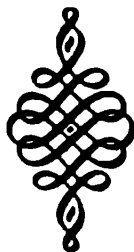




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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NON-MEMBERS
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VOL. XXII No.4
JULY 2003

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JULY 2003

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PLEASE NOTE:

Present subscription rates (due 1st January each year) are:

Single members (or 1st person of a family)	R30 per person per annum
Additional family members	R10 " " " "
Overseas Members	£10 sterling per annum

Please address correspondence to: Hon. Secretary P.O.Box 56, Simon's Town 7995

CHAIRMAN'S REPORT 2002/2003 SIMON'S TOWN HISTORICAL SOCIETY

WELCOME TO THIS, THE SOCIETY'S 43RD ANNUAL GENERAL MEETING
ON 24TH APRIL 2003 AT 7.30 P.M.

WEB SITE:

This goes from strength to strength and now receives 90,000 "hits" per month. We are looking for a new webmaster as the present one is resigning as he has moved to another part of the peninsula. He has done a marvellous job and we are very proud of our website.

We have had an enquiry from the National Maritime Museum at Greenwich in London to team up with their "Friends" and we are busy processing this.

SOUTH AFRICAN HERITAGE RESOURCES ASSCN (ex NATIONAL MONUMENTS COUNCIL):

Things have not progressed and we still have not been appointed as Inspectors/Agents. Like many Government departments there seems to be no action taken on anything. Palace Barracks is in the same state as last year and still has not been put up for sale despite at least two prospective buyers/developers that we know of. However, we still keep an eye on the old properties in the town which have been declared as National Monuments and will do our best to protect them.

PLAQUES:

We are experiencing less trouble with our plaques now that we use anodised aluminium. We are about to erect a plaque on one of the old pepper trees opp. Admiralty House. Lady Packer saved these from being cut down in the 1950s when the road was widened and the latest plaque is to commemorate this. Boet Domnisse, who suggested this plaque, has kindly offered to share the cost with us.

DE NEYS TOMBSTONE:

On a visit to Melaka in Malaysia, the Chairman saw many similar tombstones in an

old Dutch Reformed Church there and she wondered if this stone could have come from the interior of Malaysia - perhaps from the Cameron Highlands? We need some expert geological advice.

BUSINESSES IN THE TOWN:

Sue still keeps an eye on these although she has moved to Fish Hoek. She wishes they would all stay in the same shops for a while!

RUSSIAN GRAVES IN THE O.B.G.:

The Vice-Chairman and myself met with Mr. Bonthuys of the S.P.A. re the memorial and pin-pointed a site and recommended an area. Mr. Bonthuys will contact the Russian Embassy and keep us informed. Six weeks ago we assembled in the O.B.G. together with Captain Barnard S.A.N. and Mrs Salter-Jansen Acting Curator, and several Russian priests and officials. Prayers were said and the graves blessed. Four novitiates from St Petersburg rendered hymns and blessings which made it a very moving occasion. The assembled people were then invited back to Admiralty House by Admiral Louw and enjoyed his hospitality.

GARDEN OF REMEMBRANCE:

Since erecting notices at each of the entrances there has been no further vandalism - long may this continue. Thanks to Mike Saggerson for erecting the notices.

As soon as the rain comes, hopefully in May, it is intended to plant lots more ground-cover which is at present being grown for us by Mrs Karen Glover of the Methodist Wesleyan Church. It is hoped this will prevent so many weeds from growing during the winter months. The pathways have been a great improvement and we are grateful for the donation of the money from one of our members which enabled us to get this work done. It certainly has tidied up the Garden of Remembrance and was very favourably commented on by Maj. Tony Gordon who used to be on the War Graves Committee.

TOURS:

Mike continues to arrange our tours. "A little Bit of Russia" was very enjoyable

and very different. Alas we had to cancel our tour to Montagu as the bus company let us down. We are now endeavouring to run our tours during the school holidays when there is not so much pressure on the bus company. We have just been to the Gold of Africa Museum and the Cape Medical Museum, with lunch at the Cape Technikon Hotel School. Thank you again Mike - this was a tour with a difference - we just wish we had had time to have the carrot cake at the Gold of Africa Museum cafe! It looked scrumptious.

VOLUNTEERS:

Thank you again to all those members who are working as volunteers in the Museum - we could not operate without your help. Thank you also to those who help with mail drops - it halves the cost of postage. We still need your help and anyone who would like to help Len Sweet deliver in Fish Hoek should let us know.

BULLETIN & CHRONICLE:

Now that I have a new computer I have been able to change the lay-out and like the new format - it is easier to read. It now costs R8 per copy to print the Bulletin. Together with the increase in postage from 1st April we feel vindicated in having increased the subscription again this year. We regret having to do this and thank you for being such supportive members.

DOCKYARD 2010 CENTENARY BOOK:

Together with members of the Naval Heritage Committee we have formed a committee to steer the publication of the centenary book. We are thrilled that Bill Rice of our S.T.H.S. Committee has been appointed Project Officer. That means he does all the work!! He has also designed something for the **simonstown.com** web site under the Historical Society to publicise the proposed book.

HON. AUDITOR:

Sadly, due to ill-health, Eric Fry has submitted his resignation. Thankfully he had just completed the audit of our accounts! We hope to find some kind person soon and are making enquiries. Eric has done our books for 42 years - maybe we should enter it in the Guinness Book of Records.

SIR JOHN JACKSON (1851 - 1919) Kt. CVO

A.E. READ

SIR JOHN & HIS FAMILY:

John Jackson was born on 4 February 1851 in York, the son of Edward Jackson, Goldsmith, of that town. He was educated in York (St Peters ?) before going to Edinburgh University to study Civil Engineering. He married in 1876 Ellen Julia Myers, youngest daughter of George Myers of London and they had 5 daughters. John Jackson also brought up and educated the eight orphaned children of two of his brothers. The oldest of the nephews Arthur Jackson, had trained as an Engineer and was employed by Sir John when he was building the docks at Simon's Town.

By the age of 25 John Jackson had obtained a contract to build Stobcross Docks in Glasgow and his career was crowned by further exceedingly good contracts. He was the contractor to the last section of the Manchester Ship Canal; laid the foundations for Tower Bridge, London; built Dover Harbour and other works of great magnitude. By 1916 he had completed the Admiralty Docks at Keyham, Devonport, the Admiralty Harbour at Simon's Town, Singapore Harbour, the great railway across the Andes from Arica on the Pacific coast to La Paz in Bolivia; and the great barrage across the Euphrates at Hindia near Babylon in Iraq. Just before his death on 14 December 1919 he had begun work on the Mesopotamia Irrigation Works and Harbour Works in Canada.

Sir John received his knighthood in 1895 for his work on the Manchester Ship Canal. He was awarded a CVO in 1911 on the completion of the Docks in Simon's Town. He had hoped to be made a Baron but had upset the Government by being too outspoken earlier. He was Member of Parliament (Unionist) for Devonport from 1910 - December 1918, having served on the County Council there from November 1896. Shortly after winning the Keyham Dockyard contract Sir John moved to Devonport. He was also a lay preacher, fond of delivering homilies to his workforce! In 1902 he was a member of the Royal Commission appointed to enquire into the Anglo-Boer War in South Africa (1899-1902). The enquiry was

John Jackson as a young man.
From his election leaflet -
on the occasion when he stood
for election to St Peter's Ward
of Plymouth County Council



Sir John Jackson -
at the time he was
in Simon's Town.



held at St Stephens House, Westminster. The Earl of Elgin presided and Lord Kitchener of Khartoum was present as a witness.

Sir John's recreation was yachting and he owned a large yacht ZULU. While it was here in Simon's Town it was moored off Cole Point. His yachting companions were Advocate Upington in ERICA and Commander R. Nelson (the then Captain of the Dockyard). In WHO WAS WHO his recreations are listed as yachting, cycling and motoring. He was Commodore of the Royal South West Yacht Club at Plymouth.

On 13 July 1901, Sir John, accompanied by his wife, two of his daughters (Lily and Rosalie) and a lady's maid, left Southampton for Cape Town. They travelled in R.M.S. BRITON of the Union Castle Line on her maiden voyage. She was a ship of 10,248 tons, built by Harland and Wolff of Belfast and accommodated 1,089 passengers. The journey took 2 weeks, which unfortunately gave the 21-year old Lily time to fall in love with the 4th Officer, Mr. George Hamilton. This was not well received by Sir John. He had not made a fortune for his eldest daughter to be 'thrown away' at an early age on a very junior officer in the Merchant Navy. The young couple persevered for 8 years before eventually being allowed to wed. Lily was practical and did not wish to marry without her parents' blessing and a suitable dowry!

The balmy air of South Africa seems to have been conducive to falling in love; there were two more family romances during the time that the Dockyard in Simon's Town was being built. We have mentioned that his nephew Arthur was here and Arthur's son attended Simon's Town School from 1897. Two of Arthur's sisters (Maude and Charlotte) came to stay with him, possibly to housekeep. Maude was soon very suitably engaged to Captain Robert Copeland Sparkes R.N. They were married with the full panoply of a Naval wedding on 29 April 1902. Lady Jackson sent out the wedding dress, trousseau and cake, Charlotte also became engaged to a naval officer but then disgraced herself by running away with Captain Sparkes' groom. They went to Canada. Whether they were banished or went from choice is not known, but they were not entirely forgotten for their descendants were still in

1999 receiving a stipend from the John Jackson Charitable Trust.

Sir John had his main office at 51 Victoria Street, Westminster, conveniently close to various Government offices. His residence was in Belgrave Square and his country house was Henley Park at Henley-on-Thames, Oxfordshire. His Clubs were the Carlton, Junior Carlton, the R.A., the United Services in Edinburgh, the Royal Yacht Squadron (Cowes) and Royal Western Yacht Club (Plymouth). Among his honours was the Chilean Order of Merit and the Spanish Order Grand Cross of Naval Merit. He was an LL.D, a Fellow of the Royal Society Edinburgh and the Fellow of the Royal Geographical Society as well as a Justice of the Peace.

During the time his wife was out here he rented the newly completed house of the Struben family (Seaforth House) right next to Seaforth Beach and now the Community School. Presumably on other visits he stayed on board his large yacht. It is not known whether the yacht was sailed out here or came as freight on one of Sir John's ships.

THE NEW DOCKYARD AT SIMON'S TOWN:

The Naval Works Bill, which was passed by the British Government on 6 July 1895, described a vast scheme, at a time when Britain ruled the waves, to build docks at Devonport (Keyham), Gibraltar, Simon's Town, Singapore, Hong Kong and Bermuda, all these involving an expenditure of about £30m. On 27 July his tender to build the dockyard (now referred to as the East Dockyard) was accepted. The building of this dockyard had been included in the scheme at the special request of the First Sea Lord, Admiral of the Fleet, Sir Frederick Richards GCB (1833-1912) who gave his name to Richards Bay in KwaZulu-Natal and had been C-in-C here earlier on and noticed how beneficial to the Royal Navy a decent dockyard would be. Up to now only ships of 1,000 tons could be repaired here.

The Big Build-up::

The area where the docks were to be built and land reclaimed was the home of such people as Blackburn, Muller, Thomson and Alder and the stone for the dockyard wall was quarried in the Kloof area near the Waterfall.

Sir John Jackson's firm obviously had great organising ability and his firm set about building a "new town" so many were the imported workers. Most of the buildings were of wood and iron and building went on day and night. As soon as the houses were finished leading artisans and those in charge of different sections of this large enterprise arrived from the United Kingdom, Italy, Holland, Sweden, Norway, India and China. Overnight Simon's Town developed into an international village. Some houses were imported in sections from Norway and some still stand: "Dunearn" at the Boulders, two in Belmont Road, one on the Main Road at Glencairn almost next to Dixies and there were one or two in Fish Hoek. There were also many small boarding houses with 20 to 30 small rooms which catered for the single man. There were three below the Main Road, Seaforth approximately where the oil tanks and cricket field are (Mesdames Hodge, Andrews and unknown lady ran these). There were another two large houses near the Martello Tower which are now inside the Dockyard wall. Where the swimming pool has now been built was an up-to-date hospital fully staffed and ready for the many accidents which were bound to happen when the blasting was carried out. When the project was finished this was bought by Mr. R. Nichols and re-erected at Fish Hoek. On either side of the road leading to the Martello Tower and Magazines were the houses of the senior experts (the Emmersons, Knights, McCormicks and Masons). It was here too that Jackson had his large administrative office block where the Paymaster, Manager and Chief Engineer had their offices. In this block was also a recreation room and social centre. This large hall was later bought by the Anglican church at Muizenberg and erected behind the Parish Church.

All along the main road from the Martello Tower to where the original East Dockyard gates are was a large General Dealers which sold "anything from a needle to an anchor" which was especially for the workers and their families. Alongside this was a tuck shop run by Mrs Cousins. On the present golf-links there were many houses and boarding houses all erected by Sir John and at the corner of Bellevue and Main Roads was an old hotel and general store run by a Mr Jones. It was gutted by fire and Mr Jones moved to Seaforth into the shops at the corner of Seaforth and Main Roads next to the 711 Store. Mr Jones married Lulu Burchell

whose family lived at the corner of Seaforth and Gay Roads. Below the present oil tanks was a village of men from the Punjab and you can still see on the big flat rock a large discoloured, blistered surface where the cremation of their departed took place and from where the ashes were swept into the sea. There was a further Punjabi village in Links Crescent made up of small huts. There they also had a hall and a place of worship. There was great excitement in the town when their Sacred Book arrived from India for the Temple. It was a very colourful scene when they escorted their book from the Customs Office (then at the corner of Wharf Street) and they were all dressed in their very colourful clothes. A special party was armed with swishes to keep away the evil spirits en route until the "Bhagavad Gita" was safely lodged in the Temple.

Above what is now Runciman Drive and where the Dockyard flats were built later, there was the town's first native location. Here dozens of "A" framed huts were erected. The houses in Belmont Road (on the northern side) were all erected by Jackson up to and including the two wooden bungalows. Right at the top was "Cheriton" belonging to the Haslams whose daughter was a well-known singer. They migrated to Rhodesia in 1912 when the works closed down. They are connected to the Burggraaf, Petts and Bell families buried in the grey painted vault in the DRC section of the Old Burying Ground. The houses in Jackson Road were also erected by Jackson. This road has also been known as Harris Avenue and Gordon's Avenue in its time.

Jackson built a railway system with dozens of engines and hundreds of trucks or wagons. One of these engines stayed in commission in the East Dockyard until after World War II and now stands in the children's playground in Lower Claremont. There is a photograph of it in the new book on Simon's Town. Jackson had a tug called LITTLE BRITON which did all the towing even in rotten weather taking waste, spoil etc out to be dumped beyond Noahs Ark Rock. There was also a suction dredger called NEREUS which pumped sand aboard along the Long Beach area and dumped it to fill up the built-up areas as construction progressed and land was reclaimed. Old Mr. Daniels who later became the gardener on Seaforth Beach was one of the last of her crew. There were two large Titan cranes

which placed the concrete blocks at each end of the two moles. One of them was afterwards used in the building of Port Elizabeth harbour and was there till long after World War II.

Sailing ships, tramp steamers and many odd looking ships brought material for the docks from U.K. and Europe. The stone for the Selborne dry dock was imported from Norway, block by block, all marked and numbered and they fitted into place like a Meccano set. Millions of feet of Oregon pine timber and piles came from America, loads of cement (all in barrels) came from the Portland Cement factories in the U.K., plus steel machinery, taps, divers' equipment, pile drivers, and the winding machinery for the Quarry.

The Dockyard Construction itself:

Transport from the Simon's Town railway station was done by a steam tractor engine. The trucks had wide-band iron wheels and steamed back and forth day after day with a turban-clad Indian with a red flag leading the way. When all the construction was over the Municipality received £17,000 as compensation for wear and tear on the main road; this money was used to build the Council's slaughter house and the new cemetery at Dido Valley.

The stone was quarried on the mountain above Runciman Drive. Jackson laid down a double 4'8" gauge line. This passed via a deep cutting at what is now the Seaforth end of Runciman Drive. It went under Queen's Road at the corner of the Battery to the crushers which were between the cricket ground and the oil tanks. The trucks were hauled up by a steel cable attached to a large drum driven by steam. Sadly, one day when the General Manager and his assistants were inspecting in that area, the towing wire slipped the drums and he and his party were cut down.

It was a boom time for the town, +the hotels and shops flourished. At that time it still took only a small force to handle the town despite the wild shenanigans of some of the population. There were still foot patrols by the police and mounted patrols were done on horseback! There was also a large proportion of these men who were hard working and Church going.

Water was a problem with this large influx of people. Jackson built a reservoir in Klawer valley. A break-pressure wooden tank was built above the Dockyard flats at Seaforth and water was fed from this point to the quarries and to the area near the present day oil tanks, where the hospital and certain workshops were. There were never any restrictions on water during the building period.

Jackson fielded its own soccer team in red jerseys and they played the Garrison from Wynberg, the Royal Engineers and the Royal Navy. Up to a thousand would crowd round the pitch to watch the matches. After the project was completed there was so much to clear up and sell that the Cashier (Mr Mitten), the Chief Mechanical Engineer (Mr Emmerson), the head driver of plant (Mr Wall) and a staff of labourers stayed on and left only when all the plant was sold circa 1919.

Blasting operations claimed many casualties when the Selborne Dock was being constructed. Twice a day Mr Holwill, the bugler, sounded for everyone to get under cover. Even so some damage was done to nearby buildings and also to Mr. Thomson's shed near the Dutch Reformed Church. There were of course also rockfalls in the quarry and several Italian men lost their lives.

The designs for the Extension (which became known as the East Dockyard) were prepared for the Lords Commissioners of the Admiralty by Major Sir Henry Pilkington KBE RE Civil Engineer-in-Chief, who was responsible for the works until his retirement in April 1906, when they were taken over by Col. Sir Edward Raban KCB R.E., Director of Works, who superintended the Works until their completion.

Detailed drawings were prepared on the lines suggested by the Special Committee at the Admiralty and tenders were invited. That of Sir John was accepted on 27 July 1900, the time allowed for completion being 7 years, which time was afterwards extended. The main operations were commenced in January 1901 by the contractors under the superintendence of D. Macfarlane, Esq. M.I.C.E., Admiralty Superintending Civil Engineer, who remained in charge until the

completion of the main work; Macfarlane Avenue which runs from Miller Road, Seaforth to Froggy Pond was named after him. The Local Resident Agent of Sir John Jackson was H.R. Stockman, Esq. M.I.C.E. until August 1902 when he unfortunately lost his life by accident when the wire cable came off the drums at the corner of Runciman Drive. His successor from that date until the completion of the Works was A. Brooks Esq. A.M.I.C.E.

Separate contracts were made for caissons, penstocks and engines.

The Works consisted of a Graving Dock, the East Breakwater and the West Pier which together enclose a sheltered tidal basin of $28\frac{1}{4}$ acres, and a reclaimed area of 35 acres, on which were built the necessary factories and shops etc for repairing ships in Dock. These were the Pumping Engine house, Fitting shop, Sawmill and Joiners shop above the sawmill, and on the eastern side of the dry dock latrines and wash places, dock gear shed, and a working shed. There were 3 very large coal sheds which could handle 10,000 tons of coal, a small coal bag store and latrines at the extreme end of the East Breakwater, together with a lighthouse. There was a 20 ton crane and an extensive "crane road" and train track. Next to the furnace house there was a running-in shed for the locomotive. On the west pier there was a 50-ton crane.

The whole of the Works were constructed on the sea front of the old foreshore and projected out into the sea, thus forming in themselves a Breakwater, which provided a safe anchorage for ships in Simon's Bay, particularly from the summer south-east gales.

The Graving Dock had a total length of 750 feet on the blocks, the width at the entrance being 95 feet at the coping, and the general width of the Dock 120 feet at the coping. The depth over the sill at low water Spring Tides is 30 feet (spring tides rise 5'4"). The dock is divided into three section by 3 Caisson Grooves. This is with the object of enabling 2 ships to be docked independently and with a view to economy in the cost of pumping when a short vessel requires docking. The amount of water contained in the whole Dock when full is approximately 22,000,000

gallons, which is pumped out by the main pumps in 4 hours. The Dock was built entirely in a cofferdam 800 feet long and 30 feet high above the sea bed. The dam was first built in the sea, the enclosed area of the sea bottom being then pumped out before the construction of the Dock commenced.

The excavation of the Dock was almost entirely blasted out of solid granite, building operations being carried on continuously day and night practically during the whole time of construction viz. 2 years. The Foundation Stone of the Dock was laid by H.E. the Earl of Selborne (after whom the Dock is named) on 15 November 1906. He was at that time the High Commissioner for South Africa and the First Lord of the Admiralty 1900-1905. When the excavations for the Dock were taking place an old wreck was discovered lying completely across the area now occupied by the Dock-head. This was the sailing ship CARPENTARIA which came into False Bay leaking badly and was beached at this point.

The East Breakwater was 2,500 ft long and 86 ft wide and was built of concrete blocks on a rubble mound foundation. The level of the foundations of these blocks is 52 ft below the coping. The blocks weigh between 28 - 35 tons and were lowered by a Titan crane capable of lifting 40 tons at a radius of 75 feet and were placed in position by divers. On the outer angle of the East Breakwater a Lighthouse of the 3rd Order was built under the superintendence of Trinity House. The focal plane of the light was 56 feet 5 inches above high-water ordinary spring tides. The lighting apparatus was constructed by Messrs Chance Bros. of Birmingham, the consulting engineer was Sir Thomas Matthews (1849-1930), Engineer-in-Chief of the Honourable Corporation of Trinity House, London. A portion of the foundations of the East Breakwater had to be cut out of the solid rock, and this was done with the aid of a diving bell.

The West Pier is 1,200 ft long and is formed on the outer side by a mound of stone tipped on the sea bottom and faced from low water upwards with large stones set to a uniform slope, and a wall of dovetailed concrete blocks on the inner side of the basin.

The Tidal Basin has an area of 28¼ acres with an entrance for ships from the open sea 300 ft wide and has a depth of 30 ft below low-water ordinary spring tides. The Works were also equipped with a 20 and a 50 ton fixed crane on the breakwaters and a 30 ton travelling crane round the Dock. On high ground above the head of the dry-dock stands a Martello Tower built in 1796, the first one to be built outside of Corsica.

Of the materials used in the construction of the Works, most of the stone was obtained from the Quarries which were opened on the side of the hill above the Dockyard. It was brought down the mountain by an inclined railway; most of the granite was imported from Europe and the Portland cement, steelwork and manufactured materials were obtained from England.

The Dock was capable of taking the largest ships in the British Navy, including those of the "Dreadnought" type. The Works were commenced in 1900 and completed in 1910. The total cost was approximately £2,200,000 of which approx. £500,000 was expended on the Dock.

The Completion Stone was laid by the Duke of Connaught on 3 November 1910. Sir John Jackson, his wife, his daughter Lily Hamilton and her husband came out from England for the ceremony. It was then that it was thought Sir John would be made a Baron as we have said in our introduction, but the Duke presented Sir John with the C.V.O. which was the only decoration he could present without Prime Minister Asquith's sanction. Sir John Jackson is said to have upset the apple-cart by making remarks about Asquith. The Duke of Connaught (George V's uncle) was accompanied by the Duchess and his daughter Princess Patricia. Edward VII had died on 7 May that year so the programme of events in connection with the opening was printed on black-edged paper. It is interesting to note that the day after the Dock was opened (i.e. 4 November) the first Parliament of the Union of South Africa was opened by the Duke, accompanied by Lord Gladstone a younger son of the British Prime Minister. Sir John attended.

Among the materials used in the construction was 600,000 tons of concrete, 80,000 tons of Portland cement plus approx. 1½ m tons of stone. Shingle was taken from the beach at Franks Bay, Froggy Pond. The average number of men employed during the busy time was round 3,000. Sometimes no less than 2,000 tons of sandstone were brought down from the quarries in one day.

The Royal Naval Dockyard at Simon's Town saw service through two wars when it was of vital importance and many were the wartime convoys of the 2nd World War which used the port. The dry dock was used for the conversion of passenger liners to Armed Merchant cruisers and for big repair jobs like that to HMS HERMES. Britain pulled out from east of Suez in the 1950s and in 1957 the Dockyard was handed over to the South African Navy and during the course of time has been enlarged and several extra buildings have been erected as well as a synchro lift.

KEYHAM DOCKYARD, DEVONPORT:

We must mention something about the Keyham project as it had such an effect on the village of Hallsands, approx. 25 miles south west of Devonport. It was a fishing village with very few houses. Sir John needed large amounts of shingle for his concrete and began to take it from the River Exe. A powerful local landowner opposed his scheme so Sir John moved his plant further down the coast to Dartmouth. In 1896 he asked the Board of Trade for permission to extract shingle from along the coast between the neighbouring villages of Hallsands and Beesands. Finally an agreement was reached whereby Sir John paid the favourable price of 2d per ton. Over 5 years dredging he paid £1,000 for this privilege without having to account for the amounts he withdrew. Dredging began in April 1897 and the villagers were horrified to see the rape of their beach. Sir John's dredging had a disastrous effect on the beach, and road and houses began collapsing due to the damage done by gales and high tides. Finally in January 1917 most of the houses collapsed with many people trapped inside their homes. The writer finds it interesting that one of the house owners was a Mr John Gillard, a farm labourer who had a wife and two children. Why interesting? One of those who came to work on the Simon's Town Dockyard project was a Mr W.S. Gillard, who stayed on to

become a Town Clerk of Simon's Town and whose descendants to this day live not far away, Ethel May Gillard being Curator of the Fish Hoek Valley Museum.

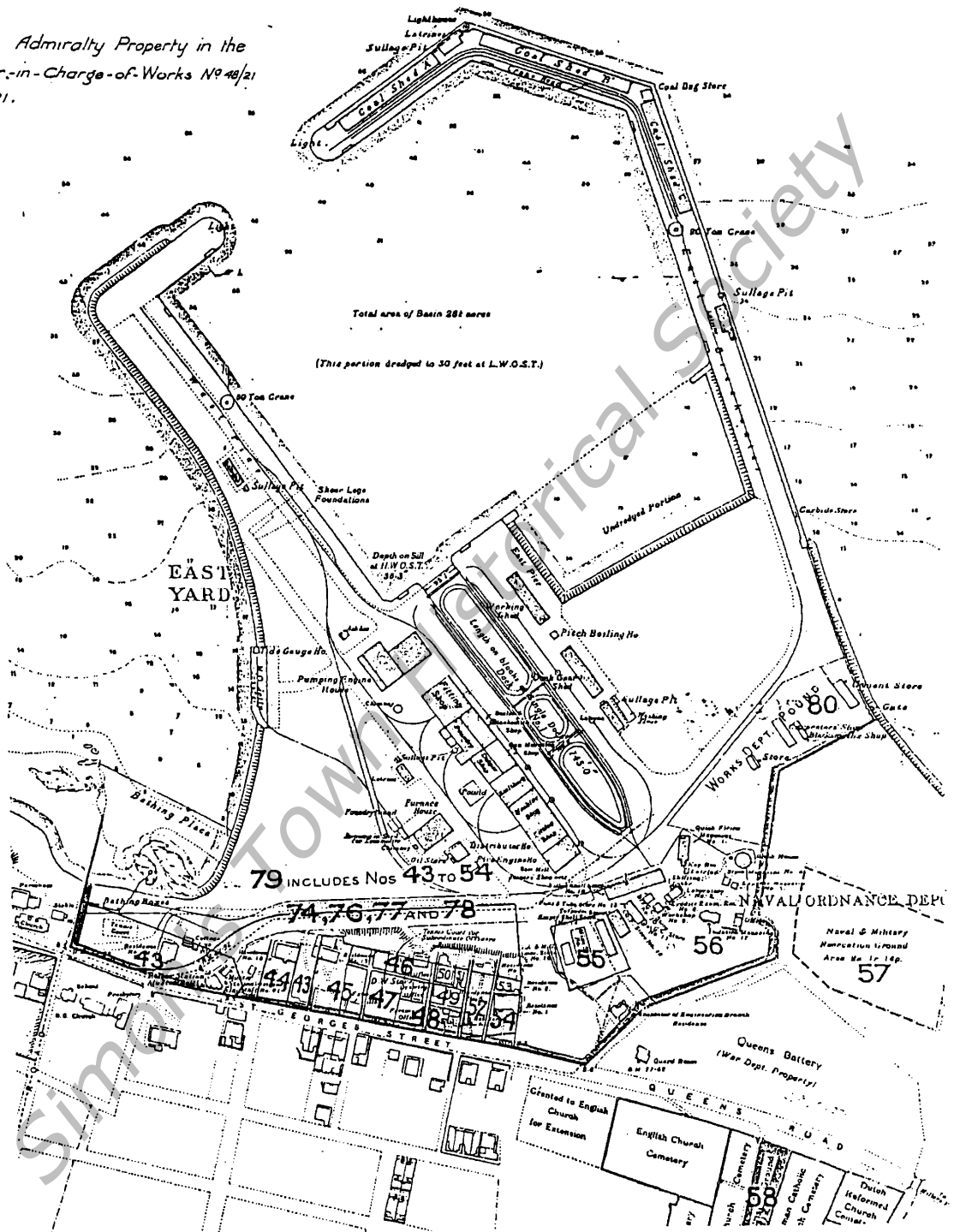
Sir John also took shingle from the Skerries Bank which seems to have been included in his licence of 1896. The licence was rescinded in 1902. Sir John alleged that he had only taken 68 barge loads from there but people disputed this. A long dispute ensued and finally Sir John got away with paying just over £3,000 thought to be far less than what he should have paid in compensation to the people of Hallsands. It left a nasty taste in the mouths of Devon people and has spawned a book on the subject which has just been published. Over the years writers on the subject have described the disaster as a terrible accident or an act of folly. The recent book's author "reveals a carefully concealed scandal which continues to afflict the area to this day" - to quote one of the promotional blurbs. It is interesting that despite the damage done to Hallsands Sir John took loads of shingle from Franks Bay at Simon's Town. Before he did this and ruined the beach, the fishermen had been able to launch their boats from here.

References:

Who Was Who; Information received from Sir John's granddaughter Mrs P. Spencer-Silver; S.T.H.S. Bulletins; Simon's Town Dockyard by A.E. Read; S.T. Museum archives; "Hallsands" by Steve Melia.

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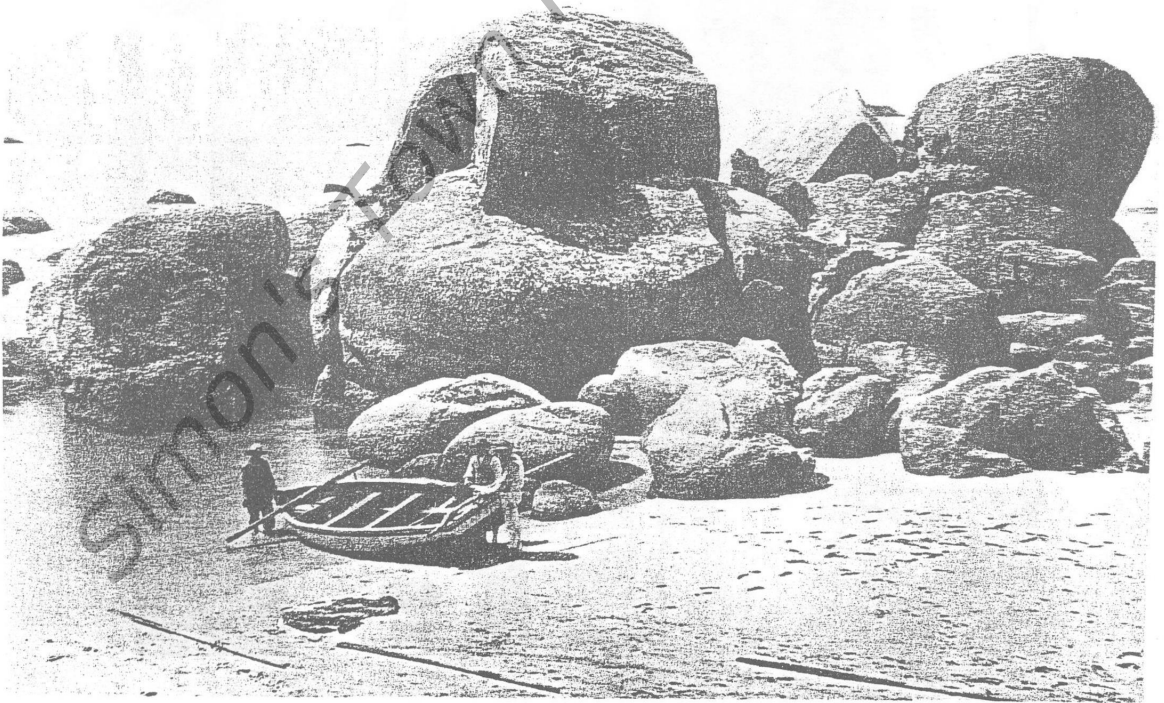
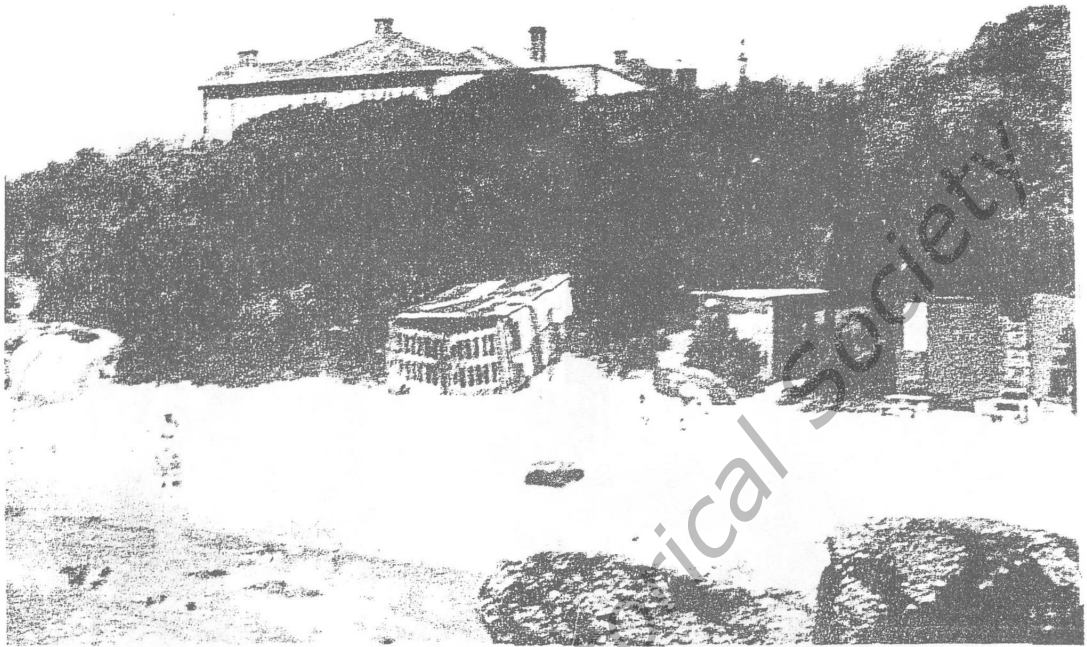
BOATBUILDERS OF SIMON'S TOWN

A.E. READ

The principal ones were MESSRS JAMES THOMSON, A.N. BLACK, E.G. BOWERN and G.R. BUDGE.

According to our records **JAMES THOMSON (1830-1927)** came from Buckhaven, Scotland at the age of 21 years in 1851. He was the carpenter of a sailing vessel en route to Australia when 200 miles past the Cape the ship ran into a violent gale and was dismantled. Leaking badly and jury rigged with the crew short of food and water, the ship put back to the Cape and came to anchor at Three Anchor Bay. The ship was found to be so badly damaged that she was eventually hauled on shore in Three Anchor Bay and broken up. Thomson decided to remain at the Cape. He was here when the building of the stone Roman Rock Lighthouse took place, when the telegraph line from Cape Town to Simon's Town was opened and when the Prince Imperial's body lay in state in 1879 en route to England. He established a boat-building business at Steenbras Bay - now buried under the Hugo Biermann Submarine Base and the area south of the new East Dockyard Gate.

He catered mainly for the numerous fishermen of the area. His reputation soon became known and among his cherished possessions was the record of well over 100 boats, ranging from 20 ft - 40 ft in length, ordered from places between the Orange River and East London - 13 boats alone being built to carry copper down the Orange River. He moulded his boats on the lines of the open "coble" * then so popular in Scotch fishing villages of his birth. He strongly influenced the design of craft favoured by the Malay fishermen of the town. Thomson kept a diary in which he recorded the comings and goings of all the ships which frequented Simon's Bay, including the occasion in 1879 when a large iron ship was blown on shore. Earlier on he had been a friend of the original Ovenstone, well known in the fishing industry. Thomson cut knees for his boats from the oak trees in Klawer Valley.





He married in March 1857 Emma King at St Andrews Presbyterian Church in Cape Town. They attended the Dutch Reformed Church in Simon's Town which was near their home at Cole Point as there was no Presbyterian Church in Simon's Town. He died in Simon's Town on 2 March 1927 aged 97 years and 4 months. He was the grandfather of Lewis and Llewellyn Gay.

ALEXANDER NICHOLAS BLACK (1827 - 1889) was Mayor of Simon's Town 1887-1888 and he was a shipwright by trade. He had been born at Chiliseta in the Argentine. His first wife, whom he married at St Frances Church, Simon's Town in February 1854, was Susannah Jarmin of Putney, London (1830-1871). When she died he re-married to Sarah (Sally) Higgs (1837-1917). Black is commemorated by the short street known as Black's Lane next to the Welcome Fruit Store.

Black was originally in partnership with **GEORGE RYALL BUDGE (1820-1902)** who was the first Mayor of Simon's Town 1883-1887. Budge was also a churchwarden of St Frances Church (as it was then spelt). He was born and educated in Simon's Town. He was very active in town affairs. In his early days he had a general store (groceries and drapery). He married at 23 Ann Erith (1825 - 1874). His 2nd wife was Emma Low (1834 - 1904). He was for many years also a member of the Harbour Board and never missed a meeting.

Budge and Black owned 14 cargo boats and a dinghy and also a water tank capable of holding 3,000 gallons. In 1872 they joined up with **EDWIN GEORGE BOWERN (1826 - 1881)** to run a joint boatbuilding firm.

EDWIN GEORGE BOWERN (1826-1881) came to Simon's Town as a young man from Furnivals Court, London. He married in December 1849 to Margaret Strachan at St Frances Church. He seems to have had more money than the others as he not only owned and lived at "Venetian Lodge" (where the Standard Bank now is) but also owned in 1850 the property on which the Shell service station now stands. Sadly in September 1870 his stables and forage store on this latter site burnt down. He lived above his shop as did most of the shopkeepers of the time.

In April 1862 he applied to Parliament to appoint a commission for a permanent supply of water to the town and shipping. In 1864 he was Worshipful Master of Masonic Lodge No. 420. He also owned 37 morgen of land in Klawer Valley adjacent to Royal Naval land. This was sold to the Cape Syndicate who had great plans for a township there in 1899 but these came to nothing and after much wrangling the Royal Navy bought it to secure the water rights in that half of the valley.

BOATBUILDING

When a boat was built it was constructed at a height of about 1 metre from the ground so that the boat builders did not have to bend down too far to work underneath. The boat was built right side up as opposed to upside down. The keel was laid first and was made from a hard wood called JARRAH from Australia, which did not wear out easily when lying on the sandy beach or being dragged in and out of the water. The depth of the horizontal keel was about 4" - 5" with its length being just short of the total length of the boat. A frame was then constructed around the keel, namely, the stem did not have a sharp rake to it and the square sterned transom. A triangular shaped piece of wood with a curved hypotenuse, called a knee, was fitted inside the boat at the base of the stem and helped to secure the stem to the keel. A similar shaped knee was also nailed to the back of the keel and the transom. Sometimes the knees were made from milkwood trees but Thomson liked to use oak when possible. The arms of the knees were about one foot long. Detailed instructions regarding the complete building of a boat may be read in Museum files if the reader is anxious to know the full details.

A boring tool was used to make the holes for the rivets that tightly held the ribs and planks together. The rivets were galvanised nails with a smooth shank so that they could be bent easily. The holes, however, were not made too big so that the nails went tightly through the wood when hammered in with a chisel from the outside. The nails were about 2½" long, which meant that the end 1" of the nail could be bent over against the inside of the rib. An iron block was pressed against each rib

causing the nail to bend, sometimes a large lead sinker called a "dolly" was used. The end of the bent nail gupped hard into the wood. The other parts of the boat were normally nailed in place with the shank of the nails being embedded in the wood. Once all the fastenings of the nails had been embedded into the wood, putty was then put over the head on the outside to protect it from the seawater.

Thereafter a caulking material composed of white cotton twisted together (oakum) was pushed in between the planking. A caulking mallet and caulking iron were used to do this. On being launched for the first time the wood swelled which made the fastening grip even more tightly. Once the carpentry work had been completed, the inside of the boat was painted red whilst the outside bottom half was also painted red and the top half white. As a means of identification, the noses or bows of the boats were painted different colours.

Usually there were 4 or 5 men to a boat. Then four men would row and the skipper would steer the boat using a tiller in the rear of the boat. Sometimes the slightly bigger boats carried six people. In these larger boats there were five separate compartment or "laaitjies". Going from fore to after they were named *Boosman*, *Maastro*, *Middelriem*, *Oosgat* and *Agterriem*. The *Agterriem* was larger than the other compartments and this provided enough room for a fisherman to operate his line without getting in the way of the skipper. Each compartment was totally blocked off from the others so that each fisherman's catch could not get mixed up with his fellow fishermen's. Each compartment held about 100 snoek.

The oars were made from white oak which lasted for many years. The oars were very long and therefore heavy, the rower having to sit on the opposite side of the boat to where his oar rested against the gunwale. This meant that the oars were positioned on alternate sides and not opposite to one another. There were no floorboards in the bottom of the boat so the crew stood on the ribs and the planking. If there had been floorboards it would have greatly increased the weight of the boat.

In order to carry the boat up and down the beach two iron rings were mounted on the boat. One was positioned halfway up the stem and the other was about 4"

down from the top of the transom in the centre. To these rings were attached loops of rope through which long poles about 15 - 20 ft long, made from poplar trees, were placed, spanning the boat. The men could then lift the poles onto their shoulders to carry the boat into or out of the water. Sometimes they used poles to roll the boat up and down on a sandy beach, moving the poles as necessary into a new position. When launching the boat it was normally with the prow facing the water and when returning up the beach the same applied. This meant that the boat faced an incoming tide so that if any waves reached the boat they would not hit against the transom causing the boat to swing round.

* a "coble" is a low flat-bottomed boat with a square stern, 1 ton, 20 ft in length, 5 ft in breadth, rowed with 3 pairs of oars and fitted sometimes with a lug-sail. Used chiefly in the cod and turbot fishing. The name also applied to a smaller boat in use by the salmon fishers.

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A.E. READ

(Admiral Evans should have appeared in our series on the Commanders-in-Chief but his was such a full life that we decided to write him up at the end of the series).

EDWARD RATCLIFFE GARTH EVANS was better known as "Evans of the Broke" but to his close friends and shipmates he was "Teddy". His paternal grandfather was Henry Edwin Evans, a provision merchant of Oldham, Lancashire. His maternal grandfather Thomas Pocknell Garth was a working tailor of Deptford, Kent. No seafarers appear in his lineage that we know of. His father was Frank Evans of Catford Bridge, Kent, who was a Barrister at Lincoln's Inn. His mother was Elizabeth Frances Garth and the parents married in 1877 at the Church of St Mary the Virgin, Soho, London when he was 26 and she was 22. Their first child a son, Joe, was born in 1879. The 2nd son Edward was born 28 October 1880. The 3rd son George was born in 1883. They were the usual boys, up to all sorts of escapades, some of which landed them in trouble. Edward always felt that his "experiences" in his young days in the East End of London, gave him an insight which developed his human sympathies and kindled a spark of democracy.

Edward's father was also an amateur artist, specialising in watercolours. Ships were his favourite subject. It was something which Edward was to copy and when in the Navy in his early days he frequently sketched ships on his letters home. Edward attended Merchant Taylor's school in High Holborn, London, from which he was expelled together with his elder brother, after 12 months. They were then sent to Beaumont School at Kenley in Kent "which specialised in troublesome boys". Despite this Edward was usually top of his class and won prize after prize. In March 1894 he secured a nomination from the Lords Commissioners of the Admiralty to compete for a cadetship in the Royal Navy. Sadly he failed the examination. He was then sent off to the training ship WORCESTER moored off



ADMIRAL EVANS WHEN HE WAS CAPTAIN OF HMS REPULSE
(from his biography by Reginald Pound, London 1963)

Greenhithe. He commenced his training in January 1895 aged 15. It was exceptionally cold that winter and the Thames was frozen over at London Bridge. There was the usual bullying on board and he was thoroughly unhappy. While he was on board, one of the sailing ships which passed the WORCESTER on its way to its anchorage, was the WINDWARD with the Jackson-Harmsworth Expedition to the Arctic on board. They had rescued Nansen. The captain was an ex-WORCESTER boy Albert Borlase Armitage who later came to lecture to the WORCESTER cadets. This sparked Evans' interest in polar exploration. This was further excited when the famous geographer, Sir Clements Markham, shortly afterwards also lectured them.

A few Royal Navy Cadetships were available each year to WORCESTER cadets and they could then join HMS BRITANNIA. Evans won one of these. He came 1st in the BRITANNIA entrance examination and was awarded the Queen's Gold Medal. Evans joined HMS HAWK (7,350 tons) in Malta in 1897. These were the days when Midshipmen went ashore wearing a stiff collar, carrying gloves and a silver-topped cane. Not the kit for even the mildest of mischief - he had to reform! His service in the Mediterranean took him far and wide and sparked further his interests in the foreign world.

Evans did not like sports and he was also not very tall. He was, however, a keen walker and one of his early walks was from Portland to Salisbury - 50 miles. Another time he walked from Weymouth to Bournemouth. Another time he took the train down to Brighton and walked back to Greenwich. A further walk was from Torquay to Looe in Cornwall. He was also a vigorous swimmer whatever the temperature and this stood him in good stead for the privations he was later to endure in the Antarctic.

Towards the end of 1899 he was posted to HMS DUKE OF WELLINGTON "a soulless sort of establishment" as he described it. Next he entered the Royal Naval College at Greenwich. In mid-1901 Scott sailed from Cowes in DISCOVERY on a voyage of scientific exploration in the Antarctic. It was expected he would be away for 2 years. Scott was 12 years older than Evans. The expedition was organised by

none other than Sir Clements Markham, one of the founders of the Royal Geographical Society, whom Evans had met when training in WORCESTER. The Royal Society were co-sponsors of the expedition.

In the autumn of 1901 it was decided to raise money to buy and equip a relief ship to go south and look for Scott and the DISCOVERY. There were many private benefactors to the fund but it is significant to note that a large amount of money was subscribed by officers of the Royal Navy and the British Army, by all ranks of the Gurkha Regiment at Chitral, India and from school children. There were also grants from the Royal Society and the New Zealand Government. A Norwegian whaler was bought and Evans sailed as one of the officers. The Captain was Lt Wm Colbeck RNR who had previous Antarctic experience. In DISCOVERY with Scott as the Navigating Officer was Armitage whom Evans had also met whilst on WORCESTER. At this stage Sir Clements Markham proposed Evans as a Fellow of the Royal Geographical Society and later in 1901 he was elected. They sailed in the MORNING on 6 July 1902. They reached New Zealand on 16 November 1902 after a terrifying voyage through the roaring forties.

They sailed from Lyttleton, New Zealand, on 6 December 1902 and on Christmas Day found and named King Edward VII Island. MORNING soon became stationary, caught in the ice. Finally they managed to shake themselves loose, soon to see the great Admiralty Range of magnificent ice-clad peaks. They reached Cape Adare. Captain Colbeck had been there in 1898 with Newnes' Southern Cross Expedition. He went ashore to have a look at the hut they had used and there found a letter left by DISCOVERY. They continued their voyage but it was not till reaching Cape Crozier, Ross Island, that they found their next letter from DISCOVERY. She was in McMurdo Sound 90 miles away. Instead of 24 hours it took them 7 days to get there because of the ice.

On 23 January 1903 the morning watch saw DISCOVERY'S masts and there was great excitement. Scott was away on a 93 day 973 mile journey into the unknown. Shackleton had scurvy, Wilson the doctor was unwell and suffering from snow blindness and Scott had swollen legs, inflamed gums and cracked lips. They were

now at 82 degrees 17 minutes south.

The MORNING returned via Hobart to Christchurch in New Zealand. However the Admiralty were not happy to have so many officers and men indefinitely seconded to Antarctic service. Evans had just been promoted to Lieutenant and he applied to join one of HM ships in New Zealand waters. He was given a temporary posting to HMS PHOEBE. This suited him as he had become engaged to Hilda Russell, 20 year old daughter of a Christchurch Barrister.

The Admiralty had now taken charge of the expedition and had bought and equipped one of the finest whaling ships afloat - 700 ton TERRA NOVA. Instead of sailing round the Cape she was towed down the English Channel and into the Bay of Biscay, through the Mediterranean and the Suez Canal by a relay of cruisers. She arrived in Hobart at the end of November 1903. She and the MORNING left in December for the Antarctic. They found DISCOVERY on 5 January 1904. She was fast in the ice and Captain McKay of the TERRA NOVA had orders that Scott should abandon DISCOVERY if she was held fast. They managed to blast their way free after 9 days of hard work. The final charge they used was laid at 1 a.m. on 16 February 1904 when 67 lbs of guncotton were used. The 3 ships left in line with DISCOVERY leading. They passed two mountains which Scott named MOUNT EVANS and MOUNT DOORLY after the 2 friends he had made in MORNING. The 3 ships arrived in Lyttleton, New Zealand, on 1 April 1904 to a heroes welcome. On 13 April Evans and Hilda Russell were married at St Barnabas Church, Christchurch. Scott attended the wedding. In June the ships left for England and arrived off the Scilly Isles early that October.

Evans now joined HMS DRYAD to specialise in Navigation. In 1907 he heard Shackleton was planning to return to the Antarctic but financially he could not afford to volunteer. By 1909 he could no longer contain himself. He went to see Sir Clements Markham. Other French and Belgian expeditions had also been down to the Antarctic. Evans had been raising funds meantime. He had capitalised on his Welsh ancestry and canvassed Cardiff shipping men while Scott canvassed the Midlands and North of England. The TERRA NOVA was to return to the Antarctic

- via Simon's Town this time. Meanwhile TERRA NOVA had returned to the whaling industry in Newfoundland. DISCOVERY had been sold to the Hudson's Bay Company. The TERRA NOVA was again acquired and finally left London's West India Docks on 1 June 1910 with Evans as Captain. She was given a royal send-off right along the Thames and the Channel. She called in at Portsmouth, passed through the lines of the Home Fleet off Portland and then sailed to Cardiff. Here they were given a Civic reception. She finally left Cardiff on 27 October 1911, now flying the White Ensign as Scott had been made a member of the Royal Yacht Squadron. Scott returned to London and did not sail with the ship. He and his wife and Hilda Evans sailed out by passenger ship to the Cape after Scott had done some more fund-raising and signed newspaper contracts. The TERRA NOVA arrived in Simon's Town on 15 August 1910 and berthed in Melbourne, Australia on 12 October. It was here that they received Amundsen's telegram "Am going South". They proceeded to Lyttleton, New Zealand, where well-wishers descended on the town by relays of special trains and God-speed telegrams flashed in from all over the world. Pleasure steamers accompanied them to sea on Saturday 26 November 1910. Scott's wife, with Evans' wife, remained on board until the ship cleared harbour. On 7 December the ship met its first ice-berg - 1 mile long and 80 ft high. The expedition carried on and forward camps were set up. Evans developed a bad case of scurvy and had to be evacuated to Christchurch and hospital. While staying with his in-laws to recuperate, Amundson called on him. Evans returned to England via Cairo where his younger brother George met him. George was a Clerk at the Royal Courts of Justice in London. Evans and his brother proceeded by train from Marseilles to London. Mrs Scott was amongst those who met the train. Evans convalesced for 4 months. He paid a visit to Wales to see his "connections". In Cardiff he was summoned aboard the Royal Yacht to be presented to King George V, who told him he had been promoted to Commander.

By the autumn of 1912 Evans was back in New Zealand as Captain of the TERRA NOVA with orders to bring Scott back from the Antarctic. They left Lyttleton on 14 December 1912 and expected to return to New Zealand by 15 March 1913. Once again they encountered 400 miles of pack ice and it was very hard work to make their way through. As Cape Evans loomed into sight everyone trained their

binoculars on the hut. They counted 19 men. The men on shore were very excited as they had already begun to prepare for their 3rd winter in the Antarctic. Then came the dreadful news that Scott, Oates and Petty Officer Evans had perished after reaching the South Pole on 18 January to find Amundsen had already been there. The crew then set-to making a 9 ft memorial cross out of Australian jarrah wood. On 20 January they set out for Observation Hill, 1,000 ft up overlooking Mc Murdo Sound, a journey of 2 days. Here they erected the cross.

On 27 January 1913 Evans formally assumed "command control" in place of Scott. He appointed Lieutenants Campbell, Pennell, Bruce, Surgeon Atkinson and Asst. Paymaster Drake to serve with him as an executive committee to wind up the affairs of the expedition. The ship then set out on its return voyage. Evans cabled news of Scott's death to the Central News Agency in London from Oamaru, South Island, New Zealand on 10 February. On 12 February a huge crowd of Lyttleton folk converged on the harbour to form a silent waiting crowd as the TERRA NOVA docked with flags at half-mast.

Evans and his wife joined the P & O liner OTRANTO in Auckland for the homeward trip. Alas between Port Said and Naples, Mrs Evans became critically ill with peritonitis. A Melbourne surgeon travelling on the ship operated. All seemed well, then 36 hours later she died of an embolism. She was buried in Toulon in France.

On 6 May 1913 Evans went to Buckingham Palace to be invested by King George V with the insignia of a Companion of the Order of the Bath (Civil Division). Evans gave several lectures on the Antarctic and took over the contract with Christy & Moore which Scott had signed to give lectures. He also raised a public fund of £70,000 of which £43,000 was paid in grants and pensions to the dependants of those who had died. The rest paid off the expedition's debts. His lecture duties took him to 51 cities and towns in England and Scotland. Without Ponting's (the expedition photographer) wonderful photographs his lectures would not have been so successful.

In July 1913 the survivors went to Buckingham Palace to receive the King's Medal. Before the ceremony the 3 widows were received by the King. Lashly and Crean who had helped Evans back to base camp when he was so ill with scurvy, also received the Albert Medal.

Evans then gave a lecture at the Royal Naval College, Osborne, Isle of Wight, where Lord Louis Mountbatten was then a Cadet aged 13 years and was so impressed by the quality of the lecture. Evans went on to lecture at the Sorbonne in Paris, after which President Poincaré of France pinned the ribbon of the Legion of Honour on him. Evans then proceeded to lecture in Germany, Hungary, Austria, Belgium and Scandinavia. His visit to Norway and lecture ended in him meeting Else Andvord, eldest surviving daughter of a newspaper magnate. Within 20 minutes he had proposed and been accepted. He then set off for Rome to give his lecture in the presence of the King of Italy.

Evans' lecture agents then arranged for him to undertake a lecture tour of America at £100 per lecture. The Admiralty put him on ½ pay so he could go. He returned to England in mid-1914, the Navy's youngest Commander. HMS MOHAWK an old destroyer recently re-commissioned to form part of the famous Dover Patrol was Evans' first command. He chose a penguin as her mascot.

In mid-1915 he transferred to HMS VIKING and 24 hours later HMS MOHAWK struck a mine. From there he went in December 1915 to command HMS CRUSADER. It was now he bought a small house called "QUAMBY" at Alverstoke, Hants, on the Solent. A week after he left VIKING she was mined off Boulogne. He was lucky again!

Evans announced his engagement to Elsa Andvord in November 1915. She came to England with her chaperone and stayed at "Quamby" in the middle of January 1916. They were married on 22 January 1916 at Christ Church, Victoria Street, Westminster to live happily together for another 40 years including 2 years 1933-1935 in Simon's Town.

In October 1916 Evans was given command of the destroyer HMS BROKE built in 1912 for the Chilean Navy and requisitioned in 1914 by the British. She was 1,850 tons. She was named after Rear Admiral Sir Philip Broke Bart KCB who had commanded the SHANNON in her historic duel with the American frigate CHESAPEAKE in 1813. BROKE was one of the first destroyers to have 10 marines among her complement.

On 20 April 1917 Evans had a premonition that the Germans would attempt to launch an attack on and around Dover with its waiting troop transports. The BROKE left Dover at 7.45 p.m. for its regular patrol to near the South Goodwin lightship. At 12.15 a.m. on 21 April six German destroyers shelled Dover but the shells landed north of the town. HMS SWIFT gave chase but was damaged by enemy fire but not before firing her torpedoes, one of which hit. BROKE went into the fray. Her first torpedo was fired by Evans' No. 1 (Lt M.C. Despard). It hit the 2nd destroyer plumb amidships and Evans finished her off with his 4 inch guns. He then rammed at 27 knots another, impaling her on BROKE's stem. This was G42. Her sailors then endeavoured to board the BROKE. By now the stern of the G42 was well down and BROKE rode over her. Alas a box of cordite on BROKE'S deck caught fire and attracted enemy fire. A shell exploded in BROKE'S shell-racks and there were many casualties. A splinter shattered the compass and lodged in the binnacle against which Evans was leaning. He escaped with just a cut tunic. Another shell killed all the men in her boiler room and carried away their main steam pipe.

BROKE was now steered towards 2 remaining German destroyers but only at half-speed. Only a phosphorescent bow wave averted a head-on collision with her sister-ship HMS SWIFT. Two miles away G85 was adrift and burning. Drifting towards her, Evans was about to stop and pick up German sailors in the water when G85 opened fire on BROKE, who in turn opened fire with four rounds of a 4 inch and fired a torpedo. SWIFT and BROKE rescued 140 Germans. BROKE lost 21 dead and 27 wounded. BRIP the ship's dog, an airedale, survived and was given a commemorative collar medal in the name of the ship's company.

The SWIFT and the BROKE returned to Dover to an uproarious reception from all ships. The 2 Captains received DSO's on 2 June 1917 at an investiture in Hyde Park - the first to be held in public. Both captains were sons of barristers of Lincoln's Inn.

Henceforward "Evans of the Broke" became his nom-de-guerre whilst "Peck of the Swift" fell away. Evans never used the title - he never liked it - but it stuck. It took 2 months to fit a new bow to the BROKE. The tip of a German torpedo tube which the ship had carried away was made into a big bronze bell and hung on the quarterdeck. Evans was now transferred to Queenstown in Ireland to act as Liaison Officer with the first division of United States destroyers due to arrive on 1 May 1917. Queenstown was the base of the legendary Q ships.

Evans was back in Dover by September 1917 where he was appointed Senior Destroyer Captain. One of BROKE'S unusual missions that year was to go to Calais to take on board gold bullion valued at £5million consigned to the Bank of England from an undisclosed source. On the same voyage he gave a lift to Lloyd George (then Prime Minister), Sir Wm Robertson (Chief of Imperial General Staff) and Sir Maurice Hankey (Secretary of the Cabinet) whom he found sheltering on the dockside in a sentry box trying to escape the driving rain while waiting for a cross-channel ferry!

In October 1917 Admiral Bacon appointed Evans as his Flag Captain and Chief of Staff. He was succeeded in BROKE by Commander (later Admiral) Bertram Ramsay. With Admiral Sir Roger Keyes taking over from Bacon at the end of 1917, new H.Q. staff were appointed and Evans was transferred to HMS ACTIVE, a light cruiser of 3,440 tons, assigned to convoy duty. Evans was not pleased to be so spurned but his feelings were softened by the appointment of Max Despard to ACTIVE. They had been good friends in BROKE. Evans later became very enthusiastic over convoy work. He escorted 182 ships with no loss or collisions.

To Evans' delight on 28 August 1918 his wife presented him with a son and to the surprise of the convoy ships ACTIVE suddenly "blossomed with flags". The ship's

company "spliced the mainbrace" at Evans' expense. His 2nd son was here in Simon's Town with the family in 1933-35 and was known as "Broke". He was born in 1923 and was as much of a tearaway as his father had been in his young days.

With the Armistice being signed, Evans took his ship to Plymouth, without authority, to pay off, as his crew came entirely from the West Country. He then took off for six week's leave in Norway having spent more than 700 nights at sea.

Evans was recalled to be appointed Senior Naval Officer, Ostend. He found himself overlord of a labour force of 3,000 men sweeping up mines, shifting debris, clearing booby traps, raising sunken ships and generally tidying up the Belgian coast. He was told to get the job done in 18 months - he did it in 8 months.

In 1920 he went on ½ pay and took up fly-fishing. He also kept very busy trying to find over 100 of his men of the BROKE peace-time jobs. By the end of the 30's he had found employment for nearly 1,000 BROKE men. In October 1920 he was appointed to command HMS CARLISLE (4,190 tons), a brand-new light cruiser on the China station. He sailed for Hong Kong in the P & O liner KASHGAR early in 1921. Officers were told not to take their wives with them owing to the high living costs and lack of accommodation. Evans was not pleased. Ever full of energy he spent the voyage writing 90,000 words of his book "South with Scott". He reached Hong Kong on 2 February 1921. Having ascertained that the Admiralty warnings had been over-cautious, he sent for his wife and son. They sailed out in the P & O ship NAGOYA. He was on the China station for 2 years, during which time in March 1922, the Prince of Wales visited the China Squadron in HMS RENOWN, but at that time CARLISLE was absent in Shanghai. Whilst on the China station he received the Gold Medal for Saving Life at Sea from Lloyds of London for saving 260 men from a wrecked ship. Usually Lloyds only awarded Silver and Bronze medals but Evans had dived into the water time and again to save lives and also swam to the ship with a life-line. By 1962 it was the only Gold that Lloyds had ever awarded. Evans went to Lloyds to be personally decorated. The ceremony took place on 22 November 1922 in the Room, at the Royal Exchange, London. He left the China station in the autumn of 1922. He and his wife travelled to England in

the EMPRESS OF RUSSIA via Vancouver. Evans was now appointed in command of the Fishery, Minesweeping and Patrol Service and he ran up his "fishery flag" of blue and yellow in HMS HAREBELL. His mandate extended from the Arctic Circle to Morocco and as far out into the Atlantic as the trawlers chose to go. During this time Hudson Brothers, Hull trawler owners, named their latest trawler COMMANDER EVANS.

In June 1926 he went to HMS REPULSE (37,400 tons) which had recently returned from taking the Prince of Wales to South Africa and South America. She was now attached to the Battle Cruiser Squadron. My £6 million ship he exclaimed! A complement of over 1,000 and burning a ton of oil a minute!

By this time he had moved to 32 Sloane Court, London. In February 1928 he was promoted to Rear Admiral at the age of 48. In April 1929 he and his wife and 2 sons sailed for Sydney, Australia, in the P & O liner MOOLTAN when he was appointed to command the Royal Australian Squadron. His flagship was the new 10,000 ton cruiser AUSTRALIA. After 2½ years he hauled down his flag and he and his family sailed off in the Norwegian ship TUDOR. Back in England in 1932 he attended various officers' war courses and was made a Vice-Admiral and appointed Commander-in-Chief of the Africa Station at Simon's Town. He sailed with his wife and family in February 1933 on the WINDSOR CASTLE.

His staff were Captain "Bill" Makeig-Jones (Flag Captain and Chief of Staff), Lt Neil McKinnon R.A.N. (Flag Lt), Cdr R.W. Lethbridge (Paymaster Commander). His new Flagship was to be HMS DORSETSHIRE, still to arrive from England. Meanwhile his cruising was limited to HMS CARDIFF. In April 1933 while he was also Acting British High Commissioner in South Africa, he was involved in the fracas in Bechuanaland involving Tshekedi Khama. (See STHS Bulletin Volumes XI and XII for a full description of this).

Returning from Bechuanaland in February 1934, he sailed from Simon's Town in HMS MILFORD, one of the new "Sandwich" class sloops, to make magnetic and other observations in the South Atlantic. They visited Bouvet Island 1200 miles

south of Cape Town. MILFORD was the first British ship to visit for 109 years. On returning to Simon's Town he prepared for the visit of H.R.H. Prince George (Duke of Kent). Evans visited Knysna in HMS WESTON, a mine-sweeping sloop. Evans received the KCB in January 1935 and it was presented to him on 31 October 1935, one of the last knighthoods King George V bestowed before he died. In June 1934 Evans had visited Madagascar in HMS DORSETSHIRE, the first Royal Naval vessel to enter Diego Suarez for 20 years.

In mid-1935 he was offered the post of Commander-in-Chief, the Nore and left Simon's Town in September 1935. He had now moved to 76 Cadogan Square, London and re-engaged his previous part-time Secretary Miss Helen Todd. He hoisted his flag in HMS MARSHAL SOULT, a monitor, at Chatham, on 3 December 1935 and was soon after that made a Lord Warden of the Cinque Ports. That year he had the honour of attending the prize-giving on board WORCESTER his old training ship.

On 11 July 1935 he was promoted to Admiral and re-appointed C-in-C The Nore. King George VI was now on the throne. He was appointed as Rector of Aberdeen University having beaten Duff Cooper (Secretary of State for War), Sir Josiah Stamp (the economist), Sir Alexander Roger (Chairman of British Insulated Cables) and Eric Linklater (the novelist).

In April 1938 Evans had the Freedom of the Borough of Dover bestowed on him. He relinquished The Nore at the end of 1938 and hauled down his flag on 9 January 1939 aged 57. He was appointed a Regional Commissioner for Civil Defence on 24 August 1939 - appointed by Royal Warrant. At the request of the British Government he made a secret journey to Norway via Stockholm to visit King Haakon. Three weeks later King Haakon was in London. Evans temporarily forsook Civil Defence to be seconded to the Ministry of Aircraft Production. He later returned to his Civil Defence duties as one of the two Regional Commissioners of London (Civil Defence). The other was Sir Ernest Gowers.

Evans worked tirelessly throughout the war. By year's end London's Civil Defence

Force numbered nearly 250,000 men and women. Their Headquarters was the Geological Museum, South Kensington. In the last weeks of 1944 Evans began to dismantle the Civil Defence system, such was the Allies advance into Europe. By the end of March 1945 only 5 of the Commissioners remained. On 9 May 1945 he bowed out with a new medal - The Defence Medal.

Evans set off for Norway for a well deserved rest. His wife's family had a mountain lodge at Golaa, north of Oslo. Not long afterwards the Evans were returning from a trip round South America in the Norwegian ship BOLIVAR when she ran into a sandbank in the Irish sea in a storm and they had to abandon ship in a lifeboat. He then travelled to Australia, Cuba, Mexico and Brazil and took yearly holidays in Norway where he did his book writing. He received the Freedom of Chelsea and of Kingston-Upon-Thames. In 1950 the Lord Line of Hull named one of their new steam trawlers THE LORD MOUNTEVANS. His patronage was sought by an evergrowing legion of organisations. In 1951 he was 72 and the Evans now lived at Albert Court, Kensington Gore. Evans had a duodenal ulcer and when in Norway had a severe haemorrhage. He was advised to return to London for an operation and entered the Nuffield Wing of Guys Hospital. In 1957 he returned to spend the summer in Norway, a shadow of his former self. On 20 August at 5 p.m. he fell asleep for the last time. The end of a wonderful man, adored by his crew, whose courage touched all he met.

REFERENCE: Evans of the Broke, Reginald Pound, OUP 1963.

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