yet another Vice-President, namely Dr. Arthur Davey. Arthur was such a help to the Society. He could always be called upon for assistance and advice and aslo served on the editorial committee of the Bulletin. He is already a great loss to the Society and especially to Audrey Read. I ask that we please rise for a moment's silence to pay tribute to a great historian. I am pleased to announce that Mr Mike Munnik has accepted the vacant post of Vice-President in Dr Davey's place. The Society welcomes Mike to this position and we know he is going to be a great asset because of his love for Simon's Town and because of his particular profession.

OVERVIEW OF THE YEAR'S ACHIEVEMENTS:

I truly believe the Society worked really hard to achieve the goals that were set at the beginning of the year. We selected certain projects which we thought would be of benefit to our town and Museum. Members of the committee were paired-off to these projects and simply left to get on with the task ahead. Others were given tasks as they arose either initiated by the committee of the Museum. Of the eight projects selected. 4 were completed, one is a long on-going research project and 3 were not completed due to change of plan or the project was no longer required to be completed. In future we must be careful not to take on too many activities which could put the committee under a bit of pressure. After all we are not here to work our fingers to the bone, but to be selective in that which will benefit Simon's Town and the Museum. On the 13th October 1999, the Society commemorated the centenary of the Anglo-Boer War by laying wreaths at the Boer memorial and at A.B. Hall's grave in the Old Burial Ground and our President Admiral Biermann unveiled a plaque in memory of all those who died in the War in South Africa 1899-1902.

COMPLETED PROJECTS:

Sue and Nigel began researching the traders and businesses in the town going back as far as information and facts would reveal. This is an ongoing project as traders and businesses can and have changed overnight. One day here - the next gone. Progress is being made and we did record which businesses were being run in the town on 15 January 2000.

Nigel and I completed the restoration of the Burggraff/de Waal vault in the Old Burial Ground. The family were very pleased with the end result. Some interesting moments were experienced on this one especially when the vault had to be entered. The repairs to the second Russian sailor's grave were also completed. The Russian Consulate in Cape Town is very pleased and we are now quite friendly with the Consul General and some of his staff. Certain gifts have been bestowed on us and evidently a photograph of Nigel and I has appeared in "Pravda". The lights on the Museum steps became a Museum project and these have been fitted and should be a source of great comfort and safety when leaving

the Museum at night. Nigel completed erecting plaques at the 18th century cannon, Whittle Rock bell, the anchor, and the blubber pots, all outside the Museum, on behalf of the Museum. The Society also provided a screen for the Lecture Hall. This is a permanent fixture and has greatly enhanced the showing of slides.

OTHER TASKS COMPLETED:

Mike Saggerson brought his talents to the fore when he beautifully restored a very old wooden weaving apparatus for the Museum. He also carried out repairs to the ex Municipal Council chairs that now belong to the Museum, and Bill Rice was asked by the Museum to go through large numbers of photographs of ships for identification and cataloguing purposes. Audrey continued to publish our successful Bulletin as well as the Chronicle both of which are received by all our members. The highlight of course was the Millennium Bulletin which was very special and for which Audrey received many compliments. My sincere thanks to Audrey, and to the late Arthur Davey who formed part of the editorial committee on the Bulletin. I am pleased to announce that Arthur's wife Elizabeth van Heyningen has been elected to the editorial staff in Arthur's place and we welcome her to this position. Of course, Audrey's enthusiasm for research continues unabated and most afternoons you will find her at the research desk in the Museum. Margaret Cartwright keeps the committee well informed of the activities of the ratepayers associations and other matters relating to the town, and is also a member of the editorial committee of the Bulletin.

ARCHITECTURAL CONSERVATION:

Once again your committee continued to be most concerned about the fate of Palace Barracks. It is such a pity Government departments take so long when deciding on the future of buildings nobody seems to want anymore, especially historical buildings which fall into disrepair so quickly when not occupied. The local vagrants also do their very best to bring such buildings into a disgraceful state. However, it would seem that the interested parties are now keen to sell the property to a successful entrepreneur in the near future. The project has now been graded Priority One which should see the property sold shortly. I am pleased to report that the owner of Westmore (above the Navy tennis courts) has also begun work on the property. Let us hope he completes the restoration work now that he has begun. Although Prince Alfred Hotel building has recently received a very yellow coat of paint, it has received a most welcome clean-up and a new lease of life. Runciman Building has also been beautifully repainted bringing some refreshing colour to the old building. The new owner is to be congratulated on the choice of colours and other repair work. The Committee was also concerned about the 3 brick panels on the outer side of the West Dockyard wall as it is more than a year now that they began to simply fall away exposing the concrete wall behind. This looks most unsightly on the Historic Mile. However, I am pleased to report that the South Peninsula Municipality, who own this outer wall, have carried out repairs. The future of the old Simon's Town Municipal building is also uncertain, but it would seem that the Simon's Town Library could move into this historic building. Hopefully it will be put to

good use when a final decision has been taken on its future.

SOCIETY'S PUBLISHED BOOKS:

Last year we published "Our Simon's Town" which has been selling very well. This year it was Audrey's turn to research and publish "Simon's Town and the Anglo-Boer War 1899-1902". This too has been a wonderful success and Audrey's hard work on this project has brought her many accolades and she too is congratulated on a job well done.

TOURS:

I would now like to touch on the matter of tours. As you all know Nigel has been the Society's tour organiser for the last six years. The detail he puts into each tour is so well done that I can't begin to tell how hard he works on each tour. This past year we visited Paarl and Wellington. Nigel did plan a tour to Kimberley which would have been a 5-day tour but because of the cost only a handful of members were prepared to participate, so reluctantly it had to be cancelled. To end the year a tour to the Darling area took place recently. Members enjoyed a visit to a wine farm, lunch at 'Evita se Perron' followed by a Pieter Dirk Uys lunch-time show. This was Nigel's swansong as he will no longer be available to arrange tours for the Society. Nigel is to be thanked for his hard work and dedication in undertaking this much appreciated role. So many members have enjoyed Nigel's tours. Looking ahead we could be visiting Koeberg Nature Reserve and Power Station, SANCOB and Hazendal wine estate with its Museum containing Faberge eggs, icons and paintings, etc.

MEMBERSHIP, FINANCE & SUBSCRIPTIONS:

I welcome all new members to our Society. During the year ending at the March committee meeting, we had enrolled 68 new members. A total of 20 were recorded as losses. Most had passed on to higher service and others were stuck off the membership list because of non-payment of subs. At the time of writing my report our membership stands at 617 paid up members for the 1999/2000. I can report that the Society is financially sound despite spending more than usual on our projects this past year. However, we are not here to build up big bank balances but to use the funds wisely on worthwhile projects in our town. You will of course have an opportunity to question our treasurer when Monica presents the financial report.

Subscriptions were due on 1st January this year and members are given two months to render their subs or face being struck off the membership list. We will be sending off reminders for late payments, hence the low membership figure just mentioned. Increase in subscriptions: it is recorded that when we last increased the subscriptions we undertook not to do so again for 2 years which takes us up to January 2001. So the subs remain as they are until then. However, the committee feels that by then mail, printing and paper costs would have risen to a point where the Society could not function efficiently without a small increase in subscriptions as from 1 January 2001.

VOLUNTEERS:

I particularly want to thank all those members who volunteered their services to the Museum and the Society this past year.

Volunteers help run this Museum on a daily basis and I know the Museum head and her staff appreciate all the work the volunteers perform in this Museum which makes it the success it is. Those volunteers who so kindly hand-deliver mail, save the Society R250 per posting. My sincere thanks to you all.

PROJECTS FOR THE YEAR AHEAD:

We continue with the research into the businesses and traders of the town. A number of small projects around the town have been identified which we will tackle if approval by the owners is given. We have been asked to place a number of plaques around the town, which we will undertake. I am hoping the committee will be of assistance to the Museum this year in helping with the upgrading of exhibits and other Museum-related work. It is almost certain that the VOC Foundation will ask the Society to assist them in re-siting the De Neys headstone from its present position in the Old Burial Ground to its rightful place near Cole Point. Great care will have to be exercised in this project. I am sure we will identify other worthwhile projects during the forthcoming year.

CONCLUSION:

I take this opportunity of thanking my committee for their hard work and enthusiasm in getting the job done this past year. Your support to me and each other has also not gone unnoticed and I appreciate your forethought and ideas long before I thought of them. Well done. You made my task just that much easier. I believe our Society is very strong and well placed to continue with its mandate as written in the Constitution, during the next 40 years and with out members supporting the Society as they have done in the past, the future looks promising.

Sadly I must report that Nigel has informed the committee that he is no longer available for re-election. He has completed 27 years on this committee and feels now is the time to step down. I am sure you will join me in thanking him for a job well done and wish him well for the future. Then I must report that our long-standing President, Admiral H.H. Biermann, has also decided to step down after 17 years in this position. He is the longest serving member with 39 years in the Society. Admiral Biermann is also thanked for his dedication and long service to the Society. Likewise, Vice-Admiral Edwards has also stepped down as a Vice-President and he too is thanked for services rendered. Vice-Admiral Syndercombe, a Vice-President, has been asked to make himself available for election as the Society's new President and Nigel has been asked to make himself available for election as a Vice-President. I am pleased to announce that both have accepted and it only requires this meeting to ratify these appointments when the elections take place.

I am delighted to report that the old Simon's Town Municipal Coat of Arms is now the Simon's Town Historical Society's Coat of Arms. In April 1999, the Society requested the Bureau of Heraldry to approve the Coat of Arms being transferred to the Society and in February this year this was approved, after no objections were recorded. Finally. As the Society has just turned 40, you are all invited to join in celebrating the occasion directly after this meeting. Thank you.

DR ARTHUR DAVEY

It is with great sadness that the Simon's Town Historical Society announces the passing of one of its most active Vice-Presidents on Friday 10th December 1999.

Arthur Davey was born at George but spent his early years in Grahamstown and attended Rhodes University. He first became a career Civil Servant then spent two years in the Army during the War and completed his first degree at the end of 1945. After working in the Public Service Commission, Union Buildings, Pretoria until 1953, he was then appointed Archivist in the Transvaal Archives. He joined the History Department of UNISA six years later as a Lecturer and became Senior Lecturer in 1961. He then moved to UCT in 1966 where he taught mainly South African history and history of the 20th century. He supervised many research projects. He was appointed Associate Professor in 1974 and retired from the University in 1982. His Doctoral Thesis "The British Pro-Boers 1877-1902", several more books since, some of the last being "The Defence of Ladysmith and Mafeking" and "Breaker Morant and the Bushveldt Carbineers", were published. He was busy at the time of his death on a book about the Town Guard during the Boer War.

Arthur served on the British War Graves Committee of the National Monuments Council for over 10 years and since 1972 has been connected with the Van Riebeeck Society. He was a past member of the Archives Committee (1969-1984) and for several years was Secretary of the Historical Society of Cape Town and its Chairman in 1970. He was one of those wonderful people who was always willing to help the amateur historian and to share his knowledge with others. In 1990 Arthur agreed to become a Vice-President of the Simon's Town Historical Society and was a most active member together with his wife Elizabeth van Heyningen. They later moved to Simon's Town and he was able to keep an eye on the Garden of Remembrance in the Old Burying Ground from his house close by. We will miss him sorely and wish to convey our condolences to Elizabeth and his family.

A.E.R.

FLAG OFFICERS OF THE CAPE

VERNON WHITE

Part XX1 VICE-ADMIRAL SIR GEORGE D'OYLY LYON 1938-40
 VICE-ADMIRAL SIR ROBERT RAIKES 1940-41
 VICE-ADMIRAL SIR ALGERNON WILLIS 1941-42
 REAR ADMIRAL CHARLES GAGE STUART) Commodores-in-
 REAR ADMIRAL DOUGLAS ADAMS BUDGEN) Charge S.T.

In 1939 what had formerly been the Africa Station was designated the South Atlantic Station, when the C-in-Cs were based in Freetown, Sierra Leone until mid-1942 when they were again based in the Cape of Good Hope. Freetown was a better place from which to control naval operations in the Atlantic. Space does not permit a detailed account of all the events that impacted on the South Atlantic Station during the war years, when the Royal and Commonwealth Navies played a pivotal role in the South Atlantic and a great burden of responsibility was placed on the five successive Commanders-in-Chief between 1939 and 1946: D'Oyly Lyon, Stuart, Budgen, Campbell-Tait and Burnett.

Introduction:

It was in December 1939 that the German battleship GRAF SPEE under the command of Kapitan Langsdorf, after sinking merchant shipping in the Indian Ocean and in the South Atlantic was tracked down and engaged off Montevideo in the Battle of the River Plate. The C-in-C South Atlantic had ordered the heavy cruisers HMS EXETER and HMS CUMBERLAND together with the light cruisers HMS AJAX and HMNZS ACHILLES to search the waters off the east coast of South America, while the cruisers HMS SHROPSHIRE and HMS SUSSEX were ordered to search the area between Cape Town and St Helena. The battlecruiser HMS RENOWN together with the aircraft carriers HMS ARK ROYAL and the cruiser HMS NEPTUNE were sent to search the area between Freetown and the neutral South Atlantic.

The GRAF SPEE was finally tracked down off Montevideo and engaged by HMS EXETER, AJAX & ACHILLES under the squadron command of Commodore H. Harwood R.N. Badly damaged in the engagement the GRAF SPEE sought refuge in Montevideo harbour and was then scuttled on the orders of the German High Command.

1940 saw the bombardment of the French Naval Base of Mers-el-Kabir, Oran, by ships of the Royal Navy, to prevent French warships falling under German or Italian control. This was the prelude to the campaign in North Africa between 1941 and 1943, when a vast armada of naval and merchant ships voyaged in transit via the Cape sea route to and from North Africa, sailing via the South Atlantic and the Indian Ocean.

In May 1941 HMS PRINCE OF WALES and HMS REPULSE were sunk off the coast of Malaya and in December of that year Hong Kong surrendered to the Japanese. The tide turned in 1944 when the beginning of the end of the Second World War started with the invasion of Italy by Allied Forces on the Anzio beachhead. Then came the defeat of the Japanese in the Arkan jungle and at Kohima by the 14th Army under General Slim, and finally the D-Day

landings on the Normandy beaches in France.

It was the sinking of the German pocket battleship TIRPITZ by RAF bombers in Norway's Tromsø Fjord in November 1944 that enabled the Royal Navy to release HMS KING GEORGE V and HMS HOWE which together with the cruisers HMS SWIFTSURE, BLACK PRINCE, EURYALUS, ARGONAUT and HMNZS GAMBIA, 11 destroyers and 4 aircraft carriers including HMS INDOMITABLE, VICTORIOUS and FORMIDABLE made up the British Pacific Fleets Task Force 57.

Task Force 57 assembled in Sydney early in 1945 and in March the British Pacific Fleet under the seagoing command of Vice-Admiral Sir Bernard Rawlings, second in command to the Fleet Commander Admiral Sir Bruce Fraser, joined forces with the U.S. Navy's 5th Fleet under the command of Admiral R.A. Spruance U.S.N. off the Pacific Island of Yap to the east of the Philippines. From there the naval war was taken to the Japanese.

Born on 3 October 1883 George Hamilton D'Oyly Lyon was the son of George Kenneth Lyon of the Bengal Civil Service and Mrs F.G. Swayne the third daughter of Sir Warren Hastings D'Oyly. Educated at Kings School, Bruton, George Hamilton D'Oyly Lyon entered the Royal Navy through the Royal Naval College HMS BRITANNIA. A fine athlete and rugby player D'Oyly Lyon played rugby as full back for England in 1908 and cricket for Hampshire and the Royal Navy. During the first World War he served in HMS MONARCH with the Grand Fleet and saw action at the Battle of Jutland. During the war D'Oyly Lyon was promoted to Commander in 1916 and to Captain R.N. in 1922. He married Helenora Mary Pierson in 1912 and they had two sons, one of whom was killed in action at Dunkirk in May 1940.

In September 1922 Smyrna was occupied by the troops of Kemal Attaturk and on 8 and 9 September the Royal Navy rescued the Greek occupants. From 1929 to 1931 Captain D'Oyly Lyon was head of the British Naval Mission to Greece, being promoted in 1932 to Commodore (D), commanding Home Fleet Destroyers. Two years later he was promoted to Rear Admiral and appointed Rear Admiral commanding the 3rd Cruiser Squadron in 1935 and made a Companion of the Order of the Bath in 1936. He was promoted to Vice-Admiral in 1938 and appointed C-in-C Africa Station in the same year.

Shortly before the outbreak of the second world war in 1939 Vice-Admiral D'Oyly Lyon was ordered by the Admiralty to move his headquarters from Simon's Town to Freetown in Sierra Leone where he remained in overall command of what then became known as the South Atlantic Station. When the C-in-C sailed with his staff in HMS NEPTUNE Commodore C.G. Stuart DSO DSC RN was left in charge in Simon's Town as Commodore-in-Charge South Africa. Commodore Stuart lived in Admiralty House, Simon's Town and was succeeded by Commodore D.A. Budgen RN who was later appointed Flag Officer in Charge Royal Naval Establishments, South Africa. Until his retirement in 1942 Commodore Budgen lived in Admiralty House, Simon's Town.

On relinquishing his command in 1940 Vice-Admiral D'Oyly Lyon was

advanced to a Knight Commander of the Order of the Bath and appointed C-in-C Nore, being promoted to a full Admiral in 1942. Five years later at the age of 64 years he died at his home in Lymington, Hants. His successor as C-in-C South Atlantic was **VICE-ADMIRAL SIR ROBERT RAIKES CB CVO DSO** who was commanding the Northern Patrol in 1940. On taking up his appointment as C-in-C in Freetown Admiral Raikes flew his flag in HMS EDINBURGH CASTLE (Flag Captain E.G. Palmer RN).

Born on 25 August 1885, the year in which General Gordon was killed in Khartoum, Robert Henry Taunton Raikes was the fifth son of the family and took his father's names. The family lived in Treberfydd in the Brecon Powys. Educated at Radley College, the younger Robert Raikes joined the Royal Navy at the age of 15 years and opted for the submarine service in 1908.

The first submarine in the Royal Navy was launched in Barrow-in-Furness from the Vickers Yard in October 1901 and was provided for in the Naval Estimates of 1901-1902. There were thirteen "A" class boats each with a submerged displacement of 207 tons. These were followed in 1904-5 by eleven "B" class with a submerged displacement of 313 tons each and thirty-eight identical boats of the "C" class in 1906. When Raikes joined the submarine service in 1908, the "D" class were under construction each with a submerged displacement tonnage of 600 tons and a surface speed of sixteen knots. Promoted to Commander in 1917 Robert Raikes married Ida Guinevere Evans, the fourth daughter of David Evans of the Brecon and Shropshire. There were three sons of the marriage. Prior to his marriage Commander Raikes had served in the European theatre of the war between 1914 and 1917 and had been mentioned in dispatches and had been awarded the Distinguished Service Order and Bar.

Promoted to Captain RN in 1923 he was appointed Director of the R.N. Staff College, Greenwich from 1932 to 1934 and then appointed Chief of Staff, Mediterranean Fleet with the rank of Commodore. In 1935 he was promoted to Rear Admiral and made a Companion of the Royal Victorian Order and a Naval ADC to His Majesty King George V. On 8 June that year the Anglo-German Naval Treaty was signed which permitted Germany to have a navy up to thirty-five percent the strength of the Royal Navy. In 1936 the Anglo-Egyptian Treaty was signed which promised the end of the British military presence in Egypt, except in the Canal Zone. At the beginning of 1936 Rear Admiral Raikes was temporarily appointed Admiral-in-Charge Alexandria and then later in the year Rear Admiral Submarines. He was made a Companion of the Order of the Bath in 1937 and promoted to Vice-Admiral in 1939. In 1940 he was appointed to command of the Royal Navy's Northern Patrol, which patrolled the seas between south of the Faeroe Is. to Ireland. During the period 7 September 1939 and 4 January 1940 the Northern Patrol intercepted seventeen German merchant ships trying to sneak back to Germany after the outbreak of war. During the first four months of the war the Northern Patrol also intercepted and sent into port for search, mainly to Kirkwall in the Orkneys, the contraband control base, over three hundred neutral ships. From 1940 to 1941 Vice-Admiral Raikes was C-in-C South Atlantic, stationed at Freetown, being created a Knight Commander of the Order of the Bath in 1941. Promoted to

full Admiral in 1942 Sir Robert Raikes was appointed Flag Officer Aberdeen which appointment he held until 1944.

On 24 May 1953 at the age of 68 years, Admiral Raikes died at his home in Newent, Gloucestershire.

In 1941 he was succeeded as C-in-C South Atlantic (also resident in Freetown) by VICE-ADMIRAL ALGERNON WILLIS who had been Chief of Staff to Admiral of the Fleet Sir Andrew Cunningham Bart GCB Commander-in-Chief Mediterranean Fleet. Born on 17 May 1889 Algernon Osborne Willis was the son of Herbert Bourdillon Willis and was destined to fulfil a long and distinguished career in the Royal Navy. Educated at Eastbourne College, he entered the Royal Navy in 1904 via HMS BRITANNIA at the age of 15 years. He became a Midshipman in 1905 and was promoted to Lieutenant in 1909. During the First World War Algernon Willis served in HMS FEARLESS and was present at the Battle of Jutland. It was the cruiser FEARLESS which together with other cruiser in the Harwich Force HMS ARETHUSA and twenty destroyers that engaged the German Navy of the Heligoland Bight on 28 August 1914. In June 1916 Willis married Olive Christine Millar CBE the daughter of Henry E. Millar of Hampstead, London. Whilst serving in HMS WALLACE in 1919 during the Baltic operations Willis was awarded the Distinguished Service Order and mentioned in despatches.

After the war, in 1920, Willis was appointed to HMS RENOWN which conveyed the Prince of Wales to Australia and New Zealand. Promoted to Commander in 1922, Willis then commanded HMS WARWICK (F32) from 1926-1929 when he was promoted to a full Captain R.N. It was after the 1914-18 war that the Admiralty cancelled orders for eighteen "V" and "W" class destroyers.

From 1930-1932 Captain Willis joined the staff of the R.N. War College, before being appointed Flag Captain in HMS KENT with the China Fleet from 1933-1934. From 1934-35 he was Flag Captain HMS NELSON with the Home Fleet, before being appointed Captain of HMS VERNON, the Torpedo School in Portsmouth where he remained until 1938.

Captain Willis was then appointed to command HMS BARHAM with the 1st Battle Squadron from 1938-1939 when he was promoted to Commodore 1st class and then became Chief of Staff to Admiral Sir Andrew Cunningham in HMS WARSPITE with the Mediterranean Fleet. In 1940 Commodore Willis was promoted to Rear Admiral and created a Knight Commander of the Order of the British Empire. The following year Sir Algernon Willis was made an acting Vice-Admiral and appointed C-in-C South Atlantic based on Freetown, where he hoisted his flag in HMS EDINBURGH CASTLE (Flag Captain E.G. Palmer RN). During 1941 Admiral Willis visited Simon's Town with a view to determining whether the C-in-C South Atlantic should be again based in the Cape of Good Hope. This change did indeed come about after Pearl Harbour in December 1941 when the Admiralty decided to move Vice-Admiral Campbell Tait, Admiral Willis' successor from Freetown to Simon's Town when the latter hoisted his flag in Admiralty House on 26 March 1942.

From 1942-43 Vice-Admiral Sir Algernon Willis, now confirmed in his rank, was made Second-in-Command of the Eastern Fleet.

Created a Knight Commander of the Bath in 1943 Admiral Willis returned to the Mediterranean theatre where he was appointed Flag Officer Commanding "H" Force. On 14 October 1943 Vice-Admiral Sir Algernon Willis struck his flag as Flag Officer "H" Force when this famous battle squadron was disbanded and its ships dispersed to the Indian Ocean or back to the Home Fleet in England. Whilst in command of "H" Force Vice-Admiral Willis was mentioned in despatches. For a while during 1943 he became C-in-C Levant Station in succession to Admiral Sir John Cunningham who took over as C-in-C Mediterranean Fleet in place of Sir Andrew Cunningham (no relation of Sir John).

In 1943 Vice-Admiral Sir Algernon Willis was made a Knight Commander of the Order of the Bath and became a Lord Commissioner of the Admiralty from 1944-46 as Second Sea Lord and Chief of Naval Personnel. In 1945 he was promoted a full Admiral, returning to the Mediterranean Fleet as C-in-C from 1946-48, followed by the appointment as C-in-C Portsmouth Command from 1948-1950. During 1948 Sir Algernon was made a Knight of the Order of St John and in 1949 he was made an Admiral of the Fleet.

In 1952 Sir Algernon Willis was made Deputy Lord Lieutenant of Hampshire and died on 12 April 1976 at Monks Lea, his home in Petersfield, Hampshire.

When Admiral Willis was appointed Second-in-Command of the Eastern Fleet in 1942 he was succeeded as C-in-C South Atlantic by **VICE-ADMIRAL SIR WILLIAM CAMPBELL-TAIT CB** who flew his flag in the shore based establishment HMS AFRIKANDER, his Flag Captain being Captain H.J. Egerton R.N.

REAR ADMIRAL CHARLES GAGE STUART DSO DSC RN

(Information provided by his daughter Mrs. Betty Hardinge)

When Vice-Admiral D'Olyly Lyon moved his headquarters from Simon's Town to Sierra Leone at the outbreak of war in 1939 Commodore Stuart was selected to be Senior Naval Officer in charge at Simon's Town and moved to live in Admiralty House.

CHARLES GAGE STUART was born 2 February 1887 in Toronto, Canada. His father William Stuart CE and his wife Barbara were living there while Stuart senior was engaged in building the part of the Canadian Pacific Railway between Winnipeg and Toronto. Charles was their second child. Amy, the eldest, had been born in Winnipeg before the family moved to Toronto. Then there were Leslie, Elsie and Bruce (who was killed in France during the 1914-1918 war).

When Charles was 10, he and Amy were sent back to the family home Ballyhivestock near Darvock, County Antrim, Northern Ireland, to live with their two uncles Charles and Alec and their sister Isabella, none of whom ever married. Charles was then sent to Monkton Combe Junior School near Bath, together with two first cousins, Robin Young and Harry Stewart-Moore.

It was decided that Charles should follow his uncle Leslie Creery Stuart into the Royal Navy and after joining HMS BRITANNIA as a Naval Cadet in 1902 he was appointed as a Naval Cadet and later as a Midshipman to his uncle's ship HMS VENGEANCE on the China Station. He always said he was beaten 30 times on the first day just for being the Captain's nephew! His uncle and aunt (Georgie) were very good to him and he enjoyed his time with them very much. In 1903 he was appointed to HMS MAJESTIC as a Midshipman in the Home Fleet. He became a Sub-Lieutenant in 1905 and was appointed to HMS WEAR. In 1909 he served as a Lieutenant in the same ship, followed by stints in ALARM, TORPEDO BOAT 875, ESSEX and TORPEDO BOAT 117.

From 1912 he served in the light cruiser HMS GLASGOW as Signal Officer, on the South American Station. While in South America he met and became engaged to Erlita Buckland, whose father owned a house in Hurlingham, Buenos Aires, and an Estancia at San Blas, and later Punta Rubia.

Stuart was present at the Battles of Coronel and The Falkland Islands, and the sinking of the German light cruiser DRESDEN. For his services in these actions, and for decoding the German Warship to Merchant ship code, which enabled the GLASGOW to find the DRESDEN at Juan Fernandez Island, Stuart was awarded the Distinguished Service Cross.

Captain Luce of HMS GLASGOW, who was a friend of the Bucklands, sent him home in the same liner to accompany Mrs Buckland and Erlita to London where he and Erlita were to be married. Erlita and her mother had left from Buenos Aires early in 1916 and their ship was to be at St Vincent Island to coal on the same day as the GLASGOW was due there, when Stuart was to join them. The Captain of the liner swore that he would get them there in time even if he had to burn the drawing-room furniture to do so! All went according to plan and they spent the rest of the voyage spotting for U-boats from the top deck. They were married at St James Spanish Place, London on 19 February 1916 and rented a small house in Southsea, Hants, next door to Aunt Georgie's house and this is where their son Alan was born.

For the rest of the war he served in command of the destroyers NYMPHE, OBEDIENT, MISCHIEF and VOYAGER. The family moved to Edinburgh as his destroyer was based at Rosyth, and his elder daughter Elizabeth (Betty) was born there in 1919. Shortly after his ship VOYAGER was sent to the Baltic during the Russian Revolution, and for his services there he was awarded the Distinguished Service Order. In 1920 his second daughter Patricia was born and he was appointed First Lieutenant of the R.N.Boys Training Establishment at Shotley. The family then moved to a furnished house in Dovercourt. Stuart was promoted to Commander on 31 December 1921.

Stuart then served at the Naval Intelligence Division at the Admiralty and in 1925 commanded HMS WILD SWANN in the Mediterranean and China, followed by HMS SNAPDRAGON from which he was promoted to Captain on 30 June 1928. This was followed by a Senior Officers' Course, after which he was appointed first to HMS LOWESTOFT and then to HMS VINDICTIVE on trooping trips to China. In 1930 he was appointed to the light cruiser CURLEW in the Third Cruiser Squadron based in Malta where the family again joined him. By this time his son Alan was a Naval Cadet at the Royal Naval College at Dartmouth, and came out to Malta regularly for the holidays. In 1932 they all returned to England where their second son William was born at Plymouth.

By Christmas 1932 Stuart was back in Malta as Captain of the Dockyard and King's Harbour Master where the family again joined him early in 1933. They lived in an official house in Vitorioso, and the girls were sent to the Convent of the Sacred Heart at St Julians, a few miles away as boarders, which was the rule for all girls over twelve. Stuart enjoyed this job as several boats went with the job and they had lots of aquaplaning parties aboard the beautiful old royal blue picket boat with twin brass funnels (then 50 years old but the fastest boat in the harbour - sadly destroyed during the war) as well as sailing in the skiff.

In 1934 the family came home to England and early in 1935 he was appointed Captain of the Dockyard and King's Harbour Master at Chatham, where the family again lived in an official residence in the Dockyard. In June 1937 he was appointed Captain-in-Charge of the Dockyard at Simon's Town, South Africa, and he and the family sailed for the Cape arriving in July and moved into Belmont House.

When war broke out, he became Commodore-in-Charge Simon's Town and the Commander-in-Chief moved up to Freetown, Sierra Leone. Later he was promoted to Rear-Admiral in Charge, Simon's Town and they moved into Admiralty House. Because of the War he stayed on until May 1940 when he was appointed Flag Officer in Charge at Invergordon, Scotland, followed by a year as Flag Officer in Charge, Aberdeen. In early 1942 he was sent to Kilindini, Mombasa as Flag Officer in Charge, Kilindini, where he was responsible for building a dockyard for the ships of the Far Eastern Fleet. This was a very busy time as the Suez Canal was closed to shipping because of enemy action in the Mediterranean and convoys were coming round the Cape of Good Hope and up the East coast of Africa, then later ships called in there on their way to the Far East theatre. Stuart was there until 1944 when he returned to England.

By then he was well over the age limit for retiring, but the job of going in charge of the Naval party taking part in Operation Nest Egg, the Liberation of the Channel Islands, was offered to him provided he would agree to going as a Captain, but always addressed as Admiral. This was because it was basically an Army operation and he could not be senior to the Brigadier in charge! He had a first cousin in Jersey, and the thought of liberating her family made him accept the job. He trained at Plymouth with the rest of the party and on 8 May 1945 when peace was declared, he sailed in HMS BULLDOG with his staff carrying the Brigadier and his staff, arriving at Guernsey in the early hours of 9 May.

The German Admiral, who did not wish to surrender, signalled to the ship that they would be fired on if they came any nearer. A signal was sent back that he would be hanged at the yardarm if he refused to do so! A young aide was then sent to the BULLDOG to try to arrange terms rather than surrendering. He was reduced to tears in five minutes. The German Admiral eventually came out to the ship and the surrender was signed. He was then sent off under escort to London. The King's Declaration of Liberation took place on the steps of Elizabeth College read by Brigadier Snow with Charles Stuart standing beside him. That afternoon they went to Jersey where the same ceremony took place in the Square. Later he sent his ship's boat to bring his cousin off to see him on board.

Stuart had his headquarters at the Royal Hotel in Guernsey where he dealt with matters involving the Navy, such as shipping and mine clearance, eventually returning to England three months later whereupon he retired.

In 1947 he decided to retire to South Africa, where he and his wife and younger son lived, first in Johannesburg, and then for 22 years at Plettenberg Bay, Cape. To mark the twenty-fifth anniversary of the Liberation of the Channel Islands, a set of stamps was brought out, and Stuart and Brigadier Snow were depicted on the Guernsey 1/5d stamp (not a very good likeness) showing them reading the King's speech of Liberation.

Stuart died at his home Ballyhivistock, Plettenberg Bay on 2 July 1970 aged 83 and is buried there. His Admiral's cap and shoulder epaulettes are in the Liberation room of the Occupation Museum at Guernsey and Stuart appears in various audio-visual films at the Museum.

REAR ADMIRAL DOUGLAS ADAMS BUDGEN CB RN

Douglas Adams Budgen was the son of Rev. Walter Budgen of Eastbourne. He was born in 1889. In 1923 he married Audrey Noel daughter of R.S. Kindersley.

By 1911 he was a Lieutenant in the Royal Navy and specialised in Torpedoes. He served in the 1st World War and was a Gallipoli aboard HMS CORNWALLIS. As a Commander in July 1928 he served in HMS HOOD. He had attained this rank in December 1923. In January 1930 he was a Commander at HMS VERNON and on 31 December 1930 he was promoted to Captain HMS VERNON where he remained until July 1934.

Budgen arrived in Simon's Town on 15 November 1939. By this time the Commander-in-Chief had transferred his base to Freetown in Sierra Leone and Commodore Stuart was Commodore-in-Charge at Simon's Town. In November 1941 Stuart handed over to Budgen and he too lived at Admiralty House while Commodore-in-Charge. During Budgen's time here there was a large bush fire in the Cape Point Nature Reserve and he successfully directed the operation of 2,000 fire-fighters.

Budgen and his wife worked hard at fund-raising for the war effort and Mrs. Budgen was ever ready to offer Admiralty House grounds as a venue for fund-raising events. Mrs. Budgen was also Commandant of the Simon's Town Company of the SAWAS (South African Womens' Auxilliary Services). She also concerned herself in naval welfare.

Budgen retired from the Navy in March 1942 aged 53 on the grounds of ill-health and on 26 March 1942 Admiral Tait returned to Simon's Town as Commander-in-Chief and took up residence at Admiralty House. Budgen died on 13 January 1947 at his home Manor Farm, Misterton, Somerset and was survived by his wife who lived to a great age.

FLAG OFFICERS OF THE CAPE

VERNON WHITE

Part XXII	VICE ADMIRAL SIR W.E. CAMPBELL-TAIT	1942-1944
	VICE-ADMIRAL SIR ROBERT BURNETT	1944-1946

Born in 1886 **WILLIAM ERIC CAMPBELL-TAIT** was the son of the Deputy Surgeon General William Tait MB RN of Kirknewton, Alverstoke, Hants. Campbell-Tait Jnr had served in the Royal Navy during the 1914-18 war and was probably a Lieutenant at the outbreak of war being aged 28 years in 1914. In 1917 he was made a Member of the Royal Victorian Order. In 1918 he married Katie Cynthia, the daughter of Captain H.H. Grenfell RN. There were two daughters of the marriage. From 1919 to 1921 Campbell-Tait served in the Royal Yacht **VICTORIA AND ALBERT** and then as a Commander in the Light Cruiser **HMS HAWKINS**, Flagship of the China Station, from 1921-23. He was a Captain RN in 1928 and commanded **HMS DRAGON** with the Mediterranean Fleet, then **HMS CAPE TOWN** and **HMS DELHI** on the West Indies Station between 1929-31.

Appointed Deputy Director of Naval Intelligence at the Admiralty in 1933 he joined the staff of the C-in-C China Station from 1933-34. During 1934-37 Captain Campbell-Tait commanded **HMS SHROPSHIRE** and was appointed Commodore-in-Charge Royal Naval Barracks Portsmouth from 1937-39. In 1938 he was made a Naval ADC to His Majesty King George VI and promoted to Rear Admiral. In 1941 Campbell-Tait was promoted Vice-Admiral, having been made a Commander of the Order of the Bath in the previous year, and served as Director of Personnel Services at the Admiralty until 1942 when he was appointed C-in-C South Atlantic. In 1944 he relinquished his appointment as C-in-C having been created a Knight Commander of the Order of the Bath in 1943. Vice-Admiral Sir William Campbell-Tait was promoted to full Admiral in 1945, when he went on to the retired list, becoming Governor of Southern Rhodesia in 1945. He died at the early age of sixty on 17 July 1946 in Government House, Salisbury, Southern Rhodesia.

The last of the Second World War C-in-Cs of the South Atlantic Station was **VICE-ADMIRAL SIR ROBERT BURNETT KBE CB DSO OBE** who succeeded Vice-Admiral Sir William Campbell-Tait in 1944. Known as a "jolly sailor with a ready laugh" 'Bob' Burnett as he was commonly known to his men and fellow officers was a popular Scot of medium build, thick set, with fair hair and a ruddy complexion. He was also distinguished by being the only Admiral known to have been piped aboard in a bosun's chair in wartime, while transferring from the cruiser **HMS SCYLLA** to the destroyer **HMS MILNE** in 1942.

Born on 22 July 1887, the year of the first Spithead Naval Review which involved thirty-five warships of the Royal Navy, Robert Lindsay Burnett was the fourth son of J.A. Burnett of Kemnay in Aberdeenshire. Although born a Scot, Robert Burnett was educated in England at Bedford School in Bedfordshire, and at the Eastmans College in Southend, Portsmouth, which specialised in training would-be officers for the Royal Navy. At the age of 15 years he entered the Navy via **HMS BRITANNIA** and then specialised in

physical training in 1911. At the outbreak of the First World War he was First Lieutenant of the destroyer HMS LAERTES and in 1915 was given command of Torpedo Boat No.26. Between 1914-18 Burnett commanded the destroyers HMS PAISLEY, ACHERON, NESSUS and SCOTSMAN with the Grand Fleet. There were twenty "Acheron" class destroyers provided for in the 1909-10 Naval Estimates, being part of a building programme for the Royal Navy of over 87 destroyers between 1906-13.

In 1915 whilst still a Lieutenant Robert Burnett married Ethel Constance the daughter of R.W. Shaw, Esq. After the war Burnett helped to re-organise the Royal Navy's Physical Training Branch in Portsmouth during 1919-20, being appointed the Navy's first Fleet Recreational Officer on the staff of Admiral Sir John Robeck C-in-C Mediterranean Fleet from 1921-23. Robert Burnett was awarded the Order of the British Empire in 1923.

In 1931 he returned to duty with destroyers and was appointed Captain (D) of the 8th Destroyer Flotilla on the China Station before being made the Royal Navy's Director of Physical Training and Sports in 1933. A keen sportsman Captain Burnett continued fencing and boxing until he was thirty-five years of age, holding the Sabre Championships at the Royal Tournament. He was a qualified referee of Rugby, Association Football, Hockey and Water-polo and also refereed boxing at the Royal Albert Hall and at the National Sporting Club. Between 1933-35 he was Secretary of the RN & RM Sports Control Board. From 1935-38 Captain Burnett commanded HMS AMPHION and was Flag Captain to C-in-C Africa Station, Vice-Admiral Sir Francis Tottenham. In 1939 Burnett was promoted to Commodore-in-charge of the RN Barracks, Chatham and then to acting Rear Admiral in 1940 when he became a Naval ADC to his Majesty the King. Promoted a Rear Admiral in 1941 he then commanded Home Fleet Destroyers.

In December 1942 while flying his flag in the 6 inch cruiser HMS SHEFFIELD (captain A.W. Clarke RN) accompanied by HMS JAMAICA, seven destroyers and five small anti-submarine vessels Rear Admiral Burnett safely escorted a sixteen merchant ship Convoy (JWS1a) from Loch Ewe in Scotland to the Kola Inlet in Russia where they arrived on Christmas Day. On the return voyage with empty merchant ships the destroyer HMS SOMALI and the minesweeper HMS LEDA were lost. In March 1943 Admiral Burnett was made a Companion of the Order of the Bath and for bravery in action he was awarded the Distinguished Service Order.

Promoted to Vice-Admiral in 1943 'Bob' Burnett commanded the 10th Cruiser Squadron until 1944 when he was appointed C-in-C South Atlantic, where he flew his flag in HMS AFRIKANDER (Flag Captain Captain D.K. Bain RN). In the same year he was created a Knight Commander of the British Empire and awarded an honorary LL.D by Aberdeen University. Sir Robert Burnett was promoted a full Admiral in 1946 and became C-in-C Plymouth from 1947-50 when he was placed on the retired list. Retired from active service he may have been, but for the next four years from 1950-54 he was busy as Chairman of the U.K. White Fish Authority. Admiral Burnett died at his home in Bognor Regis, Sussex, on 2 July 1959 three weeks before his seventy-second birthday.

THE OMEGA OIL DRILLING RIG (JULY-DECEMBER 1999)

NICK DE BLOCQ VAN SCHELTINGA

Nearly a year ago Simon's Town residents could have been forgiven for thinking that the local community Christmas tree had arrived early this year. Suddenly one night there was a constellation of glittering stars in the bay, distinctly reminiscent of a decorated Yule tree. On closer inspection it turned out to be the monolithic oil rig "OMEGA".

The "OMEGA" is a possession of Soekor (Pty) Ltd, the state oil company. It is a medium-sized semi-submersible rig, about 100m square, and is under the management of Sedco-Forex. It is well acquainted with South African waters, having drilled wells off the Southern Cape coast during the eighties and early nineties. It has spent the interim years drilling for American companies in the Gulf of Mexico, off Galveston, Texas, and was brought back to South Africa to complete a project started by Soekor some two years ago. It was "parked" in False Bay, just off Murdock Valley, until Soekor were ready to utilise it in mid- December. The rig had a skeleton crew on board and was carrying out some routine maintenance until it started the re-entry project planned for later in the year.

Contrary to certain rumours circulating, it must be noted that the "OMEGA" was NOT drilling for oil in False Bay! To tell if a rig is drilling or not, take a look at the space between the deck and the sea surface, right beneath the tall derrick. If it is working, you will see a large-diameter tube, called a 'riser' plunging down into the sea (and onward down to the sea bed, where it connects to the wellhead on the bottom of the sea). If this riser is not there, then you can be assured that the rig is not drilling. When looking at a semi-submersible rig, you can see from the depth to which the legs are set into the water if it is doing what it is designed to do. A working rig will be ballasted down, and a non-working rig (or one under tow) will sit higher in the water.

What does this term 'semi-submersible' mean? Well, there are three basic types of drilling rigs:

- a) The jack-up, which is used in shallow water (normally under 200m depth) and can set its "feet" on the sea bed. The rig then literally jacks itself up to a designed height above the water surface and works from that position. To move it, a barge is sailed underneath the rig and it jacks itself down onto the barge, lifting its legs up off the sea bed.
- b) The drill-ship, which is used in ultra-deep water (from about 800m - 2000m sea depth) where anchoring is impractical. These vessels resemble normal ships, with a hull, and can sail themselves round the globe. They stay on position during drilling by multi-directional thrusters, linked to a satellite positioning system. This method is called "DP" or Dynamically Positioning system. If currents or wind conditions start to push the drill-ship off its centre point, then shear rams are

activated to cut the drill pipe to allow the rig to drift off the site rather than have its safety threatened and risk submerging.

- c) The semi-submersible, the most common type of rig, is used in water depth usually lower than 1000m, but recent technology has allowed them to drill in much deeper water. These rigs set anchors from all four corners and lower their centre of gravity (leaving a typical air gap of about 25m) by filling long pods beneath the legs with sea water. The anchors are set by special anchor-handling boats.

The crew on a rig falls into two main categories: Marine and Operations. The Marine side employs all the people who focus on the vessel itself. The Captain has overall responsibility for the safety of every soul on board and can overrule the Operational personnel in this sphere. Reporting to him are the Bosun, Watchstanders, Radio Ops, Medics, etc, while the Operational side is represented by their boss, the Toolpusher or Barge Master. Under his control are the Drillers, Electricians, Mechanics, Rig Engineers, Storemen, etc.

The third entity onboard a rig is the Company. This is the oil company which has leased the rig, usually on a daily rate basis (which varies from about US\$50,000 to about US\$200,000 per day! depending on the type of rig and market demand). It is represented by the Company Man and his deputies, who issue instructions to the Operations people. Third party companies provide various services to the oil company and report to the "all powerful" Company Man. These are typically: catering/cleaning, cementing, logging and well-productivity testing companies. And, of course, the drilling personnel from Operations.

Senior personnel have an individual cabin with an en suite facility and almost everybody else shares. Better or more modern rigs have cabins with two beds for their crews, and others can stretch to four or more per room. 24-hour shifts are normally worked, from midday to midnight, with the next group working midnight to midday. This requires the catering staff to provide four meals a day at six-hourly intervals. And they do an excellent job too. The generous budgets allocated by the oil companies ensure that five-star meals are provided from the galley.

Local crew members usually stay on board for a two-week rotation, and then spend two weeks at home. International personnel have to endure a month on the rig before getting equal time off. Staff from companies that provide one-off type services, like logging and testing of wells, after the drilling of a borehole has been finished, must stay on board until their specific job has been successfully completed. People are ferried to and from the rig by helicopter. In South Africa, the oilfield heliport is situated at George airport. In some West African locations, where sea conditions are calm, crew changes could also be carried out by boat. Personnel are then lifted up to the rig, clinging onto a carrier frame, by a crane.

Work offshore can be hard and dirty, especially for roughnecks. These are the guys who work on the drill floor and thread together the 30m long sections of pipe when the rig is drilling. It involves throwing heavy tongs around and can get very greasy. The roustabouts are the deck hands and they assist the crane operators who lift and place all sorts of equipment and get the pipe and tubing ready for lifting to the drill floor, where the roughnecks take over the duties. Mechanics and electricians keep the rig powered up and operating. The massive generators supply enough current to keep a small town running! During off-shift times, crews have access to video rooms, dart boards, table tennis, libraries, etc. and, if knocking off at midday, some lucky types catch a quick suntan on the helideck before getting their well-earned rest.

Before a rig starts to drill on a designated site, a lot of research is done. A "virgin" area will first be studied by means of a seismic survey. This involves a special boat towing an array of hydrophones. Explosions are made with the quick release of compressed air into the water, and the response of the sound waves is picked up by the "hydrophones". (If on land, the explosions are made by dynamite set in pits, and the receivers are then called "geophones"). The reflections and refractions of the sub-strata are seen after some hi-tech interpretations are done on the data received and the strata beneath the sea bed can be plotted to depths of thousands of meters.

It should be understood that this technology does not enable prospectors to see oil or gas deposits. What it does offer them is a look at the geological formations in the earth's crust. A trained eye will be able to pick out phenomena which are known as "traps". Without a trap, oil and gas cannot accumulate and form economically viable deposits. Collectively called "hydrocarbons", fossil fuels are somewhat migrant and keep moving upward in a permeable matrix (like sandstone) until trapped by impermeable barriers. Typical examples of these are salt-domes, or faults which have tight igneous rock intruded across the oil-bearing sandstone layer.

Experts currently concur that oil is of vegetable origin, and is formed from pre-historic forests; although there remains a school that believes that it is a mineral entity. (A Swedish professor once tried to prove his theory that oil existed as a layer within the earth's crust and that it could be found anywhere, it was just the depth that would vary. He set up a drilling project in a most unlikely place and by the time they had reached a depth of over 20,000 unproductive feet, the sponsors lost interest and they gave up.) The multi-million year old forests are covered by successive layers of water-borne sediments and end up at depths of thousands of meters below the sea or land surface. A typical hydrocarbon reservoir could be between about 2000m and 4000m (6,000ft to 12,000ft) underground.

When it is decided that a specific site holds good potential for a reservoir, a rig is sourced and towed to site. Anchors are set and a large (3 foot) drill bit is run on drill pipe down to the sea bed to make a dent through the loose surface sediments. Then a wellhead is positioned in this shallow hole and a BOP (Blow out

Preventer) is run down onto the wellhead by attaching sections of the previously mentioned riser casing. The BOP clamps onto the wellhead and we are now set up for drilling. The derrick houses 30m long sections of drill pipe and one of these are threaded up to a diamond-studded drill bit. This assembly is lowered through the drill floor of the rig, inside the riser, and a new 30 m length of drill pipe is attached as the first full length is lowered, by the elevators, down to the drill floor level. And so on, until rock resistance is met and the driller starts revolving this "string" and the bit bites into the rock. The driller drills deeper and deeper, until a pre-designed depth is reached and then he pulls out the drill string, racking back the lengths of pipe in the derrick as he "trips" out. Then a steel casing is run into the well to line the borehole section already drilled. Cement is pumped from the bottom of the casing up around the outside thereof, "glueing" the casing to the surrounding rock. Then a smaller bit is run into the well on drill pipe and drilling continues. This process happens about two or three times until terminal depth is reached and the final liner is pushed into the borehole. This bottom section could typically be either 7 inches or 9 5/8" diameter.

In the meantime, while drilling, the driller would have been pumping a specially designed "mud" down the middle of the drill pipe, out through holes in the drill bit, and up the outside of the drill string. This mud is then passed over shakers, where a Geologist takes an excited interest in the rock chips to see if his prognosis of the rock strata being cut is correct. When the rig takes what is known as a "kick" then they have usually been successful in finding hydrocarbons. Drilling into an oil or gas bearing formation means that the pressure, which is contained in the reservoir, is released to the borehole and the mud has to be weighted up to prevent the well from producing its fluids to the surface in an uncontrolled way. With the weight of the mud greater than the pressure from the reservoir, it is safe to drill further. Outside of this situation, the well could "come in" and we would have a blow-out on our hands. This is the nightmare of any driller, and extremely great care is taken to prevent this.

After reaching the terminal depth of the borehole, the well is logged by using very high technological apparatus. Tools are run into the well on electric wireline, and by using sonic, nuclear and other technologies, the resistivity and other parameters of the rock strata are measured and plotted. The interval cutting hydrocarbon bearing rock is positioned to the metre (Note that a reservoir is NOT a lake of oil deep underground; rather it is a porous and permeable rock, like sandstone or dolomite.) Once lined with the final size of steel casing and cemented in place, the productivity of the well must be quantified.

A specialist team of "Well-Testers" is then invited to the rig and they are the chaps who first get a well to flow. A string of tools is run by drill pipe, or special tubing, into the well above a length of "perforating guns". Once on depth, a packer is set which will seal off the reservoir interval from the "annulus". The annulus describes the volume between the drill pipe and the casing. This must be kept free of pressure pulses

from the reservoir, as it is required for the control of the downhole tools. To conduct a well test, certain valves have to be run into the borehole. A tester valve is needed to be able to shut off the flow of oil to surface, and a circulating valve is needed to be able to pump heavy weight mud into the drill pipe from the annulus when finally killing the well, or to put light fluid like diesel into the string to enable the oil to come to the surface.

The guns are fired and shaped charges then punch holes through the casing and cement, and create tunnels in the rock which provide a passage for the oil to come into the borehole. Under its own pressure (which is typically about 2,000 to 4,000 pounds per square inch, but can actually be over 15,000 pounds in some special cases) the oil is forced to the surface where it is controlled through a choke to workable pressures. It is then passed through a separator, which breaks the flow into its three possible fluid entities of gas, oil and water. Flow rates are measured and samples taken for laboratory analyses. By using the tester valve to shut off the flow, a pressure transient (or front) is formed in the reservoir which pulses outwards rather like ripples on a pond's surface after throwing a stone into the water. This change of pressure during the build-up is recorded by extremely sensitive gauges and translated to see the extent to which the transient has moved into the surrounding rock and met the traps we spoke about before. And so a reservoir can be both quantified and qualified, and the oil company can take the necessary economic decisions whether or not to prepare a well for production, or to plug it and abandon the site. By the way, the latter decision happens about six or seven time to every positive result!

The services of cementing, logging and testing wells is conducted in South Africa by a company called Schlumberger. They also owned the rig management company, Sedco-Forex, until it was recently spun off to another rig company called Transocean to form the largest fleet of rigs on the globe.

[Love it or hate it, the "OMEGA" will not be taking its leave of Simon's Town till December 1999 and then will be towed to a site off Mossel Bay where two wells have already been drilled. There is already a rig in that vicinity which has been anchored there for almost three years. It is busy producing oil, also with Schlumberger equipment and people, for Soekor at a rate of about 25,000 barrels a day. The oil is pumped over to a waiting tanker and once filled, the tanker sails its crude cargo to the terminal in Cape Town harbour, from where it goes to the refinery at Milnerton. While the tanker is away, the oil is flowed into the legs of the rig and pumped over to the tanker when it returns. The current project that the "OMEGA" is destined for is to bring two more wells on stream to extend the life of this highly lucrative production.]

(The above was written by Nick de Blocq in November 1999 and the "OMEGA" left here early in the year 2000.)

see photo on page 87

THE ROYAL NAVY & DAVID LIVINGSTONE

A.E. READ

Although much is probably known by our members of the exploration carried out by Livingstone, it is perhaps not known or realised the amount of help he and Stanley received from the Royal Navy.

Livingstone had arrived at Algoa Bay on 20 May 1841 and then set out by wagon for the Mission Station at Kuruman, arriving there on 31 July 1841. He was then 28 years old and unmarried. When he arrived at Kuruman his colleague, already there, was Roger Edwards, some 18 years his senior. The two decided to set off to look for site for the founding of new mission stations. On that occasion they selected a spot 250 miles North of Kuruman, which trip involved a journey of 700 miles altogether. Livingstone then set off again on his own to live with the friendly Africans, to learn their language and get to know their customs.

Livingstone then married Mary Moffat, the eldest daughter of Robert Moffat the Missionary. Sadly Roger Edwards and Livingstone found they could not get along together so the Livingstones in 1846 decided to move away from the new station Mobotsa and found another 40 miles away in Chief Sechele's country. Shortly before this decision Livingstone had helped in a lion hunt at Mabotsa and his arm was badly mauled, leaving marks by which his body in later years, was to be identified. Due to friction with the nearby Boer settlers, who were very suspicious of Livingstone and his friendship with Chief Sechele, Livingstone and Sechele decided to move further away from the settlement. In February 1847 Livingstone and the tribe moved to the banks of the Kolobeng River where they again set up a mission station. However doubt and suspicion still persisted and Livingstone decided to move north out of the Kalahari desert area into the area under the protection of Sebutane, Chief of the Makololo tribe.

At the Cape in 1841 Livingstone had heard from European hunters about Lake Ngami so in June 1849 he and 2 English hunting friends, Oswell and Murray, set out to find the lake. They found it in August 1849. For this discovery the Royal Geographical Society awarded him 25 guineas. (Oswell was with Livingstone when he discovered the Zambezi River at Sesheke in August 1851.) Livingstone then returned to his home, collected his family and set off for Cape Town in order to send his ailing fever-ridden wife and children back to England to recover their health. He left the Cape in June 1852 to return to his home near Kolobeng to find it destroyed by a Boer commando under Pretorius.

On 11 November 1853 he set out on his epic journey - to walk from Linyati in Barotseland to Luanda in Angola, where he arrived on 31 May 1854. Here he was nursed back to health by Mr Edmund Gabriel, the only British inhabitant, who at that time was British Commissioner for the Suppression of the Slave Trade. Whilst he was in Luanda two British Royal Navy Captains pressed him to return to England to recover fully but he persisted and set off on the return journey to Linyati on 20 September 1854,

arriving 11 September 1855. One cannot but admire the guts and determination of the man.

From Linyati he set out eastwards along the Zambezi looking for "his commercial highway to the coast". It was then that he discovered on 21 November 1855 the falls which he named Victoria Falls. In his journal he made a water-colour painting of them. He then went on to Tete in Mozambique where he left his 60-70 retainers and finally on 26 May 1856 he arrived at Quelimane, where he was to board HMS FROLIC. The ship set off for Simon's Bay via Mauritius spending a short time in Mauritius to give Livingstone time to heal his fever-wracked body. Livingstone arrived back in England on 12 December 1856 after an absence of 17 years and spent 2 years in England. It is worth mentioning that when he boarded HMS FROLIC he had great difficulty in speaking English, not having spoken it for so long whilst on his travels.

Livingstone wrote his book "Missionary Travels" while in England and this was published in 1857. He then decided to resign from the London Missionary Society in order to devote his full time to discovery and exploration. Livingstone left London again on 10 March 1858 as the leader of a Government expedition to explore the Zambezi, holding a Government appointment as British Consul "for the promotion of commerce and civilisation with a view to the extinction of the Slave Trade". The British Government financed the expedition which included Dr John Kirk, Thomas Baines and Richard Thornton (a geologist), Livingstone's brother Charles (British Consul on the island of Fernando Po off the West African coast - who died of yellow fever in 1873) and Mr. Francis Skead R.N. a surveyor.

Livingstone built himself a tin house at the confluence of the Kafue and Zambezi rivers where his wife and 1 child were to join him. He assembled his specially-built boat the MA-ROBERT which was being carried in 3 pieces. It was found to be quite unsuitable for river work so he sent a message to England to have a new one built at his own expense. His new boat arrived on 31 January 1861 and the intervening time was spent surveying the area between the Kafue and the Shire Rivers.

Mrs Livingstone returned from Britain to the mouth of the Zambezi River in January 1862, where Livingstone met her. Some planning must have gone into this considering communications in those days. She had come up aboard HMS GORGAN which was a steam frigate which had arrived at Simon's Bay on 7 March 1861 via Madeira, St Vincent and Rio de Janeiro. It also brought along Livingstone's new steamboat LADY NYASA, much more suitable for exploration of Lake Nyasa.

HMS GORGON again aided Livingstone's party when on 15 December 1863 she had arrived in Simon's Bay from Kongoni (at the mouth of the Zambezi) and brought Rev. W. Roley of the Zambezi mission and Dr Miller of Livingstone's Zambezi expedition. In 1866 Livingstone was again aided by the Royal Navy when he left Zanzibar in HMS PENGUIN to travel to Mikindany near the mouth of the Rovuma River in to-day's Tanzania.

In November 1872 two Central African expeditions for the relief and assistance of Dr Livingstone, were fitted out in England and sent, one to the East coast and one to the West coast, with orders "to converge, by way of the Congo River and Zanzibar, on the scene of the traveller's last labours". Lt Cameron R.N. took command of the East Coast expedition and Lt Grandy R.N. took command of the West Coast one. Lt Cameron's expedition very unfortunately got into difficulties through the accidental shooting of a native by one of his party. Most of this expedition went down with fever and one of the party who died was one of Dr. Moffat's grandsons. Finally Dr. Dillon (a naval doctor), the expedition's doctor, committed suicide when he was very ill and going blind. Another member of the expedition was Lt Murphy Royal Artillery.

Towards the end of January 1874 a telegram from Zanzibar reported a rumour that Dr Livingstone had died near Lake Bangweulu. In fact he had died at Ilala on 4 May 1873. Letters from the British Consul at Zanzibar to the Foreign Office in London confirmed this on 11 February 1874. As a mark of respect the Consul's flag flew at half-mast. This practice was followed by H.H. the Sultan of Zanzibar and by the R.N. ships in the harbour, HMS BRITON and HMS DAPHNE and by the Consular representatives of other foreign powers in Zanzibar, who also wrote letters of condolence. Everyone who heard of his death at first refused to believe it. It was not until Lt Murphy wrote to Dr Kirk on 20 January 1874 from Mpuapwa, 10 days journey from the coast, to say that he was bringing the body of David Livingstone to Zanzibar, that people really believed the news. Livingstone's African retainers had embalmed his body and were bringing it to the coast when Murphy met them en route. They had cut out Livingstone's heart and buried it under a tree at Ilala.

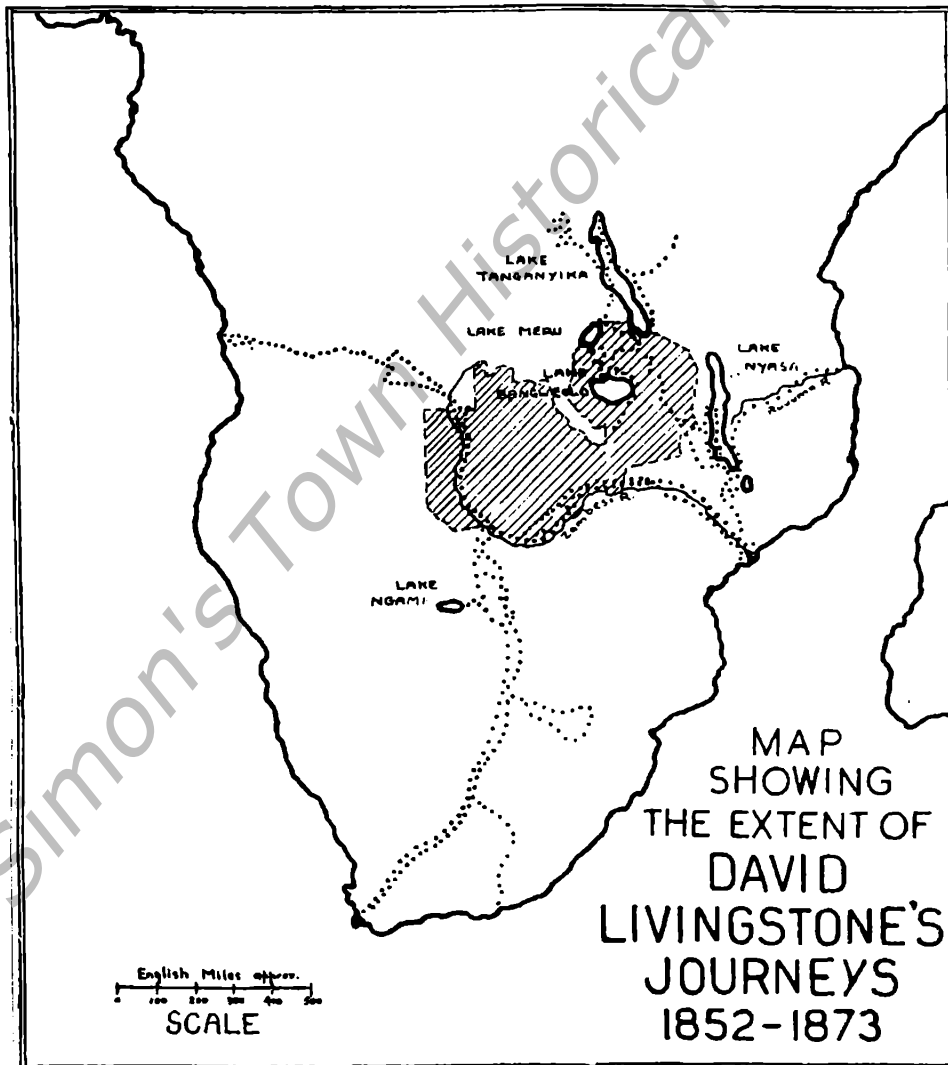
While Lt Murphy R.A. took the body on towards the coast Lt Cameron R.N. although suffering badly from malaria and deserted by many of his followers, plodded on to Ujiji to collect Livingstone's papers. Livingstone's body was taken to England aboard the P & O steamer MALWA. He had died on 1 January 1873 and finally arrived at Southampton in England on 15 April 1874. He was buried at Westminster Abbey with great pomp and ceremony on Saturday 18 April 1874. Five British Admirals Codrington, Collinson, Sir W. Hall, Sterard Osborn and Ommanney, attended the funeral as well as hundreds of other dignitaries.

Lt Cameron did find Livingstone's papers safe and sound at Ujiji before the white ants found them. He sent them to England. Lt Cameron in these travels discovered the outlet on the west side of Lake Tanganyika of a magnificent "stream" which he identified as the headwaters of the Lualaba River which river he believed was actually the Congo River. Cameron had crossed Africa from East to West, some 3,000 miles. He had left England on 30 November 1872 and finally arrived back in Liverpool after a 54 day voyage from Luanda, to a tumultuous welcome. He received the Founders Medal in 1876 from the Royal Geographical Society in recognition of his fantastic journey of discovery. During his naval service he had been on the East Coast of Africa in HMS STAR for four years before he joined the expedition.

Captain E.D. Young was the leader of the 1st Livingstone Search Expedition in 1867. He then stayed on on Lake Nyasa making his Headquarters at Cape Maclear in an endeavour to suppress the slave trade which he estimated at 20,000 persons per annum crossing the lake. Young stayed there until 2 November 1876. He had been conveyed by HMS WASP to Kilwa and then to the Zambezi. He was accompanied by Lt Henry Faulkener of 17th Lancers. They were sponsored by the Royal Geographical Society. HMS RACOON collected the expedition at Kongoni on 2 December 1867 and arrived with them at Simon's Bay on 17 December 1867 where they embarked on the mail steamer for England on 19 December.

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STANLEY (IN PITH HELMET) AND HIS ENTOURAGE AT ADMIRALTY HOUSE, SIMON'S TOWN ON THEIR WAY BACK FROM THE CONGO IN HMS INDUSTRY, 1.11.1877. (In the book from which this picture is taken, it mistakenly says "in Zanzibar")



OMEGA RIG IN CAPE TOWN DOCKS - PHOTO DE BLOCQ.

HENRY MORTON STANLEY (1840- 1904)

A.E. READ

Enough has been written about Stanley setting out to find David Livingstone so I do not propose to belabour that point. Livingstone died on 1 May 1873 and was buried with great pomp at Westminster Abbey on 18 April 1874. The expedition to find Livingstone was during the years 1871-72.

EXPEDITION OF 1874-1877:

Henry Morton Stanley was 34 when he set out from Zanzibar on 12 November 1874 to endeavour to travel across Africa from East to West. He took with him two brothers Francis and Edward Pocock whom he describes as "2 plucky fisher boys from the Medway". Also with him was Frederick Barker as his servant. As well he had the services of about 356 Wagaramo (or Wangwamo) tribesmen. These men came from villages near Bagamoyo north of Dar-es-Salaam in Tanzania and were preferred by Stanley to the Zanzibari porters, as being more industrious than other tribes "though expert thieves".

This expedition was sponsored by the New York Herald and the London Daily Telegraph. It was the best equipped expedition which had ever accompanied a white traveller and it did more than any other expedition before or since to open up the interior of Africa.

They set off via Uganda to find the Lualaba, the source of the Congo river and then proceeded down its course staggering into the town of Boma, at its mouth, 1,000 days later on 9 August 1877. His 3 white companions were dead and he himself had suffered severely from strain and the solitude of the prolonged marches.

On the expedition's arrival in Boma the tribesmen became quite depressed due to the fact that they thought that now he had found his own people (i.e. other Europeans) he may leave them to their own devices far from home. Being solicitous of his followers he accompanied them aboard HMS INDUSTRY, all the way back to Bagamoyo and then wended his way to England.

HMS INDUSTRY was a fairly new ship in 1877. She was on station on the West coast of Africa, generally between Ascension Island and the Gold Coast (to-day's Ghana) provisioning other naval ships. She had the Royal Navy's usual complement of Kroomen aboard and mentions that on 7 August they buried "Prince of Wales" a Krooman at sea near the Island of Fernando Po. She then offloaded her Kroomen to HMS SWALLOW and sailed for Amba Bay and St Pauls de Loanda arriving at the latter port on 18 September 1877. There she obtained wood to build a new top deck on the ship to provide more accommodation. She then condensed water for 3 days and on 27 September (a Thursday) she received 112 of Stanley's remaining porters/tribesmen, the rest having died of fever on the journey. Several more were to die on the sea voyage and one woman produced a baby boy.

HMS INDUSTRY arrived off Cape Point at 11 a.m. Sunday 21 October and moored in Simon's Bay at 3.45 p.m. HMS ACTIVE was also in port and while the ship was in Simon's Bay divers from HMS ACTIVE cleaned the ship's bottom. The water tanker(barge) came alongside with 34 tons of fresh water. HMS INDUSTRY also took on 310 lbs fresh meat, 155 lb vegetables, 1,026 lb bread and coaled ship, leaving Simon's Bay under steam for Zanzibar on 7 November 1877.

While the ship was in Simon's Bay the Admiral invited Stanley and his followers to visit Admiralty House where the very fine photograph which accompanies this article was taken. It appears in the book "Sir H.M. STANLEY" by his wife Dorothy but in the book is wrongly labelled "Stanley and his men at Zanzibar 1877". It appears on page 330. Stanley died while writing his autobiography and his wife Dorothy completed the editing of his diaries and the book appeared in 1909. This must be how the error occurred. Stanley had written up this trip of 1874-77 in "Through the Dark Continent" in 1878.

Stanley was back in England by the end of 1877 and in August 1878 he went to Paris to meet up with King Leopold of the Belgians and assisted in the formation of the "Comite d'Etudes du Haut Congo" which later changed its name to "Association Internationale du Congo". As a result he went again to Zanzibar to recruit some of his former helpers from Bagamoyo. He then took them by ship to the mouth of the Congo.

1879-1884 CONGO EXPEDITION:

This time Stanley and his men helped to establish a chain of trading posts along the Congo River and they also built fortified blockhouses, chose sites for quays (jetties) and sites for European settlements complete with gardens and promenades. They made roads through the lower Congo and Stanley stripped off and physically assisted the men with this work. For his stone-breaking qualities he received the nickname of BULA MATARI (Breaker of Stones).

After many attacks of fever he returned to Europe in 1882 to regain his health, staying only a few weeks before returning to Africa. In June 1884 he felt his initial work in establishing the Congo Free State was over and he could hand over to someone else. He therefore returned to Europe in 1884.

1887 - 1889 EXPEDITION:

On 21 March 1887 Stanley was back at the mouth of the Congo with his faithful followers to begin another expedition - this time to endeavour to rescue Emin Pasha (a German, his real name was Eduard Schnitser) who was in Equatorial Sudan. This was just after Gordon had been killed at Khartoum. Emin Pasha was not too keen to be rescued and failed to meet up with Stanley at Lake Albert Nyanza. Finally they met up and Stanley spent 28 days trying to convince Emin Pasha to come away with him. By this time Stanley's European assistants had all died or been killed

and three-quarters of his followers were dead from fever and malnutrition. Finally Emin Pasha relented and with several hundred of his people (Egyptian officers, clerks, native servants, women and children) they all marched to the coast, on the way discovering the Ruwenzori mountain range (the Mountains of the Moon) and Lake Albert Edward Nyanza as well as the large south-west extension of Lake Victoria. The march took place during the summer and autumn of 1889 and they reached Bagamoyo on 4 December 1889.

This journey led to the foundation of the British East Africa Protectorate as Stanley transferred to Sir Wm. McKinnon's (of the British India Shipping Line) local company any treaties he had signed along the way with African tribes and chiefs.

In 15 years a single private individual unsupported by a large armed force or the authority of a government had been the means of incorporating over 2 million square miles of the earth's surface with the political system of the world.

Stanley went to Egypt for a well-earned rest before returning to England. In 1890 he wrote "In Darkest Africa" about this journey. He described the Wagaramo villages near Bagomoyo north of Dar-es-Salaam and of their inhabitants said: "Their heads are hideously thatched with a mixture of black clay and oil, with beads or drops of the same at the ends of the rat-tailed -shaped points of hair which fringe it; their legs and arms are encircled with heavy brass and copper rings, a few ornaments of beads or white shells adorning their ears and necks. On closer acquaintance these fierce-looking persons are found to be generally of a timid disposition. Their chief is Sahale who lives in the Dundanguru district." He further added that they were industrious, though expert thieves and this latter had led to the abandoning of the old Kutie road on the road from the coast to Unyanyembe as it led too close to their villages.

In 1895 Stanley was returned as Member of Parliament for Lambeth in London and served for 5 years. He now found time to accept an invitation in October 1897 from the British South Africa Company and the citizens of Bulawayo (in the then Southern Rhodesia) to take part in the opening of the Cape Town to Bulawayo railway. His last book was "Through South Africa" in 1898 detailing his trip which also included a trip through the Transvaal and interviews with Kruger, some Boers and some Uitlanders. His appointment with Kruger was for 5.30 a.m. Stanley was acute in his observations and felt there WOULD be a rupture with the Imperial Government. How true. The Boer War of 1899-1902.

Stanley finally married on 12 July 1900 and he and his wife moved to Furze Hill Estate, Pirbright, Surrey. However his constitution had never recovered from his exhaustive travels and continual bouts of fever and on 15 April 1903 he was stricken with paralysis. He lingered on until dying on 10 May 1904. He was denied his wish to be buried next to his hero Livingstone in Westminster Abbey and was buried in the village churchyard at Pirbright, near his estate. A granite monolith shows the site and gives his nick-name of Bula Matari. Lady Dorothy Stanley re-

married in 1907 to Mr. Henry Curtis FRCS.

Stanley was a remarkable man. He had entered the service of the Confederate States in America in 1861. In 1863 and 1864 he had journeyed to the West Indies, Italy and Spain and in 1867 he was appointed correspondent for the New York Herald and accompanied Lord Napier's Abyssinian expedition later going again to Spain, Suez Canal, Palestine, Turkey, Persia and India before setting out to find Livingstone in 1871.

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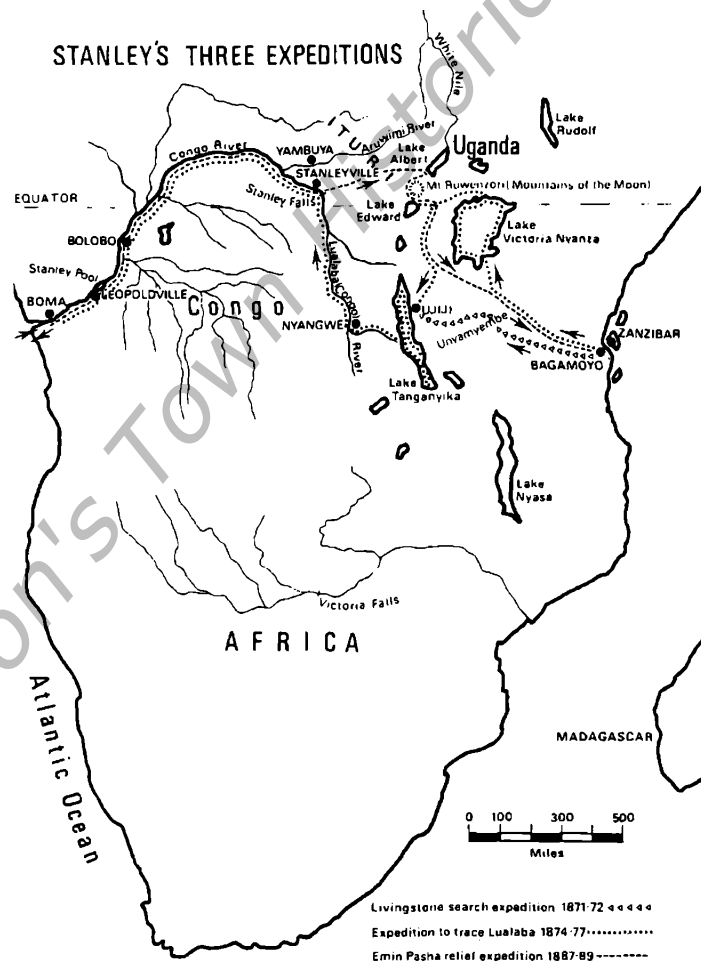
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THE TRANSIT OF VENUS 1874

A.E. READ

The previous Transits 1679 and 1716 which had been observed from various points as far afield as India and St Helena were not technological successes as the parties concerned, led by the then Astronomer Royal Dr Halley, had not sufficiently spread themselves round the world. One of the observers, however, who had been sent to India, knowing there would be another Transit in 1769 stayed on in India to watch and record. Sadly on the day observations would have been made the sun was hidden by clouds and when he eventually returned to England he found all his property had been sold up. Poor fellow, people thought he had perished abroad!

Mr Stone who was Astronomer Royal of the Cape, was said by the cognoscenti to have made the best calculations and for this he received the Royal Astronomical Society's Gold Medal. As early as 1837 Sir George Airey in England had pressed upon the notice of the English Government the importance of obtaining men and instruments for making the necessary observations, houses for the accommodation of the different observing parties etc. to make the undertaking a perfect success in 1874. Germany, England, America, Russia, France, Italy and Sweden were all to send parties to various parts of the world to record the occasion. Their stations were those proposed by Sir George Airey.

The Transit would commence about 1.45 a.m. and end about 6.30 a.m. GMT on the morning of 9 December 1874 and would be seen during the whole of that time on the Eastern portion of Australia. A portion of the Transit was expected to be seen at the Cape but it would not be seen at all in most of Europe. In America it would take place on the evening of 8 December. The Russian Government had established a chain of 27 stations stretching from Kamchatka in the East across to Persia (Iran) in the West. Some of the poor unfortunate operators of these stations would be working at 28° below freezing. Britain had stations at Alexandria (Egypt), Kerguelen Is in the South Atlantic, Desolation Is, Rodrigues Is, New Zealand and the Sandwich Islands. These were in addition to their observatories in Egypt, Madagascar, Bombay and 2 others in North India, Mauritius, Melbourne and Wellington. All the British stations were to be equipped with the same kind of instruments and the same method of working would be adopted. Meteorologists and naturalists would also be included in the teams. The Russians, in comparison, with 27 stations would only be equipped with 1 instrument for each station.

Kerguelen was a desolate situation, almost 3,000 miles away from habitation; it was a dreary island of rock, lake and bog with no trees to break the monotony. The approach was fearful being through mist and storm, with "waves the greatest in the world and winds blowing a gale for five days out of every seven".

In charge of the station on Kerguelen Island was Father Perry. He was born in London in 1833 and by this time was an eminent mathematician and as early as 1856 was assisting the Rev. A.

Weld, the Director of the Observatory at Stonyhurst School. This was even before he had matriculated in 1858. Perry was assisted by the Rev. Sidgreave and Mr. Carlisle, also from Stonyhurst. The party travelled to Kerguelen on 2 ships HMS VOLAGE and HMS SUPPLY a Royal Naval storeship. The latter was only 638 tons. Normally she was occupied in supplying Royal Naval ships on the West Coast of Africa as far south as the mouth of the Congo River, and also Ascension and St Helena Islands. As well as taking food supplies for the trip, SUPPLY was loaded with extra coal for use by the expedition while they were on shore, as well as all the timber etc needed to build their housing and an observatory building, beds etc. Carpenters went ashore for nearly two weeks to build this accommodation. The ships left Simon's Bay on 18 September 1874. They arrived back in Simon's Bay on 31 March 1875 having left Kerguelen on 26 February. The voyage south was through severe cyclonic conditions and several sails were torn. These were repaired by the SUPPLY's crew while the Expedition was ashore on Kerguelen. During this time they also made spun yarn and oakum and generally repaired and recaulked the ship's upper structure. Each Sunday the Captain held church service aboard for the Anglicans while the Catholics went ashore to join in the Mass said ashore by Father Perry.

The Expedition was to determine the longitude of Kerguelen Island and this meant that 100 double observations of lunar altitude, or azimuth, and 30 transits of the Moon over the meridian were to be executed. Sadly the weather was not good while they were down south and by 8 December only 5 transits and a proportionate number of azimuths had been secured. Altogether they spent 12 weeks in that ghastly climate - they could not stay longer as they would have run out of provisions on the return journey. As it was they were on half rations on the return journey of 5 weeks as they encountered a cyclone which flooded the ship and the wind caused the ship to frequently roll more than 45°. It must have been hell for Father Perry who suffered from extreme sea sickness whenever on board a ship. On the eventful 8 December the sky was very hazy and as a consequence Father Perry's observation of the ingress of Venus was imperfect but as the egress approached the sun cleared a little and he was able to secure both contacts.

Before going south Father Perry had given a lecture on the Transit in St Aloysius' Hall in St John Street, Cape Town to a capacity audience. Father Perry went on many expeditions after this including another Transit of Venus expedition in 1882 when he set up on Madagascar at Nosey Bey, having been taken there by HMS FAWN. The last expedition he participated in was in 1889 when he was invited to take charge of the Astronomical Society expedition to French Guiana to observe the total eclipse of 21-22 December 1889. Unfortunately he contracted dysentery of a very virulent kind, despite which on the night of 21 December he was on duty and caught a chill. On 26 December HMS COMUS proceeded with all despatch with him on board to obtain better treatment but on the night of 26/27 grangrene of the lower bowel showed itself and he died at 4 p.m. on 27 December. In his lifetime he had received many awards and honours as well as being elected a Fellow of the Royal Astronomical Society on 8 April 1869 and made one of the Vice-Presidents in 1889.

The writer examined the log of HMS SUPPLY at the Public Record Office, Kew, England (Ref. ADM35) and from this the Museum has obtained so much information about the many aspects of her work. HMS SUPPLY also went up on the Patent Slipway while at Simon's Town before going south, and the log gives all the information on the procedure of slipping a ship which we did not have before. Mrs Ethleen Lastovica of the Astronomical Observatory had asked us for details about HMS SUPPLY in October 1999. This led to my visit to Kew and since then Mrs. Lastovica has supplied us with much information about Father Perry and his work.

A LUGGER CALLED "MYSTERY"

A.E. READ

In January 1855 several small notices appeared in the Cape Mercantile Advertiser to the effect that the lugger "Mystery" of 15/16 tons had arrived in Simon's Bay and later in Table Bay before resuming her voyage to Melbourne, Australia. This was quite a remarkable feat of seamanship and it is probable that she is the smallest ship ever to have made this voyage. Therefore it is worth telling you of how this voyage came to be made and what eventually happened to these men. The research was done by Margaret Cartwright to whom we are grateful for this information.

There were seven men aboard the lugger and they hailed from the area of Newlyn in Cornwall. The master was Captain R. Nicholls. It was very much a family affair as you will see later. Much was being heard from Australia at the time of the opportunities available there. This sparked an interest in these men who were all members of the Kelynock family. At the time tin mining in Cornwall had virtually collapsed owing to the easier mining conditions in Malaysia and Australia and fishing was a hazardous industry. Three members of the Kelynock family had already emigrated to Australia and it was one of these Charles Kelynock who had gone in 1850 whose letters home inspired this voyage.

They had met for an evening at the Star Inn in Newlyn owned by a cousin Thomas Kelynock and suddenly Job Kelynock said "Let's sell the MYSTERY and so pay our fares to Australia." However his brother-in-law Richard Nicholls suggested they sail it to Australia and he offered to be the navigator. Richard at this time was Captain of a 700-ton ship in the Welsh trade. The trip was planned round the dining-room table of Thomas Richards Downing, a relative, who financed the trip at a cost of £200.

The MYSTERY had been built in Newlyn, Cornwall, for mackerel driving and her overall length was 36 feet, with 32 feet of keel, 11 feet beam, drawing 6 ft of water. Those who participated were Captain Richard Nicholls (married to Victoria sister of Job Kelynock), Job Kelynock, the brothers William and Richard Badcock (cousins of Job), Charles Boase (married to Job's sister Harriet), Philip Curnow Mathews (married to Job's sister Nanny) and a Penzance man Lewis Lewis (married to Job's sister Victoria).

To get ready for the voyage the boat was hauled ashore, decked in fore and aft and her bottom sheathed in zinc. She set sail, duly loaded with stores and water in barrels, on Saturday 18 November 1854 at 8 a.m. They were regarded as madmen, but must have been pretty desperate for it is known that William Badcock had a daughter of 4 years so it is presumed that all the others also had young families.

They made exceptional time reaching Madeira in 7 days - other ships took in excess of 16 days. On 14 December she crossed the equator and arrived off the Cape of Good Hope on 17 January 1855. On 18 January she "let go the anchor close to H.M. Dockyards. A great many visitors came on board, amongst whom was Commander Trotter". It appears the harbourmaster did not board her at first as he thought she was a local craft. It was only when he saw the Captain and crew quietly beaching their ship and hauling her up with ease on the shore that he accosted them and asked "where from" and "where bound to". The unexpected reply of the commander, with a significant glance at his Lilliputian ship was "From Penzance sir, bound to Melbourne". They had come into the Bay to get water and stores and to clean the ship's bottom. On Sunday 21 January they all went to church aboard HM Guard Ship HMS SERINGAPATAM.

They left Simon's Bay on 22 January for Table Bay to collect H.M. mail for Melbourne and all the vessels in Simon's Bay dipped their flags in honour of the adventurous little ship. On leaving Simon's Bay she beat out without making a tack and reached Table Bay within 7 hours. Again in Table Bay many visitors came to see the smallest ship ever to have made the voyage from England.

She left Table Bay on 24 January and arrived off Port Philip Heads on 14 March at 10 a.m. They were met by relatives. Five of the crew eventually returned to Cornwall. P.C. Matthews became a surveyor in Melbourne, having married a Cornish girl. The Badcock brothers worked for a time as warder boatmen in the prison hulks in Melbourne but finally returned to Cornwall.

The MYSTERY was sold in Melbourne for £150 and made many local voyages finally being wrecked in Keppel Bay off Rockhampton, Queensland on 26 March 1869, where it was being used as a Pilot Cutter.

DONALD ST CLAIR WAGNER

was born at Mowbray, Cape, on 17 September 1891, second son of Thomas Herman Wagner and his wife Mary Ann (nee Duncan). He attended Rondebosch Boys Preparatory School and matriculated at Rondebosch Boys High School. On leaving school he joined Poppe, Schuntoff and Guttery, a shipping company, in 1908. At this time the family lived at 7 Weltrevreden Avenue, Rondebosch.

In 1915 he joined the Cape Field Artillery and went to German East Africa with General Smuts. During the campaign he contracted malaria and was sent back to Wynberg Military Hospital. When he had recovered he rejoined his Regiment from where he was seconded to the Kings African Rifles as a Lieutenant and Acting Adjutant. Sadly he contracted Black Water Fever and was repatriated to Alexander Hospital, Maitland and eventually invalided out.

In 1921 he married Constance Mary Evans (nee Houghton) at St Mary's Church, Robertson, Cape. They had one daughter Mary St Clair Wagner born at Three Anchor Bay in 1923. She is now Mrs. Thomas. Mary was in the Special Signals Services during the 1939-1945 war and was stationed at Rooikranz near Cape Point. The family lived in Pinelands when there were just 10 houses in Forest Drive soon after Mary's birth. Mr. Wagner rejoined the shipping company at this stage. By 1939 the family had moved to Fish Hoek.

In 1945 Mr Wagner bought two and later a third house built by Mr Parkins on the mountainside on Hopkirk Way, Glencairn and the family moved there and identified with the civic, church and sports circles in Simon's Town and Glencairn. Mr. Wagner joined the Simon's Town Sports Club, playing bowls; he became a member of the MOTHS (Snoekie Shellhole). During the time running up to the Forced Removals he grieved with the folk who had lost their homes in Simon's Town and who were removed to Ocean View.

Mr. Wagner requested the Simon's Town Municipality to take steps for the collection and preservation of old records of Simon's Town and the Municipality then appointed a small committee to look into the best means of achieving this. The result was the formation of an Historical Society in 1960 of which he was Vice-Chairman 1960-1965. Thereafter he was on the committee for several years until they moved to Rondebosch due to Mrs Wagner's ill-health.

Mr Wagner was always a keen member of the Anglican church wherever he was resident. He taught Sunday School at St Paul's Church, Rondebosch and also worked at St Thomas Mission Church, Rondebosch. At Pinelands he was Clerk of Works at the building of St Stephens Church and also a Church Warden there. Whilst at Fish Hoek he assisted the architect Mr. Walgate with the extension of St Margaret's Church. At Glencairn he worked with the Cartwright and Earp families in acquiring St Andrews Church, Glen Road, Glencairn and became a Chapel Warden at the Church.

Due to Mrs Wagner's ill-health the family moved to be nearer their daughter at Rondebosch. They celebrated their Golden Wedding there. They lived at White Cottage, Lancaster Road and

this is where he had a severe stroke and died on 23 August 1974. Mrs. Wagner continued to live there until she died aged 90 on 21 November 1975. Their ashes are now interred in the columbarium at St George's Cathedral, Cape Town.

Information from Mary Thomas (nee Wagner) and Bulletins of the Simon's Town Historical Society.

LUYOLO LOCATION, SIMON'S TOWN - A REFLECTION

M. SAGGERSON

In the mid to late 1950's I crewed for premier tunny fisherman Roy Rumble on his ex crash-boats Zilla and Zest. As I drove to and from Simon's Town the collection of tin houses on the mountainside above what is now the Kelp factory, drew only an occasional glance.

Some time later, a customer in my furniture store in Wynberg gave his address as Luyolo, Simon's Town - "turn right just before the Red Hill road and I would find it". "Luyolo" means "Place of Beauty" in Xhosa, he added. As I was then the buyer, seller and deliverer of our stock, I was soon heading for the Simon's Town Location on the hillside at Simon's Town.

I found to my surprise a well-organised community with an administration building housing a manager's office and a clinic, shops and post office - I can't quite remember what else. Anyway, this haphazard scattering of dwellings assumed a somewhat transformed appearance. There was order, harmony and a sense of joint participation in the place that the casual motorist or passer-by could not be aware of.

The exterior of the wood and iron houses belied the warmth and neatness of the insides. Walls were clad in cardboard, sheets of "Lucky Star" pilchard wrappers, pages from magazines and quite often from the Cape Times photogravure section. Flooring was usually linoleum or lino squares, 3/4 beds were on bricks and made up with brightly coloured blankets. "Valour" paraffin or "blue flame" stoves provided both cooking and heating facilities. The quality of furniture chosen by the residents was always good and solid. Try carrying an oak sideboard up to the top terraces and you soon come to an arrangement whereby the customer meets you next to the office and effects the rest of the delivery himself, always assisted by more help than I could muster.

It must have been difficult living there as potable water had to be carried up and all waste material carried down, but it worked. The stone terraces on which the houses were built are still there, more visible now after the fires of January 2000 and looking a little like a mini-Zimbabwe. [We understand that later on there was a stand-point for water on each terrace. There were also churches and a school. This was a very happy community and its removal in 1967 was a great blow to Simon's Town. One happy outcome is that one of its "sons" is now a minister in the present government. Ed.]

LICENCES FOR WHEELED VEHICLES 1918 - 1941

EXTRACTED FROM THE SIMON'S TOWN MUNICIPAL REGISTER OF VEHICLE LICENCES

NAME	ADDRESS	TYPE OF VEHICLE
Runciman William	The Highlands	Dog cart
Blackburn Alfred L	The Boulders, Bellevue	Dog cart
Runciman & Co	St George's St	Delivery cart Delivery waggon
Green & Co Edward K.	" " "	Delivery waggon Delivery cart
Imperial Cold Stor. & Supply Co.	" " "	Delivery cart Delivery waggon Butchers waggon
Hendler Paul	Seaforth	Carriers Waggon Victoria Cab
Watson Charles	St George's st	Victoria Cab
Thompson John	Seaforth	Delivery Cart
" " Jnr	"	Delivery Cart
Cohen Solomon	St George's St	Delivery Cart
Smith Henry	Glencairn	Milk delivery cart Milk delivery cart
Frieslaar Donald C.	St George's St	Victoria cab
Cader Abdul	Waterfall Rd	Delivery Cart
Albertyn Casper P. & Son	off St George's street	Cape Cart Cape Cart Dog Cart Gig Buggy Scotch cart Contractors hooded waggon contractors waggon plain total of 19
van Breda Dirk G	North Battery	Fish Delivery waggon
" " Kenneth	" "	Ralli trap
Petts Henry J.	H.M.Dockyard	Battleden trap
Seager Wm.T.	Glencairn Farm	Milk delivery cart Milk delivery cart
Hablutzel Ed.J.	Seaforth	Milk delivery cart
Dooley Edward	St George's st	Donkey trap
Henderson Chas.H.	Station Road	Butchers delivery cart
Squire John	Station Road	Ralli cart
Berman Bros	Waterfall Rd	Donkey delivery cart
Squire Richard	Station Road	Grocers delivery cart
Berman Bros.	Waterfall Rd	Donkey Delivery cart
Henderson Chas.H.	Station Road	Butchers waggon
Berman Bros.	Waterfall Rd	Grocers delivery waggon
Attwell Baking Coy.	St George's St	Baker's delivery waggon two
Clarke J.W.F.	Oatlands	Village cart
Attwell Baking Coy.	St George's St	Baker's delivery cart
Hugo Henry	Oatlands	Milk Delivery cart
Muller Geo.Charles	Franks Bay	Fish cart
Karriem Abdol	St George's St	Greengrocers cart
Sieed Abraham Abdol	" " "	Butchers cart

Kassiem Adam	North Battery	Fruit hawkers cart
De Stadler Henry	Cole Point Rd	Fish Hawkers cart
Rowley Wm	Glencairn	Donkey delivery cart
Nichols Robert Henry	Seaforth	Ralli trap - two
Bowyer James	Seaforth	General delivery waggon
Whyte Robert Scott	St George's St	Bakers delivery vans 2
		Bakers delivery carts 3
		Dog cart
Cullinan Mrs W.F.	Admiralty cottage	Governess' cart
Miller Arthur H.C.	St George's St	Mineral Water delivery cart
		Mineral water del. waggon
van Breda Kenneth P.	North Battery	Grocers delivery cart
Wrentmore G.J.	Oatlands	Cape Cart
Richards & Lowings	Jubilee St	Cape Cart
undertakers		Scotch cart
		Hearse
		Contractors waggon
Miller A.H.C.	Seaforth	Dog Cart
Frieslaar George H	Waterfall Road	Cape Cart
Union Defence Force Institute	Main Barracks	Delivery waggon
Bowers Mrs Helen	Seaforth	Fish delivery cart
Daws Donald	Goede Gift	Goods Delivery Waggon

The above is an extract for the year 1918. The names/carts/waggon differed from year to year. The charge was 7/6d per wheel so waggon paid 30/- for the licence and carts 15/-.

An overall summary of the above carts/waggon is:-

4 Donkey carts	1 Governess cart	4 Dog carts
5 Traps	3 Cape carts	1 hearse
6 scotch carts (of which 5 belonged to Caspar P. Albertyn & Son)		
29 Delivery carts	3 Victoria cabs	1 gig
1 Buggy	34 delivery waggon (of which 20 were owned by Albertyn & Son)	

The above provided an income of £ 102.15/-

By 1923 the no. had decreased and only £ 83.5/- was received.
 By 1928 there were 26 waggon & 45 carts and £72.15/- came in.
 By 1933 there were 11 waggon & 27 carts and £36.7.6d. came in.
 By 1941 there were 6 waggon & 4 carts and £12.0.0d. came in.

The owners in 1941 were Albertyn 4 waggon & 1 cart
 Runciman & Co. 1 waggon & 1 cart
 H. Klein & B. Amlay 1 cart each
 M. Ross had 1 waggon

