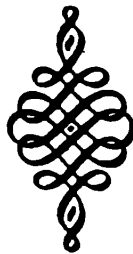




SIMON'S TOWN HISTORICAL SOCIETY

BULLETIN



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CONTENTS

Chairman's Report.....	121
Allan Crawford.....	124
Simon's Town Agreements	125
Wm Bligh & The Bounty	128
William Bligh 1754-1817.....	130
Captain Victor Marchesi R.N.	133
Photograph of Captain Riou.....	134
The Naval Water Tank	135
The Rifle Range, Klawer Valley.....	136
Penguin Colony at Seaforth, entrance kiosk.....	137
Joseph Lynch G.C. R.N.	138
Britain Once Ruled the Waves	149
The Delcarne family	140
Fortifications of Simon's Town.....	141
Lighthouses: Cape Point, Hangklip & Kommetjie	142
Quilted Grape shot.....	146
Mary Kingsley memorial plaque.....	146
Gildenhuis Joseph & Rose	147
Lt Edward Riou R.N.	148
The CUTTY SARK (a.k.a. FERREIRA).....	153
Rev. K. Kosky	155
Lord High Admiral	156
The RETRIEVER	157
Lt James Holman R.N. the blind traveller.....	157
The Kindo family	158
s.s EMPIRE SUCCESS.....	159
Mr D. Frieslaar's poor old horse.....	160

CHAIRMAN'S REPORT AT THE 47TH ANNUAL GENERAL MEETING OF THE SOCIETY HELD ON 25TH APRIL 2007.

Once again we sadly announce the passing away this year of one of our members, namely Mr. Nigel Farquharson, who at the time of his death was a Vice-President of the Society. Nigel served the Society for many years with a great deal of enthusiasm and dedication, filling posts as Vice-Chairman and Chairman. We will remember him.

It is at this time of the year that one reflects on the year that has passed. I can tell you that much has happened suffice to say that it has been a rather busy year on which we can look back with satisfaction regarding the progress we have made in general, but after venturing into new areas of responsibility affecting our Society and the town. It is my view that our Society must take on new and important responsibilities in order for the Society to be recognised as an organisation serving the needs of Simon's Town. We should not only pause at what we have achieved this past year but what needs to be done in future. The committee this coming year must create greater awareness of the Society not only amongst our members but also the general public.

Firstly, I want to pay tribute to all members of my committee. I am indebted to them for all their hard work to keep this vibrant and effective Society alive and growing. There have been challenges and more still to come, but we have acknowledged that new challenges will come our way in the coming months and these will receive our attention.

I am concerned regarding the ageing nature of the membership. The committee will have to find new strategy to encourage new and hopefully younger membership while maintaining existing members' support. Our paid-up membership stands at 416 with 62 still to pay their 2007 subscriptions. We also need new blood on the committee. The existing committee members cannot go on forever. Now is the time for "younger" members of the Society to come forward to serve on the committee and to take this Society into the future.

Finances have in general held their own with additional income generated by most welcome donations from members as well as from deceased estates. But what concerns me is the drop in membership over the past years which ultimately means a drop in subscriptions which then means less disposable funds for projects and other expenses.

Ten lectures on a wide range of the most interesting topics have been held during 2006 and I thank all speakers for giving up precious time. I would also like to thank all our members who support Friends of the Simon's Town Museum by

attending these lecture evenings. It is much appreciated and brings in much needed funds for the Friends of the Simon's Town Museum Development Fund and is also an enjoyable social event. The 2007 lectures have already begun to attract good audiences.

Your committee has now made application to register with Heritage Western Cape. It has taken 6 years to eventually receive the correct forms to be used to apply for registration. What exactly this is going to involve the Society in, is not fully understood and we await full instructions and briefings from Heritage Western Cape if our application is successful. The committee realised that this is an area that the Society must get involved in to help preserve and protect the heritage of our town and surrounding area covering the area from Elsie's Peak all the way to Cape Point, including Simon's Bay. This you will realise is a vast area of responsibility that we could eventually be responsible for from the heritage point of view.

The committee wrote to Flag Officer Commanding Naval Base Simon's Town in 2006 and brought to his attention the poor state of the Martello Tower which is in need of urgent restoration. It was hoped that the S.A. Navy would find the funds to commence work on the tower during 2007 but alas, the committee has received correspondence from him that funds could possibly only be available in 2009. This is very disappointing as the Martello Tower is of immense historical importance. However, the responsibility for the maintenance and restoration of this building does lie with the S.A. Navy.

Organised tours for our members in 2006 were so poorly subscribed to that they had to be cancelled. The committee try very hard to keep the costs of tours as low as possible and yet members find it difficult to meet the costs. Your committee for 2007 will have to consider whether to continue arranging tours to the countryside or rather concentrate on local city tours instead. However, the members walking tour of the Old Burying grounds, Seaford, on 17 February 2007 was well supported by both members and non-members who reacted to our notice in the local press. Some of these have now joined the Society.

On 1 December 2006 the Society placed a new historical plaque in the booking hall of Simon's Town Railway Station to mark the 116th anniversary. The plaque unveiled on the station's 100th anniversary has simply disappeared. Two new plaques have been unveiled at the Museum. One is in connection with the two High Water Mark stones at the entrance to the alleyway and the other to point out the two Boundary Markers opposite the Museum. The committee identified a number of historical buildings at the head of the Selborne Dry Dock.

A letter was directed to Management in the Dockyard pointing out this fact including specific detail and use of each building and requesting the Dockyard to manufacture historic plaques for each building. This project has been completed. The

Dockyard has congratulated the Society in identifying historical buildings for recognition. The committee has now also decided to place the Time Ball project

on hold until such time as a suitable building can be identified in close proximity and to the seaward side of Jubilee Square. The committee also decided in 2006 to keep its members as well as the general public aware of our activities by having this information published in "People's Post" on a regular basis.

A most successful Just Nuisance 70th birthday commemoration parade and competition took place on Sunday 1 April 2007. A good number of enthusiastic Great Danes took part in the competition to see who was the Most Look Alike Just Nuisance and the Miss Just Nuisance. A much larger number of dogs took part to see who was the most unlike Just Nuisance. My congratulations to Cherry Dilley for an excellent commemoration parade.

Members will be aware that the Society publishes two Bulletins each year. The Society pays for one from members' subscriptions. The second Bulletin has for a number of years been paid for by a gentleman in the United Kingdom and for this we are most grateful indeed. The cost of each bulletin is approx. R4,300 for printing. It has been decided that as from July 2008 only one Bulletin will be printed. It will, however, contain 48 pages (slightly more than at present) and will be published in July each year. In addition to the printing costs I would like to remind you that it costs a further R600 for postage, despite half the bulletins being hand-delivered.

Members are reminded that we still have copies of "Simon's Town Its History" and these are for sale in the Museum shop. We still have to recover our printing costs. My thanks to all our Friends of the Museum who again produced a wonderful core of volunteers. Their contribution did so much to the good of the Museum in many, many ways during the past year. In conclusion I wish our Society a most successful year ahead. We are venturing into uncharted and unknown areas and tasks this coming year and we must make a success of it to stand us in good stead for the years ahead.

ALLAN CRAWFORD

A.E. READ

A March issue of the London Telegraph announced that Allan Crawford had died aged 94. He became a leading authority on the South Atlantic island of Tristan da Cunha through a chance shipboard meeting.

In 1937 he was lured by posters proclaiming sunshine and the opportunity to seek an engineering post in South Africa. He sailed from Southampton in the mailship ARUNDEL CASTLE, where he was seated at the same table as Dr Erling Christopherson, leader of a Norwegian Scientific expedition to Tristan. Christopherson needed a surveyor and persuaded Crawford to join the expedition. After a crash course of surveying at the University of Cape Town he and the other 12 members of the expedition were landed on Tristan in early December 1937. Crawford thus began 40 years of "island hopping" (his words) in the South Atlantic. This included 4½ years residence in the friendly and hospitable British community on Tristan which he regarded as "the experience of a lifetime".

Christopherson's was the first scientific expedition to visit the island. It was warmly welcomed and assisted by the islanders; there was no language problem as most of the Norwegians spoke English and soon became familiar with the island dialect. During his stay of nearly 4 years on the island Christopherson, himself a botanist, and his team, which included a geologist, a marine biologist, an ichthyologist, an ornithologist, a doctor and a dentist, all made detailed studies or rendered service in their respective fields. Crawford, with island helpers, carried out a triangulation of the whole island, while camping out and making 5 ascents of the volcanic peak rising to nearly 7,000 feet. On his return to South Africa he constructed his final map in the naval headquarters in Simon's Town; this formed the basis of a new Admiralty chart of Tristan which is in use to this day.

In July 2006 Crawford fell and broke his hip and had to have a hip replacement. He spent 4½ months in hospital but at that age was unable to walk again. However, he launched his fifth book "Memoirs North, South, East and West" from his hospital bed. They were made of stern stuff in those days.

THE SIMON'S TOWN AGREEMENTS

T. KORSTEN

January 1806 saw the second British Occupation of the Cape of Good Hope take place. However, the principal base of the Royal Navy was established at Cape Town and not Simon's Town. The facilities required by the Royal Navy were far superior in Cape Town to what was available in Simon's Town. Table Bay became the summer anchorage and Simon's Bay the winter anchorage. The Navy, however, soon realised that Simon's Bay afforded a more secure anchorage for its vessels throughout the year.

In 1811 plans to move the whole establishment from Cape Town to Simon's Town were prepared and the move took place in 1814. A building plan was established which resulted in a number of buildings being erected for the Royal Navy, most of which are still in use by the South African Navy to-day.

By the turn of the 20th century the Royal Navy was being equipped with much larger and more complex ships which required Dockyard and Dry-docking facilities. Simon's Town had neither of these. The nearest Dry-dock was in Cape Town.

The British Admiralty then decided to build the required facilities at Simon's Town. Work on the construction, which became known as the "East Yard" was begun in January 1901 and was completed on 3 November 1910. This facility remained the Royal Navy's South Atlantic Base during both World Wars and indeed up to 1957. On 2 April 1957, the Dockyard and all British Government property in the Town was handed over to the South African Navy under the SIMON'S TOWN AGREEMENTS.

The Documents commonly referred to as THE SIMON'S TOWN AGREEMENTS, are the agreement on defence of the sea routes round Southern Africa and the agreement relating to the transfer of the naval base. These agreements are contained in exchanges of letters dated June 1955 and were published in Command Paper 9520 presented to the South African Parliament in July 1955.

The purposes of the Sea Routes Agreement was stated as follows:

- a) Recognising the importance of the sea communications to the well-Being of their respective countries in peace and to their common Security in the event of aggression, the Governments of the Union of South Africa and of the United Kingdom enter into the agreement to Ensure the safety, by joint operations of their respective maritime forces, Of the sea routes round Southern Africa, and

- A) The Union Government have approved a programme for the expansion Of the South African Navy. The programme will be spread over a period Of 8 years from 1955-1963 and will involve the purchase of the following Vessels, to be added to the existing fleet:
- (i) 6 anti-submarine frigates
 - (ii) 10 coastal minesweepers
 - (iii) 4 seaward defence boats.

The orders for these vessels would cost the Union Government £18m. Two of the frigates were by agreement omitted from the programme, thereby reducing the frigate requirement to 4. One frigate purchased was an existing Royal Navy vessel and the remaining 3 were the Rothsay Class Type 12 frigates.

On 30 June 1955 Mr Selwyn Lloyd wrote to the Hon. F.C. Erasmus concerning the transfer of the Simon's Town Naval Base. Mr Erasmus' reply confirms that both governments agree that the Royal Navy will continue to make use of the facilities in peace and war. The Union Government will maintain the facilities in a state of efficiency not inferior to that existing at the time of the transfer. The government also agreed to expand the facilities to the extent necessary to ensure the fulfilment of the Agreement, taking into account the expansion of the South African Navy.

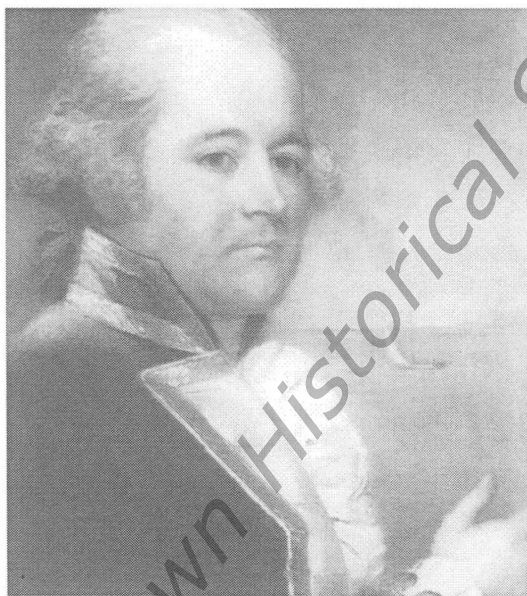
Further correspondence discussed transfer and replacement of personnel between the two countries as well as the efficiency of the Base, training of locally-entered apprentices and the recruitment of skilled and semi-skilled labour. The Union Government also agreed that no locally- entered employee in service in the Base at the date of transfer will be discharged except for serious misconduct, inefficiency or redundancy. The Government also confirms that there will be no bar to the recruitment and employment of non-Europeans, that there will be no discrimination based on colour in the rates of pay for comparable jobs and that non-Europeans once recruited will have the same security of tenure as Europeans. With these Agreements signed and sealed by both Government the handing-over of the Naval Base to the South African Authorities took place on 2 April 1957 just over 50 years ago.

In November 1964, Her Majesty's Government announced their decision to impose an embargo on the export of arms to South Africa. This announcement was made by the Prime Minister, Mr Harold Wilson. Mr Wilson said that the outstanding commitments by the Ministry of Defence will be fulfilled and in answer to a question about the Simon's Town Agreements, added "Nothing I have said in any way involves a breach of the Agreements".

WILLIAM BLIGH & THE BOUNTY AT SIMON'S BAY

A.E. READ

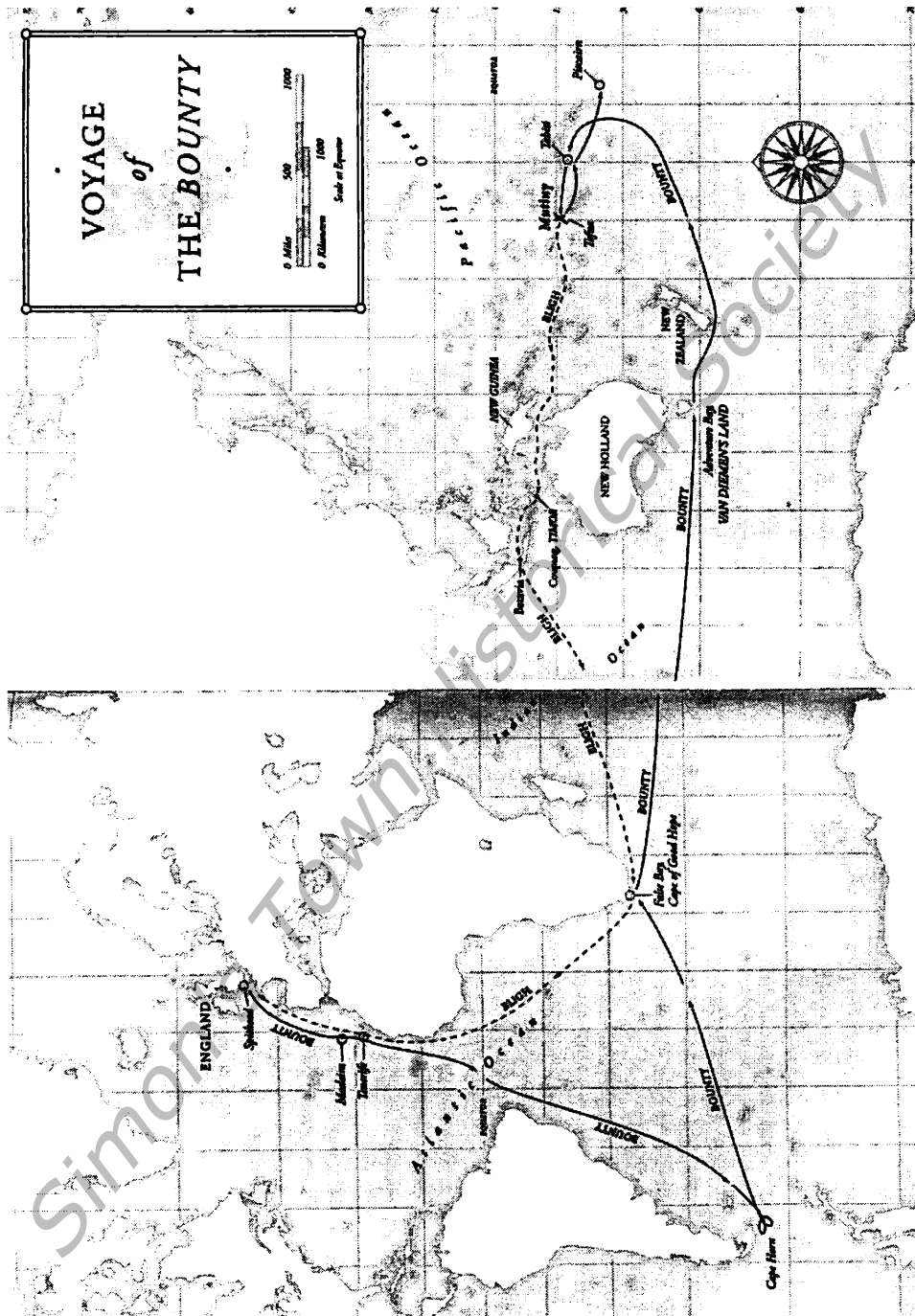
Orders were received by Bligh (aged 33) in late November 1787 to allow him finally to set sail for what was expected to be an 18 month voyage to obtain and then convey to the West Indies, breadfruit from Tahiti.



Captain William Bligh, 1791, by John Russell

Bligh had been waiting for nearly a month at Spithead for his orders to arrive and was getting very anxious for this delay meant he would be rounding Cape Horn at the height of its worst weather. By the time these orders arrived the weather at Spithead had deteriorated so much that he was further delayed nearly 3 weeks before he could sail. At last on 3 December 1787 the BOUNTY departed, her first port of call being Santa Cruz in Tenerife.

Bligh proceeded south for Cape Horn where he experienced the most terrible weather he had ever encountered. Finally he conceded defeat and decided to head for the Cape and continue his voyage to Tahiti via the Indian Ocean and van Diemen's Land (now Tasmania). This would add 10,000 miles to his projected 16,000 mile voyage. The BOUNTY fought incredible gales carrying blasts of snow and sleet and was frequently awash. Bligh, ever mindful of his crew's



Welfare, ordered extra rations for them and made sure there was a constant fire in the galley so clothes could be dried.

Finally on 17 April 1788 Bligh decided to abandon rounding Cape Horn. Fortunately, before leaving England he had received discretionary orders from the Admiralty to make for the Cape of Good Hope if rounding Cape Horn proved impossible. The weather had been so bad that after battling for 25 days to round Cape Horn he was still in the latitude of 59° 05' south.

BOUNTY arrived in False Bay on 24 May 1788 after an uneventful voyage and all the sick had recovered their health. BOUNTY remained in Simon's Bay for 38 days during which she was overhauled from top to bottom, from her rigging to the ballast in her hold and she was re-supplied with fresh meat and vegetables.

A few days after her arrival in Simon's Bay, Bligh set out for Cape Town where he met Col. Jacob Gordon, the commander of the Dutch forces with whom he formed a firm friendship they shared a fondness for natural history and amateur exploration. Bligh also met up with Francis Masson, once an under-gardener at Kew near London who collected specimens for Sir Joseph Banks. The 25 mile journey was made by carriage along a mostly sandy road. In Cape Town Bligh went to call on the Governor van der Graaff.

Three weeks after anchoring here an East Indiaman the DUBLIN arrived carrying part of the 77th Regt under Col. Balfour who saluted BOUNTY with an 11 gun salute and she replied with a 9 gun salute. A few days later Bligh, Col. Gordon, Masson (the botanist) and a Mr van Carman had dinner on board. "After dinner there was dancing on a fine moonlit night". Col. Gordon entertained those present with stories about his travels into the interior and even sang for them in Gaelic

It took BOUNTY 7 weeks to reach van Diemen's Land after leaving Simon's Bay about 17th June 1788. Little did Bligh know what his protégé Fletcher Christian had in store for him in the very near future, after approximately 28,086 miles and 9 months at sea. The mutiny occurred at Tofua in the Friendly Isles west of Tahiti (in the Society Islands) at dawn on 28 April 1789, when Bligh and some of those loyal to him were to make the extraordinary 48 day 3,618 mile voyage in an overloaded open boat only 32 ft long, to Coupang in Timor. Sadly all of Bligh's charts had to be left behind on BOUNTY and thus were lost. They remained at Coupang for 2 months while searching for a ship to take them to Batavia on the island of Java and during this time 5 men died of fever. Bligh purchased a schooner, the RESOURCE, and they took 6 weeks from 20 August to 1 October to complete the journey, all the while being needled by his master John Fryer, who for some time had nursed a smouldering grievance of some sort possibly a jealousy of Bligh's wonderful feat of navigation?

On 16 October 1789 Bligh and 2 others embarked on the Dutch East Indiaman VLIJT to return to England via the Cape. They arrived on Saturday 13 March on the Isle of Wight.

On 12 September a court martial was convened to try the mutineers but Bligh was already off to the West Indies again after making a successful collection of breadfruit in Tahiti. Mission at last accomplished! Indeed a Bulletin of the Institute of Jamaica, Science Series No. 15 (1973) p.7 asserts that the breadfruit is "absolutely relied upon in rural areas, where breadfruit in its season, is eaten 3 times a day".

Reference:

The Bounty by Caroline Alexander ISBN 0-00-257221-4 published in 2003
By Harper Collins. Kindly lent to me by Mr. Arnoni. (This is a most Comprehensive book on Bligh, the Bounty and dramatis personae.)

WILLIAM BLIGH 1754-1817

A.E. READ

He was born in Plymouth where his father Francis Bligh was chief of customs. The family came originally from Cornwall and in the family were such distinguished men as Admiral Sir Richard Rodney Bligh and the Earls of Darnley. Bligh's mother, Jane Pearce, had been a widow when she married Francis and died in 1770 when William was only 16. William appears to have been an only son. His father married twice again after Jane's death. Francis himself passed away at the age of 59 in December 1780 3 months after William's return to England from Cook's 3rd Pacific voyage (during which Cook was murdered in Hawaii on 14 February 1779).

In 1762 William was a captain's servant on board MONMOUTH. In 1770 he was entered on the muster of HUNTER as an able seaman and after a wait of 6 months a vacancy occurred and he was made a midshipman. From the age of 17-20 he was aboard the CRESCENT which involved voyages to Tenerifé and the West Indies. In 1774 he was aboard RANGER which was principally engaged in hunting smugglers, especially around the Isle of Man. When he was 21 (in 1775) he was to join Captain Cook on his 3rd expedition as master of RESOLUTION. This was a prestigious appointment for one so young. Maybe it was because he

Was a good navigator and draughtsman and Cook had been told about this. This was a sideways step on the promotion ladder for a master received his appointment not as a commission from the Admiralty but by warrant from the Naval Board. With Cook, Bligh sailed to van Dieman's Land, New Zealand, Tahiti and the Pacific Islands before patrolling the west coast of North America and searching for the North West passage. This was where Bligh learned from Cook about the importance of diet and ship's management.

At the end of this voyage (in February 1781) Bligh returned to the Isle of Man to marry Elizabeth Betham, the pretty 27 year old daughter of well-to-do and exceptionally well-educated parents. Richard Betham, the father, was the Receiver General (collector of customs) in Douglas, Isle of Man. He was a friend of the philosopher David Hume and of economist Adam Smith. Following his marriage Bligh served as a 5th or 6th Lieutenant in a series of short commissions during the winding down of the American War of Independence. By 1782 his daughter had been born and he spent a year on ½ pay ashore on the Isle of Man as the cost of living there was cheaper. He applied to the Admiralty in 1783 to take up mercantile employment abroad where he spent 4 years in the rum and sugar trade between England and the West Indies for his wife's wealthy uncle Donald Campbell.

Bligh is described as being below average height, with black hair, and skin which was "of an ivory or marble whiteness". In later years it was remarked that despite its exposure to varying climates his face appeared far from weather-beaten.

After Bligh was appointed to the BOUNTY on 16 August he spent 2 months making her as seaworthy as possible by shortening her wooden masts to make her more stable and sheathing her wooden hull in copper against the ravages of the teredo worm. 19 tons of ballast was stowed instead of the usual 45 tons. This would allow for the enormous amount of stores and plants he would be expected to carry. BOUNTY was only 220 tons, 85 ft long with a beam of 24 ft and was rated as a cutter so Bligh could not be promoted above Lieutenant.

Bligh died on 7 December 1817 aged 65 after a varied life and was buried beside his wife in the same tomb in St Mary's churchyard in Lambeth. The church fell out of use and the churchyard became overgrown. When the author visited it a couple of years ago the whole area had been renovated and is now home of the Physic Garden and the Bligh stone has been erected in the churchyard now a very attractive garden and museum of garden history.

Bligh's sea voyage in the dinghy is often compared to that of Sir Ernest Shackleton's great boat voyage in the JAMES CAIRD in April-May 1916 from Elephant Island to South Georgia.

Reference:

The Bounty by Caroline Alexander, ISBN 0-00-257221 4 published by Harper Collins in 2003 and lent to me by Mr. Arnoni, one of our Members.



Picture of breadfruit.

CAPTAIN VICTOR MARCHESI R.N.

A.E. READ

In February 2007 an unsung hero of Operation Tabarin died at the age of 92 years. This was Captain Victor Marchesi. This operation secretly safeguarded British interests in the Antarctic during World War II.

In 1943 he left the Thames in a Norwegian sealer under Lt Cdr Jimmy Marr. The crew came close to mutiny before it left the Channel when the chief engineer announced he could pump ship or keep the engines going, but not both. In switching to the troop carrier HIGHLAND MONARCH, Marchesi began the first of some 10 transfers of stores and equipment before they reached the Falkland Islands where he was given command of the former research ship WILLIAM SCORESBY which had been a frequent caller at Simon's Town. SCORESBY spent three seasons challenging Argentina's territorial claims and preventing German U-boats from establishing bases in the South Atlantic.

Marchesi established a base at Deception Island, in the South Shetlands, the harbour of which was a flooded volcano entered through a narrow steep-sided gap called Neptune's Bellows. Until inside the harbour he could not see whether it was occupied by an Argentine warship or a German U-boat. He laughed when recalling this as he only had one handgun and WILLIAM SCORESBY's puny bow-mounted gun which would not have frightened anyone. Here he found cylinders containing Argentine claims to sovereignty which had been left two years earlier by an Argentine patrol ship and he removed them along with others on the Melchior Islands and the Antarctic peninsula.

Although ice initially prevented a landing at Hope Bay, Marchesi carried out geology, biology and survey programmes in the South Orkneys and South Georgia. In February 1945 a five-man base was established at Hope Bay on Deception Island with the Union Flag, in place of Argentina's. They also established an eight-man base at Wiencke Island, off Graham Land. Both bases operated post offices and when more were founded by the British with Canadian help, all were re-supplied by Marchesi. During this time he wrote several hundred letters to diplomats around the world in furtherance of British claims of sovereignty, though Argentina refused to deliver to embassies in Buenos Aires!

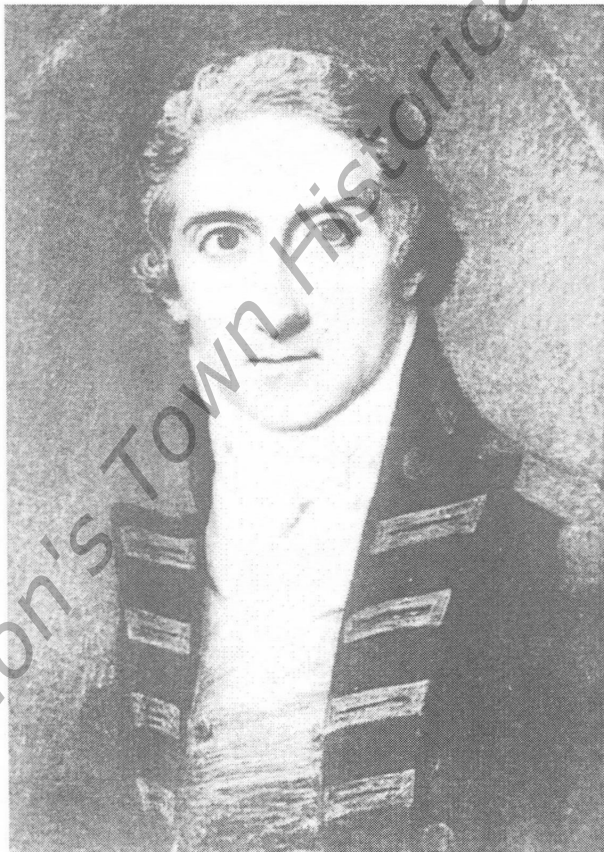
Churchill, who had not been consulted about Operation Tabarin, was concerned that it would upset the United States, whose post-war policy towards Antarctica was uncertain, but did not prevent the Falkland Islands Dependencies government being set up or the issue of Falkland Islands postage stamps overprinted with "British Antarctic Territories" and "South Sandwich Islands".

Due to the extreme weather Marchesi suffered near frostbite while on watch on the WILLIAM SCORESBY's open bridge. He serviced the remote islands of the Falklands in winter months and for 3 months each year, refitted his ship in the bright lights of unrationed Montevideo. There he met a multi-lingual secretary in the embassy who contrived a passage to Port Stanley: she was waiting for him when he returned from his third southern voyage and they were married within the hour.

After the war responsibility for Tabarin was taken over by the British Antarctic Survey.

Reference: Daily Telegraph, London, February 2007.

See article on pg.149



Edward Riou.

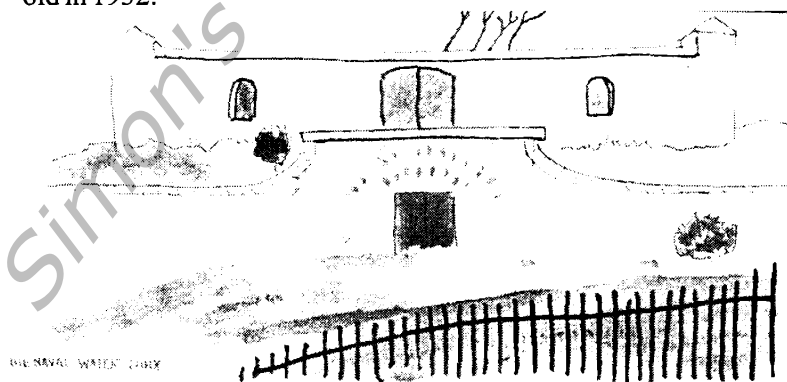
THE NAVAL WATER TANK, CHAPEL LANE

A.E. READ

From the earliest days ships of the Royal Navy, in common with all other ships and local residents, had obtained water from the Town Water Supply. The Navy, however, always had priority, if it chose to exercise it, over everyone else including the inhabitants of the town; to such an extent that on one occasion in 1849 when two French ships of war needed supplies urgently, the water was cut off from the inhabitants for 3 days and nights. In spite of this right, the naval authorities were continually complaining of the deficiencies in the water supply, and in 1835 the Admiralty approved an expenditure of £120 to build a Naval Tank but no further action was taken at that time. Again in 1847 material for the construction of a 500 ton tank was sent out from England but no order for the work to be done was forthcoming.

Eventually in 1853 the Commander-in-Chief, Admiral Talbot, complained in the strongest terms to the Admiralty of the difficulty he had experienced in watering 7 of Her Majesty's Ships, which could not obtain the 650 tons required in a whole week. This finally moved the Admiralty to take definite action and a sum of £1,300 was put on the estimates for 1854/55 for the construction of the tank. Work on it soon began and the present tank, which holds 500 tons, or about 112,000 gallons of water, was completed in 1855, although it finally cost £2,200 exclusive of pipes.

Although this tank obtained its supply of water from the same source as the town, it made the Navy for the first time self-reliant in regard to water and provided an adequate reserve to meet any emergency. It was still in use until 1957. In addition to this reserve, the Royal Navy, since the 1840's has always maintained a Tank Vessel to carry water to vessels at anchor in the Bay. The last of these, the CHUB, was a familiar sight in the bay from 1897 until she was sold in 1932.



THE NAVAL WATER TANK

THE RIFLE RANGE, KLAWER VALLEY

A.E. READ

Extract from "The Ways of the Navy" by Rear Admiral D. Arnold-Foster
CMG RN (written in 1931).

The naval range at Simon's Town, where the crews of ships on the Africa Station go for their rifle firing is one of the ideal ranges of the world. It lies in a wild, sheltered valley perched high up the rugged mountains not far from the Cape of Good Hope. So clear is the atmosphere that houses 30 miles to the eastward across the dark blue waters of False Bay are plainly visible, with the Hottentot Mountains in the distance beyond. The flat top of Table Mountain looming up 20 miles to the northward seems quite close.

The air up there is fresh, the sun pleasantly warm, and the floor of the valley is carpeted with beautifully coloured heaths and flowers. The only drawbacks are the snakes that lurk beneath its rocks and stones or bask in its open spaces, and the frequent bush fires. Early in the cool of the morning the ship's crew detailed for the range, dressed in white duck suits and carrying rifles and kit, toil in single file up the steep steps that zig-zag up the sheer face of the hill from Simon's Town. Hammocks, provisions and ammunition are sent up by an aerial car suspended from stout wire hawsers stretched taut between the brow of the hill and the dockyard below.

At the entrance to the valley stands the naval sanatorium, a building fitted up like a ship, where the party is quartered during its stay. Officers and men are organised in sections and are soon busy with rifle and aiming drill and everyone is told all the about the snakes. These creatures are shy and timid, and a fully clothed man seldom receives a fatal bite, but, since a single snake can discharge enough poison to kill a dozen men, it is as well not to take risks. The men are shown how to treat a bite, told to wear their canvas gaiters always, and to carry sticks when wandering about the valley.

At the butts old rifle shots are always inclined to put too little range on their sights, for, owing to the wonderful clearness, distances are deceptive, and everything appears to be closer than it really is. But once this is understood conditions are favourable for good shooting, and many marksmen's badges are earned on the range. Small bush fires in the valley and on the surrounding hills are put out without interrupting the shooting. But sometimes a fire gets a good hold on the wooded slopes and threatens the town and dockyard below. Every available man is then hurried on to the wide "fire paths" which intersect the mountainside, and, armed with long branches, they check the course of the fire by energetic flogging.

During one of these fires the senior naval officer who went up the hill to take charge omitted to put on his gaiters, and a frightened snake took refuge up the leg of his trousers. With some presence of mind he pulled the snake out by the tail, and threw it away before it had time to think of doing any harm!

In the corner of the rifle range is a secluded spot used for pistol firing. Here officers, petty officers and others usually provided with pistols when landed with armed parties, practise firing at small targets, under the strict and careful eye of the gunner. Here too, good pistol shots, who are few and far between, compete for prizes. The gunner in charge of the pistol range always treats everyone armed with this handy little weapon, that goes off so easily, as a highly dangerous person. A novice, indeed, generally finds the procedure insisted upon for squad-firing a tiresome and complicated business. However, the drill is designed to ensure that at no time shall he point the short barrel of his pistol at himself, at one of his mates, or at the instructor. And the instructor allows him to take no risks!

THE ENTRANCE KIOSK, KLEINTUIN ROAD, SEAFORTH (gateway to the Penguin colony viewing deck)

The old Royal Naval (and later South African Navy) Degauzing Station was converted and extended by direct of the Table Mountain National Park, which manages the penguin colony. Much discussion with the Municipality and local residents occurred before any work was begun. The architect and designer was Piet Louw. This year his design was one of the 33 winners in the competition or the International Architecture Award, presented by the Chicago Athenaeum Museum of Architecture and Design in association with the Metropolitan Arts Press. It was a new award, launched in 2005. There were hundreds of submissions from around the world and the entries were judged by a jury of Italian architects and architectural journalists. Piet Louw's design competed with that of the renovation of the La Scala Opera House in Milan, the National Art Museum in Tokyo, Federation Square in Melbourne, the Red House in London and the House for the Four Seasons in New York.

JOSEPH LYNCH GC RN

A.E. READ

Chief Petty Officer Joseph Lynch died in October 2006 aged 93. He won the George Cross while serving with the Royal Navy on HMS NIGERIA in the Falkland Islands in 1948; six years earlier he had been awarded the British Empire Medal. On the night of 20 February 1948 HMS NIGERIA was lying at anchor at Port Stanley. While disembarking from the motor cutter at the port boom, a rating, Leading Seaman Hughes, missed his footing on the Jacob's ladder and fell into the sea. It was dark and the wind was blowing a fresh gale. The sea was rough and the sea temperature was 42° Fahrenheit.

Hughes managed to keep hold of the ladder but, as he was dressed in heavy oilskins, he was unable to pull himself up nor could he make for the cutter for fear of the very cold sea and the danger of sinking in his cumbersome clothing. Lynch was sitting in his mess when he heard the pipe for a lifeboat. He ran up on deck, dressed only in a singlet and trousers. Sizing up the situation at once, he made his way along the boom, down the ladder and into the water alongside Hughes. He persuaded Hughes to let go of the ladder and then got an arm around him. At that moment, Hughes lost consciousness, making it impossible for Lynch to do more than support him. One of the ship's motorboats was lowered but, because of the heavy swell, it could get no closer than 20 yards to the two men. Lynch slipped into the sea and using the swell to help him, swam with the unconscious Hughes to the motorboat. After a struggle the crew managed to haul Hughes into the boat but Lynch, having nothing to hold on to, and determined not to hamper the crew's efforts, had swum back to the side of the ship. Lynch found it impossible to reach the Jacob's ladder against the powerful swell and, seeing that Hughes was now safe, he swam out to the boat a second time and was taken aboard. After a short spell in NIGERIA's sick bay both men recovered from their ordeal.

Lynch was invested with the Albert Medal by the Duke of Gloucester on 14 November 1951. After the Albert Medal was revoked by Royal Warrant, he was re-invested with the George Cross by the Queen at Buckingham Palace on 20 February 1973.

Lynch had married but his wife and their son pre-deceased him. At the time of the incident HMS NIGERIA was flagship at Simon's Town and had hurried down to the Falklands to show the flag and let the Argentinians know that Britain was watching. This was a small incident prior to the Falklands War which occurred in the 1980s.

Reference: London Daily Telegraph.

A.E. READ

In the middle of January 2007 an article appeared in the Daily Telegraph stating that the Royal Navy was to cut its fleet by half. Britain's fleet was once the world's most formidable no longer. Aircraft carriers will be scrapped, all Type 22 frigates likewise. Not left untouched will be the Type 42 Destroyers, Assault ships and Mine countermeasures ships. What is more disturbing as morale plummets is that officers stand to lose more than £10,000 a year in pay and that all promotions to the rank of Lt Commander or above will be halted until 2012. At present a serving Lt Commander, equivalent to an Army major, is paid £45,000 per annum. It is alleged that a staggering 17 Lt Commanders are based ashore for every one at sea. Many of to-day's Commanders will now probably never have the chance to captain a ship.

Below is an interesting table of comparisons taken from the Daily Telegraph:

Royal Navy strength

Year	Carriers	Battleships	Cruisers	Destroyers/ frigates	Submarines	Coastal
1650		46	26 **			
1700		127	49 **			
1800		127	156 **			
1810		152	183 **			
1918	4	70 *	143	443	147	
1939	4	9	21	82	21	
1945	11 (all escort)	14	62	801	131	1,319
1950	12	0	29	280	66	66
1960	8	2 ***	14	156	54	207
1970	3	4 ***	3	81	39	54
1980	2	2 ***	0	64	44	52
1990	3	2 ***	0	51	29	54
1997	3	3 ***	0	37	22	n/a
2004	3	3 ***	0	25	13	49
2007	2	2 ?	0	19	13	n/a

*excludes battleships **also known as frigates ***large amphibious craft, all not known

AT the summit of its extraordinary dominance of the world's oceans, the Royal Navy has been bigger than the next seven national fleets combined, but its numbers have fluctuated down the centuries.

The Tudors were the first to institute a true "Navy Royal" which, by the time of the death of Henry VIII in 1547, had 58 vessels.

By the time of the Spanish Armada in 1588, the Navy had between 100 and 200 ships depending on where the caprice of winds and tide had scattered them over a period of several weeks.

The grand days of the Navy

began when it was not Royal at all but the fleet of Oliver Cromwell's Commonwealth, when the Protector oversaw the formation of a true Naval Service under "General-at-Sea" Robert Blake.

Its strength in 1650 comprised 46 "line-of-battle" ships. They were supported by 26 vessels of the type the Navy called frigates which took on the role of "cruising" the Seven Seas. By 1700 that number had grown to 127 battleships and 49 cruisers and was the world's strongest maritime force.

By 1800, when Britain had been at war with Revolutionary France for seven years, there were still 127 battleships, but there

were 156 cruisers. The size of the Navy reached a peak of 152 battleships and 183 frigates in 1810.

Numbers fluctuated through the 19th century, but it was at this time, when other nations scrapped fleets, that the Navy had its greatest numerical supremacy.

The Germans began a massive building programme at the end of the century, but still could not beat the expansion championed by Admiral Jacky Fisher, which saw a Navy of 61 battleships, nine battlecruisers, 30 cruisers, 90 light-cruisers and 465 destroyers and frigates by 1918. There were also 147 submarines and four aircraft carriers.

THE DELCARME FAMILY OF SIMON'S TOWN

A.E. READ

The name is also found as Del Carmie, Delcarmie and Del Carna. The first members of the family to arrive here were Joseph and Adam, brothers, who were on a whaler from Peru and they jumped ship in Cape Town. They are alleged to have hidden with a Malay family until their whaler had left for the Antarctic. Many whalers also came from the United States en route to the south. These were small boats and it was before the days of Norwegian factory ships.

It is alleged that the Catholic Church in Simon's Town owes its existence to the Delcarme brothers, whose descendants were so numerous that they formed the basis of the resultant Catholic congregation! This Catholic Church in Simon's Town ministered especially to the Catholic seamen who sailed into Simon's Bay and to the Filipino folk who lived at Kalk Bay. Joseph and Adam said that their father was of a dark Spanish colour and that there were also three sisters and a brother left behind. Joseph married a Filipino woman from Kalk Bay and they had 20 children. Adam married a Miss Jurgens from Red Hill and they had no children. Joseph was interviewed by the Simon's Town Historical Society in 1960 when he was 90 years old. He died aged 97.

Joseph built himself a house in Paradise Road where he had a good view of Long Beach where he later joined the Lawrence and Cotton families in trek-fishing. Although they had their own demarcated area, the fish often ignored this and arguments and conflict often occurred! He also fished from Kalk Bay, Slangkop, Olifantsbos and Hout Bay. As a young boy, having just left school as a 12 year old, he was an assistant to the Tollkeeper at Simon's Town. The charge then was 5 cents for a 2-wheel cart with 2 horses, 12 cents for an ox-wagon and for a man on a horse it was 2 cents. Rather than pay, people often left their horses and carts at the livery stable just outside the Tollgate.

In 1957/58 someone from Peru attempted to contact Joseph's daughter Gloriana but as she was unable to speak Spanish contact could not be made and the ship had sailed before she could make further enquiries. Joseph later moved to Kalk Bay, where he lived for 23 years and he knew the famous Father Duignan who gave sermons in both English and Spanish due to there being many Filipinos from the Kalk Bay community at the Catholic Church in St James.

Reference: Historical Simon's Town and Bay Between the Mountains.

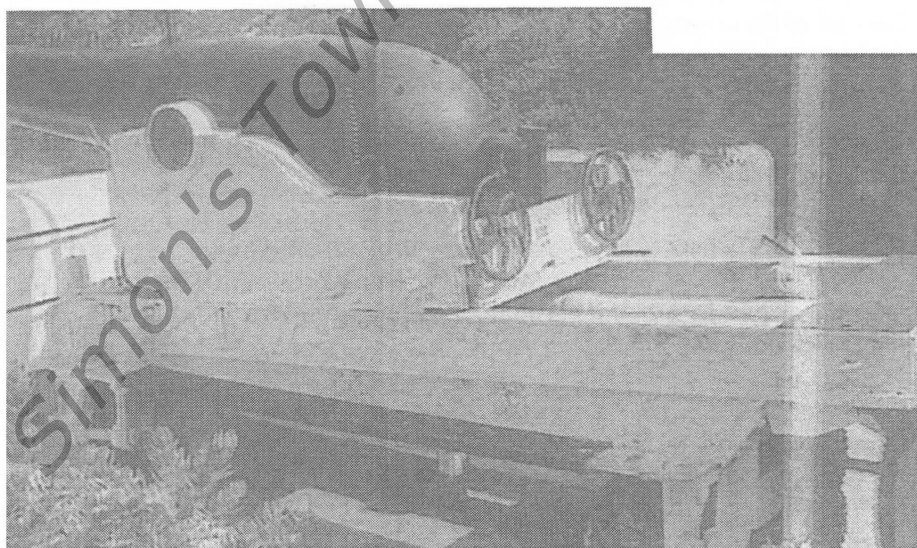
FORTIFICATIONS - SIMON'S TOWN

A.E. READ

In January 1991 Fort Cunningham in Bermuda was part of an archaeological excavation undertaken by the Bermuda Maritime Museum. They discovered seven Rifle Muzzle Loaders (RMLs) and after much research discovered that one had been taken to Simon's Town in the 1880s. Thus they were able to account for 3 of the 9 guns which the fort on Paget Island, Bermuda, had originally owned. This gun was made in the Royal Gun Factory in 1865 as No. 22 of the Mark I version, as engraved on the trunnion of the piece.

The pedestal for a six-inch Rifle Breech Loader was later sent to the port of Albany in Western Australia by the Bermuda Maritime Museum. Albany in its day was an important port of call for ships bound from the Cape to Australia. The Roaring Forties blowing from the west swept the vessels in that direction. Princess Royal Harbour, the 6th largest deep water harbour in the world was the only decent harbour, other than Melbourne, on the entire south coast of Australia. The harbour was defended by fortifications from Mount Clarence, especially necessary during scares of a Russian invasion in the 1890s.

Fort Cunningham in Bermuda was one of the strongest fort in the British Empire and originally had two nine-inch, five ten-inch and two 12.5-inch RMLs and two iron fronts. If they had retained all their guns they would to-day have had an outstanding collection of heritage artillery.



LIGHTHOUSES: CAPE POINT, CAPE HANGKLIP, ROMAN ROCK AND SLANGKOP

AUDREY READ

CAPE POINT:

The original lighthouse was built as an iron tower and was inaugurated on 1 May 1860. In clear weather the light could be seen from the seaside for a distance of 36 miles but because of its height above sea level, it was often shrouded in mist and cloud. Only the base remains. A new lighthouse was built lower down, only 286 feet above sea level, the foundation stone being laid by Sir Thomas Prince on 25 April 1914. The light was lit by Thurl Cooper, the 3-year old daughter of H.C. Cooper, the designer and builder of the lighthouse, at sunset on 11 March 1919.

The apparatus was a first order dioptric group flashing system originally displaying a group of three flashes every 20 second. The power of the light was the original paraffin vapour mantle burner of 500,000 candelas. This was increased to approximately 19,000,000 when the light was electrified on 1 September 1936 and the character changed to group flashing three every 30 seconds. The lamp was replaced by 1.5 k.w. lamp which reduced the candlepower to approximately 10,000,000 c.d. This is the most powerful light on the South African coast.

A fixed red subsidiary light indicates the dangerous areas around Bellows and Anvil rocks into which the Portuguese liner LUSITANIA struck on 18 April 1911. A radio beacon was installed near the site on 1 February 1947, the call sign being ZUH. A Senior Lightkeeper and two Lightkeepers are stationed at Cape Point. The cost of the original installation was £7776.4.7d sterling. The lighthouse was originally a four-man station, two men doing watch at the tower below and one on top at the watchroom until 01h00 whilst the other was off duty. The telemetry base station monitoring remote lighthouses was transferred from Green Point during October 1990. Cape Point also monitors the Cape Hangklip station.

CAPE HANGKLIP:

This was installed on 25 November 1960. The character of the light is one flash every 10 seconds. It is a revolving electric light of 800,000 C.D. and its range is 25 miles. It is 34 metres above H.W.O.S.T. It is a circular concrete structure painted white with a black band mid-way. It is equipped with triple multiple diesel/alternator sets and linked to Green Point by telemetry. The 22 metre tower is of reinforced concrete construction and is in the form of a hollow cylinder. The main tower, similar to that of Milnerton lighthouse, was constructed by means of the moving form shuttering principle and was completed in 5-6 days. The optic is a revolving electric type producing an 800,00 candela while flashing every 10 seconds. Triple mutual diesel/alternator sets produce the power.

Originally the lighthouse was monitored from Cape Point Lighthouse but on 29 July 1986 a new VHF telemetry system was installed and was monitored from Green Point Lighthouse. During October 1990 the base station was moved to Cape Point and Cape Hangklip is once again being monitored from Cape Point. Leopard spoor is still often seen near the lighthouse by visiting maintenance staff. The original cost of the installation was R555,484.

ROMAN ROCK, FALSE BAY:

It was installed on 18 September 1861 and its character is one flash every 6 seconds. It is a flashing acetylene gas light of 5,000 C.D. with a range of 13 sea miles. It is 17 metres above H.W.O.S.T. It is a circular cast iron tower painted white which in 2007 is in need of some tender loving care. It is the only lighthouse on a rock on the South African coast. The rock is exposed at low tide but awash almost continuously at high tide with the water breaking against the lighthouse itself during a south-east gale.

In 1823 Commodore Nourse recommended a lighthouse on Noah's Ark Rock, some 1,500 metres south of Roman Rock and out of reach of breaking seas. For two decades discussion prevailed about alternative sites: the Pebble at Boulders Beach, Millers Point and Roman Rock. Rear Admiral Sir Jocelyn Percy and Surveyor General Col. Mitchell inspected the site and without hesitation recommended Roman Rock in spite of the expense. In May 1857 the prefabricated cast iron tower, designed by Alexander Gordon, was despatched from England in the ROYAL SAXON. Robert Cousens was appointed Clerk of Works and W.F. King the Works Engineer. It took 4 years to complete the installation and the light was exhibited for the first time on 16 September 1861. Mr Gordon recorded that during 1865 because the weather was so bad, only 962 hours, the equivalent of 96 working days could be spent on the rock.

Prior to the building of the lighthouse Sir Jocelyn Percy became very frustrated by the delay and the choice of a site that he ordered a lightship to be moored a cable's length north of Roman Rock. This ship was equipped with a revolving light and was established on 10 January 1845. It was the only lightship to do service on the South African coast and did not prove satisfactory as it often broke its moorings.

Before work on the lighthouse was completed the cast iron plates in the lower section developed cracks. These defects were remedied by encasing the affected section with granite blocks 1,2 metres wide which were quarried and assembled at Seaforth Beach. The interior section of the tower was then filled with concrete.

The equipment installed in 1861 comprised a second order catoptric apparatus consisting of 8 single wick burners set in silvered metallic reflectors and revolving at 1 revolution in 4 minutes. This unit provided a 1,500 candle-power white flash

Of 12 seconds and was visible for 12 sea miles. A third order acetylene gas flashing apparatus providing a 5,000 candela white flash every 6 seconds was installed on 25 March 1919. This equipment was fully automatic and no resident staff were then required to reside at the lighthouse. There is a display feature on the veranda of the Simon's Town Museum.

Further alterations to the optic equipment were later made because complaints had been received about the inability of mariners to distinguish the light against the constant development taking place on land. The cost of the original installation was £3,615 sterling. A helicopter landing platform has also been built for easier access.

SLANGKOP:

This was installed on 4 March 1919 with a character of 4 flashes every 30 seconds. It was a revolving electric light of approximately 5,000,000 C.D. with a range of 33 sea miles. It is 41 metres above H.W.O.S.T. The structure is a 33 metre circular iron tower painted white. It is run with mains electricity with a standby diesel/alternator set. This light was established as a result of a commission appointed on 29 September 1906 by His Excellency the Honourable Sir Francis Hely-Hutchinson, Governor of the Cape Colony, "to enquire into proposals for the improvement of and additions to the safeguards against shipwreck now existing upon the Southern Coast of the Colony". Mr Runciman of Simon's Town sat on this commission and gave advice.

Slangkop boasts the tallest cast iron tower on the South African coast, being 100 feet from its base to the balcony. The focal plane of the light is 41 metres (135 feet) above high water and the range of the light is 33 sea miles. The optic is a first order group flashing every 30 seconds and the original equipment produced a 500,000 candela light. This light was inaugurated on 4 March 1919. On 4 September 1936 a 4 k.w. electric incandescent lamp replaced the original three mantle 55 mm petroleum vapour burner and the character was changed from 4 flashes every 20 seconds to 4 every 30 seconds. This improvement resulted in the light being increased to approximately 16,000,000 candelas. In 1974 the 4 k.w. lamp was replaced by a 1,5 k.w. lamp which reduced the light to approximately 5,000,000 c.d. Slangkop is now fully automatic. The station was originally a three-man station, however, it is now manned by a Senior Lighthouse keeper only, after two lightkeepers were withdrawn in 1979. The cost of the original installation was £14,358.9.1d

STAFFING THE LIGHTHOUSE:

Have you ever thought about what the life of a lighthouse keeper was really like? What attracted them to this kind of life?

The trainee lighthouse keeper joined the service in the normal way by making application to the local South African Railways and Harbours (now Transnet or its subsidiary Portnet). The Lighthouse service now falls under Portnet. The conditions of service were carefully pointed out to the applicant at his first interview and he was told that he must be prepared to serve at any lighthouse, to be transferred regularly, to be assigned to the manual work of maintaining and painting lighthouse structures and radio masts. It was essential that he be acceptable to his colleagues; however efficient he might be in his work he was worthless if by nature he was a malcontent and trouble maker, particularly where his only friends were the other members of the lighthouse staff and their families.

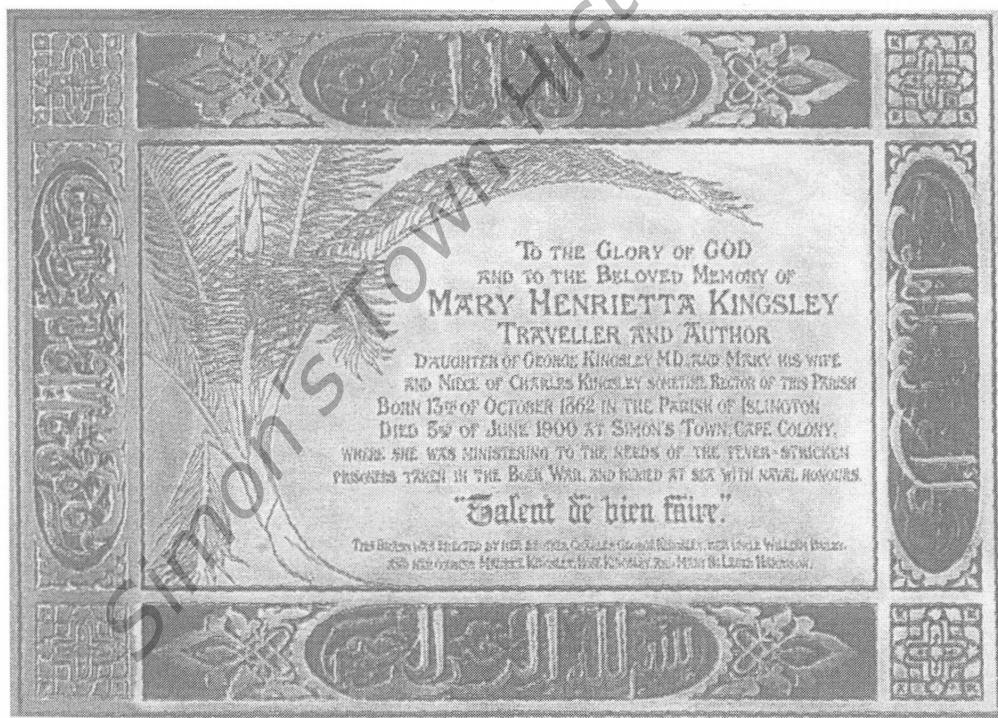
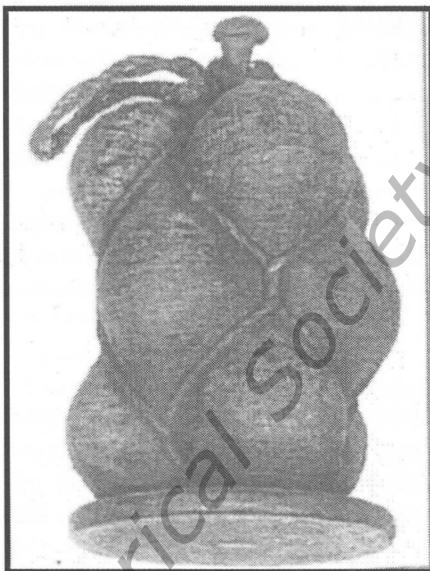
He had to be of sober habits, have a sense of duty which allowed him to work unsupervised, and above all, he must have an abiding love of the sea and the interests of the mariners whose safety he helped to maintain. After his initial training period on the relief staff, the young Assistant Lightkeeper was appointed to a station where he shared the watchkeeping and maintenance duties with generally one other assistant and the Lighthousekeeper in charge.

Without those technicians behind the scenes the Lighthouse Technical staff, things would not have gone as smoothly as they did. They were based at various large centres round the coast, so they were often away from home for long periods of time. The Technical Staff originated from two sources, they being either Mechanical or Electrical Engineers. After they were appointed to the lighthouse service they spent a further two years undergoing in-service training to make them proficient in the maintenance of the various types of lighthouses and associated equipment.

All the manned lighthouses had staff quarters and each family was allocated a house, as well as other privileges which partly compensated for the isolated nature of their lives. Consider the fact that due to the poor road to the Cape Point lighthouse, for instance, that as late as 1946, the food supplies arrived there once a week, being taken out by a contractor. The lighthouses also had quarters used by the Technical Staff when visiting the various lighthouses during their maintenance work. There were four groups of lighthouses: the towns, the neartowns, the outstations and the islands. This meant that to be fair there had to be regular transfers of staff. These days when helicopters can be used for emergency work it is hard to believe the trauma the families experienced when a child was ill or a wife had a difficult labour.

With modern technology the majority of lighthouses worldwide are now not manned so life as a lighthouse keeper is becoming unique. When you look out to see from the comfort of your house in Simon's Town when a south-east gale is blowing and the white horses scud across the bay, just think what it was like prior to 1919 to be a lighthouse keeper on Roman Rock Lighthouse in False Bay, yet in many families in the service, son followed father who had followed grandfather to become keepers.

A rare example of an original
quilted grape shot; Realised £950
in the 'Nelson Commemorative'
Auction July 2005



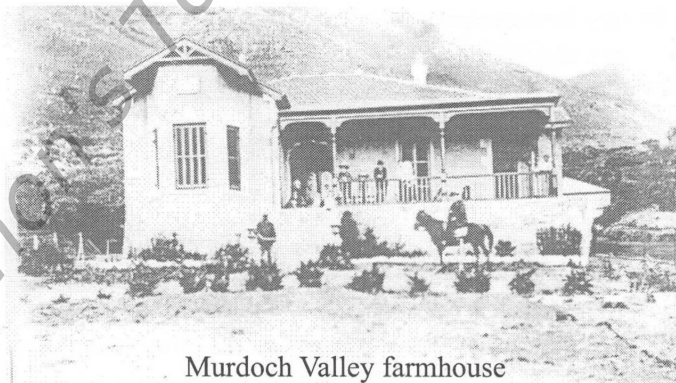
JOSPEH HERMANUS GELDENHUYS & HIS WIFE ROSA APPELT

A.E. READ

When there were still dairies in the Simon's Town area Joseph Hermanus Geldenhuys and his wife Rosa were the proprietors of the Murdoch Dairy at Murdoch Valley. They then moved to Glencairn and later to Noordhoek. In 1940 they bought the lovely Victorian house "Highlands" which had been built by Walter Runciman and designed by John Parker, a famous Cape Town architect. It was Parker who was responsible for changing Simon's Town's main street from a Cape Dutch look to a Victorian one.

The Geldenhuys's ran "Highlands" as a boarding house. Joseph Hermanus (known affectionately as Japie) before coming to Simon's Town had managed "The Valley" apple farm at Elgin. Rosa was born at Uitenhage, completed her high school education in Stellenbosch before going to U.C.T. to study music. Japie died in 1965 and in 1968 Rosa moved to Fish Hoek where she was a member of the St Kieran's Church Choir and Women's Association. She was an active bowler well into her 90s. Rosa travelled overseas and on one of these trips she met her second husband Jack Simons, to whom she was married for 6 years.

Aged 97 Rosa broke a hip and this decided her to move to Sunkist Home in Muizenberg. On Sunday 21 September 2003 she celebrated her 100th birthday at a Fish Hoek restaurant with family and friends. Her eldest son Louis was for many years Fire Chief with Simon's Town Municipality now defunct. The other son managed the Millers Point caravan site for the Divisional Council. They both had their schooling in Simon's Town.



Murdoch Valley farmhouse

A.E. READ

He was well suited to naval life and served under two well known captains. He was with Captain James Cook when he, Riou, was 13 years of age on what was one of his earliest ships, this time in DISCOVERY and RESOLUTION on what was Cook's 3rd and fateful voyage. Then in 1801 he served under Nelson at the Battle of Copenhagen, when Riou was killed.

We have to thank Alexander Home, the 38 year old master's mate on DISCOVERY who was with Riou and Cook, for a rather gory storey but it shows how desperately short of fresh meat the youngsters in the crew were. They were anchored off the coast of New Zealand at the time. Young Riou had obtained a rather savage New Zealand dog from some Maoris and was intending to take it back to England as a present for the Marchioness of Townsend. The dog tried to bite most of them at some time or other and they were not over-keen on it.

One day when Riou was ashore on duty, a "court martial" was held on the dog and it was agreed unanimously that as the dog was of cannibal origin, he should be doomed to death so that they could eat it, being very short of provisions. He was flayed and the meat cooked and eaten while Riou was still ashore. As Riou was coming back up the ship's side, the skin was slipped over his head so that the tail hung down his back and the paws on his chest. The other lads decided he would take it all in good part as long as they saved him a portion for his supper which Alex. Home locked away for him. At first Riou was very cross and cursed them for being cannibals and he dived below deck with the sulks. Home followed him and listened to his swearing and growling, when after a time Riou said "Damn you, did you not even leave me a share?", whereupon Home produced the serving and Riou tucked in, he was so hungry he overcame his delicacy!.

A very handsome portrait of Riou as a midshipman in 1775 or 1776 by Daniel Gardner, has hung in the National Maritime Museum at Greenwich for some years, but in September 2006 the family decided to sell it. It was estimated to sell between £120,000 to £160,000.

Riou was a Lieutenant by 1790, aged 26, and was in command of HMS GUARDIAN, a 44 gun frigate, packed with stores and 25 skilled convicts, on their way to sustain the newly formed colony in New South Wales. He was the only commissioned officer on board but the warrant officers boatswain, master and purser were all experienced men. The ship called at the Cape before continuing across the southern ocean.

Riou had been into Table Bay in November 1776 when DISCOVERY sailed in to join RESOLUTION. The RESOLUTION's master was the soon-to-be famous William Bligh. When the GUARDIAN put into Table Bay on 24 November 1789 and sailed on 11 December, Bligh was to arrive a week later- so this time they missed one another.

Thirteen hundred miles from the Cape, GUARDIAN struck an iceberg, was damaged aft, lost her rudder and was making water fast. Some of the crew left hurriedly in four launches, only 1 survived, miraculously picked up by a French merchant ship herself blown off course. Among those who died were 2 gardeners of Sir Joseph Banks, the botanist, who were taking plants to New South Wales.

Riou with 60 crew and the convicts, by an epic effort kept the ship afloat by continuous pumping out of water and steering her mainly by sails. Two months later, with only 1 mast standing, he brought the crippled ship back to Table Bay on 22 February 1790. He had fought valiantly to save his sinking ship. They had jettisoned gun carriages, bales of hay and livestock and even cut away their spare anchors. They fixed 2 fothering sails. These are sails or similar canvas, lined with rope yarns drawn under the bottom of the ship where the pressure of water would hold it against the timbers. Riou by extreme good fortune, had managed to hold the ship on an erratic northward course. Riou was fearful of being carried onto the south-east coast of Africa and foundering where the GROSVENOR had sunk. By a remarkable stroke of luck, when land was sighted for the first time on 21 February 1790 it was the Cape of Good Hope. He could not get into False Bay so made cautious progress towards Table Bay. A whale boat and 6 more smaller boats helped him into harbour.

GUARDIAN's non-appearance in New South Wales had made a great impact and brought the colony to the brink of starvation.

Riou had a very trying time keeping order on board during this epic journey and as he says of one occasion "the broomstick had more effect than Cicero". He was clearly a leader and a good judge of men. Among his crew were Thomas Pitt, later Lord Camelford (the "half-mad Lord"), a midshipman to whom Riou would not give a certificate for good behaviour. Pitt was a cousin to the English Prime Minister and First Lord of the Admiralty.

In 1789 the GUARDIAN was on her maiden voyage and was sailing *en flute* i.e. having some 28 of her 44 guns taken out or struck down in the hold so as to provide additional accommodation for troops and stores.

By luck, John Fryer, master of the ill-fated BOUNTY was the first to board in Table Bay. He was still waiting for a passage to England. He, together with his

Brother-in-law Robert Tinkler, the carpenter William Purcell, and gunner Wm Peckover helped Riou to come to a decision over the future of the GUARDIAN, especially after a violent storm on 2 April, when it was decided to beach the vessel, strip her of valuables and furniture and endeavour to dispose of some cargo and arrange for the other to be sent on to New South Wales.

Riou managed to obtain the release of the 20 convicts he had on board for they had been so helpful to him. They were pardoned provided they stayed in New South Wales until their sentences had expired. Only 14 names appear in the New South Wales Register of Pardons so it looks as though 6 of them did not survive the journey from the Cape to New South Wales or perished before their time expired.

On 6 March 1791 Riou and his survivors sailed for England in HMS SPHINX taking with him the GUARDIAN's guns and figurehead, as well as some botanical specimens for Sir Joseph Banks. Riou was subsequently court martialled as was customary on the loss of your ship. He was acquitted. Riou was promoted to Commander and then Post-Captain almost immediately after the court martial.

Edward Riou was descended from French Protestants who emigrated to England and were naturalised in 1702. His father Stephen Riou was a Captain in the Grenadier Guards and his mother was Dorothy Dawson, daughter of Major George Dawson of North Ferriby Grange, Kingston-on-Hull, Yorkshire. Edward was born on 20 November 1762 in the house Mount Ephraim, near Faversham, Kent, which belonged to the Dawson family. His elder brother Philip, became a colonel of artillery and his younger sister Dorothy, married an army officer Lyde Brown of 21st Regiment of Foot.

From 1793-1795 Riou commanded the ROSE and BEAULIEU in the West Indies from where he was invalided home and then commanded the Royal Yacht PRINCESS AUGUSTA. He had the satisfaction of having "An Eye-Sketch ...of Hout Bay and Chapman's bay near Cape of Good Hope by Captain Ed. Riou 1790" published by Alexander Dalrymple, the Naval Hydrographer. Col. Gordon (then in command of the V.O.C. troops) committed suicide at the Cape in 1795 and his Swiss born widow left the Cape. While en route, in London, she left all her husband's charts and drawings with Riou. Most of these were later purchased by the Rijksmuseum in Amsterdam.

In 1799 Riou commanded the frigate AMAZON of 38 guns and in March 1801 he sailed with the Baltic fleet to join Nelson. On 1 April Riou had dinner with Nelson on board HMS ELEPHANT (Captain Foley) and they drew up the order of battle for the ill-fated 2 April.

Riou died the next day in the battle and was unmarried so his small estate of £1,000 went to his brother and sister and an old family friend. His mother was spared the sorrow of his death for she had died earlier in the year. A monument to him was erected near St Paul's Cathedral in London and Nelson paid tribute to him as "that good man and excellent officer".

References:

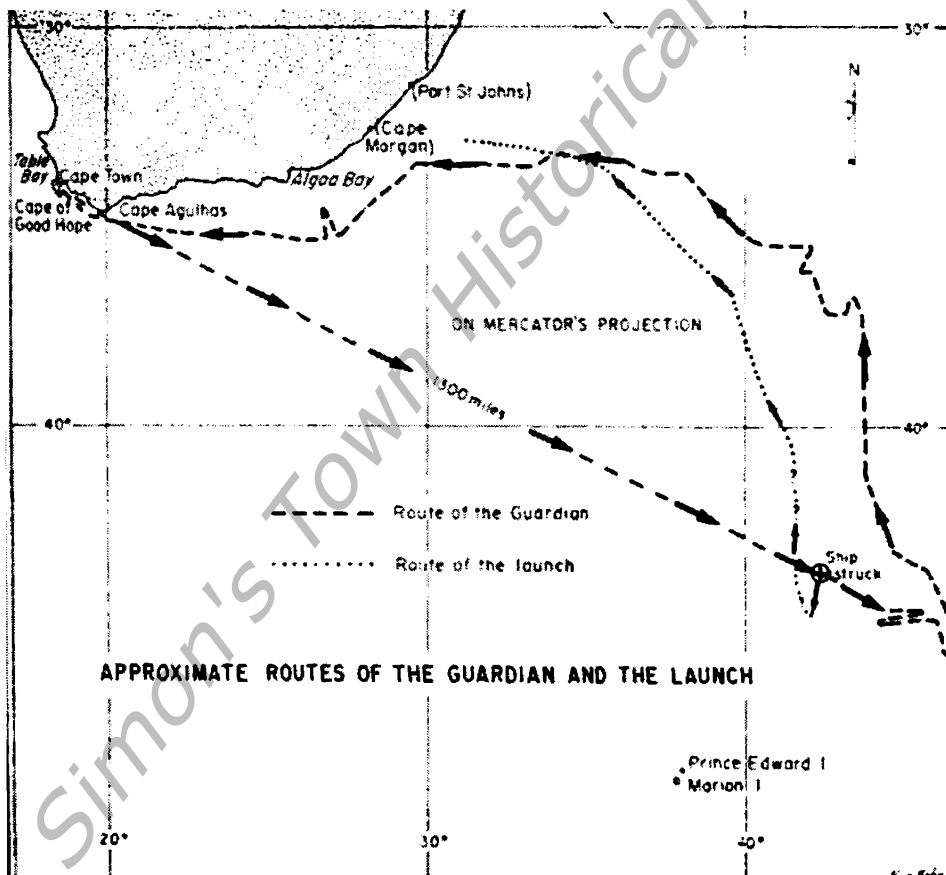
The Last Voyage of the GUARDIAN 1789-1791 edited by d. Nash van Riebeeck Society

Mariners Mirror review of above book

Voyage to the South Sea etc. by Bligh

(NOTE: the Riou papers are with the National Maritime Museum, Greenwich, U.K.)

The Weekly Telegraph, October 4, 2006.



Map of GUARDIAN route and the launch

THE CUTTY SARK

A.E. READ

It was reading an article in the Cape Odyssey in November/December 2005 that made me look at the model of the CUTTY SARK that I own and to compare it with a postcard I bought years ago in London and a photograph of it at the National Maritime Museum at Greenwich in England.

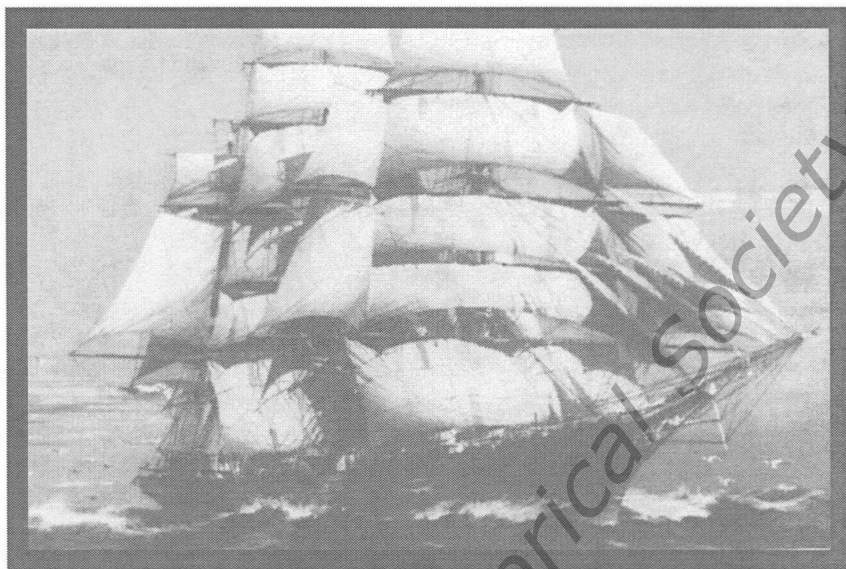
She was a famous clipper ship engaged like THERMOPPYLAE, FLYING CLOUD, ARIEL and others in the China tea trade. They never called here in those days as they raced each other to England to sell their precious cargo of tea. CUTTY SARK was built at Dumbarton, Scotland, in 1869 for Captain John Willis. As soon as the Suez canal opened in 1869 the trade was soon lost to steamers and in 1879 the CUTTY SARK was switched to the Australian wool trade. Captain R. Woodget was her master from 1885-1895. She took 80½ days outward bound and 82½ days to make the homeward voyage.

In 1895 Willis sold the ship to the Portuguese and she remained under the Portuguese flag until 1922. Still fully rigged she was renamed FERREIRA. She had been trading to various ports when in 1916 she narrowly escaped destruction in a hurricane in the West Indies. In 1916 she was towed to the Cape, dismasted. Here she was re-rigged as a barque.

In 1922 she was purchased by Captain Wilfred Downham for £6,000 and fully restored. She was then used as a training ship at Falmouth in the U.K. On Downham's death his widow presented the ship to the Thames Nautical College (HMS WORCESTER). In 1952 the CUTTY SARK PRESERVATION SOCIETY, with the Duke of Edinburgh as active patron, was formed to acquire the vessel with a view to permanent preservation. The object was fulfilled in June 1957 when she was berthed in a concrete dry berth at Greenwich and opened to the public by Queen Elizabeth. She is visited annually by hundreds of London school children and I wonder if they, like me, marvel at how small her original sailors must have been for the bunks would not comfortably hold a sailor to-day. As we go to press she has been partially destroyed by arson but all valuables (masts, figurehead etc) had been removed and stored at Chatham dockyard while she was being refitted. CUTTY SARK means "short shirt" which is worn by Nannie, a character in Burns' "Tam o'Shanter".

References:

The Cutty Sark, Alan Villiers 1953
Everyman's Encyclopaedia
Journals of the N.M.M. Greenwich



From a postcard of a painting by the late J. Spurling

THE PLIMSOLL LINE

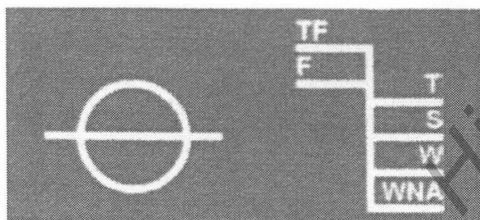
A.E. READ

There is a science to packing cargo into a ship's hold to ensure it stays stable and this is still the case in the days of container ships when the containers must be loaded and off-loaded in a certain order to prevent stress and strain on a ship's frame. In earlier days ship-owners were known to cram in as much as they could because of the want to make bigger and bigger profits.

In 1873 when the CUTTY SARK was regularly in the race to bring tea from the East, more than 400 ships were lost and 506 lives, around Britain's coastline, alone. Ship-owners were often reluctant to repair their ships and this caused a problem as crews were reluctant to join these "coffin ships". In 1835 Lloyds of London had endeavoured to introduce loading lines but were only successful with ships they actually insured.

Samuel Plimsoll (1824-1898) a Bristol-born Politician he entered Parliament in 1868 spent much of his time endeavouring to protect the lives of sailors. Before entering Parliament he was a coal merchant. His campaigning brought success in 1876 when the Merchant Shipping Act was passed.

However, it was 1894 before the load lines were fixed and it was not until 1906 that foreign ships calling at British ports had to carry these lines. The lines later were to have levels indicating safe loads in different waters, for tropical waters and wintry seas will have different degrees of buoyancy to allow more or less cargo to be carried as safely as possible, as well as passengers and crew.



The letters on the Plimsoll line have the following meanings:

TF= Tropical Fresh Water

F= Fresh Water

T = Tropical Sea Water

S= Summer Sea Water

W = Winter Sea Water

WNA=Winter North Atlantic

Changes in density between these different water masses affect ship buoyancy.

References:

N.M.M. Greenwich Magazine

Everyman's Encyclopaedia

REVEREND KELLY KOSKY

A.E. READ

Rev. Kosky hails from Montana in the United States. For several years he was the financial advisor to the governor of Montana but in 1986 he left his job to start up the Transkei Victory Christian Mission in the Eastern Cape. This meant packing up his house in the States to leave with his wife Cathy and six children to do missionary work in a very rural area of the Transkei. This was a more primitive lifestyle because of the lack of amenities whereby they needed to collect rainwater run-off from the roof, generate their own electricity and learn to operate a wind-up telephone in order to communicate with the outside world!

After nearly 10 years in the Transkei the family decided to move to Seaforth, Simon's Town and from there they would more easily gain access to the townships which surrounded Cape Town. Since his arrival here he has been instrumental in the creation of 470 schools, clinics, churches and orphanages. He is also the founder of Southern Cross Ministries and African New Life Church.

In order to assist in the Aids crisis they started the building of the Khayelitsha Centre. The Centre was so successful that it was expanded in January 2006. In the beginning they saw 600 people a month and this has now grown to 6,000 a month. The current building is now triple its original size. Due to Rev. Kosky's efforts several million rands were raised over the past 5 years for the building of the extension.

In June 2006 the People's Post (a suburban newspaper) featured a photograph of the Mayor of Cape Town (Mrs H. Zille) handing over a certificate of recognition to Rev. Kosky for his great work in the area.

Reference:
The People's Post.

LORD HIGH ADMIRAL

The Admiralty is the name given to the government departments administering the Royal Navy. Formerly responsibility for maritime affairs was entrusted to the Lord High Admiral, one of the greatest officers of state, but these days his functions are discharged by "Commissioners for executing the office of Lord High Admiral" commonly called the Lords Commissioners of the Admiralty. The last Lord High Admiral (1827-28) was the Duke of Clarence who afterwards became King William IV. The Lord High Admiral formerly exercised control over the Admiralty Court which gave judgements and tried cases in maritime causes. But since 1836 many facets of its work were transferred to other authorities.

Droits of Admiralty were certain perquisites that formerly appertained to the Lord High Admiral, chief among them being the right to property of an enemy seized at the beginning of a war, and derelict ships at sea. In the case of the latter the finders of the abandoned vessel were entitled to nine-tenths of its value, the Admiralty Droits being the remainder.

This is a very simplified version and it is suggested that readers consult an encyclopaedia for a fuller version.

The Navy Board was constituted by Henry VIII in 1546 from existing officials whose origin developed out of the office of the keeper of the king's ships, first created by King John on the appointment of Wm. Of Wrotham, archdeacon of Taunton, in 1214. Samuel Pepys, the famous diarist, was one of the principal officers of the navy from 1660-1673, holding office of clerk of the acts.

References:

Various encyclopaedias.

THE “RETRIEVER”

In June 1872 the Cape Mercantile Advertiser ran an article regarding a new schooner which had recently been launched in Simon's Bay in the most successful manner. She had been built by Messrs Budge and Black, well-known citizens and boat-builders of Simon's Town. She was only 110 tons and she was intended to operate in the coastal trade.

The Cape Times and the Daily Advertiser advised that on 5 April 1876 she sailed for Mauritius with a cargo of fish. The paper goes on to say that by all accounts snoek are fetching fabulous prices in Port Louis, Mauritius. There was also a brisk demand for geelbek.

We do not know what became of the RETRIEVER but we do know that Messrs Budge and Black were well known round the coast of South Africa for the quality of their workmanship. They also built many of the snoek boats and also some boats for the copper mining enterprise at O'Kiep in Namaqualand.

Reference:

Simon's Town Museum Archives.

Readers of our Bulletin might be interested to know that in 2006 “A Sense of the World: How a Blind Man Became History's Greatest Traveller” was written by Jason Roberts. It was published by Simon and Schuster for £11.99 excl p & p. It is the story of Lt James Holman who went blind at an early age. Born in 1786, the son of an Exeter apothecary, he went to sea at the age of 12. By the age of 16 he was commanding British ships as they hunted American black marketers and then at 18 began to suffer from rheumatic pains, then described as “flying gout” and a few years later he lost his sight in a matter of weeks. He managed to secure a place as a Naval Knight living in the grounds of Windsor Castle but soon chafed at the inactivity. He travelled across Siberia, went to Brazil, Argentina, South Africa, Zanzibar, India, China and Australia. Out of a crew of 135 he was one of only 12 to survive the malarial island of Fernando Po in the Gulf of Guinea. While at Simon's Bay he went down to Cape Point, probably on horseback, for there was no road as we know it to-day. He published his first book after his travels throughout Europe.

THE KINDO FAMILY OF SIMON'S TOWN

A.E. READ

When the abolition of slavery came about one of the main duties of the Royal Navy was to stop and search any ships which they thought might be carrying slaves. They could then seize these ships and the slaves were then released as "Prize Negroes" and the ship was a "prize ship". If in good condition it could be absorbed into the Royal Navy; if not it was sunk or its timber where possible used for ship repairs. The ship owners, however, were clever and if they had time they would throw the slaves overboard to a watery death unless the Royal Navy could rescue any of them. If there were no slaves on board, then they could sail on.

It is said that the original Kindo, one William Kindo, was thrown overboard from a slave ship and fished out of the water by the crew of an R.N. ship on its way to Simon's Town in 1837. We do not know the name of the ship. Prize Negroes were employed in the Dockyard and taught a trade. They were indentured for 14 years.

Family tradition has it that the original Kindo was probably given the name after a place called Kindo near Kinshasha in the Congo. He lived on Methodist grounds and later worked for William Runciman Snr. Runciman allegedly gave him a piece of land in Goede Gift. After his death the property was sold and the family assisted Kibo Kindo in 1862 to obtain land in Cardiff Road. Kibo Kindo married Aletta Davids in 1850 and she died childless in 1866. He then married Johanna Salvia and they had 5 sons and 1 daughter. Kibo died in 1897 aged 72 and his wife Johanna died in 1916.

In 1967 the Group Areas Act was introduced and Simon's Town was declared a White Area. The family were forced to sell their land to the State. In 2003 the Land Claims Commission held an historic ceremony on December 16, on the Dockyard sports field, to hand back land that the State had taken during the forced removals. The Kindo family were among the lucky ones. Percy Kindo, a builder, has built a new family home in Cardiff Road. Another member of the Kindo family, Ingrid de Smith (daughter of Sally Kindo) came back from London and bought a house in Devon Street. Many will, of course, remember the very talented dancer and choreographer Christopher Kindo, probably the most illustrious member of the family.

References: "Echoes from the past" The Echo 25.3.2004 A. Thomas
Archives, Simon's Town Museum
Bulletins, Simon's Town Historical Society

S.s. EMPIRE SUCCESS (formerly the cargo-steamer HAGEN)

Several enemy ships were taken as prizes in South African ports during the 1939-1945 war. The German cargo-steamer HAGEN was seized in Durban in September 1939. She was renamed EMPIRE SUCCESS and was very badly misnamed. All who had anything to do with her troubles during her visits to South African and other ports under her new name agreed that there could scarcely have been a more unfortunate choice of ship to bear that name.

As the HAGEN, built for the Hamburg-Amerika Line's South African and Australian service in 1921, the vessel served the Germans well for the first 18 years of her life. However, before her German crew gave her up to the South African boarding party at Durban, they sabotaged her turbines and virtually ruined them. The crew spent 8 years in custody in the Union of South Africa, well fed and cared for, being repatriated only in 1947. But for the Allies they left a legacy of trouble in the shape of the captured ship.

First of all the HAGEN was renamed IXIA and registered under the South African flag, the intention being that she should be operated by the Railway Administration in conjunction with its other "flower" freighters the ALOE, ERICA and DAHLIA. It was soon obvious that only a properly equipped marine engine-works could do anything with the ship's damaged engines and in 1940 she was transferred to the British Government and renamed EMPIRE SUCCESS.

Despite all the attention they received, her engines never worked properly again and the EMPIRE SUCCESS never seemed to make a voyage, no matter how short, without an engine breakdown. She spent many weeks and many thousands of pounds under repair in South African ports from time to time and her last voyage round Africa, under Union-Castle management, took the best part of a year. When she reached home she was withdrawn from service. In 1948 the British Government finally got some good use out of her! She was loaded with nearly 10,000 tons of poison-gas that had been intended for her former owners but was not needed, and she was towed to sea from Barry in Wales on 18 August and scuttled in deep water in the Bay of Biscay four days later. Success at last!

Cape Argus 20 September 1948

MR D. FRIESLAAR'S POOR OLD HORSE

A.E. READ

While researching the Work's Department Books which are housed at the Simon's Town Museum one comes across some very amusing things from time to time!. Sometimes, also sad occurrences.

For instance on 16 November the "Enrolled Law Practitioner" from Anderson's Chambers (now known as Runciman's Buildings and occupied by Armscor) one, Philip Hodges, wrote to the Senior Naval Officer of the Dockyard on behalf of Mr. D. Frieslaar to state that on Monday 9 November whilst driving in the Main Road, Simon's Town and opposite the steps leading to Mr MacFarlane's office at the Docks, one of his horses came into contact with a stop-cock projecting quite 3 inches from the ground which stop-cock Mr Hodges understood is attached to certain pipes belonging to the Navy, with the result that the horse had to be destroyed. Mr Frieslaar, therefore, wished to apply for due compensation for the loss of the horse, which he valued at £40.

The Navy declined to accept responsibility as the Road was under the Divisional Council's care and wrote to ask the Divisional Council to repair same. The Divisional Council (in Cape Town) repudiated the claim and long correspondence ensued between the three parties concerned. The Divisional Council accused the Navy of interfering with their pipes without permission. The Navy countered by saying that they had verbal permission from the late Mr Hugo, a Simon's Town Municipal Councillor. Mr Hugo was not entitled to give permission said the Divisional Council. The Navy on legal advice from a prominent Cape Town law firm backed down, the stop-cock was removed and the hole made good and the Divisional Council informed.

Mr. Runciman acted as arbitrator and the Navy in January 1904 paid poor old Mr. Frieslaar the sum of £35 for the loss of his horse!
