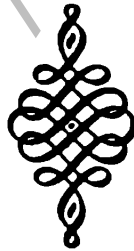




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



**VOL. XXII No. 2
JULY 2002**

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PLEASE NOTE;

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

SINGLE MEMBERS (OR 1ST PERSON OF A FAMILY) R25.p.p.p.a

ADDITIONAL FAMILY MEMBERS R10 per person per annum

OVERSEAS MEMBERS £10 sterling (due to increased bank charges & postage)

Please address correspondence to: Hon. Secretary (Mrs S. Hodge),
P.O. Box 56, Simon's Town 7995 (cellphone 083-559-2486)

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CHAIRMAN'S REPORT 2001/2002

Welcome to the 42nd Annual General Meeting of the Simon's Town Historical Society being held on 24th April 2002.

OVERVIEW OF THE YEAR:

We, the Committee, have had a busy year and I hope you will approve of what we have been doing.

PATRON OF THE SOCIETY: At last year's AGM the Chairman mentioned that the incoming Committee would look into the position of Patron of the Society. The Committee debated this at their first Committee meeting of the new year and decided that the position of Patron should fall away and that the Society's President should remain the head of the Society.

WEB SITE: This, in which we with the Museum have a 1/3 share, the other 2/3's being held by Publicity Association and the Business Forum, has gone from strength to strength.

SAHRA (ex N.M.C.): We have still not had confirmation of our appointment as "Inspectors/Agents" for the South Peninsula. Despite this we have continued to act as a watchdog but alas our many requests to PWD re Palace Barracks have not produced the conclusion we hoped for, but we did get them to board up its windows before any more internal damage was done. We appeal to you to be our eyes and ears and to let me know if you see something regarding our Historic Mile with which we could help.

PLAQUES: We have had considerable trouble with the older ones which were of brass. We have now switched to a cheaper anodised aluminium with special screws because 5 plaques were stolen during the year. We opened a docket with the SAPS. We know this is a peninsula-wide problem where anything brass is stolen and sold. Unfortunately the scrap merchants are not very honest and buy what is obviously a stolen article. We were not quick enough at the DRC, the Garden of Remembrance, Seaforth, or with the bridge sign next to the bus stop between Studland and Admiralty House, so we do not know what was on the original signs. The replacement of plaques cost us nearly R3,000 - money we could spend on another project.

DE NEYS TOMBSTONE: After moving this to the Museum in conjunction with the VOC foundation we were thrilled to find that a descendant of de Neys lives in Fish Hoek and they were equally thrilled that his tombstone was now here.

BUSINESSES IN THE TOWN: Sue K-Weekes is still chasing up and down the main street keeping this list up to date. It goes back to the beginning of Simon's Town in some cases. The lady at Dan Dilley's is putting this onto a disc for us.

RUSSIAN GRAVES IN THE OBG: We are still waiting to hear how this is progressing but knowing how they work, one day a man will arrive at the Museum to say that the memorial is outside and where should he put it.

GARDEN OF REMEMBRANCE, O.B.G: The Society has now been appointed an Agent for SAHRA Johannesburg (Burial Sites). Their Manager Miss Jean Beater was down here for the re-interment of the bodies from the Birkenhead in February. We inspected the area and made up a list of what needed doing. Both they and the South Peninsula Administration were greatly relieved that we would now take over the management and cleaning/maintenance of the site. We had a gardener cleaning up gutters and weeds/seedlings and will plant some creepers/ground cover when the rains come. The Museum's John Mayes will repair the grave stones which have been vandalised and the others which need attention. A cheque from SAHRA should arrive this week which will enable him to start this work. He also has a contract with the South Peninsula Administration to repair 56 graves in the Anglican section of the OBG. On this work he will use masons from the Happy Valley Home in Simon's Town.

DIDO VALLEY NAVAL ALLOTMENT: We have helped the children of Commander Williams-Freeman (a much decorated hero of World War 1) to erect a more appropriate tombstone to this hero. They gave the Society a generous donation for our help. In October there will be a ceremony involving the Hungarian Ambassador and some of the Hungarians living in the Peninsula, as well as the family and members of our Committee, to honour this man.

TOURS: Mike Saggerson is still involved and did the spadework for our recent tour on 10 April. Sadly he had to drop out because of a family bereavement. I was pleased to be able to help out and we had a very successful day at Butterfly World and Hazendal Estate.

MUSEUM: The Society has provided cash for and bought 60 new cups and saucers for use at the Museum. More will be provided later when the next stocks in the same pattern arrive. We have also bought material to provide throws for the trestle tables to brighten up our aging white table cloths.

MEMBERSHIP/FINANCE/SUBSCRIPTIONS

Welcome to all those who joined during the past year and thank you to all the former members who have renewed their subscriptions. We have 537 paid up members and 120 still to pay. Reminders will go out early in May with the Chronicle. We will also be sending the receipts out then.

As agreed at the last AGM our subs stayed the same at R25 for the first family member and as we agreed - R10 for each additional member. Due to the huge increase in the cost of paper and the increase in postage the R25 in 2003 will become R30, making a total of R40 for husband and wife. 1/3 of this goes to the Museum. The Cape Times costs you R3.10 per day (R275 p.a.) so we hope you will agree ours is a reasonable increase.

VOLUNTEERS:

Thank you to all those wonderful members who do volunteer work at the Museum. What would we do without you! Thank you also to those who deliver the Bulletins and Chronicles. You do a

sterling job and through you we manage to deliver half of our mail which is a considerable saving in postage. Thanks particularly to Sue who helps me send out the Bulletins.

PROJECTS FOR 2002/2003

As mentioned before we will be busy keeping an eye on the Garden of Remembrance and the Anglican section of the OBG. Sue K-W and Len Sweet are compiling a row by row list of names in the Garden of Remembrance which we hope to print out and this will make it easier for overseas visitors to find relatives. Len did a similar project for Dido Valley Naval section a few years ago.

Due to the thefts of plaques we decided not put our Historic Mile discs up at this stage.

One of our members Dr Clifford has put onto a disc an account of the local shipwrecks written up in the 1960's by Mr. F.P. Chapman, a former editor of the Bulletin. There are some alterations and additions to be made due to subsequent research. We hope to get assistance from John Gribble that expert on shipwrecks and then edit and publish this in a small book on the lines of "Our Simon's Town".

CONCLUSION

Under No. 7 on the Agenda we have asked for a small amendment to the Constitution.

This is because under the present constitution the Chairman, Vice-Chairman, Secretary and Treasurer must retire at the end of 3 years service. It so happens that all these would retire at the same time. We believe this is not good for our Society and does not provide continuity; therefore you will be asked to vote on the proposed changes later.

Finally thank you to my very supportive committee, without you I could not function. We do try to keep our meetings short and sharp so no one nods off to sleep and to let Mike get away at 5.30 to his next meeting! Thank you especially to Terry, my Vice-Chairman, a great support who also does sterling service on the Museum Board.

A.E. READ
April 2002

FLAG OFFICERS OF THE CAPE

Vernon White

Part XXVI	Commodore J.W.D. Cook	1967-1969
	Commodore T.E. Fanshawe	1969-1971
	Commodore O.N.A. Cecil	1971-1973
	Commodore A.F.C. Wemyss	1973-1976

With the closure of the South Atlantic and South America station in 1967 and the departure of the last Commander-in-Chief Vice-Admiral Sir John Gray KBE CB OBE RN, the Royal Navy was represented in the Cape of Good Hope from then on until its final departure in 1976 by Senior British Naval Officers (SNBO) with the rank of Commodore, who were also Naval Attaches to South Africa, based on HMS AFRIKANDER which had moved to Youngs Field near Wynberg. The first such SNBO was Commodore J.W.D. Cook who was appointed in 1967. Born on 12 December 1921 James William Dunbar Cook was the son of James Alexander Cook of Pluscarden in Morayshire, Scotland, and was educated at Bedford School and in the nautical training ship HMS WORCESTER before joining the Royal Navy. In 1949 Cook married Edith May Williams. They had a son and two daughters.

Promoted to Commander in 1957 Cook attended the Joint Services Staff College in 1958. He was promoted to Captain RN in 1963 and his commands included HMS VENUS, DIDO and NORFOLK. From 1967-1969 Cook was Senior British Naval Officer in the Cape of Good Hope with the rank of Commodore and was also Naval Attache in South Africa. He flew his broad pennant in HMS AFRIKANDER. During these years the British Government's policy for the planned withdrawal of British forces east of Suez within an eight year period began to be implemented. British troops started withdrawing from Aden and Yemen in August 1967, completing this withdrawal on 29 November when the colony became the Independent Peoples Republic of South Yemen. In the following year the Royal Navy closed down its base and dockyard in Singapore on 8 December 1968. Meanwhile on 13 October that year the British Prime Minister Harold Wilson had had further abortive talks with Ian Smith, the Rhodesian leader on board HMS FEARLESS in Gibraltar on the future of Rhodesia.

Commodore Cook left the Cape in 1969 to attend a Senior Officers War Course in 1970 and to become Director of the R.N. War College until 1971. He was promoted to Rear Admiral on 17 February 1973, when he became Assistant Chief of Naval Staff (Operations) until 1975, in which year he was made a Companion of the Order of the Bath and retired from the Services.

Rear Admiral Cook was a Council Member of the King George V Fund for Sailors and Chairman of the Surrey Branch of the Soldiers, Sailors and Airmen's Families Association. His home was in Haslemere, Surrey.

Commodore T.E. FANSHAWE DSC succeeded Commodore Cook as SNBO and Naval Attache South Africa in 1969 and was based on HMS AFRIKANDER until he relinquished the appointment in 1971. Born on 29 September 1918 Thomas Evelyn Fanshawe was the son of the

Reverend Richard Evelyn Fanshawe and his wife Isobel (nee Prosser Hale) and was educated at Dover College and then at the Pangbourne Nautical College.

During the 1939-45 war Fanshawe served in destroyers and frigates and commanded HMS CLOVER being mentioned in despatches and awarded the Distinguished Service Cross in 1943 whilst serving as a Lieutenant in HMS ROTHER and was again mentioned in despatches in 1944. From 1945-1951 he served in HMS OCEAN, CONSTANCE and PHOENIX and then commanded HMS ZEST and HMS OBEDIENT between 1951-1954. Promoted Commander in 1955 Fanshawe was then appointed to command HMS LOCH INSH from 1955-1957, HMS TEMERAIRE from 1957-1959 and HMS TYNE from 1959-1961. On the 31 December 1961 he was promoted to Captain RN and then appointed to the North Atlantic Treaty Defence College, and became Liaison Officer with the C-in-C Southern Europe until 1964. He then returned to sea when he commanded HMS PLYMOUTH as Captain (D) of the 29th Escort Squadron until 1966.

From 1966-1968 Captain Fanshawe was Senior British Naval Officer Persian Gulf and Commander Naval Forces Gulf with the rank of Commodore, becoming SNBO and Naval Attache South Africa as Commodore from 1969-1971. Commodore Fanshawe was made an ADC to Her Majesty Queen Elizabeth II from 1970-1971 and was made a Commander of the Order of the British Empire in 1971 in which year he left the Cape and retired from the Service.

Thomas Fanshawe had married Joan Margaret Moxon in 1944 and they had one son and two daughters. Their home was in Petersfield, Hampshire. After retiring from the Royal Navy, Commodore Fanshawe was Captain of the Sea Cadet Corps from 1972-1981. When Commodore Fanshawe and his wife left Cape Town in 1971 they were given a farewell party by the Royal Air Force Association of which Joan Fanshawe was a member in her own right having served with the Womens Auxiliary Air Force for five years during the 1939-1945 war at the plotting stations in RAF Uxbridge and Tangmere. While in Cape Town Joan Fanshawe was also President of the Women's Royal Naval Association in Cape Town.

From 1971-1973 **COMMODORE O.N.A. Cecil** (later Rear Admiral Sir Oswald Cecil) was the SNBO and Naval Attache South Africa based on HMS AFRIKANDER. Born on 11 November 1925 Oswald Nigel Amherst Cecil was the son of Commander the Hon. Henry M.A. Cecil OBE RN and Mrs. Henry Cecil. CECIL is the family name of Baron Amherst of Hackney in London, the Marquess of Exeter, Baron Rockley and the Marquess of Salisbury.

Educated at the Royal Naval College Dartmouth Oswald Cecil served in the Royal Navy during the 1939-45 war and from 1946-1948 commanded HM MTB 521 and was Flag Lieutenant on the Admiral's staff with the British Joint Services Mission in Washington USA from 1950-1952. Promoted to Commander in 1959 Cecil was appointed Chief Staff Officer of the London Division of the Royal Naval Reserve until 1961 when he took command of HMS CORUNNA from 1961-1963. In 1961 he married Annette, the daughter of Major Robert Barclay TD of Bury Hill, Surrey. The Cecils have one son.

Commander Cecil's next appointment was in command of HMS ROYAL

ARTHUR from 1963-1966 when he was promoted Captain RN on 30 June that year before joining the staff of the Deputy Chief of Defence Staff (Operational Requirements) from 1966-1969. Cecil then became Captain (D) of the Dartmouth Training Squadron from 1969-1971 commanding respectively HMS TENBY and HMS SCARBOROUGH. In 1971 he succeeded Commodore T.E. Fanshawe DSC as SNBO and Naval Attache South Africa in Cape Town until 1973. From 1973-1975 Commodore Cecil was Director of Naval Operational Requirements, being promoted to Rear Admiral on 7 July 1975. He became a Naval ADC to Her Majesty Queen Elizabeth II in 1975 and NATO Commander South East Mediterranean until 1977 at the same time Commander British Forces Malta until 1979 and the last Flag Officer Malta. Rear Admiral Cecil was made a Companion of the Order of the Bath in 1978 and created a Knight Commander of the British Empire in 1979.

From 1980-1985 Rear Admiral Sir Oswald Cecil KBE CB RN was the Lieutenant Governor of the Isle of Man.

The last "Flag Officer" of the Cape was COMMODORE A.F.C. WEMYSS who served as Senior British Naval Officer and Naval Attache South Africa and who was the last commanding officer of HMS AFRIKANDER from 1973-1976.

Alistair Francis Colville Wemyss was born on 3 July 1927 and was the son of Lt Col A.F. Wemyss OBE MC of the Indian Army and Mrs. Wemyss. Educated at Wellington College in Berkshire, Alistair joined the Royal Navy in 1945. From 1950-51 he commanded H.D.M.L. 3505 in Malaya and in 1952 he married Elizabeth the daughter of Mr. T.M. Sturgess of Bombay and Woking in Surrey. There were two sons of the marriage. From 1961-1962 Wemyss commanded HMS VERULAM and was promoted to Commander in 1962 when he was at the Royal Navy Tactical School until 1965. In 1965 he took command of HMS ZULU and in 1967 he was appointed Training Commander in HMS VERNON, the Royal Navy's Torpedo Establishment until 1969. In 1967 Commander Wemyss was awarded the Order of the British Empire. Promoted to Captain RN in 1969 he commanded HMS SCYLLA from 1969-1971 when he was appointed Assistant Chief of Staff (Operations) to the Commander-in-Chief Fleet.

In 1972 he succeeded Commodore O.N.A. Cecil as Senior British Naval Officer and Naval Attache, South Africa with the rank of Commodore. He was to be the last commanding officer of HMS AFRIKANDER. Britain terminated the Simon's Town Agreement in December 1974 after which no more warships of the Royal Navy visited South Africa although Royal Fleet Auxiliaries continued to do so. Meanwhile there was no pressure from the Royal Navy, the South African Government or the South African Navy to close HMS AFRIKANDER, or to terminate the appointment of the Senior British Naval Officer and Naval Attache South Africa.

On 11 February 1976 at a farewell reception at HMS AFRIKANDER, Youngsfield, Wynberg, Cape, attended by some 600 guests the White Ensign and Commodore's Broad Pennant were lowered for the last time at sunset. Two days later on 13 February HMS AFRIKANDER was closed, bringing to an end 179 years of the Royal Navy's presence in the Cape of Good Hope dating back to 1795 when Vice-Admiral Elphinstone, C-in-C Indian Ocean, flying his flag in HMS MONARCH,

arrived with a squadron of ships and a force of British troops to occupy the Cape of Good Hope during the French Revolutionary War 1792-1803.

The Royal Navy's personnel from HMS AFRIKANDER were repatriated to the United Kingdom while Commodore Wemyss returned to England to take command of HMS DIOMEDE as Captain of the 3rd Frigate Squadron from 1776-1778. In 1778 he became a Naval ADC to Her Majesty Queen Elizabeth II and retired from the Service in 1779.

From 1780-1788 Commodore Wemyss was the Senior Schools Liaison Officer (Royal Navy). After his retirement Commodore Wemyss and his wife went to live in Buckinghamshire.

COMETS AND AURORAS

P. VAN BLOMMESTEIN

From the earliest times of written history here in the Western Cape the residents have been interested in the natural phenomena around them, the sky, the wind, sea, flowers, animals and mountains.

Commander van Riebeeck reported in his Dagboek (daily journal) on 17 December 1652

"At night about 9 or 10 o'clock saw to the E.S.E. southward from the head of the giant, about 80 degrees above the horizon a strange star with a tail: the tail extending northwards right on to the knee of the giant, and the head mostly to the south, about 10 degrees away"
(He called Orion the giant.)

18 December

"Again saw the star with the tail in the same position as yesterday"

20 December

"Saw the star with the tail, now in the NE, northwards from the belt of the giant, about 60 degrees above the horizon"

24 December

"In the evening we again saw the star with the tail. It had travelled right to the N.N.W. of us about 50 degrees above the horizon - with the tail a little more dim than before - pointing to E.S.E.; its significance is known to the Lord"

This comet was observed by the astronomer Hevelius of Danzig, who first observed it three days after van Riebeeck and he calculated the elements of its orbit. It had a double nucleus and was as bright as the moon, so was well known and discussed in Europe. It is good to know that there was confirmation of van Riebeeck's observations by another observer.

Van Riebeeck's observation of a comet on 17 December 1652 was followed by Commander Z. Wagenaar's report on 15 December 1664:

"About midnight, with a sky partially clouded, we all here saw a star with a darkish ray or tail, which it is said showed itself much more clearly and distinctly about 3 o'clock when it was near day: the star rose in the East and the tail pointed directly North".

This comet's passage was reported by Daniel Defoe in his "Journal of the Plague Year" and that it foretold "a heavy judgement, slow but severe, terrible and frightful, as was the Plague".

The next report was of Halley's comet by Simon van der Stel on 8 September 1682:

"Between 6 and 7 in the evening a comet was seen to the W.N.W. about 6 degrees above the horizon. The tail pointed to the East, and was not so large as the comet seen in Holland in 1680 and the beginning of 1681, which had the tail pointing upwards, but the star itself is brighter and larger"

The last report was on 24 September 1682.

There are many subsequent reports of comets in 1686, 1689, 1695, 1733, 1742, 1830, 1835 (Halley's on 1 September and Enkes on 13 September), 1836, 1843, up to the present time. These reports were made and recorded and passed on so that others were able to make use of them, illustrating that astronomical reports have been made from the earliest times of settlement in the Western Cape.

Recently I was phoned by Mr Salaam Cader of Simon's Town whose friend reported seeing an Aurora beyond Cape Point while fishing at Strandfontein on Wednesday 12 April 2001 at 9 p.m. Famous recorded reports, both by the astronomer Piazzzi Smyth were "The Zodiacal Light 7 p.m. September 1843, The March from Heerenlogements Berg to the Oliphants River" and "The Zodiacal Light 7 p.m. September 1844 on the Cape Flats". The famous Heerenlogement cave which sheltered so many early explorers was visited by members of the Historical Society on one of our tours to the West coast.

One hundred and fifty years after the arrival of Commander van Riebeeck in 1652, now under the Governorship of Ryk van Tulbagh, the French Royal Academy of Science decided to send Abbe N. de la Caille to the Cape:

- to determine the actual longitude of Cape Town
- to plot the Southern sky
- to measure the length of a degree of longitude, as a check on the shape of the Earth and
- to determine the exact positions of the islands of Reunion and Mauritius.

The Abbe lived in the house of Mr. Bestbier in Strand Street where he set up his observatory. There was a plaque on the wall of a building which used to mark the spot. The Abbe made a survey of the Southern Stars which was completed in only a year in August 1752, adding 9,450 new stars (which are not visible in the Northern Hemisphere) to Halley's list of 350 stars. He later published a Star Catalogue of 400 of the brightest stars observed and reduced with the utmost care, which was far superior to any predecessors' work, as well as calculating accurately the distance of the Moon from the Earth.

The Abbe measured the Arc of the Meridian from Cape Town to Aurora but he did not measure the deflection caused by gravity pulling the plumb bobs towards Table Mountain, Kapokberg and Riebeeck Kasteel, which caused errors in the results of his triangulation.

When de la Caille had previously measured the Arc of Meridian in France and other European countries, he found the Earth to be oblate. This agreed with Newton's theory, but Cassini, under whom he worked, did not believe it. De la Caille was disappointed by the results of his survey work done at the Cape, which made the southern hemisphere appear to be pear-shaped. In addition to the errors caused by plumb bob measurements being distorted on or near the mountains, it was only discovered about 20 years ago that the measuring rule supplied to de la Caille was about $\frac{1}{4}$ " in 6.4 feet (a toise) too long, which was not his fault.

Nearly 100 years later in 1843 when Maclear was re-surveying de la Caille's Arc of Meridian, with his assistants Piazza Smyth and William Mann, an error of 14 feet in the length of the base line was found. This primary base line was extended by Maclear to the Orange River, after he had received funding from the Admiralty. It remains the primary base line on which all South African geodetic surveys are based, being only recently superseded by Hartebeesthoek I.T.R.F. 91 Epoch 94 W.G.S. 84. Imagine one observer, de la Caille, recording 9,450 observations in one year - that is before the calculations and plotting these stars. There must have been dry Cape winters in 1751 and 1752!

The eclipse of 21 June 2001 has elicited some passing interest but the eclipse of 4 December 2002 might be used to make more people, young and old, become more interested.

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CANNON BALLS - DID YOU KNOW ?

Do you know why the old round cannon balls were stored in a square based pyramid? It was necessary that they be close at hand to the cannon but being round should not roll around. To stack them in a square based pyramid was the solution. To keep them in position a small brass plate ("monkey") was devised with small indentations for the cannon balls. When temperature falls, brass contracts in size quicker than the iron cannon balls and then if it was too cold the bottom layer of balls would pop out of the indentations spilling the entire pyramid all over the deck. From this comes the saying "Cold enough to freeze the balls of a brass monkey". The top level of the stack would have one ball, the next level down had four, the next nine and the bottom would have sixteen.

CAPTAIN ROBERT WAUCHOPE R.N. (1788-1862) &
MAJ. GEN. ANDREW GILBERT WAUCHOPE (1846-1899)

Boet Dommissie and Audrey Read

Robert and Andrew were both born at Niddrie in Scotland which was the family seat. An early relative John (great-grandfather of Robert) was a distinguished Covenanter who sadly had been born blind. He was knighted by Charles I.

ROBERT WAUCHOPE entered the Royal Navy in 1805. He led an adventurous life which included an interview with Napoleon on St Helena. Robert's home was at Dacre Lodge in Cumberland. He was a very religious man and "the high moral code he adopted, stood in the way of rapid advancement" according to Lady Herschel in her "Letters from the Cape 1834-1838". Robert's father was also an Andrew Wauchope, whilst Robert's mother was Alicia, sister of General Sir David Baird.

Having joined the Royal Navy in 1805 in HMS RESISTANCE, he transferred in 1809 to HMS MAGICIENNE (Captain Lucius Curtis) at the Cape. In 1810 he was 3rd Lieutenant aboard the frigate NISUS at the capture of Mauritius (Isle de France). He was sent 140 miles by boat to take the news of the capture to Captain Rowley in HMS BOADICEA at Isle de Bourbon (Reunion). In April 1811 he returned to England and almost immediately left again in HMS AFRICAINE (frigate) for Ceylon and had to seek passage in a merchantman in order to reach the Cape. In 1812 he was on the books of HMS LION (64 gun flagship of Admiral Stopford). He was allowed to live ashore in Simon's Town and stayed with his uncle Col. Joseph Baird who was Commandant of Simon's Town 1812-1814. He lived at what is now known as "Oatlands", Froggy Pond. Robert was made a Commander in 1812 and in 1813 left in the transport KINGSTON for England. He then served in the Channel until in April 1816 he joined HMS EURYDICE (34 guns) and it was at this time that he met Napoleon.

Robert in 1822 married Anne the daughter of Admiral Sir David Carnegie (Earl of Northesk). While they were at the Cape in 1834 - 1837 they lived in one of the small cottages in the grounds of Admiralty House as Vice-Admiral Sir Patrick Campbell, the then Commander-in-Chief was married to Robert's sister. They were also related to the Herschels (the astronomer and his wife) and much of their spare time was spent with the Herschels at Feldhausen.

We do not know much about his service again until May 1834 when he was Captain of HMS THALIA (46 guns), Flagship of Admiral Campbell at the Cape. He left the Cape in 1838 and was put on $\frac{1}{2}$ -pay. Mrs Wauchope had a hard time at the Cape as Lady Campbell was not a very fit person and both she and Mrs Wauchope had young sons of a similar age. There was also much official entertaining with Mrs Wauchope often standing-in for Mrs. Campbell. Robert attained Flag Rank in 1849.

Robert Wauchope was the inventor of the "Time Ball" for ascertaining the rates of chronometers in use at Greenwich, Portsmouth, St Helena and the Cape of Good Hope. The one in

Simon's Town has long since disappeared but there is one still existing in the Victoria and Albert Docks in Cape Town. In 1861 he published "Short Manuscript of God's Merciful Dealings" which he addressed to "very dear Andy" his great nephew, who was then but 15 years old. Robert was apparently very fond of young Andrew as he had lost his own son.

ANDREW GILBERT WAUCHOPE as we have said was also born at the family seat at Niddrie - on 5 July 1846. He was the 3rd of 4 children of Andrew and his wife Frances (nee Lloyd of Tipperary). He entered the training ship BRITANNIA on 13 September 1859. He had reddish hair, curling close to the head (hence his nickname "Red Mick"), a broad white forehead and very bright blue eyes with rather high cheek-bones. He served in HMS ST GEORGE at Plymouth, Bay of Biscay and Barbadoes. He was discharged from the Navy on 3 July 1862 and joined the Black Watch.

He was wounded in the 2nd Ashanti War 1873-1874. He served in South Africa during the 1st Boer War in 1881 but was not at the front. He saw service in Egypt and the Sudan in 1882-1883. His brother William died in 1899 and Andrew became the Laird. In 1883 he had married one of the Erskine family and for a time they lived in Cairo. In January 1885 twin boys were born to them but sadly Mrs Wauchope died on 3 February 1885. In 1887 Willie one of the twins died and the other twin suffered brain damage from Scarlet Fever. In 1890 Andrew entered politics but lost to Gladstone. In 1895 he re-married to Miss Jean Muir.

In the Boer War 1899-1902 Major-General Wauchope travelled via Matjiesfontein to join the command of Lt-Gen. Lord Methuen at Modder River. Methuen had been wounded in the battle of Modder River and there were many casualties from grazing fire as General de la Rey had placed his men in the dry river bed. Sadly de la Rey's son was killed in this battle.

Unknown to the British the Boers, following their success at Modder River, had dug several miles of trenches at the foot of Magersfontein Koppie. Although initially opposed to Methuen's plans for a frontal attack, Andrew agreed to lead the first force consisting of the Highland Brigade, including his own "Black Watch" regiment. The night march started on 11 December at 00.30 in pouring rain with uncertain compass readings. Wauchope personally led his forces forward and they deployed close to the Boer trenches. Totally unexpectedly they came under intense grazing fire from the Boer trenches and Andy Wauchope was one of the first fatalities, being shot by two bullets, one in his groin and the other to his temple. There is hearsay evidence that his last words were "Don't blame me for this, lads!" which is open to different interpretations. The entire Brigade was pinned down all day in the blazing karroo sun and through the ensuing night until dawn when a truce was granted to collect the wounded and bury the dead.

Wauchope was buried with full military honours at the British camp at Modder River at sunset on 12 December. Padre Robertson remarked that "everyone who knew him loved him".

His countryman James D. Logan, the Laird of Matjiesfontein, deemed it inappropriate for this gallant distinguished officer to be buried at so humble a place. He obtained permission from Lord Methuen to have the body re-interred at Matjiesfontein. A telegraph was sent to Lady Wauchope who agreed to this but subsequent events suggest that she was confused between Magersfontein and Matjiesfontein. However in 1906 she visited the grave and said that she was well satisfied. The reburial took place on 19 December with full military honours and the bands of the Dukes and Cape Town Highlanders. Reverend Robertson officiated again.

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WRECK OF H.M. TRANSPORT SHIP "BIRKENHEAD" 26 FEBRUARY 1852

A.E. READ

The 150th anniversary of the wreck of the BIRKENHEAD was commemorated this year at Simon's Town, Danger Point and Gansbaai/Stanford Cove. Perhaps it is the time to remind members that she was an early IRON (not steel) paddle driven steamship designed as a small warship with big swivel guns at bow and stern. She was built as HMS VULCAN as a private venture by Laird at Birkenhead. She was very small - only as wide as the playing surface of a tennis court with about 1/3rd of her total length taken up by engines and boilers. She was built in 1845 but the Royal Navy refused iron warships so in 1847 she was converted into a successful troopship. The troops were crowded into the bow section with the officers, women and children at the stern.

The remains of 3 victims of the wreck were re-interred in the Garden of Remembrance of the Old Burying Ground at Simon's Town on 25 August 1993. For further details of this see our Bulletin Volume XVIII No.1 page 29 of January 1994.

The BIRKENHEAD sailed from Simon's Town on Wednesday 25 February 1852 for the Eastern Cape, so it is fitting that any bodies now being recovered should be re-interred in our Garden of Remembrance in the Old Burying Ground (which dates back to 1813) on the 150th anniversary of the disaster.

The remains were thoroughly examined and reported on by staff of the U.C.T. Medical School Anatomy Department. It was remarked on by U.C.T. that some of the men found this time were very tall. In one case the individual had one arm shorter than the other and was used to hard physical work (perhaps he had been a ship's stoker?). The ages ranged from 14-16 years, 17-18 years, 22-25 years, 25-30 years and "adult". The 14-16 year old could have been one of the 8 Naval Boys (1st & 2nd Class). There were also 1 or 2 Boy Soldiers (Drummers) on board but all seem to have survived.

Maj. Antony Gordon (late of The Royal Highland Fusiliers & British War Graves Committee of the former National Monuments Council - now known as SAHRA) read an address of welcome and explained the reason for re-interment. Rev. W.D. Buhler (formerly a Chaplain in the S.A. Navy) did the Bidding and led the Lord's Prayer. The Lesson was read by Wing Commander A. Harper R.A.F. (Air & Naval Defence Adviser British High Commission). The Pall-bearers were Commander W.M. Bisset (S.A. Navy), Maj. W.I.A. Donnelly - visiting from the U.K. (formerly H.L.I. & Royal Highland Fusiliers), Mr M. Leach (representing Col. Garvey (formerly Royal Green Jackets) and Mr. E.G. Hoult (formerly 45th Regt. Sherwood Forresters). A bugler of the S.A. Navy played "The Last Post" and "Reveille". Wreaths were laid by Ms Jean Beater of South African Heritage Resources Agency (formerly N.M.C.) and Mrs. A. Read (Chairman of the Simon's Town Historical Society). The service ended with a prayer and a blessing. Rev. Buhler prayed for all those who go down to the sea in ships and particularly mentioned those who had perished in the s.s. MENDI in W.W. I and in the PRESIDENT KRUGER in 1982. While the wreaths were being laid Mr. Craig Johnston, a Simon's Town attorney and a piper with the Cape Town Highlanders, played "Flowers of the Forest".

Other events to commemorate the wreck were:

- 22 February and 23 February at Danger Point & monument the laying of 437 wreaths over Birkenhead rock, and a tableaux.
- 24 February a memorial service at The Royal Hospital, Chelsea, where there is a BIRKENHEAD memorial.
- 26 February (on the actual 150th anniversary) a Memorial Service at Danger Point itself.

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COMMANDER F.A.P. WILLIAMS-FREEMAN DSO & BAR, CROIX DE GUERRE (AVEC PALM) R.N.

A.E. READ

As you drive past the Dido Valley Cemetery each day do you ever wonder about the lives of the people who have been interred there? Here is a story about one of the most talented naval officers of the time - if he had not died aged only 50 in 1939, he might well have been one of the most outstanding officers of WWII.

Frederick Arthur Peere Williams-Freeman was the son of Captain G. Williams-Freeman, for some years head of Egyptian Police in Cairo and in retirement was Chief Constable of Shropshire. Frederick was born on 23 July 1889 in Fleetwood, Lancashire. He joined the Royal Naval training establishment HMS BRITANNIA in about 1902. Even then he showed (aged 13) above average capabilities and his early staff reports read "ability above average", "zealous", "most reliable and trustworthy", "hardworking" "should go a long way", "exemplary power of command". By December 1910 he was a Lieutenant and had specialised in submarines. The submarines of that time suitably deserved the name "tin fish" for they were very small and cramped, quite unlike those of to-day. The A-type subs in 1902 were 185 tons and 105 ft long. The E-types of 1910 were 600 tons and could do 15 knots on the surface and took 2 years to build according to a book by Admiral Roger Keyes.

When WWI broke out Williams-Freeman was second in command of Submarine E6 and which 3 hours later was one of those detailed to go off to Heligoland Bight to attempt to draw the German fleet out so it could be attacked. She soon snagged herself on a mine and had to surface in order to deal with this, thus exposing herself and endangering the accompanying submarines. After ½ an hour's work Williams-Freeman and Able Seaman E.R. Cremer managed to disengage the sub's hydroplane from the mine without exploding it. The sub then was able to descend again to its correct depth. For this he received his DSO which was gazetted on 23 October 1914. He was invested at Buckingham Palace on 18 January 1915.

The ship's log (ADM 173/192) records "Friday 25 September 1914:

- 12.20 Something clattered along ship's side
- 12.30 Bumped something and rose to surface - found unexploded carbonate mine foul port forward of hydroplane - freed it with boat-hook.
- 12.50 ahead on engines 12 knots.....numerous alterations of course avoiding fishing craft."
"Cool nerves were required"

Submarine E6 (Lt Cdr C.P. Talbot) was in company with E9 (Lt Cdr Max Horton) and E8 (Lt Cdr F.H.H. Goodhart) (ADM 171/82). Talbot and Horton were both promoted to Commanders in October 1914 for their part in this action.

E6 had a charmed life for on 28 August 1914 she was mistaken by HMS SOUTHAMPTON (Commander Goodenough) for a German U-Boat. SOUTHAMPTON steered directly for it in order to ram it and only

a crash-dive saved her from destruction. (Cruisers in Battle by Hector Bywater).

In 1918, now a Lt Cdr, he was on the staff of Admiral Troubridge (Admiral Commanding the Danube) and was in Budapest as Troubridge's official representative. Times were very trying with the Bolshevik's flexing their muscles (Encl. No. 2 to letter No. 322 28.3.1919). The Hungarian Soviet Government was interning subjects of Britain, Czecho-Slovakia, Rumania and Serbia (the latter 3 being British allies). It was imperative that no ships and their armament fall into Hungarian hands. Hungary was now at war with the Entente Powers.

It should be mentioned that there was at this time extensive British trade with Balkan countries along the Danube. At Braila, on the Danube near its Black Sea mouth, mostly English was spoken on the wharves and in the market area. It was the breadbasket of Europe - the trade was mostly in grain.

Two monitors, the ENNS (flying a French flag) and the BOSNIA (flying a British flag) anchored above the railway bridge at Buda (opposite Pest), accompanied by ML210 (Lt R.S. Bird) with Captain V.H. Haggard on board on 22 March 1919. There was a further ship there (ML228) but she had been seized by the Bolshevik Government and parts of her machinery had been removed. Lt H. Beresford and Surg. Lt. Cdr L.F. Cope of ML228 demanded to be taken under escort to see Captain Haggard who had been incarcerated at the Ritz Hotel. Searchlights were focused on the monitors till 1 a.m. when they were switched off. At 3.15 a.m. on 24 March both monitors slipped and proceeded at utmost speed, breaking their masts when passing under the railway bridge, their masts not having been lowered to avoid attracting attention. There was some confused shouting and few rifle shots but artillery fire was not used. Capt. Mazuranic the Yugoslav second in command of BOSNIA had been injured coming up river but had been carried to the bridge from where he directed operations from his stretcher. They reached Baja 100 miles south of Budapest at 10.45 a.m. where they tied up in the Francis canal, out of the current, to avoid the risk of mines.

Captain Haggard and Lt Cdr Williams-Freeman remained in Budapest with ML210 in an endeavour to organise the withdrawal of members of the various foreign communities. The 11 April saw Lt Cdr Williams-Freeman still in Budapest but Captain Haggard had been released. Williams-Freeman was Flag Lt to Admiral Troubridge at this time. He was still busy negotiating as despite the visit by General Smuts and the Allied Mission, terrorism increased daily. Lt Cdr Williams-Freeman was Admiral Troubridge's Representative in Budapest on the Armistice Committee - the Admiral being in Belgrade. The Admiral writes in a letter of 14 April 1919 "Lt Cdr Williams-Freeman has considerable influence with the authorities. His actions.....are characterised by judgement and determination...." The Hungarian Bolsheviks made great capital out of General Smuts' visit and took it as a sign that they had been "recognised". Williams-Freeman was brave enough to confront the Chief of the Sailors Council regarding their use of ships of the Francis Canal Company. This rather surprised their Mr. Argoston but Williams-Freeman was successful.

He further agitated for the removal of the river minefields. Williams-Freeman was endeavouring to arrange a special train to take away Allied and neutral subjects but the Government was being very unco-operative. People were restricted in what they could take with them and had to leave most of their money and valuables behind (F.O. 371 3515). This same document also reports that Williams-Freeman had just succeeded in escaping from the Communists who had decided to take his life. He proceeded to London via Vienna and Paris (where the British Delegation now were). In Paris he received the Croix de Guerre (avec Palm). The writer of F.O. 371 says inter alia "Commander Williams-Freeman gave me the impression of being very competent, very intelligent and energetic.....". Williams-Freeman received a petition in that June from the people of Budapest imploring Britain to act against the Communists in Hungary (F.O.371 3515). Williams-Freeman escaped down the Danube in a rowing boat, travelling by night and hiding up by day. All he had to eat were raw geese as he dared not light a fire for cooking. He was ever after to suffer badly from a stomach ulcer.

The British High Commission in Budapest sent to Earl Curzon of the Foreign Office a copy of an article published in "TARSASAG" an Hungarian paper, commenting in very laudatory terms the conduct of Lt Cdr Williams Freeman during 1919. "Among other heroic deeds, he defended the nuns of the Notre Dame de Sion convent and also the Sisters of Mercy from the brutality of Oscar Faber. Williams-Freeman starved and suffered with the local people as a result of which he contracted a bad stomach disease". "Hungary will always think of his braveness with love and will remember him as one who made his name famous in Hungarian history". The nuns of the Convent presented him with a very beautiful ivory statuette of the Virgin Mary in recognition of his help and protection. His daughters have this treasure to-day.

F.O.372 1487 of 20 October 1920 from Military Intelligence notes that an enquiry was received from the Serbian Military Attache as to whether Williams-Freeman could receive a Serbian decoration for his work but this was not allowed by the British Government. No reason is given. In January 1921 he received a Bar to his DSO for services in the Black Sea and was invested by the King at Buckingham Palace on 19 July 1921.

Williams-Freeman continued to be plagued by his ulcer and was hospitalised in Chatham in 1925 for treatment. In September 1926 he was put on $\frac{1}{2}$ -pay for 1 year and given permission to proceed to South Africa. He had served in Simon's Town in HMS DUBLIN in 1923 and in 1924 had married Phyllis Maude Watson, 2nd daughter of Robertson Bertram of Constantia. They had 1 son and 2 daughters. There was also a son Christopher Bertram Watson from her previous marriage. Williams-Freeman was placed on the retired list on 24 September 1927 (ADM.196/52 Pt 2E) and died in Cape Town on 2 July 1939. His grave is C41 in the Naval Allotment at Dido Valley. On 4 July 1939 he was given a naval funeral with full naval honours including a firing party. His step-son Christopher, then a Midshipman RNVR was chief mourner.

Christopher Bertram Watson did his early training in HMS NEPTUNE

at Simon's Town. At the time he was employed by Shell S.A. and was released for naval duties. He was called up for war service on 5 September 1939 and was drafted while still a midshipman as 1st Lieutenant in the famous little fleet of South African ex-whalers which were converted for various duties. He was decorated with the DSC for his service in the Mediterranean and had the honour of leading the S.A. Naval platoon at the Victory Parade in London in 1946. At the outbreak of war in 1939 there were only 2 Midshipmen among the various detachments of the RNVR in South Africa. The other was Midshipman John Nettleton who won the Victoria Cross while serving with the Royal Air Force.

It is due to Chris Watson and his sisters that we received a loan of family papers to enable us to compile this article.

THE FISH MARKET, SIMON'S TOWN

It was originally c.1886 on the site where our Post Office building (now part of the Waterfront development) was to be built. On 2 July 1886 the Simon's Town Council at its regular monthly Council meeting were asked by the Town Clerk where he should now place the fish market. A committee consisting of Runciman, Budge and Fdk.Hugo after the meeting visited the Market Place and pointed out that the Fish Market should be placed in a line at the rear of certain trees immediately to the right of the Town Pump. Hugo was the Chairman of the Committee and he requested that gravel should be obtained to improve the Market Place.

Before 1886 the fish market had been owned by Wm. Anderson and was a corrugated iron shed almost on the beach alongside the jetty on the Cape Point side thereof i.e. behind the Customs House which was on the corner of Wharf Street and St George's Street.

The Health Inspector Mr. E.J. Holloway reported on 4 July 1925 that a new fish market had been erected. It was a brick structure, much cleaner and with ample running water. For many years one of the main sellers there was Mrs Holland who c.1967 moved out and re-located to Checkers, Main Road, Fish Hoek. Also there for a short while in Wharf Street was a Mrs Vandre but she had much difficulty in obtaining fresh fish so she closed down. Finally Checkers decided to close the fish department in their Fish Hoek shop.

From 1967-77 Harry Dilley operated his business from the wood and iron building below the fish market (formerly an old pump station). When the Council decided to demolish it in 1977 he moved into the empty fish market premises where he stayed until 1996 when he moved his headquarters to the CABLE RESTORER. When he first rented the old fish market the rent was R25 per month. According to the Cape Times of 30 April 1996 the rent asked was R1,500 per month.

The building stood vacant for almost a year then Andre Duraan, the retired Magistrate of Simon's Town refurbished it and opened THE SALTY SEA DOG where one gets the best fish and chips in town. It operates to-day under this name and greatly compliments the foreshore re-development.

ROADS IN THE SOUTHERN PENINSULA

(Researched by M. Cartwright and written up by A.E. Read.)

MAIN ROAD - FISH HOEK TO SIMON'S TOWN

The negotiations to re-align the road at Glencairn bridge and at Klein Vishoek (it then passed in front of Klein Vishoek homestead i.e. between the homestead and the railway line) took years until finally the national government realised their responsibility in the matter and submitted plans for the new bridge in 1925. The road at Klein Vishoek was not re-aligned (to pass at the rear of the homestead as it does to-day) until after 1945.

The old wooden road bridge over the Elsie's River at Glencairn had been constructed in 1868 and was never designed to carry the volume of traffic which then used it since the arrival of the motor car. It was fast decaying by 1924. The original intention had been to take the bridge further up the valley away from the railway line (opened in 1890) and its height to be raised so as to avoid the constant drift-sand trouble!!

Because the new bridge was finally to be nearer the railway line (where it is to-day) it would encroach on railway property. This was unacceptable to the Railway Authorities and to the Simon's Town Municipality. Finally the Divisional Council Engineer met on site with the Provincial Engineer and the Asst. General Manager of Railways and this led to the situation being settled in an agreeable manner. A sum of £1,300 was provided in the Provincial Estimates for the year 1926 and the money had to be spent before 31 March 1926 or the appropriation would lapse. As soon as the river was low enough after the winter rains work began on the foundations.

The words of the D.C. Engineer speak volumes: "Whilst it is true in the ordinary way one does not like the parting with old friends, in the case of the Glencairn Bridge one feels that the sooner the passing is effected the lesser will be the grief"

Up to 1925 local gravel was used to repair the road between Fish Hoek and Smitswinkel Bay but due to the increase in the volume of traffic the local gravel was no longer suitable - there was now heavy bus and motor vehicle traffic. The D.C. Engineer in 1925 was complaining that the length of roads under the control of Smitswinkel Bay Road Station was too great even with the assistance of new mechanised transport (a Guy petrol lorry). Smitswinkel Station was responsible for the maintenance of 21½ miles of road.

The Divisional Council Station at Elsie's Bay (Glencairn) was in 1926 responsible for 9½ miles of road. Work was ongoing on the macadamising of the main road between Fish Hoek and Simon's Town to approximately where Miller Road, Seaforth is to-day. Work was also going on on macadamising the road from Fish Hoek to Noord Hoek.

At this time the Provincial Council had just replaced the wooden bridge at Glencairn with the cement one. This had been delayed by the stand the Simon's Town Municipality had taken on the re-alignment of the main road between the Bridge and Lower North Battery/Klein Vishoek homestead. Work across the beach area at Elsie's Bay (Glencairn) and at Mackerel Bay (opp. present Marine Oil Refiners) was delayed during 1925 but finally in 1926 with the opening of the new bridge the beach sections were at last upgraded. The existence of 3-tier Local Government certainly hampered progress.

THE OLD RED HILL ROAD

This began opposite Admiralty House where Jubilee Street is to-day and just on the Cape Town side of the toll gate. When first constructed this road commenced between Rennicks Cottage and Palace Barracks. However it was soon decided that this was too steep a path for the wagons and a new road was chosen as we have said above. It carried on up past the present-day old False Bay Hospital site and the old Gaol to the top of Red Hill as we know it to-day. It was well built with good foundations of mountain stone. It was mainly used by wagons and pedestrians going up hill because the fully loaded wagons coming down to Simon's Bay from the farms of Noordhoek, Glencairn and from the back of Red Hill i.e. those farms extending as far as Olifantsbosch and Buffels Bay, found the incline too steep when fully loaded. They found that the best way down was to descend into the next little valley where the loose white sand acted as a brake to stop the wagons from running away. These wagons entered the main road to Simon's Town where the bus station (former Royal Navy timber store) is to-day. The only remaining trace of the old road on the plateau is a 10 ft long stone retaining wall which can be found just above the last hairpin bend on the new road where the road forks to the right to enter Naval property. In the undergrowth is the remains of an old arched culvert.

In approx. 1920 the old road received a few coats of tar (asphalt) which made life easier for the people who lived at the small settlement on the north side of the plateau (adjacent to where Pinehaven is to-day). There were several houses and small holdings, a school and a chapel run by the Methodists. Prominent among the people who lived there were the Levendal clan. This settlement was between the new Red Hill road and Brooklands farm which became part of the Simon's Town municipal water conservation area. It took approximately 30 minutes to walk to the top and all those who lived up there had to walk up and down for there were no bus services till later years.

THE NEW RED HILL ROAD

In file C794/8633 of 3 July 1899, Lewis Mansergh, the Commissioner of Public Works, states that it is more practicable to make an entirely new road over the mountain than to spend £1750 to upgrade the old Red Hill road. However, before anything could go ahead more studies would have to be made.

From File C1043/8033 of 23 August 1899 and Annexure 2 dated 22 September 1899 it would appear that the Admiral at Simon's Town

also felt a new Zig-zag road would be preferable. Then came the Anglo-Boer War and everything was shelved. The old road, however, proved a very good training ground for the Naval Brigade who practised dragging their guns up and bringing them down again before going off to Modder River.

In the Divisional Council minutes of 18 November 1902 (Vol.46) it is reported that Messrs. Hare, Langerman, Runciman and Allan had interviewed the Commissioner of Public Works with a view to continuing with the idea of a new road and by September 1903 (File C1036/E27 - Minutes Vol.173) the Commissioner of Roads had not been able to obtain any assurance that the Imperial Authorities would in fact contribute anything to the cost of the new road. However, in 1912 in the Chairman (Charles Mathew) of the Divisional Council's Report (pp.19 & 20) it says that the road over Red Hill towards Smitswinkel Bay (5 miles long) was completed and a bridge and culvert constructed over the Klaas-jagers River and named after Petrus Frederick Hermanus Hugo. This was that section of road from the top of Red Hill and descending on the Atlantic side. The farm at the summit which was on level land was hired by the Divisional Council Roads Dept. to serve as a convenient out-station and to provide stabling for the mules used with the Scotch carts.

File A26 dated 26 November 1913 shows a letter from the Administrator stating that the replacement road was under construction. Its length would be 2 miles 864 yards (just under 2½ miles). A letter from the Provincial Secretary of 16 December 1913 expressed concern over the future maintenance of the road as it fell entirely within the limits of the Simon's Town Municipality who were clearly responsible for any future maintenance. However, it was a very well-built road with good foundations and the writer is aware from personal knowledge that it has required little maintenance during its life as it was constructed with very adequate drainage channels for the winter rain and natural spring water to escape. This water comes into the sea at the northern end of Long Beach.

File A26 of 30 April 1914 in a letter from the Administrator of the Cape to the Divisional Council reports that the new road is now completed to the satisfaction of the Provincial Council, that the Council should now close the OLD RED HILL ROAD and that the Provincial Council would thereafter accept the new thoroughfare for future maintenance. This latter statement must have been a huge relief to the Simon's Town Municipality. The old road was, however, maintained by the Simon's Town Municipality until c. 1970 for it served as aforesaid in the article on the OLD RED HILL ROAD as a short cut for the many people who lived on Red Hill. The Red Hill residents brought very small amounts of shopping up from the town and Runcimans store delivered orders to the area once a week. The farmers however (Malherbe of Wildschutsbrand and also van Blerk of Klawer Valley) were irate as the idea of shutting the road and making them drive cattle down the new road would add hours to their task and they got up a petition which they submitted to the Resident Magistrate, Simon's Town, to forward to Government. The new road was proclaimed in terms of Section 152 of Act 40 of 1889 on 2 November 1915. It was established as a Divisional Council road

on 22 February 1916 and this saw the disestablishment of the old road. This meant that if the old road was to be kept open, the Simon's Town Municipality would have to pay. On 5 July 1916 they agreed to take over the maintenance of the old road IF the Divisional Council or Provincial Council took over the portion outside, the Cottage Hospital, the old Gaol and Pot Luck Quarters.

By 1917 the deviation on the Atlantic side at the foot of Red Hill Road was completed. It now passed through the farm Wildschutsbrand where it does still to-day. The new deviation was 2183 yards in length and included a safer zig-zag than the precipitous old road.

The section of Red Hill Road from the Simon's Town Main Road (at the Bus Depot) to the top of the mountain had between 1956 and 1960 been brought up to standard and had been bituminised. It was not possible to re-align and eliminate the hairpin bends without great expense. It was due to the heavy use by the Royal Navy vehicles going to Klawer camp and Military vehicles going to Upper North Battery that it was decided to cut the cost of maintenance by bitumenising. In 1961 one of the residents at the foot of Red Hill (on the Atlantic side) Mrs Lane Forsyth wrote a very nice letter to say how delighted they were with the new surface.

MILLERS POINT/CAPE POINT/NOORDHOEK

By 1913 efforts were being made to improve the road to Millers Point from Simon's Town and to extend it to Smitswinkel Bay and beyond to link up with the "back" road from Noordhoek through Scarborough. Up to then if you wanted to go to Cape Point you had to take the road over Red Hill and turn left at the bottom on the Atlantic side. From Millers Point to Smitswinkel Bay was only 1 3/4 miles but not an easy construction route for the capabilities of those days over the craggy terrain.

Millers Point at that date was owned by the Molteno family and they fenced in their property c 1914. This led to an outcry from people who had picnicked there previously and those who holidayed at Castle Rock. In 1921 the Council decreed that there was no servitude of outspan but there was right by prescription for the public to have access. For many years the fence stayed and the public entered through a hole - tolerated by the Moltenos. Later the road was re-aligned to pass behind the Molteno house (now the Black Marlin restaurant) and the area adjacent became a Divisional Council camp-site and later a Caravan Park.

Since 1908 the Resident Magistrate of Simon's Town Mr. G. Boyes had campaigned for a scenic drive round the Peninsula. Boyes Drive is named after him. He was a true visionary and could see a growth in tourism if this was done.

The road from Constantia Nek to Victoria Road, Hout Bay had been widened to 25 feet and culverts lengthened and provided with concrete end-walls. The Divisional Council now had Road Stations at Hout Bay, Noordhoek, Smitswinkel Bay (on Bon Attente farm) and Elsie Bay (Glencairn).

By 1917 the new road from the plateau at Smitswinkel Bay to Cape Point had been completed and a "mountain and marine thoroughfare of unparalleled grandeur added to the many exciting attractions of the Cape Peninsula. The new road was 8 miles 200 yards in length and had a uniform width of 20 feet.

HOUT BAY - NOORDHOEK

The same report of 1917 goes on to state that the gangs of convicts working from both ends had completed 3½ miles from Hout Bay and 2 miles from Noordhoek and were then working on the difficult Chapmans Peak section. This stretch has spectacular scenery but very difficult rock formations and in some places the road has had to be cantilevered out over the small gorges. Due to mountain fires destroying the vegetation which holds the small rocks and boulders in place and the ensuing rain which then cascades straight down the mountain gouging out gulleys it has been necessary to close this section since 1999. There were 2 serious accidents resulting from falling boulders and 2 fatalities. Very heated discussion has gone on between all the interested parties but the rectification work is very costly. These days it is very hard to justify this expense when so much money is needed for Aids prevention/treatment and general social upliftment. Therefore, if and when the Chapmans Peak Drive re-opens (hopefully in 2 years time) it will probably be a toll road. It is sorely needed to re-link Hout Bay and Noordhoek villages for as dead end villages they have both suffered commercially.

So enamoured were the Government with the Chapmans Peak Drive that when the Prince of Wales came on a Royal Visit in 1925 this was included in his itinerary.

THE CAPE POINT ROAD

This commences with its junction with the Smitswinkel Bay road and terminates on Cape Point Farm near and south of Vasco Da Gama Peak - 8 miles). It was declared open to traffic by Hon. Administrator of the Cape and formally transferred to the Provincial Council on 12 November 1918. It was greatly welcomed by Simonstonians and others. A large party of invited guests from Simon's Town set out for the opening and to attend an al fresco luncheon on the plateau at Cape Point. The outspan area at Cape Point was levelled off to provide the parking area of to-day which is now far too small for the enormous number of tourist buses which make for the area each day.

THE SLANGKOP ROAD

This was the final link in the "round-the-peninsula" scheme and was well in hand in 1918. This was from Wildschutsbrand farm to Witzand (Soetwater). Again convict labour was used by the Provincial Roads Department.

THE FISH HOEK MAIN ROAD

Between 1918-1920 this road was re-sited extending from near the present day Shoprite to the Homestead, to co-incide with the re-

siting of Fish Hoek railway station and the sale of plots of land. At first the authorities wanted to close the old road but were persuaded to leave it be. Moving the main road away from the shore eased the difficulties with drift-sand and high south-east winds. It also did away with the dangerous gradient and sharp corner at the Homestead (Minutes of the Chairman, Divisional Council 1920/21 p.12)

CONCLUSION

In the Chairman's Minute of 1923-24 he announced the following mileages for roads maintained.

Cape Point Road (S/winkel to Cape Point)	8 miles	-	proclaimed	
				1917
Noordhoek Road (Main Road FH to N/hoek school)	4.75	"	-	"
				1914
Plateau Road(S/winkel/Wildschutsbrand)	3	"	-	"
				1914
Red Hill Rd (S.T. Main Rd/ ")	5.12	"	-	"
				1914
				& 1916
S.T.Main Rd (City boundary at Kalk Bay to foot of Red Hill)	4.25	"	-	"
				1914
Sunnydale Rd (Noordhoek to Kommetjie road)	0.713	"	-	"
				1922
Witzands Rd (Wild/brand to Kommetjie)	7.25	"	-	"
				1922
				& 1923
Chapmans Peak(Hout Bay/Noordhoek school)	7	"	-	"
				1919
				& 1922

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THE ZIG-ZAG PATH, SIMON'S TOWN

This began somewhere in the Barnard Street/Quarry Road area - now obliterated by the building in 1904 of the 2nd Royal Naval Hospital. We feel it was somewhere near the southern end of Breda and Devon Streets. It was used by those people who lived on the small farms in the Klawer Valley before this area was bought up by the Royal Navy before 1900. The path was built around 1887 when the Royal Navy began sending sailors to Klawer Valley for rifle practice and when the sanatorium was built. Its need fell away when in 1904 the Royal Navy erected the Aerial Ropeway which ran from the West Dockyard, stopped to drop-off and uplift passengers at the new Royal Naval Hospital above Runciman Drive (which is now referred to as Cable Hill) and then went on to Klawer Valley. The pylons of the ropeway can still be seen to-day. Supplies also went up by this route when the first reservoir was built in Klawer Valley but soon the farmers' ox-carts were used as they were found to be more suitable as transport.

THE KLAWER STEPS

There are 365 of these leading from the 2nd Royal Naval Hospital in the vicinity of the aerial ropeway to Klawer Valley. They come out close to the War Memorial to those sailors who died in the 1st World War and also close to Just Nuisance's grave.

Although not maintained these days they were so well built that they are in a relatively good state of repair even now.

OLD ROADS TO SIMON'S TOWN

We are sure you will have realised that to approach Simon's Bay in the early days along the coast with a wagon and oxen was a treacherous task. There was a very narrow track from Muizenberg. At Clovelly there were the "Trappies" (steps) where the road came down in a series of deep steps. This is well documented by Admiral Keppel in his memoirs of his days at Simon's Bay as a Midshipman. From there one had to cross Fish Hoek beach which in those days had quicksands. Then it was along a very narrow track till you reached Elsie's Bay (Glencairn) where another stretch of sand was encountered which was quite dangerous when the tide was high. Passing Dido Valley Cemetery of to-day you would in the old days have come to another stretch of narrow, treacherous place where the tide lapped the road.

OU KAAPSE WEG (so called)

The Roussouws from Steenberg Farm (opp. Pollsmoor Prison) used a track over the mountain where the Ou Kaapse Weg has now been built. This took them to Jan Bruijns' farm at Noordhoek (below the modern Noordhoek Village development) and then across the floor of the Noordhoek valley where it forked - one fork going to Imhoffs Gift - the other fork going to Jan Bruijns' other farm at Poespaskraal (opp. the entrance to Site 5). The famous Col. Gordon and the noted Swedish botanist Thunberg used this road in the 1770s. From there they went over the mountain in the vicinity of the Sunnydale end of the Glencairn Freeway and into the Glencairn Valley where there were several farms. From these they went through what is now Da Gama Park, past Maylands and Brooklands and on down to Simon's Bay by the old Red Hill Road.

How easy it all is to-day when even if you keep to the speed limit, you can be in Cape Town within the hour. One of the reasons the Residency (Museum building) was erected in 1776 was that the Governor needed somewhere to spend the night when he visited Simon's Bay.

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GLENCAIRN QUARRY

(Researched by M. Cartwright and written up by A.E. Read)

In August 1919 on p. 8 of the Divisional Council of the Cape's Annual Report it was reported that as a result of lengthy negotiations a contract had been completed between the Divisional Council and the firm of Strong & Moore of Johannesburg, under which for a term of 5 years the Glencairn Quarry would be operated by the said firm and the Council would be relieved of the necessity of running it departmentally as hitherto. (This statement confirms that the Quarry was already in existence and operated by the Divisional Council. However, from correspondence we think it was closed down between 1914 - 1918. We can presume that it probably was started about 1890 - 1895.) The Council report goes on to state that it was recognised some time before this, that for the successful working of the quarry departmentally, most of the existing plant and machinery would have to be scrapped and a thorough re-organisation scheme, with new and modern equipment would need to be adopted. At the time the only other D.C. Quarry was at Parow.

The report went on to state that action in this direction was, as a matter of fact intended but had been impossible due to the War of 1914-1918. Strong & Moore were chosen as the Divisional Council Engineer had ascertained that the said firm could equip the quarry on up-to-date lines. (Incidentally the original Mr. C.E. Moore died in Johannesburg in 1920). They also undertook to consider running the place and supplying all requirements in the matter of macadam** at a reasonable price under contract. Strong & Moore were already a well-established firm on the Rand. The contract as we have said was to be for 5 years with an option to renew for a further 5 years. Strong & Moore undertook to erect and install within 6 months all necessary quarrying, crushing and grading machinery and thereafter to meet all the requirements of the Divisional Council and the requirements of the Simon's Town Municipal Council, which by law the Divisional Council had to supply. The price to the Divisional Council was 4/6d per cubic yard at the quarry for all sizes of crushed stone from 2½" down to "fines" and grit. The price to Municipalities would be 4/6d + 5%. The price would graduate according to the rise or fall of the standard rate of labourers' wages.

It was further stated that if at the expiration of the first 5 years the Contractors did not wish to renew, the Divisional Council had the option of taking the operation back, the cost of installation of the new equipment to be agreed by arbitration, the maximum payment being £4,000 capital cost, less fixed depreciation sums. The report, however, stated that the Divisional Council expected everything to work out satisfactorily. It apparently did as Strong & Moore were still operating the quarry up till the time it was closed down in the 1980's. It is the writer's own opinion that they were probably still using the same machinery too - the workings always looked a very antiquated affair to the passerby. Strong & Moore also operated a quarry at the top of Kloof Nek in Cape Town.

Strong & Moore always provided some sort of accommodation for their labour for in the Divisional Council Report of 1922 (p.17) there is a note on the unsatisfactory condition of the state of affairs at the Quarry. The Divisional Council's Sanitary Superintendent had revealed that native employees were housed in "pondoks" constructed of reeds, old sacks etc., whilst the only form of sanitary conveniences provided for the natives consisted of open trenches which were covered with earth when full. During the course of his investigations the Superintendent also located the location in Gray Road, Far side, Glencairn - which is to-day Glencairn Heights. This he stated was managed by the Elsie's Syndicate Ltd and had been in existence for a large number of years. This may have come into existence with the opening of the Glencairn Glassworks which no doubt would have drawn work-hungry natives and some of these probably sought temporary work at the Quarry during the time it was worked by the Divisional Council. The Divisional Council certainly had 2 stone cottages for European employees roughly on what is now the seaward end of Clan Stuart street. In these cottages lived the supervisors of road maintenance and repair and it was known as Elsie's Bay Station. A railway siding was already in existence before 1918 when we know the siding was being extended. During the Boer war era there was a siding to the Glass Works. Perhaps the Quarry siding was introduced in that period, or shortly after.

By August 1924, when the Strong & Moore contract expired, before renewal could be effected, certain additions and amendments had to be considered and these took the form of a supplementary agreement. This was necessary as more modern methods of road maintenance were introduced, more roads were built in the area and because of the smaller grades of stone which were now required due to the advancement in methods used.

At the Quarry they were now also using a steam lorry, a petrol 2½ ton lorry, a 6-ton Karrier and a 1-ton Ford. The Quarry now produced about 80 cubic yards of crushed stone each day in grades of 2½", 1½", 1", ¾", ¾", and fines to grit. Of this quantity an annual maximum of 5,000 cubic yards of 2½", 1½" and 1" and 2,700 cubic yards of fine and grit were to be supplied at the price provided for in the original contract, provided, however, that the Council would not be entitled to require supplies of the various sizes named out of proportion to the output of the crusher. The Council was not obliged to take any stone when it was not requiring any, excepting that it was obliged to take at least one truck of fines and grit per day. A further requirement was that any quantities of the various sizes of stone named above in excess of 7,700 yards (which had to be supplied at contract price) must be supplied by the contractors at various increased prices ranging from 5/6d per cubic yard in the case of 2½" stone, up to 9/- in the case of ¾" stone.

The contractors were now also required to instal the necessary new machinery for the production of stone in the sizes specified in the contract, but for which no means of production were yet available, and the terms of the original contract as regards the establishment of capital charges, depreciation, and the taking over of such machinery by the Council would apply to all new plant. The contractors indicated they wished to extend their

contract for a further 5 years, also claiming a revision of prices at any time during the currency thereof, should circumstances arise over which the contracting parties have no control. One must presume that Strong & Moore proceeded on these lines for another 60 years.

In the 1925 Report (page 35) the Council state that 19,962 cubic yards of stone - up from 17,404 in the year 1923-24 - have been supplied to the Divisional Council of which the Council absorbed 1,308 for their own works, supplied 6,380 to the Wynberg Municipal Council and 564 cubic yards to the Simon's Town Municipality. Further South African Railways took 1,584 cubic yards and private consumers 32,024 cubic yards. From this latter figure the Divisional Council received a royalty of £400.6/- As a result of crushing of the stone 3,573 cubic yards of dust and sand had been disposed of. The total quantity of material handled during 1923-24 was 57,143 cubic yards.

Much of the Council's transport in 1925 was still done by Scotch cart as they reported they had 126 mules and 4 horses in use. However it was stated that in 1919, owing to the increase of traffic which had demanded that they change their methods of road repair and construction they had acquired a Guy Petrol lorry which started work in 1920. In 1921 they acquired a Sentinel Steam Wagon, and in 1923 a 6-ton Karrier petrol lorry. In 1924 a further Guy Petrol lorry was purchased and a 1-ton lorry was being used in new construction work and re-coating. In 1924 another 1-ton lorry was added to the equipment at the road station at Smitswinkel Bay. They therefore had disposed of the 4 Scotch carts in this area. The cost of running 1 x 1-ton lorry, giving it a life of 2 years, was equal to that of maintaining 2 double Scotch carts while the lorry could perform at least double the work, hence it was equal to 4 double Scotch carts, the average cost per annum of which was £700.

In the 1970's there were rumblings by the Glencairn residents. There had been many years of inconvenience as the Main Road had to be closed twice a day to allow the train in and out of the Quarry siding. When the Main Road was rebuilt in 1957 the rail line had been removed and trucks collected the gravels from new chutes. It had been a very convenient point during the 1939-45 war to close off Simon's Town to traffic unless they had the required permit to enter. In the late 1970's the Quarry lease was due for renewal and after protracted talks, it was decided to close the Quarry in the early 1980's. Over the years many have been the schemes for utilising the area but as yet none have come to fruition. The remaining works are an eyesore on the road despite attempts to hide them by planting trees and they are a haven for vagrants. Some of the ideas for the use of the quarry range from building an hotel in the hole to using the area as a haven for raptors. The huge hole is certainly an eyesore and it would be nice if someone could plant some kind of cover on the upper ridges.

**** MACADAM =** Roads made in the manner and with the materials advocated by J.L. McAdam (d.1836) i.e. with successive layers of broken stone of nearly uniform size, each subjected to pressure before the next is laid.

Maj.Gen.G. Dunbar-Moodie

Any discussion on Coast Defence in the last war, should be preceded by an explanation as to what was meant by Coast Defence in those days, as some people tend to see it as defence of the whole coast line, or protection of shipping along the coast. Coast Defence, as opposed to Beach Defence, dealt only with the defence of harbours, and shipping immediately outside such harbours. In those days most of the troops, and almost all of the heavy equipment and supplies, were moved to overseas war theatres by shipping, for the safety of which the navy were responsible. At that time the armoured battleship with its heavy long range guns was the queen of the seas. It was able to attack enemy naval and merchant shipping directly, and could seriously disrupt its operations by long range bombardment of harbours, and shipping at anchor in and round the ports.

In Britain and countries of the Commonwealth, the gun defences of such ports were manned by members of the Garrison Artillery. The use of the Army, in what is primarily a naval affair, would seem to be an illogical step, but it has a great deal to recommend it from the point of view of discipline and morale, as a separate corps is bound to be superior, in these respects, to one which might consist of rejects from the sea-going navy. World War II could certainly not have been won by sitting round the ship and submarine defences of the South African harbours but it could have been lost by not doing so. That was the only solace for the men and women who were involved in that very unexciting and often monotonous theatre of a war that was perhaps the last one in which shipborne transport played so vital a role. The safety of shipping at sea, and in and around ports, was, I repeat, primarily a naval responsibility, as was the provision and manning of anti-submarine defences of harbours such as detector loops and minefields. The gun defences, I say again, were the responsibility of the army and the Coast Artillery were trained to mount and man the guns and instruments involved.

For more than a hundred years South Africa's coast guns were manned by the Royal Garrison Artillery and it was a compliment to this country's military capability when the British handed over our gun defences, even of their base at Simon's Town, to the South African Forces in December 1921. With this handover moreover there came a White Paper where the British demanded and the South Africans undertook to keep the Cape Garrison Artillery at a certain strength in personnel, regardless of whatever other cuts might be made in Defence expenditure, as harbour defences must be fully operational should a war appear imminent, even before it is actually declared (Pearl Harbour!). This White Paper was of great benefit to the Coast Defences when the Great Depression struck in 1929, and expenditure on the army was cut to the bone. Some wonderful old regular units such as the S.A. Mounted Rifles, formerly the world famous Cape Mounted Rifles, had been disbanded in 1920, to the tremendous advantage of the Coast Artillery, which was still able to accept men on transfer. In fact I believe one of the squadrons of the S.A.M.R. was

actually disbanded in the inner square of Cape Town Castle. When I was transferred, under strong protest, to the Coast Artillery in 1937 I could not but notice the magnificent standard of senior N.C.O. and Warrant Officer, which the White Paper had given the organisation and, of course much later, the Anti-Aircraft which it initiated and to which it was eventually converted. This affected the whole history of the corps, during my long service with it, as those original Warrant Officers, though at that time nearing the end of their service, were able to select and train their successors, and the standard of our other ranks remained at a level which was always a source of pride. It revealed itself in the complete readiness of the guns some days before the outbreak of war, and during the Munich crisis. During the war, it again showed up in their ability to train their male and female replacements, when their own services could not but be demanded "up North". In the reorganisation after the war it resulted eventually in the magnificent S.A. Corps of Marines, the dissolution of which was one of the tragedies of the post-war S.A.D.F.

In 1937 the modernisation of our Coast Artillery had not commenced though it was doubtless at the planning stage in the office of Brigadier Pieter de Waal CB CBE (a trained land-surveyor before becoming a regular soldier) and we still had the World War I weapons at the Cape. Apart from a battery of 6 inch guns on the Bluff in Durban I do not think that there were guns at any of the other ports, as the threat to our harbours in that war had been minimal and their strategic importance insignificant. The Allies with Italy on their side, were in full control of the Mediterranean, and could even mount a campaign in the Dardanelles. In the run-up to the Second War, it was obvious that Mussolini would side with Hitler, making the Mediterranean an Axis lake, and the Suez Canal unusable by the Allies. In order to maintain contact with India or the Far East, or to conduct a campaign in North Africa, the South African harbours would be vital to the Allies as ships could not proceed from Freetown to Mombasa without refuelling.

Well before the war the South African Defence Force, under Mr Pirow, was planning a defence layout for all the harbours of South and South-West Africa, including Saldanha Bay, while a secret battery of 6 inch semi-mobile guns (aptly named Achilles Battery) was held in reserve in Pretoria, for rapid mounting at Lourenco Marques, if necessary, with or without the permission of the Portuguese. The Peninsula and Durban were to be made "battle-ship proof" with the latest 9.2 inch guns and ranging equipment, while shorter range 6 inch batteries were to be mounted at the other ports.

One of the primary tasks of the 6 inch batteries at all the harbours was to support the Navy in what was known as the Examination Service. Any ship approaching a harbour was ordered by radio and flag signals to heave-to until it was boarded by naval personnel from an Examination Ship and, if cleared, it was allowed to enter the port. The ship being examined was covered by a loaded 6 inch gun during this period, in case it should prove hostile (armed with concealed weapons, revealed as an enemy blockship designed to be sunk in the harbour entrance or

otherwise engaged in enemy activity). If when approaching the port it failed to stop instantly, when ordered, a bring-to round was fired a short distance ahead of it. This happened only once - at Port Elizabeth - when a shaken American captain came ashore later saying "I could not read what your farm-boys were sending me!" - he was luckier than his counter-part in a New Zealand harbour where the Battery Commander apparently forgot to aim-off!

The tight control of shipping entering or leaving a port, was obviously essential to the navy, and without an Examination Battery this would have been virtually impossible. Coast guns were classified as follows:

(a) Counter-bombardment i.e. 9.2 inch guns, Mk IX or X on successively improved mountings, to counter the shelling of the harbour, and ships in and around it, by battleships or cruisers at long range. It is interesting that the guns themselves did not change, although the mounting and directing instruments underwent vital changes to cope with the tremendously improved capabilities of bombarding ships (I was present when a 9.2 gun piece of about 1914 vintage was raised out of the sea off Simon's Town breakwater where it had lain for probably 20 years, to be sent to the UK for relining and re-use). Increased range was achieved from about 16,000 to 30,000 yards by giving the guns extra elevation. This necessitated extra trunnion height, making hand ramming impossible, and an elaborate change to power loading and ramming, essential. Even the increased range of 30,000 yards given to the guns was no match for the 15 inch of a battleship or pocket-battleship with their 50,000 range; hence the forward siting of the gun batteries at Robben Island, Llandudno and the Bluff in Durban.

(b) Close Defence: i.e. 6 inch guns used to close channels, to counter ships with guns of equivalent range and surfaced submarines, and to assist the navy in the control of shipping entering, leaving and laying outside the harbour. They were generally equipped with searchlights for night observation.

(c) Anti-Motorboat (AMTB) guns: as the name indicates, for use against fast small enemy craft released by ships, or possibly submarines, lying outside gun range. 12 Pdr guns, mounted usually on the dockwalls, were used for this purpose and were later replaced by 6 Pdr twin guns, directed from towers usually at the harbour entrance. Searchlights were also provided.

The menace of submerged submarines attacking ships anchored in the roadstead just outside the port and one-man submarines trying to enter harbour was countered by indicator loops, minefields and nets across the harbour entrance. These were under the direct control of the Navy who had of course the overall responsibility for the naval war inside and outside the harbours.

In 1937, as mentioned above, the gun defences of the Cape were obsolescent, but manned very well by Permanent Force members of the Coast Artillery Brigade, with its headquarters at the Castle. Western Province Command was actually Cape Command until 30 June 1942 and Cape Fortress Command from 1 July 1942 until the end of hostilities. The First Heavy Battery were in control of Cape

defences and the Second Heavy Battery those at Simon's Town, with their trained Citizen Force counterparts. The offices, barracks and parade grounds of the former were in the Castle and the latter in Palace Barracks, Simon's Town. The aforesaid White Paper had given the Coast Artillery many recruiting advantages and one of the requirements was that gunners had to have a certain age-weight ratio, to have men able to hand operate the 6 inch and 9.2 inch guns of the batteries. There were many very big and powerful men in the units and the annual rugby match against the Police at Wynberg could be a bloody affair. The lumbering solid-tyred Leyland which conveyed the team from the Castle to Wynberg was followed by hordes of urchins from District Six shouting "Slaan die Dieners" and measuring success of the match not by the score but by the number of policemen carried from the field.

The officers of the Coast Artillery and other Cape PF units lived in the Garrison Officers Mess at Wynberg, which was fairly full as an officer was not permitted to marry until he was aged 28 (later reduced to 25), or had the rank of captain, of whom there were fewer I think than there are now generals!

The fact that the Coast Guns were mounted on fixed steady mountings overlooking a well-surveyed area, gave them such an advantage over ship-mounted guns that surface warships were very loath to come within their range. One hears the remark when visitors inspect old gun emplacement "all that expense - and to think those guns never fired a shot in anger!" The answer to this is that the bull-dog at the door has not necessarily to bite someone to justify his existence. There was no shortage of willing Nazi informants in South Africa, and reports to Axis agents of successful practices on towed targets, which were visible to all, could have been adequate warning. In wartime, if no ships are sunk in or around a harbour, and the harbour itself is undamaged, the defences have done their job.

At the beginning of the last war before the advent of the aircraft carrier the long range battleship was the major naval weapon. As mentioned above, it was decided to acquire the latest power-mountings giving the guns a range of 30,000 yards and then to site the guns well forward of the likely targets so that no enemy ship could come within 50,000 yards and the port could be regarded as battleship-proof. While this was being done arrangements were made, just before the war to purchase, or hire, the British ship HMS EREBUS, a monitor, which was to be moored in Table Bay and some of our coast gunners were actually sent to England to train on her 15 inch guns. The outbreak of the 2nd World War caused this arrangement to be cancelled and the re-arming of Robben Island to be hastened.

In order to engage a moving target at these extreme ranges, where times of flight of shells can be up to 5 minutes, instruments to achieve the following objects were necessary:

(a) Accurate and continuous range-finding, and direction-finding too, if the target is not visible to the guns.

(b) Some form of plotter to calculate, and compensate for, the movement of the target, so that it can be ranged upon as if it was stationary.

(c) Some form of predictor, so that the shell and target meet at the end of the shell's time of flight i.e. the gun is aimed at the correct distance ahead of the target.

Visual rangefinders, of the old Barr and Stroud type, depended on the idea of a binocular where the eyepieces were together but the object glass at one end made a perfect right angle with the bar, and the glass at the other end could be moved very delicately on to the target, registering the range as it did so. The earliest coast artillery "depression" rangefinders used the same principle but used the height of the instrument above the sea as the "bar" and a telescope, the depression angle of which could be measured very accurately, and marked in ranges like a huge Barr and Stroud stood on end. The Depression Range Finder used for 6 inch Close Defence guns, where ranges were read and passed continuously to the guns, which were laid for line by telescopes, and ranging correction could be applied as required. The longer ranged guns, in early use, used a Depression Position Finder, working on precisely the same principle, with even more accurate reading, and direct transmission of line and range information on dials which had to be matched continuously by the gun layers.

All the guns were also equipped with auto-sights, which were of particular use in close defence, and almost invariably employed in the Examination Service. To move his sighting telescope up or down, the layer for elevation could only do so by elevating or depressing the whole gun, which moved the telescope as it elevated or depressed via a cam specially cut by the makers for that specific gun in that position. Again the height of the gun above sea level was used in cutting the cam, so that when the telescope was brought to the waterline of a target by raising or lowering the gun, the gun would be at the correct elevation to hit that target. These alternative methods of laying the guns were all very effective at relatively close ranges, and the Depression Position Finder was adequate for the then longest range guns at under 20,000 yards.

When ranges above this were contemplated however, the height of the instruments did not give a sufficiently long "bar" for really accurate rangefinding. The solution was the development of a Fortress System whereby bearings to a target were passed continuously from two selected Fortress Observation Posts to the underground Fortress Plotting Rooms of batteries able to engage that target. These FOP's were in surveyed positions many kilometres apart along the coast-line and the bearings passed to a battery could be converted by operators on its Fortress Plotter to provide continuously moving map co-ordinates of the target, and these to range and bearings of the guns of that battery. These passed automatically to dials on a Fire Direction Table in the Battery Plotting Room, also below ground, and operators matched pointers, there putting bearing and range into the Table mechanism. This mechanism gave a course and speed setting to the operators to enable them to set the machine to calculate the target's position at the end of a shell's flight and passed bearings and ranges to that point, together with any ranging corrections from the Battery Commander, to the guns by dials to be matched by the layers on the guns.

All this was going on while the target was moving at perhaps the equivalent of 45 kph and involved trained actions by numbers of skilled operators in those pre-microchip days. The advent of radar, much later in the war, however, rendered the whole Fortress System obsolete and enabled targets to be engaged, even at night, as the shell splash usually showed up as a clear blip, if close to the line to the target.

The ranging system whereby the Battery Commander, with the help of his Assistant (BCA), ranged on their target was a simple and rapid one. One gun was used to range, while the other or others followed its settings exactly, so that at the end of ranging "Salvo Fire" could bring them all into action. The BC, watching the target, gave his orders in the Battery Observation Post, where they were picked up by his Assistant and passed to the Battery Plotting Room. He could observe fall of shot through his power graticulated binoculars, which enabled him to measure and correct the splash on to the line of the target. Once in line with the target he could observe if the splash was plus or minus. If minus, for example, he would immediately order "add four hundred Fire" and the moment the gun fired "add four hundred Fire" as the gun would have reloaded well before the first ranging round had landed. If the splash was still minus he would again add 400 yards, and continue until a shell is seen to have landed plus of the target. He would then order "drop six hundred Fire" to allow for the round in the air, and again "drop two hundred Fire" and then, depending on the bracket in which the target is observed, order "add one hundred (or add three hundred) Salvo Fire". The same applies, in reverse of course, if the first line round is a plus. Ranging must be as rapid as possible as you have a moving target likely to take evasive action when it sees itself being engaged.

Practice was carried out usually with solid rounds and reduced charge, the latter to limit the wear on the heavy guns with barrel life, if I remember rightly, of something like 300 full charge rounds before relining was necessary. Each round was recorded, as it affected muzzle velocity and hence range, and this was tested regularly by calibration of the guns at almost extreme range. To calibrate, a gun would be fired along the coast to hit the sea opposite a theodolite in a calculated position on the shore, and the range accurately measured. This enabled one to calculate, and adjust for barrel wear, having allowed for such factors as tide, wind, charge temperature, air temperature, jump of gun, droop of barrel, drift of shell, (due to rotation) rotation of the earth etc. etc.

Beside the usual parade ground drills, recruits to the coast artillery were taught drill on all the guns and instruments, and given continuous practice on these and were taught also the theory necessary to make the work intelligible. During the war this was a process which went on continually, as members were being converted to anti-aircraft, by us, for service at the front, and Permanent Force and Citizen Force members were being replaced by volunteers. White male volunteer gunners were eventually replaced by coloured gunners while the instrument operators were replaced by females who underwent very successfully the same courses as the men on the instruments and

guns (except hand-loading 100lb 6 inch shells).

The reference books which should be available at the Military Museum at the Castle are:

- (a) Coast Artillery Training Vol.1 (Theory applicable to all Coast Gunnery).
- (b) Coast Artillery Training Vol.2 (Repository - the theory and materials used to mount guns and equipment of up to 30 tons weight, using man-power as the only source of energy.)
- (c) Gun Drill Handbooks for the 6 inch and 9.2 inch guns on their various mountings.

Except for two at Fort Wynyard, one at the Bluff in Durban and one at Saldanha Bay, it seems that all the 6 inch guns formerly mounted at Saldanha, Cape Town, Simon's Town, Port Elizabeth, East London and Durban have been removed and scrapped as have all the radars and counter bombardment instruments at Cape Town, Simon's Town and Durban and of course the contents of all the magazines. The 9.2 Guns, being too heavy to move easily, are mostly in position, stripped of even their telescopes and in some cases their breech blocks.

- (d) Other publications, which might have less interest nowadays, are Range Tables which give the range for a particular type of gun with specific charges at various quadrant elevations of the gun. From these one had to calculate local Range tables for a gun of that type mounted at a particular height with its specific jump and droop.

At the old 6 inch sites should be seen:

- 1. The concrete emplacements with space around the gun for shells for immediate use.
- 2. Underground magazine for each gun separate for shells and cartridges.
- 3. Battery Observation Post with stand for Depression Range Finder and Battery Commander's binoculars.
- 4. Workshops, quarters for duty crew etc.

The 9.2 sites will have all of the above and with a large stand for the Position Finder in the BOP instead of the DRF. The guns are usually still in position. In addition there must be:

- 1. A central power station - underground
- 2. A Fortress Plotting Room - "
- 3. A Battery Plotting Room - "
- 4. A possible radar site, often on top of the BOP.

In addition each gun will have an underground power chamber to convert electric power to hydraulic power, for sensitive movement of the gun and mounting, and an air compressor for water sprayers etc.

Modern naval war faces a completely different set of problems and modern technology has made possible a different set of solutions. As a threat is from the air the long-range coastal gun is obviously out. As short range coast guns have also been removed there must be a different approach to the Examination Service. Guided rockets have in fact replaced guns in existing forms of defensive artillery (Anti-aircraft and Anti-tank) but there is

no sign of any further development in the Artillery anti-ship role and this must be presumed to be completely obsolete. The problems that were faced in the Second World War are of considerable historic interest and the solution of those problems using methods based on mechanical devices and operator skill should be recorded and demonstrated if possible. A completely equipped counter-bombardment battery before and after the advent of radar would be intensely interesting and it is a tragedy that there has been so much random destruction.

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ELSIES RIVER, GLENCAIRN

(Researched for the South Peninsula Administration)

The river currently known as Elsie's River flows southwards through the Glencairn Valley into Simon's Bay. Over the past few decades there has been much confusion pertaining to the original name of Elsie's River and the origin thereof.

According to Burman (1982) and Lundy (1997) Elsie's River was originally named "Else River" after the Rooi Els tree. Burman postulates that the trees from which the name "Else River" was derived grew on the farm Hartenberg in the 1780's. This farm was owned by the one-time Resident of Simon's Town, Christoffel Brand. Lundy believes that the Rooi Els trees, which have now been replaced by alien vegetation, used to line the banks of Elsie's River.

Coburn (1984) supports Berman and Lundy's theories that Elsie's River is named after the Rooi Els tree. In addition he offers an alternative theory regarding the name "Else River". He suggests that the changing of the name "Else River" to "Elsie's River" is a result of the careless translation of the river's name from Dutch to French and finally to English.

According to Coburn, the earliest map of the Glencairn valley was drafted by the British cartographer Dalrymple** in 1775. He referred to Elsie's Peak as PONTE DE LA BAY d'ELSEY, which was named after the river that ran through the Glencairn valley. Coburn believes that the origin of this name is from a ship, the Esselstein, that stopped over in Simon's Bay in 1671. Thereafter Simon's Bay was referred to as Esselstein's Bay and Elsie's River inherited the name of Esselstein's River. A number of maps from the late 1600's and early 1700's depict Elsie's River as Esselstein's River.

During this period in history, "s's" were still written as "f's" which resulted in Esselstein being written as Effelstein. It is possible that when transcribing this name, due to the poor quality of the map, the first "f" was mistaken for an "l" as the early "f" resembled the letter "l" except for the stroke through the centre. The second "f" reverted back to "s" thereby creating a new word "Elsestein". The shortened version of this is "Else" (Cobern).

Regardless of the origin of the name "Else River", it is clear from the above information that "Elsies River" was originally named "Else River".

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- Burman J (1982) Latest Walks in the Cape Peninsula. Human & Rousseau, Cape Town.
Cobern M (1984) Story of Fish Hoek Valley, Malcolm Cobern, Fish Hoek
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** EDITOR'S NOTE:

Dalrymple was a British cartographer of some note. See Society Bulletin Vol. XXI No.3 January 2001. A.E. Bekker, Professor of History in his book "History of False Bay up to 1795" tells of Dalrymple arriving at Simon's Bay on 17th June 1785 where he spent a long while. He handed a comprehensive study to Dundas on his return to England and this included a detailed plan for an attack on the Cape. It is frequently said that this document played a major role in the decision to anchor in Simon's Bay when the occupation force came in 1795. Dalrymple worked for the Hon. East India Company in Madras for many years. In 1745 the Frenchman D'Apres de Manneville published Dalrymple's charts (with his permission). They often collaborated on the publication of their works. In 1795 Dalrymple was appointed the first Hydrographer of the Royal Navy.

A.E. Bekker on p.24 of his book refers to the visit to False Bay of Lt von Breitenbach and Land Surveyor Jan Witbooi who came to survey the Bay "where the flute YSSELSTEYN had anchored". The flute sought shelter in the Bay on 29 May 1671 during adverse winds which prevented her rounding the Cape.

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HORATIO NELSON

STEPHEN MUIR

As readers of the Bulletin may know, in the mid-1770's Horatio Nelson visited the Cape twice on passage to and from the Eastern Station. As a 15½ year old on the frigate SEAHORSE (20) Nelson called in at Table Bay for three weeks in March 1774. Two years later another frigate the DOLPHIN (24) carrying him as passenger, dropped anchor in the safe winter anchorage at Simon's Bay in May 1776. Three weeks later she sailed for England and the breaker's yard. Nelson's many biographers have given scant space to his service on the Eastern Station between his two visits to the Cape. What did he do there?

By the time of the first visit in 1774 Nelson, who joined the Royal Navy at the age of 12, had already acquired many of the skills and a variety of experience which would stand him in good stead for the campaigns ahead. Nelson came from a well-connected family: his mother's brother, Captain Maurice Suckling RN, had a grandmother who was a sister of Sir Robert Walpole. The boy Nelson joined Suckling's ship, the RAISONABLE (64), recommissioning for service in the South Atlantic where the Spanish were threatening the British position in the Falkland Islands. A forward base in the Falklands was recognised as a key to the exploration of the Great Southern Continent. The Falklands had been claimed for George III by Commodore George Byron sailing in the DOLPHIN, the same frigate in which Nelson was to return from India to England 12 years later. That Falklands dispute was resolved through diplomacy before the RAISONABLE sailed and she was paid off.

Next, Suckling, taking the young Nelson with him, transferred to the TRIUMPH (74) acting as a guardship on the Thames. This was considered too inactive for a boy so Suckling arranged for Nelson a four month voyage to the West Indies in a merchantman. He came back a practical seaman but with a hatred of the King's service.

On Nelson's return to the TRIUMPH, Suckling sought to reconcile him to the navy by giving him command of the TRIUMPH's longboat and cutter based at Chatham. He was rated a Midshipman. From Chatham he piloted vessels through the dangerous channels of the Thames estuary, acquiring a skill in navigation amongst rocks, shoals and cross-currents.

Further to widen his experience Nelson next turned to the Arctic. Again, through his uncle's influence, he was enrolled as coxwain of the captain's gig on the CARCAS, a bomb-ketch chosen for her strength, under Captain Letwidge, the second-in-command of the two-ship expedition of discovery towards the North Pole. At 80 13' N the two ships were iced-in north of Spitzbergen with the season far advanced. Nelson was put in command of one of the boats searching for an opening. One night during the midnight watch, taking advantage of a rising fog, Nelson set out with a colleague in pursuit of a polar bear. Only a chasm in the ice and a warning shot from the musket of a worried Captain Letwidge saved the two. On being asked why he was hunting the bear Nelson replied "I wished to kill the bear, that I might carry the skin

to my father". As no way could be found through the ice the crews were ordered into the boats with Nelson in charge of a four-oared cutter. Eventually a favourable wind arose which enabled the two ships to force a passage through the ice.

Not satisfied with his service in the West Indies and the Arctic, Nelson resolved to extend his experience to the East. Only 11 days after the CARCAS paid off he obtained an introduction to the master of the frigate SEAHORSE (24), Mr Surridge. The SEAHORSE was part of a squadron of 5 ships under Sir Edward Hughes flying his broad pennant on the SALISBURY (50), then fitting out for the East Indies. Hughes, who probably owed his appointment to the influence of Sir Hugh Pallister (who also advanced the career of Captain Cook) was considered a "safe" man, one who could be trusted to carry out orders. He showed skill in handling a body of ships, had a good eye, and a true seaman's power of judgement.

During the passage Nelson concentrated on seaman's duties aloft on the foretop. Mr Surridge was well satisfied with his performance and recommended him for rating as midshipman to the SEAHORSE's Captain, George Farmer. Farmer had been a midshipman on the DREADNOUGHT under Captain Suckling in the West Indies. Later it was Farmer's expulsion from the West Falklands while in command of the sloop SWIFT by a superior Spanish force which had led to Suckling's abortive recommissioning of the RAISONABLE. Nelson arrived at Table Bay on 2 March 1774, leaving on 24 March for Indian waters. At this stage in his career Nelson, when well, was of florid complexion, rather stout, yet athletic.

The SEAHORSE took what was known as the "outward passage" down as far as the islands of St Paul and Amsterdam, giving Nelson experience of the roaring forties, before hauling north. He consistently took lunar observations to such good effect that he believed that his Logbook was almost, if not the best in the Navy Office. Nelson also noticed that between April and June the current was so strong that masters who did not navigate well to the eastwards of the subcontinent found their ships hauled up to the west, foul of the Maldiv Islands.

The year 1761 had seen the end of French power on mainland India. Even so French naval vessels continued to pose a threat to British commerce from their base in the Ile de France and by lending support to the redoubtable Hyder Ali, the Ruler of Mysore, who was to be a thorn in British flesh till the 1780's, mainly on land - he fought his way to the gates of the British fort at Madras - but also by sea where he maintained his own fleet. However, even Admiral Hughes' small squadron was so far in excess of anything Britain's enemies could muster in eastern waters that the SEAHORSE during Nelson's two years on her had, with one exception, little to do other than convoy the East India Company ships.

In May 1774 Hughes arrived at Fort St George, the headquarters of the East Indies Squadron at Madras, to relieve Sir Robert Harland who sailed for England with his much stronger squadron - it included four 64 gun ships. At Madras there was no harbour, just a roadstead with a dangerous lee shore for half the year during the north-east monsoon which blows from October to March.

It was an inconvenient landing place at any time. From Madras Roads the SEAHORSE sailed for the Hooghly River. Here too there was no naval base; in fact along the entire eastern seaboard of India there was no safe harbour. One hundred miles up-stream was Calcutta, the seat of government of British India, a garrison and a treasury.

On 14 January 1775 the SEAHORSE left the Hooghly River loaded with 89 chests, said to contain ten Lakhs, bound for the Madras Roads (1 Lakh = 100,000 rupees). Captain Farmer would have received handsome freightage for this service. The next passage was to the other side of India, to Bombay. Here there was a deep natural harbour, well sheltered, with a sufficient range of tide to dock men of war. It was used by the navy as a base during the north-east monsoons.

It was on this passage to Bombay in February 1775, that at the age of 16 Nelson had his baptism of fire. SEAHORSE sighted a fast sailing ship, part of Hyder Ali's fleet. Captain Farmer gave chase and both ships opened fire with SEAHORSE firing 100 rounds with good effect as the Indian vessel surrendered. It was, however, to take Hughes a further five years to destroy Hyder Ali's commerce-raiding fleet - off Mangalore. After this engagement SEAHORSE sailed on to Bombay and then northwards to Surat which, Nelson noted, was "insufferably hot".

At the end of March 1775 SEAHORSE was ordered to Bushire, a Persian port three-quarters of the way up the Persian Gulf, where she anchored on 25 May. In later years Nelson stated that he had visited every port from Bengal to Basrah (in Iraq, at the head of the Gulf). It is likely that this was an exaggeration! When the SEAHORSE arrived at Bushire news reached the British there that the staff at the British factory at Basrah had been obliged to leave because Basrah was infested with 30,000 armed men as Turkey and Persia were at war. By July SEAHORSE was back in Bombay with a convoy, thence to Madras Roads and back round Ceylon calling in at Trincomalee (then in Dutch hands), which Nelson considered "the finest harbour in the world". By December 1775 she had returned to Bombay. During the two years that Nelson served on SEAHORSE he witnessed men lashed with the cat o'nine tails two or three times each week, a total of 200 times, together with the courtmartial of the First Lieutenant: Captain Farmer was indeed a stern disciplinarian.

In December 1775 somewhere south of Bombay Nelson's frail health gave way: he was struck down with a fever, probably malaria. In the East Indies a lingering illness was unusual and death usually followed within 48 hours. Dr Pringle, the Chief Surgeon on the SALISBURY, having been summoned to report on the case, recommended that a passage Home provided the only hope. Through the good offices of Admiral Hughes, whom Nelson stated always showed him the "greatest kindness", he was transferred to the DOLPHIN under the care of Captain James Pigot, as the only way of saving his life. It was, however, only on 23 March 1776 that DOLPHIN sailed.

The DOLPHIN had roomy quarters which would have eased Nelson's condition at least for the first days of the voyage, until in

early April a storm struck the frigate with tremendous violence: her scuppers were choked so that the decks were flooded, the sails split and the wind carried away the lighter yards and sprung the heavier from their springs. Despite the wear and tear of two circumnavigations (under Byron and then Wallis) she weathered the storm. By the time DOLPHIN limped into Simon's Bay on 21 May 1776, the robust Nelson of two years before was almost reduced to a skeleton, even for sometime having lost the use of his limbs. Had it not been for the attentive kindness of Captain Pigot he is unlikely to have survived. In later years Nelson was to comment on his service in the east: "Nothing less than such a voyage satisfied my maritime knowledge".

Nelson left behind on the SEAHORSE his close friend Thomas Troubridge who had joined her as an Able Seaman a few days after he had. Troubridge, rated as a midshipman in March 1774, with a constitution more robust than Nelson's, continued with Admiral Hughes on the Eastern Station, only reaching England in 1785 with the final posting of Flag Captain to the Admiral. He took part in five naval engagements in Indian waters against Suffren, probably the finest admiral the French navy ever produced.

Nelson's first ship, the RAISONABLE, whose command when on half-pay in the 1790s he applied for in vain, like the DOLPHIN, was to appear at the Cape towards the end of her career. In 1806 she was one of the escorts for a convoy transporting Irish regiments from Cork to Table Bay for the second invasion of the Cape. While she was on passage Nelson's career ended gloriously in the decisive Battle of Trafalgar.

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The Simon's Town Mooring Lighter is a notable craft for three reasons. First of all it is the oldest vessel afloat in South African waters. Secondly it is almost certainly the first vessel built in South Africa. Finally it is probably the oldest non-passenger-carrying vessel in the World still performing the function for which it was designed. That function, which has remained basically unchanged for a century, is the lifting and laying of moorings and buoys.

In 1898 the British Admiralty issued specifications for the construction of a pair of non-propelled mooring lighters, to be built in steel. One was for service at Sheerness Dockyard in Kent in England and the other was to replace the old wooden Mooring Vessel SWIFT at the Cape of Good Hope. In terms of the contract the Sheerness Lighter (No. 30) was to be delivered complete and ready for service and components for the Cape of Good Hope Lighter (No. 14), suitably identified and packed, were to be delivered to the Royal Victoria Victualling Yard at Deptford, for shipment to Simon's Town. Payment for the pair was to be made on receipt of the components for No.14 at Deptford and successful completion of harbour trials by No. 30.

A single horn was fitted forward for the laying and recovery of buoys and mooring cables or for the salvage of small wrecks. Provision was made for a forged steel rudder and tiller to be shipped for coastal passages under tow. A feature of the after deck was a canvas screen on a wrought iron frame, surrounding the deck edge "head". Deck machinery comprised a steam-powered winch and a pair of steam capstans. These provided power for lifting buoys and other loads using the bow horn and also for lifting loads of up to 6 tons using the wooden derrick. The hold, the capstan machinery, the boiler room and coal bunker and the crew mess took up the space below deck.

Lighter No. 14 was officially launched for service with the King's Harbour Master's Department in Simon's Town on 19 February 1902 where she was kept busy lifting and laying moorings and salvaging lighters and other small vessels which had sunk for various reasons. Mooring Lighter No. 14 became Yard Craft 221, a designation she was to retain through two World Wars, during which she provided safe moorings for many famous warships.

In December 1941 she was used to transport a watertube boiler which had been shipped out to be fitted aboard the destroyer HMS JANUS. Calculations carried out by the Dockyard Drawing Office indicated that even with a 50 ton boiler on deck No. 221 would have adequate stability, with a metacentric height in excess of 1 metre. Later in the war she was involved in a secret project, namely the erection of a radar mast, one of three in False Bay, on Seal Island. The Mooring Lighter was towed out to the island by a diesel launch in order to place a 5 ton mooring block on the bottom at a distance of 18 metres offshore. During the following months a succession of barges was secured to the block and building materials for the assembly of a jib crane and subsequent construction of the 60 metres high radar tower were offloaded.

The Mooring Lighter was refitted regularly and shell and deck plating was replaced due to wear and wastage with the result that her hull construction to-day is part riveted and part welded. During one of her refits, probably in the early 1950s, the single bow horn was replaced by the twin horns which are a feature of the lighter to-day and her original boiler was replaced by a coal-fired Scotch Boiler. In April 1957 she was handed over to the South African Navy.

Much of the work of buoy and mooring maintenance was taken over by the "Bar" Class Boom Defence Vessels SAS FLEUR and SAS SOMERSET and the Mooring Lighter was laid up until the early 1970s when it was decided that she still had an important role to play and that extensive modernisation was worthwhile.

A design study was undertaken by Consultants, Messrs YAMCO, who recommended removal of the boiler, funnel and steam winch and installation of a diesel driven hydraulic system linked to a new deck winch and the existing capstans. In 1974 the lighter was lifted out on to the Synchrolift and parked beside the Submarine Repair Shed to undergo conversion from steam to diesel power, using a Foden diesel engine drawn from Naval Stores.

Since 1974 the Mooring Lighter has been in continuous use, mostly in the Simon's Bay area. She has, however, made many trips across False Bay to tend the Whittle Rock buoy, the most recent being on 22 January 2002. In June 2001, tended by the tug UMALUSI (The Good Shepherd), the Mooring Lighter undertook what is believed to be the longest voyage of her long career, around Cape Point and up the West Coast to Saldanha Bay, where she tended National Defence Force moorings in Salamander Bay.

The Mooring Lighter's statistics are:

Length overall (including bow horn)	32,77 m
Length of flat bottom	27,74 m
Extreme breadth	8,53 m
Mean draught	1,52 m
Approximate displacement	205 tonnes

Note: This is an edited version of an article by Captain W.H. Rice, MMM, S.A. Navy (Ret)

There is a pre-conversion model of the Mooring Lighter (built by WO1 M.D. Fawcett, MMM) on display in the S.A. Naval Museum, Simon's Town).

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