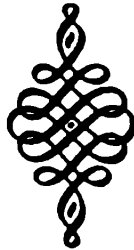




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



PRICE :
R20.00

JULY
2011

CONTENTS

Chairmans Report	Page 1
HMS DORSETSHIRE	5
A.T.M's	11
Navy Rum	12
Naval Terms in Everyday English	12
Surg. Rear Admiral Pugh RN	13
The Lawhill Maritime Centre	14
Patricia Riley.....	15
H. Charteris Hooper – swimmer.....	16
Why R.N. ships are painted grey these days	16
Dido Valley Cemetery, Simon's Town	17
Edmund Halley	17
Aircraft-carrying submarines	17
The Hathorn Altar in the Dockyard Church, Simon's Town ...	19
Simon's Town 1940 – 1946.....	21
Major E.D. Blackburn DSO MC – Boulders House	27
Simon's Town Blockhouses 1915	28
"Flu Epidemic 1918	30
Soldiers & Sailors Home 1919	33
Mrs Dewar's "Brass" Ornament	34
The wreck of the LA ROZETTE 1786	34
"Dumps" Willis 1st Chairman of the S.T.H.S.	35
Simonsrus Association	37
Yacob – Mozambiquan freed slave	39
Dr Michael Inngs	39
Cetshawayo – King of the Zulus	41
Prince Metarai	41
S.A. Sea Cadets	42
Prof. R.D. Keynes	44
Cape – The Tavern of the Seas	45
Settling the Cape	46
The Hammock	47
To Dress Ship.....	47
Motor Coach Tours of the Peninsula.....	48

CHAIRMAN'S REPORT – ANNUAL GENERAL MEETING HELD IN
THE LECTURE HALL, SIMON'S TOWN MUSEUM ON 20TH APRIL
2011.

Madam President, Members and guests I submit on behalf of your hard-working committee, an overview of your Society's affairs over the past year.

When I accepted this task three years ago, I did so with some reluctance but now admit that I found it both satisfying and enjoyable, largely due to the enthusiasm and support of all members of our committee. I thank them on your behalf. I will deal with Past Progress, Present Status and Future Challenges.

Over the years we have accumulated quite a substantial capital from subscriptions, donations and good management. However, the committee agreed with me that accumulating wealth was not the aim of the Society, and that we should rather invest in worthwhile projects in the interests of Simon's Town. So over the past year we have been able to undertake several new ventures, and will continue to do so.

One which we have all enjoyed is bringing this room, officially the Gerry Read lecture room, up to date, with the assistance of Eddie Wesselo and our Vice-Chairman Eric Mawhinney. The Society provided a digital projector, a built-in computer and a sound system. These facilities are used by us and also by the Museum educational staff. We also renovated the Society Committee Room with new windows, curtains and shelving.

The Society has a special interest in maintaining the Historic Mile and especially central St George's Street. The newly formed Business Association have expressed their support and STADCO (Simon's Town Amenities and Development Company) have assisted greatly by cleaning up the entrances to the Historic Lanes. This gave us the opportunity to erect explanatory historical plaques at the entrances to the five lanes. These circular plaques with white lettering on a blue background are made of high impact Perspex, and will hopefully withstand vandalism and theft. The Just Nuisance plaque was also replaced. A colourful map depicting the Lane Walks has been mounted on the existing stand at the foot of Rectory Lane.

The Centenary of Scott's visit to Simon's Town en route to the Antarctic was recognized by erecting a large banner at the entrance to Simon's Town and we have been made aware of the role that Simon's Town played as a gateway for explorations to Antarctica. With guidance from Syd Cullis we plan to mount a relevant exhibition in the Museum and a commemorative plaque on the Quayside.

Three members of our committee – Terry Korsten, Audrey Read and Bill Rice – served on a joint committee with members of the Naval Heritage Trust to produce a fine book commemorating the Centenary of the opening of the East Dockyard. All credit to Bill who was the main researcher, and his co-workers for producing such a valuable addition to Africana. The subsidy which the Society paid toward the production has already been repaid.

Thanks to donations from members we have been able to assemble a complete collection of books relating to Simon's Town and its history. This valuable collection is kept in our Committee Room, together with a collection of photographs, brochures and programmes etc reflecting events in Simon's Town in 2010. It is suggested that this exercise be repeated every 10 years, as what happens today is the history of tomorrow and should therefore be recorded.

Several brochures have been produced or updated, and a most interesting Bulletin was produced in June. To our surprise we recently received Royalties of over R5,000 for articles which had been copied from the Historical Society Bulletins. Once again our thanks to Audrey Read, who edits and largely writes the Bulletin, and has done so since 1980, producing over 50 editions!

The 1st Dumps Willis Memorial Lecture took place on 23 February this year. An outstanding talk was given by our President, Councillor Nicki Holderness, who shared some of her thoughts and Simon's Town experiences with an appreciative audience.

The monthly lectures, organized by Margaret Cartwright, were interesting and well attended. These are both social and educational occasions and raise substantial funds for the Friends of the Simon's Town Museum. A well-supported mid-year lunch was held aboard the CABLE RESTORER in aid of the Friends. Unfortunately it seems the *ROARING FORTIES* restaurant aboard the CABLE RESTORER will no longer be available for our functions, and we thank Ilana and her staff for many happy events "on board".

One of our major undertakings has been the listing and description of all historic buildings in Simon's Town. A special committee chaired by Terry Korsten has made considerable progress, but regrettably the co-operation of Heritage Western Cape has been sadly lacking. However, we will "press on"!

Co-operation with other organizations has been excellent. Two of us serve on the Architectural Advisory Committee which alerts us to developments in the Central "Special Zone" area. We are able to provide the committee with historical data, while they can advise us on architectural and structural changes. As mentioned above, STADCO have been most helpful and we

have a good relationship with the S.A. Navy and the Naval Heritage Society. Toward the end of last year we arranged a combined workshop with the Civic Association to discuss "Threats and Opportunities" in Simon's Town. Several viewpoints and good ideas were exchanged and small groups are currently looking into implementing some of these suggestions.

I would like to clarify the present functions and relationships of the Museum, the Friends of the Museum and the Simon's Town Historical Society.

The **Simon's Town Museum** is a Province-Aided Museum, and the Provincial Administration appoints a "Board of Trustees" who act largely in an advisory capacity. Harry Dilley is currently Chairman of the Board and Cathy Salter-Jansen is the Museum Manager. We co-operate with the museum staff and provide some volunteer staffing and contribute considerable financial support which we channel through the Friends of the Museum. In turn we enjoy free use of the Museum and its valuable records and have our own committee room. I would like to thank Cathy and her staff for their assistance during the year.

The **Friends of the Simon's Town Museum** is a voluntary group formed in terms of the Provincial Legislation. Their sole function is to support the Museum financially and with volunteer assistance. Most of their fund raising activities are undertaken with the help and support of the Historical Society. The Historical Society automatically enrolls all of its members as "Friends" by contributing one-third of the annual Society members' subscription to the Friends; they also contribute the income from the monthly lectures. The Historical Society will nominate one member for election to the organizing committee of the Friends, and in order to foster the close co-operation, a member of the Friends Organising Committee will serve on the Historical Society Committee. Yvonne Mawhinney is presently the hard-working chairman of The Friends.

Finally, **The Simon's Town Historical Society** is an independent body with interests and objectives in and beyond the Museum. We are a registered Conservation body and liaise with several other organizations.

In **summary** quite simply The Society is a major contributor to The Friends who in turn support the Simon's Town Museum. As a member of the Historical Society you are also a member of The Friends and so offer indirect support to the Simon's Town Museum.

Graham Crimp, our meticulous Treasurer, informs me that last year over R7,000 was paid to The Friends from members subs and donations. The monthly lectures and mid-year dinner, organized by the Friends and largely supported by the Historical Society, raised almost R10,000 and in addition the 100 Club made a substantial contribution of R4,000 to The Friends.

Present Status: As can be seen from the “financials” we are in a sound condition due to subscriptions and generous donations. This will enable us to continue our projects.

All the members of the present committee have indicated that they are willing to stand for election but hopefully we can find at least two additional members. Yvonne Mawhinney will continue as The Friends representative until they elect their new committee.

The 100 Club, started by Audrey in 1992 has raised a total of R40,000 in that time. Quite a painless achievement! However, as the number of regular contributors has declined it has been decided to discontinue the Club at the end of this year.

Paid up membership of the Society currently stands at 282 of a total membership of 450. One member suggested that if we increased the membership fee from R50 to R200 members would be more likely to remember to pay their subs!!

Future Projects and Challenges: I am not sure that we fully realize the enormous changes and developments which have taken place and are still taking place in Simon's Town. Not long ago it was an “end-of-the-line” naval harbour with a string of old buildings and modest dwellings along a coastal strip. Today it is the main Naval Base and has become a sought-after residential area. The growth in population and expensive housing has rather overshadowed the historic centre of the town, which many of our new residents do not appreciate.

Fortunately voluntary organizations including the Civic Association, STADCO and the Historical Society appreciate this unique heritage and work hard to protect it. Somehow all these organization must strive to bring new and younger members on board. Many developers are motivated mainly by profit, and despite the efforts of the Architectural Advisory and other committees, some alterations and new buildings threaten the fabric and ambience of Simon's Town. The Historical Society will continue its efforts to preserve the Historic Mile and other historic buildings and sites.

Co-operation with the business community is essential, and providing information by way of public lectures, brochures and historical plaques will continue. We are presently meeting the Table Mountain Aerial Cableway Company to assess the possibility of restoring the Aerial Ropeway to the summit, the Sanatorium and Just Nuisance's grave. This would be a great tourist attraction.

The South African Navy have expressed interest in the development of the Klawer river valley, below the waterfall and down to the Admiralty House

gardens, into a botanical garden. This will require the establishment of a working group and the advice and support of the Kirstenbosch Botanical Society. It is a bit of a “pipe-dream”, but it could come true!

Your Society is in good shape to continue to fulfil its objectives. However, we need more active support from our members and the recruitment of new members, particularly from the more recent Simon’s Town settlers.

Finally I would like to thank the committee and the members for their support and input over the three years that I have enjoyed as Chairman. The Society is in good hands and will continue to make a meaningful contribution to preserving our heritage.

Thank you

BOET DOMMISSE, Chairman. 20 April 2011.

HMS DORSETSHIRE – FLAGSHIP AFRICA STATION 1933-35

JOHN PARKINSON

She was one of 13 “County” Class heavy cruisers launched between 1926 and 1929. Of these 2 served with the Royal Australian Navy. DORSETSHIRE herself was built at H.M. Dockyard, Portsmouth and first commissioned on 16 September 1930 for service with the Home Fleet. The “heavy” indicates that she was armed with guns of 8” or higher caliber, in fact eight 8”, four 4” A.A., varying numbers of lighter guns, eight 21” T.T. Aeroplane and she had a complement of 710 officers and men.

In July 1933 at Plymouth she was commissioned under Captain William Tofield Makeig-Jones (as a young man the Navy heavy-weight boxing champion) for service on the Africa station to replace the light cruiser CARDIFF who Makeig-Jones had recently brought home in order to take command of the new Flagship. At 10,000 tons displacement she was over twice the tonnage of CARDIFF.

Previously such a large ship had not served on the Africa station so, in addition to embarking a spare aircraft which was packed in a large crate and stowed on deck, she also carried with her much spare equipment including an anchor.

She left Britain on 4 September and called in at Tenerife, Ascension and St Helena and arrived at Simon’s Town on Saturday 30 September 1933. Her

arrival followed the chief Tshekedi Khama affair which recently had taken place in Bechuanaland. The chief had been responsible for having a white man whipped for interfering with some local women. It was considered that Khama had overstepped the mark again. The British High Commissioner (Sir Herbert Stanley) was away on leave in England and Vice-Admiral Edward Evans (the C-in-C Simon's Town) was the acting British High Commissioner. In agreement with Oswald Pirow, Minister of Railways, Harbours and of Defence, it was decided to quickly move an armed British force (the Royal Navy) to Serowe. There before a large assembly and with Khama present, (and a detachment of Royal Marines and sailors supported by light artillery) the Admiral announced the suspension of Khama's tribal authority.

Khama in due course apologized. On the very afternoon of the arrival of his large new flagship at Simon's Town, the Admiral was able to receive Khama on board. Later Khama was re-instated officially to his position of tribal authority. The next morning Admiral Evans hoisted his Flag in the DORSETSHIRE, his new Flagship.

I am sure most of our readers will remember that Admiral Evans, as a younger man, had been a member of Captain Scott's Polar Expedition during which on 18 January 1912 Scott and his immediate party had reached the South Pole. During World War I Evans had become well known as a dashing destroyer commander in which he earned the nickname of "Evans of the BROKE" – in fact he named his young son Broke. Prior to being promoted to the Africa Station, as a Rear Admiral he had commanded the Royal Australian Squadron. While C-in-C in Africa he made every effort to publicize the benefits which the Royal Navy brought to the people of South Africa and to stress the maritime nature of their heritage. He learnt Afrikaans and made it his business to make personal friends of senior government officials and ministers. On frequent occasions he ensured that the Flagship was "open to visitors".

As has been said above the ship arrived in Simon's Town on 30th September. Early in October the ship sailed round to Cape Town to "show the flag" at the Rosebank Show on 21 October. This was an important event on the social calendar and in 1933 it was attended by the acting Governor General and Chief Justice of the Union of South Africa, Sir John Curlew and his wife. It is related that the finale consisted of a mock assault by a team including the howitzers and their crews so recently returned from Bechuanaland. As this was a 'current affairs' news item the display proved to be most popular. The officer in charge was Lt Cdr Geoffrey Barnard, who was to make a great name for himself as Fleet Gunnery Officer, in particular at Matapan, on 28 March 1941. He retired after he was knighted & made Vice-Admiral.

DORSETSHIRE's first official duty away from the Western Cape took her to Port Elizabeth where Captain Makeig-Jones took her alongside at some 8

knots. One of her officers, Engineer Lt Spence noted for 28 October 1933: "Full astern. Stop. Finished with Main Engines. An impressive arrival for such a large vessel." On the quay to greet her were a number of officials and dignitaries, including an RNVR Guard of Honour under Lt R. Paterson, Lt Cdr I.H. Wilson, C.O. of the RNVR Base, the Admiral's friend and Minister of Harbours Oswald Pirow, Mayor Caulfield and many others. To mark the occasion the Harbour Celebrations Committee had arranged for a "March Past", Civic Banquet, fireworks display, a fancy dress ball, and other festivities. DORSETSHIRE herself gave a searchlight and rocket display. Admiral Evans also gave a lantern lecture describing some of his Antarctic adventures – "*South with Scott*".

From Port Elizabeth she returned to Simon's Town where naturally parties were landed to participate in the Armistice Day memorial ceremonies on 11 November. Twelve days later, with maximum publicity, the Admiral took a party of Union Defence Force Officers and RNVR ratings to sea to witness a full calibre firing of her 8" guns. On 3 December the Flagship hosted the officers of two Italian submarines to a cocktail party after which they attended dinner and a dance at Admiralty House. These two ships ANTONIO SCIESA and ENRICO TOTI were on a cruise around Africa which was to last 5½ months – this led to an entry by Lt Spence "Naturally we assumed that the object of their cruise was spying."

A few days later the ship played Ohlsson's Brewery at cricket. Their generous hosts provided 20 dozen bottles of Lion Lager. Midshipman Corbet-Milward happily recorded that not only did DORSETSHIRE win by one run, but that every bottle of beer was drained, be it with some assistance from non – competitors from other ships. Christmas saw the usual festivities and mess decoration, also a children's party and an Officers' dance. The French training cruiser JEANNE D'ARC with 100 new Midshipmen was in port for New Year's Eve.

Following a refit at Simon's Town and in Selborne Dry Dock between 5 and 23 January 1934 she then proceeded up the west coast to carry out exercises in the vicinity of Saldanha Bay. There was also another reason for her presence in the area. DORSETSHIRE was to meet the CARNARVON CASTLE of the Union-Castle Line off Saldanha on Sunday afternoon 4 February. Aboard was a guest of the Union Government - H.R.H. Prince George (Duke of Kent). Sadly he was to lose his life in an aircraft crash in Scotland on 25 August 1942. The state of the sea was such that DORSETSHIRE as she passed CARNARVON CASTLE at 24 knots was rolling 15° either way. HRH was escorted into Cape Town where DORSETSHIRE berthed the following morning, "dressed ship" and Admiral Evans went ashore to fill his role in the Royal reception committee. Two days later Prince George came to Simon's Town, first to visit and inspect the

cadets in the South African Training Ship GENERAL BOTHA and then to visit DORSETSHIRE.

There was of course a serious side to life and the Admiral had to keep the British Admiralty up to date with events. He said in one report that as part of their policy of settling many of their citizens oversea, and recently with some success in South America, the Japanese Government even had proposed using Portuguese East Africa and Swaziland for this purpose. However a discreet word or two in the right places from the Union Government had put paid to that idea. However it is worth noting that by 1934 there were 173,000 Japanese in Brazil.

Between 21 and 23 March 1934 DORSETSHIRE provided the means whereby troops of the Duke of Edinburgh's Own Rifles were landed at Saldanha the object being to destroy a known *enemy* stores depot. It was a modest exercise but it was a "first". The man who drew up the orders in DORSETSHIRE was Commander Cyril Douglas-Pennant. It was he who was to command the Naval forces off Gold Beach in the Normandy D-Day landings in June 1944 – a combined operation on rather a larger scale. He had a most successful naval career and retired in 1953 a knighted full Admiral and C-in-C The Nore.

As a consequence of Prince George's visit to Southern Africa DORSETSHIRE next steamed north up the west coast and anchored at Lobito in Angola. The usual salutes were fired and exchanges of official calls took place between the C-in-C and the Governor-General Col. Serreira Viana. Prince George then proceeded to visit other Southern African countries, arriving at Lobito by rail from the interior on 9 April. That evening H.E. gave a Ball in his honour which was attended by Admiral Evans and several ship's officers. Early the following morning the WINDSOR CASTLE anchored and DORSETSHIRE "dressed ship. At 10H30 H.R.H. embarked and DORSETSHIRE fired a Royal Salute then got underway to escort the liner to sea. The ship was manned and shortly after noon, when the WINDSOR CASTLE proceeded, she fired another Royal Salute of 21 guns.

Back at Simon's Town on 19 April several of the senior cadets from GENERAL BOTHA were given a splendid day out. With the Governor General, George Villiers 6th Earl of Clarendon and his staff embarked, the C-in-C took them all out to sea in DORSETSHIRE to experience the ship steaming at up to 28 knots, launching torpedoes, and exercising 8" fire. Those of the GENERAL BOTHA cadets who could not be taken aboard DORSETSHIRE were taken to a safe position from where to watch the result of the 8" fire against a whitewashed section of hillside. The aircraft from DORSETSHIRE was flown off to assist in directing this gunfire. Later the Admiral and the obliging farmer rode over on horseback to inspect the result. Later that year Admiral Evans inspected the cadets aboard GENERAL

BOTHA and in a fit of enthusiasm shouted *Fire in the paint locker* then *Man overboard* to watch how the cadets reacted.

In May 1934 another cruise was organized, first to Port Elizabeth to drop off two 3" guns for their RNVF base and then on to Durban. While at P.E. the Admiral flew off in the ship's Fairey 3F to Knysna and he was able to report to Their Lordships: "I thoroughly tested Knysna as a seaplane or flying boat base, for which it is particularly suitable."

On Friday 18 May the ship secured at Maydon Wharf, Durban, opposite Lever Brothers factory. They sailed from there on 24 May to Lourenco Marques to pay an official visit to Portuguese East Africa. The Admiral and six Midshipmen visited the Kruger National Park using a special train laid on by the Portuguese with catering provided by the Polana Hotel in L.M. However in the Park there was a saga of punctures and car mishaps – the latter when the car sank with the pont in midstream. They then proceeded to Beira and Porto Amelia. Again the Admiral did an aerial reconnaissance and reported to the Admiralty "There are some excellent small craft harbours on the coast hereabouts and suitable seaplane bases, especially near Ibo and in Porto Amelia itself."

They then proceeded to Madagascar and on 20 June at Diego Suarez a party from the ship witnessed a sacrifice being made to a sacred crocodile. Then it was off to the island of Majunga on the West coast where the C-in-C was invited to go duck shooting while the Captain and a party of officers were offered crocodile shooting – the latter nearly having serious consequence when it was thought a captured crocodile was dead and it suddenly regained consciousness. Admiral Evans later informed the Admiralty:

"It was noticed that there was an eagerness to discuss Franco-German relations and the whole tone and reception pointed to an anxiety for entente with Britain."

Remember Hitler had become Chancellor on 30 January 1933 and it was only 18 months later that it would seem some far sighted French Colonial and other officials were already apprehensive.

DORSETSHIRE sailed from Majunga on 27 June and two days later met up with the Flagship of the East Indies Station, the cruiser HAWKINS, flying the flag of World War I's famous submariner Vice Admiral Sir Martin Dunbar-Nasmith VC KCB. As the ships proceeded south to Durban many exercises were carried out together with other of H.M. ships in company. The following Monday the two flagships berthed adjacent to each other at Maydon Wharf, Durban. There followed an extremely hectic period of twelve days of social activity around the Durban July handicap of 7 July, and the Durban Agricultural Show. As the Governor General was indisposed Admiral Evan deputized and opened the show on 3 July. On 10 July at the invitation of the Prime Minister General Hertzog, the two Admirals flew up to

Roberts Heights as guests of the Government. A visit was also paid to the deputy Prime Minister General Smuts. At a big dinner given to the Navy by the Defence Force, General Smuts made a splendid speech praising the Navy and calling attention to the fact that South Africa paid nothing for its protection.

The two Admirals returned to Durban on 12 July and on 14 July they went their separate ways, HAWKINS north to Kilindini in Kenya and DORSETSHIRE back to Simon's Town. DORSETSHIRE now underwent a refit and period in dry dock which lasted till 7 September.

Next she cruised to St Helena (2 – 4 October) where the Admiral did an aerial recce – the first time an aircraft had flown over the island. Then it was on to Ascension Island (6 – 8 October). From 13 – 15 October they were in Dakar. Sadly the visit to Gambia had to be called off due to an outbreak of Yellow Fever. They visited Freetown from 17 – 21 October and Takoradi 24 October to 2 November. Lagos welcomed them from 3 – 5 November where they had berthing difficulties, whereupon she turned south towards the Congo River. Here on 8 November Evans shifted his Flag to the sloop MILFORD and in her proceeded upstream to Boma and Matadi to pay his respects to the Belgians. Meanwhile DORSETSHIRE set off for Lobito to await his arrival on 14 November when he paid his official calls on the Governor of Benguela Province. He then re-embarked on DORSETSHIRE and sailed on 15 November arriving back in Simon's Town on 20 November. This had all taken place during the Depression and there were fuel restrictions on the Royal Navy. It is important to mention that at her economical speed of 12 knots DORSETSHIRE burned 2.8 tons/hour, and at full power with 32.5 knots then 32 t.p.h.

Christmas saw the German cruiser EMDEN arrive in Simon's Town. She then left for Trincomalee in Ceylon before turning north to return home via the Suez Canal. In command was Captain Karl Donitz who in the course of WW2 caused much hardship along the South African coast. He had a compliment of 85 cadets on board. Evans reported to the Admiralty:
The outstanding feature of this visit was the new discipline of the German Navy which consists of officers fraternizing very much with the men and an unbounded admiration and loyalty to Hitler and his regime.

Admiral Evans received a Knighthood in the New Year Honours List. On 10 January 1935 the ship steamed round to Cape Town for the Opening of Parliament where she provided a "Parliamentary Guard" and was open to visitors, during which the ships company held a dance on board on the Monday 14 January. Early on Thursday 17 January Evans arranged another of his spectacular shows when 100 Senators, Members of the House of Assembly, several Cabinet Ministers, press representatives and other guest embarked and she proceeded to sea and altered course for False Bay. George

Young the Cape Times Shipping Correspondent tells an amusing story. Before the guns were fired the visitors were warned to remove their hats. Some of them were a little mystified by this advice but when a broadside of 8" guns was fired the palls of cordite smoke were inadequate to hide the barrage of hats which had taken off from forgetful heads. A veritable shower of headgear sailed over the side to float speedily away from the cruiser making 29 knots. The next day the Admiral held a garden party at Admiralty House for some 1,400 guests.

On Wednesday 23 January Evans bade farewell and DORSETSHIRE under Captain Makeig-Jones made her way to Plymouth where she arrived on 11 February 1935. She was now to proceed to the China Station. DORSETSHIRE had a notable war time career – the most notable action being with the BISMARCK, which we wrote up in an earlier Bulletin. Sadly, when in company with her sister ship CORNWALL off Ceylon both ships were sunk by Japanese dive bombers. Alas 16 South African Ratings lost their lives in the DORSETSHIRE.

ATM'S (Automatic Teller Machines)

These days we are supposed to live in a "cashless society". Do you remember that it was in 1967 that the first machine was installed at a Barclays Bank in the London borough of Enfield. It tells you something of the future predicted for the invention that they used a comedian (Reg Varney of On The Buses fame) to make the first historic withdrawal.

The machine was the brainchild of John Adrian Shepherd-Barron born on 24 June 1925. He was inspired by chocolate vending machines – remember you could buy a small piece of Cadbury's or Nestle chocolate for 1d ? Shepherd-Barron came up with the idea one day when his bank was closed. Originally the machine was to have operated with a six-digit PIN number but John's wife could only remember 4 numbers in a row so the standard was set for her for which we should all be grateful – in UK at any rate!

Clearly the way to make money is to be a banking tycoon like Charles Yerkes (born in June 1837). He was a proper financier in the modern mould in that he both made a fortune and spent some time in prison for his methods. Of course, even easier than banking is spending someone else's money. When Yerkes died his wife Mary married the glorious wit and con man Wilson Mizner. Mary was very wealthy and had a vast art collection. Mizner's life on the other hand was one scam after another. One day, short of cash, he grabbed a celebrated depiction of The Last Supper from the sitting room and sold it. Mary was furious and wanted to know what had happened to her

masterpiece. "Some masterpiece" Mizner replied 'I only got 50 bucks a plate!'

NAVY RUM

Sandy bottoms all round! This is of course naval slang for empty glasses . The week of 3rd August 2010 was the 40th anniversary of Black Tot Day – the last time Royal Navy sailors received their daily ration of rum. After 350 years the Board of Admiralty decreed that "times have changed – in a highly sophisticated navy no risk or margin of error which might be attributable to rum can be allowed". So on 31 July 1970 Her Majesty's ships around the world echoed to the final salute to the seafaring tradition. By that time, the 70 ml ration was a mere droplet. Before 1740 sailors were entitled to a neat pint of rum a day, with double helpings before and after a battle. Then, shocked by his Navy's drunkenness Admiral Vernon ordered that the stuff be cut with water, lime juice and sugar to sweeten the deal and earning the navy the nickname of "Limeys" and "grog" was born.

NAVAL TERMS IN EVERYDAY ENGLISH:

BY AND LARGE: MEANS "FOR THE MOST PART". It originated as a nautical term. A ship was once considered seaworthy if it could sail both "by" (close to the wind) and "large" (broad or before the wind).

THE DEVIL AND THE DEEP BLUE SEA: In wooden ships, the longest seam of the ship was called the devil. It ran from the bow to the stern. Caulking this seam, or making it watertight with pitch was a most unpopular job. A sailor would sit in a bosun's chair (which was a board and rope) and be suspended between *the devil and the deep blue sea*, a very precarious position, especially when the ship was underway.

BITTER END: The post on the ship's deck is known as the *bitt* and a line of rope around the bitt is called a bitter. The last line of rope secured to the bitt is called the bitter end and from that we have "sticking it out to the bitter end".

SURGEON REAR ADMIRAL P.D.G. PUGH RN

AUDREY READ

Patterson David Gordon Pugh was born on 19 December 1920 in Carshalton, Surrey, UK and died in Cape Town on 15 July 1993 aged 72 and is buried in the Naval Section of Dido Valley cemetery.

He was the eldest son of W.T.G. Pugh MD FRCS of Carshalton and Elaine V.A. Hobson of Fort Beaufort, Eastern Cape, South Africa. He married 1st in 1948 Margaret Fraser and they had 3 sons and 1 daughter. He married for the 2nd time in 1967 Eleanor Margery Jones (born in Cardiff in 1936) and they had 1 son (Lewis Gordon, born 1969, later to earn the nickname of *the human polar bear*) and 1 daughter (Caroline born 1968).

P.D.G. Pugh was educated at Lancing College, Sussex, and then at Jesus College, Cambridge, Middlesex Medical School and after his name he could add MA (Cantab), MB BChir FRCS LRCP and in 1944 he became a Surgeon at Middlesex Hospital. And the next year joined the RNVR during which he saw service in HMS GLASGOW and HMS JAMAICA.

In 1950 he obtained permanent commission in the RN and had an outstanding career in the Navy. By 1973 he was Senior Medical Officer (Admin) at the Royal Naval Hospital Plymouth. From 1974 he had been posted to Medical Officer i/c R.N.H. Malta after which he was made a Surgeon Rear-Admiral (Naval Hospitals) and until 1978 was also surgeon to the Queen. He retired in 1978 and for two years he served in the Home Office Prison Dept i/c Dartmoor Prison before emigrating with his young family to South Africa, first settling in the Grahamstown area before moving to Camps Bay, Cape Town. During his career he was a Fellow of the British Orthopaedic Asscn and a Member of the Society of Authors. His publications include:

Practical Nursing 15th edition 1945 – 21st edition 1969

Nelson and His Surgeons 1968

Staffordshire Portrait Figures and Allied Subjects of the Victorian Era 1970

Enlarged edition 1981

Naval Ceramics 1971

Heraldic China Mementos of the 1st World War 1972

In 1973 he took the title Pugh of Carshalton. His collection of Staffordshire Figures numbered over 400 and was later bought for the British Nation by the Art Foundation.

SIMON'S TOWN SCHOOL – MARITIME TRAINING

A.E. READ

2010 saw the opening of the newly built boarding establishment LAWHILL MARTIME CENTRE at Simon's Town school which has been running Maritime classes for many years and placed many of its graduates aboard ocean-going vessels.

Our Historical Society has helped, with the assistance of our members, to establish a library for the students. It has a nautical theme and we were donated extremely interesting books as the foundation of this library.

Many Cape Town establishments are striving to promote and further interest by the youth in all things nautical. The Jewish Maritime League work very hard as well in this respect and have a close relationship with the Nautical College in Akko (Acre), Israel. The College was established in 1948 by the S.A. Jewish Maritime League who still provide bursaries. Akko provides tuition in Maritime Management and Industry, Maritime Engineering, Electronics and Marine Studies.

We must also mention SASLA which is the South African Sail-training Association. It is a collaboration of independent S.A. youth upliftment organizations who have focused commitment to the sea and sailing. This Association is recognized by the International Sail Training Association as part of their S.A. representatives. Founder members are Cape Windjammers Education Trust, and the S.A. Jewish Maritime League, subsequently The Traditional Boat Association. One of their ambitious projects is to facilitate the acquisition of or building of a Tall Ship to be used for youth training in Cape Town. As the success of a future career lies in qualification to command, strength of character, and a good deal of sea sense, training in Tall Ships improvise all of these virtues. Many countries now have their own Tall Ships and each year there is a sailing competition amongst them. Recently 4 South Africans were sponsored to sail aboard the "Christian Radich".

As part of the upliftment programme False Bay Yacht Club have been employing Lindsay Ferguson as a full time Junior Sailing Instructor and these courses are very popular especially during the December school holidays. Recently 31 children completed the 2-day "Fun" course and 29 have enrolled for the 1st of the Level 1 (6-day courses). They are aged from 8-14 years. F.B.Y.C. hope to enter 3 boats (L26 type) in the Lipton Cup with the JML 11 boat being crewed by a young Junior Crew and their instructor.

Info: from HA-YAM the Jewish Maritime League Annual 2010 issue loaned to me by Mr. Arnoni and also local information.

PATRICIA ANNE RILEY (nec ROBINSON) 1935-2009

Patricia was born in Portsmouth, England. Her father was a Lt Cdr in the R.N. They arrived in Simon's Town in 1939. He served in HMS MILFORD on convoy duty in the Atlantic. Patricia and her mother settled at St James. During the war Mrs Robinson did voluntary duty in the naval canteen. Patricia went first to St Joseph's Convent, Simon's Town then to Star of the Sea at St James. After passing matric she studied at the University of Cape Town and in 1955 graduated with a B.A. degree in English and Classics. She then taught for a time at St Cyprians in Cape Town before changing careers to qualify as a medical laboratory technician and in 1960 was appointed senior technician in the haematology laboratory at Groote Schuur Hospital.

When she married Dick Riley they bought Sweet Valley farm, Constantia, partly derelict. She drew up plans for the refurbishment of the property. This drew her towards architecture and she applied for admission to the Faculty of Architecture at U.C.T. where she met Prof. Pryce Lewis who was later to become the first Curator of the Simon's Town Museum. At the end of her first year she was awarded the faculty prize for the best student in the class. In her 3rd year she and fellow students worked on measured drawings for Klein Vischoek at Simon's Town which had been partly destroyed by fire.

At the end of her 3rd year she accompanied Dick to Britain and completed her degree at Bristol University. Her thesis was on Thomas Archer the 18th century architect who designed country houses after the style of the Italian architect Palladio. In 1976 the Rileys returned to South Africa and Patricia had a grant to do an M.A. in architectural history. Between 1976 and 1978 she was employed by the South African Navy in Simon's Town on the design and rehabilitation of buildings in the dockyard, mainly concerned with the construction of the Dockyard extension. Patricia wrote up her work and submitted the manuscript to London upon which she gained full membership of the Royal Institute of British Architects.

In 1980 she joined Revel Fox and Partners and undertook projects which included the refurbishment of the Houses of Parliament, Stowel Lodge, Ashby's Galleries, Simon's Town Museum and Bertram House. John Rennie, an associate of Revel Fox & Partners formed Rennie and Riley in 1984 and they co-operated on a wide variety of commissions for the next 5½ years including the restoration of the Cathedral of St Michael and St George in Grahamstown, the old Archive building in Queen Victoria Street, the Cape Town City Hall, the Citrusdal Baths, Vergelegen at Somerset West as well as preparing guidelines and regional conservation surveys for Wynberg, Upper Table Valley, and Hermanus. The partnership was dissolved in 1990 and Patricia joined National Monuments Council as a professional officer where she was consultant on Admiralty House, Clifton bungalows, the Cape Point

farm, St Stephens Church in Riebeeck Square , the conversion of the old Missions to Seamen building to a theatre school and the restoration of Valkenberg Manor house to a restaurant. She also did an historical survey and documented and photographed the buildings on Robben Island.

When her husband retired they settled in Hermanus at Fisherhaven where she became fully involved in the town. She also designed and added a guest cottage to De Mond house.

Professor Pryce Lewis died in Simon's Town in March 1994 having left the foundations of to-day's successful Museum. Patricia died in Hermanus in June 2009. In celebration of Patricia's life the owners of De Mond, the Hamilton Russell family, prominent wine growers, arranged an evening at De Mond. This was attended by local architects and conservationists who paid tribute to Patricia as a talented architect and conservationist. Patricia was a long-standing member of the Simon's Town Historical Society and in the early days of the Museum put in many hours of hard work as a volunteer. Tribute written by Patricia's husband.

Mr H. CHARTERIS HOOPER, the first man to swim from Robben Island to the mainland, in the early 1900's swam from Muizenberg to Fish Hoek in 5 hours, making a wide sweep to avoid the Kalk Bay reefs. Another time he swam from Muizenberg to Simon's Town accompanied by the Aurret's fishing boat; he took 5½ hours. This was during the winter in rough seas and he finished with blistered face and swollen eyes.

WHY ARE ROYAL NAVAL SHIPS PAINTED GREY THESE DAYS?

It was Sir John Fisher who as C-in-C Mediterranean in HMS VULCAN heard from his executive officer Philip Dumas the invisibility of HMS POLYPHEMUS when it was painted grey. Fisher immediately seized on this and at midnight a memo was issued ordering that the funnels, masts, upperworks and boats were to be painted grey at daylight the following day and that he would come to inspect the ship at noon. This happened in late September 1901. The order was immediately unpopular in the fleet and Captain Dumas was cursed by most officers! Prior to that ships had black hulls, white boats and upperworks, yellow masts and yellow yards and funnels, and very smart they looked too, but they stuck out like sore thumbs in the time of war!.

Information from a personal history by Mrs Dumas wife of Captain Dumas and daughter of Admiral Egerton, loaned to us by the family.

DIDO VALLEY CEMETERY, SIMON'S TOWN.

The Commonwealth War Graves section of the cemetery is that land which adjoins the old Marine Oil Refinery factory. It contains

77 Burials from World War I
107 “ “ World War II

Of these

162 are British	16 are South African
3 Australian	2 New Zealand
1 French	

It is maintained for C.W.G. by the South African Navy and members of the SANDF are also interred there from time to time. There is also a War Memorial about half way up the plot. Among the British are 4 Admirals i.e. Admiral Fitzmaurice, Admiral Woolley, Admiral Sykes and Admiral Pugh (father of the “Human Polar Bear”).

EDMUND HALLEY commanded the PARAMOUR PINK and between 1698-1700 he sailed the South Atlantic on the first sea voyage undertaken for purely scientific purposes. He was to determine the accurate latitudes and longitudes of his ports of call. He also set up an observatory on St Helena – commemorated by Halley’s Mount. To commemorate his services to science the comet was later called HALLEY’S COMET.

AIRCRAFT-CARRYING SUBMARINES

A.E. READ

In the 1940s as a result of an enquiry from the U.S. Office of Naval Research in Washington D.C., Douglas Aircraft Corporation in California designed a plane NONR – 722 (00) for use on a submarine but the American Navy’s interest waned and the project was shelved.

Japan had the most success with this idea and designed the YOKOSUKA 1 to Yokosuka E14Y1 from the 1920s to 1942 when the latter model bombed the west coast of America. The Poles and the Italians went further and the Italians even produced an aircraft that was carried aboard one of their large ocean-going submarines but this ended in disaster. The French had a remarkable submarine in the SURCOUF (2,880 tons), however, she and all her crew were lost in a mysterious accident off Panama.

During World War I the Germans successfully launched a plane from U-12 which flew along the coast of Kent undetected and then flew back to Zeebrugge in Belgium undetected. However, German High Command thwarted any progression with the statement "U-boats operate in the sea, aircraft in the air – there is no connection between the two". Britain tried her hand in 1916 with submarine E-22 but the results were disastrous. Britain had hoped to use this method against the Zeppelins. The British used Felixstowe on the east coast for their trials.

It took 20 years after the end of World War I before Japan was successful. They began by purchasing 7 war-prize U-boats from the German Imperial Navy and in 1921 they purchased 2 Heinkel-Caspar U-1 aircraft but it was 1927 before their trials were completed. They had by then developed the YOKOSHO 1-go based on the U-1 aircraft but they thought it was too slow. They developed the YOKOSHO E6Y1 (almost identical to the British Parnell Peto which was powered by a 130 h.p. Armstrong Siddeley Mongoose engine). Meanwhile the British had been experimenting with the submarine M-2 but a sad accident in Portland Bay in January 1932 when she and all her crew were lost put an end to any trials and the last remaining Parnell Peto was sold to the Japanese Imperial Navy – a less than judicious sale as time would tell.

It was the Japanese 4th Submarine Squadron who were operating in the western Indian Ocean who came the nearest enemy boat to "visit" South Africa. The submarines I-10 and I-30 were the submarines. An E14Y1 aircraft from the I-10 made a reconnaissance flight over Durban harbour on 2 May 1942 and a few days later flew over Port Elizabeth while an aircraft from the I-30 flew a recce over Zanzibar, Aden and Djibouti but fortunately none of the possible targets was considered to merit an attack. The 2 submarines then headed for Madagascar where the allies were landing at Diego Suarez. The I-10 launched her E141Y to recce the harbour at Diego Suarez. This resulted in 2 Japanese midget submarines being sent into the harbour where they sank an oil tanker and badly damaged the battleship HMS RAMILLES. Only one of the midget submarines survived and RAMILLES had to limp into Durban for repairs.

Before the war ended the Japanese had gone on to design a giant submarine best described as an undersea-aircraft carrier. Only two were completed before Japan's surrender. They were 400 ft long, had a beam of 40 ft and a displacement of 3,900 short tons and could cruise for 37,500 miles without refueling. How disastrous it would have been, especially for the west coast of America, it being closest to Japan, if they had been built earlier in the war.

Ref: "The I-400 Japan's Secret Aircraft-carrying strike Submarine"

ISBN – 13: 978 1 902109 45 7 published in 2006

"Strike from beneath the Sea" ISBN 0 7524 1704 5 published in 1999.

THE HATHORN ALTAR IN ST GEORGE'S DOCKYARD CHURCH, SIMON'S TOWN

SYDNEY CULLIS

Why is the altar in this church in Simon's Town dedicated to a soldier from Pietermaritzburg in Natal who was killed in action at El Alamein? The inscription on the base reads: David Alister Roy Hathorn, killed in action at El Alamein on 27.7.1942.

David Alister Roy Hathorn (pronounced Hawthorne) was born in Pietermaritzburg on 3 October 1915, the younger son of Roy and Vere Gynnydd Hathorn. Vere was usually referred to as Gyn. His great-grandfather John Piper Hathorn, had come to Natal from Ayrshire in Scotland as one of the Byrne Settlers in 1850. David was educated at Cordwalles Preparatory School on the outskirts of the city from 1922-29 where he represented the school at both rugby and cricket and also excelled in athletics, shooting and tennis.

In September 1929 aged 12 following family tradition he went to Malvern in Worcestershire, England. Sadly there they played soccer but nevertheless he obtained his house colours for soccer. He also excelled at tennis, the high jump and cricket. He returned to South Africa between school and university and during this visit went on a shooting safari where he bagged 3 beasts including a zebra, which skin adorned his room, when in October 1934 following family tradition (1) he came up to read Law at Sidney Sussex College, Cambridge. He soon earned his Athletics Colours for the High Jump and became the secretary-elect for both athletics and tennis and was elected to Cromwells. The following year he became a Hawk and took up rugby again, gaining his colours. Despite his sporting and social commitments he still managed to obtain his BA (Law) degree in June 1937 – although it was an “Ordinary” degree rather than the Tripos which his father, then Judge President of Natal, thought he should have achieved. He then returned to Natal where he became secretary to his father, living with his parents at Dunsfold, next door to Cordwalles School.

At the outbreak of World War II David enlisted on 14 May 1940 into B Company, 1st Battalion, Royal Natal Carbineers as a private. He saw service in East Africa and the Middle East. He was transferred to Union Defence Force General Headquarters, Middle East, in Cairo before rejoining the Carbineers during March 1942 as they were withdrawing from Libya. With the fall of Tobruk on 20 June 1942 (2) and the inadequate defences at Sollum and Halfaya the army withdrew back into Egypt into the defences of the El Alamein line. The final battle of El Alamein opened on 23 October 1942 but the British 8th Army faced enemy attacks from 1 July. The position stabilized somewhat from 5 July 1942 with the German forces attempting no

further onslaughts. The Allies however carried night raids to capture important local objectives and dislodge German and Italian positions. Most of these raids were extremely costly.

On the night of 26/27 July 1942 a Company of the Natal Carbineers was tasked with the capture of a local strategic objective, Private T.D. Carter of the Intelligence Section acting as a guide. They soon ran into intense, accurate anti-tank, machine-gun, shell and mortar fire. Only the personal heroism on the part of three men saved numerous lives, especially when Allied supporting artillery fire fell short onto the Carbineers positions. For their heroism Sgt Sperry (later killed in action in Italy) and Privates Carter and R.J. McMillan were awarded immediate Military Medals (3)

One of those fatally wounded by shrapnel from the “friendly fire” was David Hathorn. His cousin Peter Hathorn was close to him, heard him crying in pain and held him in his arms for 4 hours till he died (4). Another cousin Paul Hathorn, who was a member of the Mortar Platoon and was further away also heard him crying out but was unable to get to him (5). His body was buried in a temporary grave near the El Alamein Station (RNC War Diary p. 25). This was later visited by his two cousins and Paul took a photograph with his “illegal” camera. He subsequently had the film developed in Cairo and, on returning to Natal after the war, showed the photo to David’s mother, Gyn. She refused to look at it saying “you and your army killed my son”. David’s remains were later removed and concentrated into the El Alamein War Cemetery by the Military Graves Registration Unit, where he now rests in Plot 4, Row H, Grave 25. When Gyn died in October 1954 she left instructions that her ashes were to be scattered on David’s grave. It so happened that at the time a pilgrimage to visit war graves “up north” was being made by the British Empire Service League, so her ashes were carried by the pilgrims and disposed of as she had wished. Her husband, Roy, unable to bear the thought of Gyn having no grave or memorial, erected a stone in her memory in Mountain Rise Cemetery in Pietermaritzburg, which records that her ashes were scattered on David’s grave.

At the time of David’s death, Gyn was Chairman of the Maritzburg Navy War Fund and, as a tribute to her as well as to David’s memory, the Navy War Fund workers donated an altar to the St Nicholas Chapel at HMS ASSEGAI, A Royal Navy shore-base located where the Wentworth Hospital is now situated. They also donated sheepskin prayer rugs and pew covers which they had made themselves. They also made very good sheepskin coats which were much appreciated by sailors on watch on arctic convoys during the war. The Chapel was dedicated by the Bishop of Natal, the Rt Rev. Leonard Fisher on 3 January 1944. When HMS ASSEGAI was paid off in May 1944 arrangements were made to have the altar transferred to St George’s Dockyard Church, Simon’s Town, where it is to-day.

NOTES:

- (1) His older brother Anton and cousin Adrian Hathorn had preceeded him – both had also read Law.
- (2) His older brother Anton and cousin Adrian Hathorn were taken prisoner at Tobruk. Adrian's daughter Catherine Cullis has a house at Froggy Pond, Simon's Town.
- (3) From the "Circumstantial Report" extracted from the Union Defence Force Casualty List and Unit War Diaries at SANDF Documentation Centre, Pretoria.
- (4) Described to the author by Paul Hathorn in April 2010 when he was 90 but able to recall the situation clearly and confirmed the "friendly fire" aspect.

SOURCES: Hathorn Family History by Amy H. Young – self published 1967
Blaikie of Aberdeen by Amy H. Young – self published 1971
Henderson Heritage by Amy H. Young – self published
D.A.R. Hathorn Service Record – compiled by Col. Graham Du Toit (SAAF Retired)
The Pheon Vol. 16 No. 2 March 1937 (Sidney Sussex College Journal)
H.M. Dockyard Church by G.E. Reindorp MA RNVR (Naval Chaplain at the Church – 1945)

SIMON'S TOWN 1940-1946: A YOUNG BOY'S MEMORY OF THOSE DAYS

GRAHAM CRIMP

I was born in November 1933 in Gosport House, Cardiff Road, Mount Pleasant. My memories of the prewar years of World War II were of growing up surrounded by the mountains of False Bay and the small naval dockyard. The coming and going of the naval ships was a never ending interest and fascination. My father, a boilermaker by trade, having served his apprenticeship in Devonport naval dockyard from 1918-1923 began fulfilling his wish to travel by volunteering to work in the Bermuda naval dockyard where he was employed from 1925-1928. A long engagement to my mother was finally concluded when they were married in 1929 in Devonport. Shortly thereafter he entered into an agreement with the Admiralty to work in Simonstown (as it was then spelt) for three years. He arrived at his new post mid-year 1931 – alone! The Admiralty would not pay for my Mother to accompany him. After a year he managed to pay for her voyage to join him.

Simon's Town and the Cape made a huge impression on them and they happily extended their stay to 1937. A friend suggested that with war clouds gathering in Germany, a further renewal of his contract would be a sensible idea. How right this turned out to be. The outbreak of war was declared late in 1939. Life in Simon's Town would change overnight. Simon's Town's society comprised 3 strata; people of South African background, British naval dockyard employees and the Royal Naval personnel. This created an interesting situation of duplications. There was for the Anglican community a civilian church (St Frances) (now St Francis of Assisi) and a dockyard church (St Georges) as well as a civilian hospital and a naval hospital. 60% of the town was owned by the Royal Navy with the balance under the authority of the Simon's Town Municipality. Residentially, the town, excluding Glencairn, had two White areas Mount Pleasant and Seaforth, the Coloured and Malay areas were in the centre of the town and the Black dockyard employees lived at the foot of Red Hill road.

As the theatre of war extended from Europe to North Africa in the 1940's and Japan entered the Far East War in 1941 so the strategic position of Simon's Town changed. Freetown (H.Q. of C-in-C South Atlantic in 1941) on the west African coast had been an important naval harbour but when the French colonial states came under Axis control Simon's Town's role became more important. Royal Navy activity in the South Atlantic and Indian oceans and the arrival of the troop ships with Australian, New Zealand and South African troops for North Africa all had an impact on the Naval dockyard which affected the social life and economy of the town. These were the "Just Nuisance" years.

Before THE OUTBREAK OF World War II the artisan skills of a more advanced type required by the dockyard were obtained by recruiting UK trained staff on three year contracts. Unskilled labour was provided by Coloured, Malay and Black African staff. The limitation of their secondary education precluded their entry to apprenticeship training in the dockyard. Some of these employees came from Tristan da Cunha and St Helena. As the war continued, the need to provide skills now required resulted in a considerable increase of UK dockyard trained employees being recruited for Simon's Town. Although employment contracts had existed before the war the people of this intake became known as Home Agreement employees.

Pre-War UK contract employees, depending on their status, either had to find rented accommodation or move into dockyard properties not required by RN officers and families. Again, excluding the racial segregation, the town was socially polarized between RN staff and the rest. My parents rented a small terraced house No. 5 Wilfred Terrace, Mt Pleasant and later moved to No. 6 which was bigger, where they remained until recalled to Plymouth in 1950. Most other residents in Wilfred Terrace were from England and worked in the Dockyard or at the RN armament Dept. Many others had to find

accommodation further afield as far as Claremont, Kalk Bay and Fish Hoek. They used the train service to bring them to work in Simon's Town. With the increase in employees arising from the Home Agreement (referred to above) the Admiralty authorities built two large blocks of flats, called Solent and Hamoaze Courts, on Runciman Drive. These names came from the harbour estuaries of Portsmouth and Devonport in England.

The Simon's Town municipality tried to promote the social intercourse of the white residents together with the RN by hosting prewar receptions to welcome royalty ; Prince George (1934) and newly commissioned ships and staff of the South Atlantic station. In 1936 HMS AMPHION and HMS PENZANCE and in 1937 HMS NEPTUNE came to Simon's Town. My parents were invited to these functions by the Mayor as were many other people of the town. The strategic importance of Simon's Town and its ships led to its isolation from the rest of the peninsula. Barriers were erected between the town and Fish Hoek, Redhill and Millers Point. Only those with resident or official passes could travel beyond the barriers into Simon's Town. Those on trains, without passes, were turned back by the naval pickets who travelled on the trains between Fish Hoek and Simon's Town.

From 1940 onwards the activities in the Dockyard visibly increased. The Union-Castle mailship CARNARVON CASTLE, early in 1940, was routed to Simon's Town where it was converted in the dockyard to an armed merchant cruiser with a range of armaments. Later in the same year HMS HERMES, an aircraft carrier, collided with an armed merchant ship off the West African coast. From there she sailed with some difficulty to Simon's Town to have her bow and flight deck repaired. My father took me to the dry dock several times to see the repairs in progress – very exciting for a young boy. Access to the dockyard sounds rather lax by today's standards but accompanied by my father I was no security risk. A few years later when I joined the Sea Scouts our troop hut was inside the dockyard at the naval bathing beach. Similarly on joining the Dockyard church choir in 1944 there was no restriction to the West dockyard for choir practice and other church activities. I used to wander around the yard intrigued by all the goings on. Our scout dinghy and whaler were moored in the West dockyard so again there was free access. Juvenile activity was never regarded as a threat which left me free to explore lively interests and to satisfy curiosity in a way children of today can only dream of.

Besides many other types of naval ships, I have strong memories of three-funnel county class cruisers like HMS DORSETSHIRE and HMS CORNWALL being in the Dockyard. Engineer Chief Petty Officers, friends of my parents, were entertained by them at home and shown the delights of Cape Town and the peninsula. Sad are my memories of hearing that they had lost their lives when their ships were sunk by the Japanese off Ceylon. This brought home to me that although a long way from the war zone, the

events being played out elsewhere were having an effect on life in the town. Ships continued to come and go, some staying for longer periods for refit and major repairs. In 1940 the QUEEN MARY, AQUITANIA and the ANDES arrived in the bay loaded with Australian and New Zealand troops for North Africa. For many days the town sounded strangely different with the accents of these men, as they passed through to the station en route to entertainment in Cape Town. Much fun was to be had sorting out the various coins from these soldiers. Their coins, like ours, had the King's head on the obverse. The reverse showed the indigenous flora and fauna of the country of origin. These coins like pennies, shillings and half-crown were all equal in value to South African currency. To-day Australian currency is worth four times our currency. At this time "Just Nuisance" a Great Dane naval mascot, became part of the scene. He travelled on the train to Cape Town with the sailors and often returned with them on the last train back to Simon's Town. Living close to the Naval Hospital I recall watching him accompanying sailors as they walked up Cornwall Street to the R.N. Hospital for medical treatment. He was never seen in the company of officers.

Along with the dockyard and naval activities, the daily life in Simon's Town continued with the usual social, sport, church and community functions. The municipality built the Soldiers and Sailors Restrooms (now the Town Hall) where the local residents ran a canteen for the armed forces. This was staffed by local volunteer helpers to create as much as possible of a homely atmosphere where they could obtain light meals and refreshments. This building was also used by locals for dances, plays and other social functions there being no other venue available as the naval facilities (the Sale Floor in the West Dockyard) could no longer be used. Before the war the pavilion at Muizenberg had also been popular for many social events but Simon's Town's wartime situation made this no longer practicable.

Football and cricket could only be played on the naval sports ground near the Martello Tower. With the restriction on visitors this meant we could not invite club teams to visit us. There was a separate tennis club for RN officers in Cornwall Street. Not much ground was left for the town's people and schools to expand their sports activities. A local tennis and golf club were built before the war and were very popular venues. The former situated above Runciman Drive and adjacent to the Naval Hospital and accessed by a gravel path was very active. This has now been lost to housing development. The Golf club (then 9 holes) had a thriving membership. These facilities were supported by local and naval civilian residents. The officers had their own tennis court and had courtesy access to the top golf and racecourse facilities elsewhere in the peninsula. From the age of 11 I had joined both the golf and tennis clubs and represented both clubs after the war in competitions with other clubs outside Simon's Town. In 1950 I was the first person from Simon's Town to win the

Western Cape Province Memorial junior tournament at Royal Cape Golf Club. This achievement was very much to the credit of a retired gentleman, a past champion of Rondebosch Golf Club, who had a house overlooking the course and who took me under his wing. Golf lessons were followed by tea and scones at his house as well as browsing over books of South African golf legends. Simon's Town Golf Club did not have a golf professional. After the war the tennis club was able to field a team in the Paragon league, a club competition available to clubs with only two courts or less.

The local churches played a significant role in community activities. My Father had been a sidesman and towards the end of the war became churchwarden at St Francis church. This church was instrumental in the construction of the mission school opposite the dockyard clock, for the education of non-white children, unable to attend the secondary school. My Mother trained as a VAD (Voluntary Aid Detachment) nurse as her contribution to the war effort and with others including the local doctor voluntarily ran a health, maternity and post-natal clinic in Waterfall Road. She also became a night theatre sister at Wynberg Military Hospital. On these nights my Father carried out night time artillery duties for the South African Army, to which he had been recruited.

I joined the Dockyard Church of St George as a chorister towards the end of the war, partly because I did not want to go to Sunday school at St Francis but also because the Dockyard church paid choristers for choir practice and Sunday services! For special services like weddings the rewards were even greater. The padre at that time was Ref. George Reindorp who after the war became Bishop of Southwark and later Bishop of Guildford. He was a remarkable man who when the war ended was instrumental in organizing a naval cutter as a pirate ship, mounted on a truck, which we manned, to tour the peninsula to advertise the first postwar opening of the Dockyard to the citizens of Cape Town. I made contact with him again when I lived in Guildford in the 1960's. At Sunday services in the Dockyard Church officers and men were required to attend in uniform. Church parade was obligatory and was led by the Admiral, his wife, and his staff. The wives all wore hats and gloves. Vice-Admiral Burnett particularly enjoyed the choir's singing and after the service would come and congratulate the choir. One year the choir were invited to sing Christmas Carols from a naval launch complete with lanterns. We cruised around each ship in the East Yard. Many a sailor could be seen to show his emotion at this Christmas time so far away from his family. Our pleasant duty done we returned to Admiralty House for more carols and mince pies.

For big city pleasures it was possible to catch the train to Cape Town and over weekends to shop in Adderley Street, visit the Alhambra and Colosseum cinemas (a luxury after Simon's Town's Criterion Bioscope) or catch a trolley bus to the promenade at Sea Point. In those days cinemas

had preliminary programmes of news, cartoons and serials before the main feature films. Smoking was allowed so it was not the healthiest place to relax by today's standards.

The war placed restrictions on travel far afield. Petrol rationing meant that towns like Paarl and Somerset West were just about the limit by car. Otherwise one was dependent on the railways, which in those days still had a network of branch lines throughout the Western Cape. Places like Ceres, Fransch Hoek and the west coast too were accessible. For the young people of the town, particularly during the school holidays, Seaforth beach was the central attraction. The lovely little coves between Seaforth and Boulders beach were much frequented, although the latter was the main beach for naval officers and their families. Picnics were always a big attraction and many Christmas and Easter gatherings of families and friends took place at these beaches. Lifetime friendships were made at the beaches by young people of the town whose numbers had increased with the arrival of the Home Agreement families during the war. Besides the attraction of the beaches, joining the Sea Scouts gave me an added interest. We had scout camps at Blue Gums near Millers Point and at Olifants Point in the Cape Point Nature Reserve. It was at the Olifants camp site that we could see the THOMAS T. TUCKER, an American Liberty Ship, that was wrecked on the rocks. A Simon's Town attorney Vic Cohen, invited some of the Sea Scouts to crew for him on his converted Air/Sea Rescue Launch. This was my first experience of sailing deep into False Bay. The voyage included sleeping and cooking on the launch. I became rather seasick but this excursion into deep seas fired an ambition in me forever. Following it I have now sailed around all the oceans of the world but in more comfortable conditions. Surrounded by the Simon's Town mountains my school friends and I spent much time in the holidays climbing the mountains, following the waterfall and exploring the Klaver Valley.

Food supplies in the town were reflective of wartime conditions. Whilst there was no rationing, white bread was not available. Home made sieves were constructed to separate the bran from the flour to make white bread. Brown bread was not much appreciated in those days. In spite of the restrictions on choice, my Mother was always conscious of how much better off she was than her family and friends in wartime England. I have a detailed record over many years of the hundreds of food parcels that she made up and dispatched. Some were posted and arrived safely and larger parcels were made up and given to ships' crews with whom my parents were friendly, for onward delivery. Runciman's was the main grocery store, and there were several greengrocers. Fresh fish could be bought at the local fish market. I recall crayfish being sold in the town for 6d. Runciman's had a horse-drawn wagon which delivered groceries. The poor animals had to struggle up the hill to Mount Pleasant, hooves sometimes slipping on the

road with wheel chokes the only means of preventing the wagon going backwards.

Schooling for a young boy growing up in the town during the war was naturally a major part of life. It occupied a significant part of each day. I was very fortunate to attend the Secondary School under Monty Green, the headmaster, supported by Izak van der Poll and Jan van Zyl. These masters were “Mr Chips” characters in that they had been at the school for many years. For a small school the curriculum was of a very high standard and included Latin, Physics, Chemistry, Mathematics and Physiology as well as a comprehensive grounding in grammar and literature of English and Afrikaans. Its achievements were well respected beyond the town. Any boy wishing to go to a good high school (like Rondebosch Boys High School) if recommended by Monty Green, was never refused admission. Many boys who did not wish to go to High School wrote the Dockyard apprentice exam. I matriculated at Rondebosch in 1950 and went on to qualify in England as a Chartered Accountant.

I hope that this story give some impression of life during the war years in Simon’s Town. For its residents it was a very happy and peaceable society, with all its inhabitants going about their daily lives in harmony. There was an absence of any real crime. The black-out restrictions, the awareness of wartime security and the isolation of the town from the rest of the Cape Peninsula made the town an unique and special place. I was very fortunate to have been born in and enjoyed my teenage years in this historic town.

NOTE: St Frances Church had its name changed in 1958 to *ST FRANCIS OF ASSISI*

MAJOR ERIC DEANE BALCKBURN DSO MC – Simon’s Town War Hero.

Mac Bisset

During the First World War a small number of South Africans served in the British Tank Corps. Four of them made the supreme sacrifice.

The most highly decorated South African to serve in the British Tank Corps was Major Eric Deane Blackburn DS MC. He had been educated at the Diocesan College, Rondebosch and St Andrew’s College, Grahamstown where he matriculated in 1911. In the St Andrew’s College Register 1855-1914 he is recorded as “farming in Rhodesia” but when he joined up in 1914 he gave his usual address in South Africa as “The Boulders” Simon’s Town, which was the home of his parents Mr & Mrs A.L. Blackburn.

He was a scout in the Veteran Squadron of the Midland Horse (8th Mounted Rifles) during the Rebellion and German South West African Campaigns. In 1915 he left South Africa for England where he joined an Officers Training Corps. After being commissioned he served on the Western Front in France from September 1916 until June 1917 in the Heavy Section of the Machine Gun Corps and the Tank Corps. (The Heavy Section of the Machine Gun Corps was established in March 1916 and became the Heavy Branch in November that year. In July 1917 the Heavy Branch of the Machine Gun Corps became the Tank Corps.)

For his gallantry on the Western Front Major Blackburn was awarded the Distinguished Service Order, Military Cross and mentioned in dispatches. His D.S.O. citation reads:

“For conspicuous gallantry and devotion to duty when in command of a company of tanks in a counter-attack. He personally led the tanks on foot under heavy machine gun fire. Again, hearing that the enemy were advancing on a village, he rushed a Lewis Gun party up on a lorry riding forward to reconnoitre and denied the village to the enemy on which he inflicted heavy casualties and took about 20 prisoners. He was responsible for rallying the infantry in the vicinity and throughout the whole action showed the greatest determination and total disregard for his own safety”.

During the Second World War he joined the S.A. Tank Corps as a captain and was later promoted to the rank of Lt – Col. and commanded a number of Armoured Car Units in the Union and the Armoured Fighting Vehicle training Wing at Helwan in Egypt. After the war he resumed his farming career.

SIMON'S TOWN BLOCKHOUSES 1915

MAC BISSET

Although attempts to trace the histories of the Simon's Town Blockhouses in the S.A. National Defence Force Archives have hitherto been unsuccessful, there is sufficient information available to compile this interim report. On 19 December 1908 His Excellency the Governor of Natal Lt Gen Sir Matthew Nathan KCMG who had served in the British Army Royal Engineers and had been Secretary of the Colonial Defence Committee from 1895-1900 sent a report to the Governor of the Cape Colony, His Excellency Sir Walter Hely-Hutchinson on the state of the coast defences in Table Bay and Simon's Bay.

He wrote: “A point of some importance that I noticed on going round the works is that Scala and Upper North Batteries at Simon's Town are not protected from trespass; it seems a pity that they should thus invite inspection

by foreigners” (1) He also noted that “there had been no rehearsal of the Defence Scheme for some years”. He added “somewhat vague ideas exist as to what might be effected by hostile landing parties endeavouring to make the batteries untenable and a rehearsal of the scheme would greatly tend to clear these up” (2)

Mobilisation exercises in February 1911 and in 1917 revealed that the batteries could easily be captured and that the defences of the RN barracks and magazines were inadequate. The absence of trenches and barbed wire at the batteries, obstructive trees and bushes in the field of fire of the guns and a communications system that did not function effectively greatly assisted the attacking force (3) Steps were taken to improve the landward defences of the Simon’s Town batteries prior to the First World War and subsequently.

At SCALA BATTERY a stone wall about 12 feet high and crowned with barbed wire and broken glass was built across the small valley between the emplacements and the Battery Commander’s Post in September 1913. The Fort Record Book history also records that the blockhouses and the wall behind them were built after the outbreak of the war. At QUEEN’S BATTERY the Fort Record Book records that 5 blockhouses for the defence against land attack were erected inside the battery and are for the defence of the Electric Light Emplacement which was built near the sea in front of the battery. At NOAH’S ARK BATTERY, the Fort Record Book records that 4 days after the outbreak of war the Cape Garrison Artillery were mobilized and supplemented the manning. Blockhouses were built for defence against land attack and a recreation hut was erected for the garrison of the fort.

Plans of the Simon’s Bay Fixed Defences –were sent to the United Kingdom with a list dated 10 April 1915. The list was initialed by HMB (possibly HRMB) who was probably Mr (later Sir Roland) H.R.M. Bourne who was the South African Secretary for Defence from 1914-1922. The plans are now in the Public Record Office at Kew and the descriptions of the blockhouse plans are listed in full below (WO.75/5433)

- Plan 2 Blockhouses and Entanglements (Noah’s Ark Battery)
- Plan 3 ditto (Queen’s Battery)
- Plan 4 Blockhouse Gap showing position of Sangars etc.
- Plan 7 Sketch of Blockhouse (Lower North Battery)
- Plan 8 Sketch of Blockhouse (Queen’s Battery) Type B
- Plan 9 Blockhouse No. 2 (Queen’s Battery)
- Plan 10 Blockhouse on top of Caretakers Quarters (Queens Battery)
- Plan 11 Middle Blockhouse (Noah’s Ark Battery)
- Plan 12 Blockhouse at Queen Battery Electric Light Emplacement.

End Notes:

- (1) C.O. Nos. 9138 and 13209 5/09 Secret No. 409M “Cape of Good Hope Standard of Fixed Defences” p.12

- (2) ibid
- (3) Ploeger Lt Col. Dr J. "Verdedigingsaanbeveling aangaande die Kaapse Skiereiland en Tafelbaai voor en na 1910 in MILITARIA 1/5, 1969, p.27

THE 'FLU EPIDEMIC & SIMON'S TOWN 1918

A Newspaper cutting

The Following report on the recent epidemic in Simon 's Town was presented to the last meeting of the Council by the Mayor Mr W. Runciman.

"It will I am sure, be the desire of the Council to place on its records the visitation of this fearful scourge, its rapid development and its malignant and fatal results.

The first case occurred about 1 October and daily other cases were reported. At that time it was generally looked upon as ordinary influenza. The first indication of its extraordinary malignant character was borne in upon us by the collapse of the native labourers. On Friday 4 October I requested the District Nurse and Sanitary Inspector to accompany me to the Kaffir location where we arrived at 2 p.m. ; fully supplied with what was then considered the necessary medicines.

The condition of affairs was startling; in almost every hut we found sufferers in various stages of the disease, and going from hut to hut up to 7.30p.m., the District Nurse attended to 135 persons, resuming again the next day, as well as attending in other parts of the town. Owing to a slight attack I was compelled to lay up for 2 days. On Monday I visited the Cottage Hospital, where several cases were being treated. On Tuesday I conferred with the Mayor of Cape Town on the means to be adopted to combat the epidemic and instructed the Town Clerk to convene a meeting of the Council that afternoon to consider and adopt measures of relief. At that meeting it was decided to call a meeting on the following day to establish an organization to deal more effectively with the epidemic. By that time six deaths had occurred. Previous to this meeting I had conferred with Rear Admiral Marcus Rowley Hill (Senior Naval Officer, Simon's Town), Major Hunter (Officer Commanding Troops) and Mr E. Graham-Green (Magistrate) who I need hardly say, offered in every way to co-operate in combating the epidemic. Rear Admiral Rowley Hill at the earliest stage of the outbreak placed the resources of the Dockyard, in the way of supplies and equipment, at my disposal, and Major Hunter R.A. rendered

great assistance in affording motor ambulances and nursing assistance to the town hospital.

At the meeting referred to there were present in the Council Chamber: The Mayor, The Magistrate (Mr E. Graham-Green), Mesdames Runciman, Bowle-Evans, Potter, Fry, Hayes, Sadler, Grant, Harding, Urquhart, Yates, Needham, Misses Ross, Blackburn, McTeer, Trotter-Brown, Lieut. Peart (Cape Fortress Engineers), Messrs Howells, Benjamin, Gilbride, Jachwat, Amlay and Saban with the Town Clerk.

It was decided to divide the town into 8 districts and appoint two visitors for each district, their duties being: (a) to visit every house in their respective district (b) to administer relief, to report serious cases to the Mayor, Town Clerk, Doctor or District Nurse (c) if poor or unable to provide necessaries, to issue tickets on the Town Clerk for same, giving number of patients in each case. The following ladies and gentlemen volunteered for the work and commenced the same afternoon: Mesdames Bowle-Evans, Potter, Harding, Gilbride, Runciman, Urquhart, Yates, Grant, Misses Rees and Blackburn, Lt Peart (C.F.E.) and others.

Miss Trotter-Brown and Mr Petts had by this time started a soup kitchen at the Dutch Reformed Church Parsonage; this was at once taken over by the Council under Miss Trotter-Brown and Mrs Voke's management, and another soup kitchen was established at the High School Cookery Room under the management of Mrs Sadler and subsequently by Miss McTeer, assisted by other ladies. The supplies from the latter place were practically devoted to the military patients. A special kitchen for the Mahomedan community was established at the Mosque under Mr Bakar Manuel and others.

By this time the epidemic had established a firm grip on the community; hardly a single family escaped. In many cases the whole family were stricken and entirely dependent on whatever succour was offered. Most of the business places, shops and institutions were closed, and the dockyard establishments were practically at a standstill. The death rate increased to 15 in one day, and great difficulty was experienced in providing decent interments. The hospitals (Naval, Military and Town) became crowded; the nursing staff and servants of our town hospital succumbed to the dreadful malady, and their places were at once taken by ladies of the town, assisted by men kindly supplied by the commanding officer of HMS TALBOT and the Officer Commanding Troops.

I wish especially to place on record the loyalty and devotion to duty of our municipal staff. When all other institutions, public and private, practically closed down, the ordinary municipal services, sanitary and house-refuse removals, water supply, street lighting etc. were conducted with little or no inconvenience or change to the public. The cemetery arrangements entailed a

severe strain on our resources, and were taken in hand by the overseer, Mr Frieslaar, until he succumbed to the disease, when the water Supt. Mr Lee, immediately filled his place and worked day and night to cope with the position. The sanitary removals, owing to the collapse of the ordinary staff, was personally carried on by the Sanitary Inspector Mr Shaw, in addition to assisting the relief measures. In fact, all willingly and voluntarily worked untiringly day and night to fill the breach caused by the collapse of their colleagues.

The Town Clerk personally undertook the purchase and issue of supplies to the various depots, the issue of permits to the individuals for medicines and supplies of comforts from the soup kitchens, the organization of the cemetery and burial requirements, in addition to the ordinary and extended work of his office. The Medical Officer of Health Dr T.M.P. Hayes, in addition to his duties as District Surgeon, worked untiringly day and night to cope with the situation in our large district. The District Nurse Mrs Burton, justified the necessity of her recent appointment and it is due to her untiring efforts and wonderful endurance that relief was afforded to so many of the poorer class.

The Glencairn district, where many serious cases occurred, was taken in hand first by Mrs Hopkirk and subsequently by Mrs Wheeler, Mrs Gracie and Mrs Earp, assisted by other ladies, many of whom contracted the disease. Mr Rowley kindly established a soup kitchen at his hotel, the materials for which being supplied by the Council. It is impossible for me to mention all those who kindly rendered assistance in alleviating the distress without making individious distinction, but I may be permitted to thank the ladies and gentlemen in charge of the various relief depots, and those who so kindly assisted, also Mrs Butterworth and Mrs H.J. Petts, who rendered valuable assistance in various ways, and to all I tender, on behalf of the Council, our most grateful thanks for the noble work which all performed in the cause of humanity. The number of deaths recorded within our municipal area due to the epidemic is 143 but only 138 were interred in our cemetery in the space of one month. A relief committee has been formed, in cooperation with the Senior Naval Officer, to deal with the aftermath of the epidemic, consisting of Commander Shakespear, Mr Potter (Naval Store Officer), Messrs Petts and Watts, representing Dockyard employees; Mr E. Graham-Green (Magistrate), the Rev. W.E. Slingsby, the Rev. W.P. Evans, Lieut. Peart CFE, with the Mayor and Town Clerk as Secretary, to inquire into cases of distress, afford immediate relief to deserving cases, and to formulate and recommend a scheme for permanent relief. A Sub-committee of the above has been sitting daily. So far, only temporary relief has been afforded, the cost of which will form part of the epidemic expenses. The question as to the liability for payment has still to be settled."

THE SOLDIERS' & SAILORS' HOME, SIMON'S TOWN

(From a newspaper cutting)

(This establishment was run by the Wesleyan Methodist Church, Simon's Town)

"The Annual Meeting of the above institution was held in Simon's Town on Friday afternoon 26 January. Prior to this meeting, afternoon tea was dispensed by the ladies of the Church, and an inspection of the Home was made by the visitors. The meeting was opened with a prayer by Rev. E.P. Thomas, who afterwards gave a very cordial welcome to the recently appointed Admiral of the Cape Station, Rear Admiral Charlton, who had very kindly consented to preside. Although claiming exemption from making a speech as a member of the "Silent Navy" Admiral Charlton's remarks were terse and to the point, and were highly appreciated by the Committee. He had obtained information as to the objects and work of the Home and expressed himself as highly pleased with all he had learned and seen. He said that this, and all similar institutions would help to win the war by assisting to keep the men of the Services in a healthy and fit condition physically, and by providing them with a means of escape from the many temptations always lurking in a naval seaport. He expressed on behalf of himself and also of the Navy deep gratitude to all who are in any way responsible for providing comfortable and well conducted Homes where the men can obtain wholesome food and beds, and indulge in harmless amusements.

Col. Hart, R.G.A., as representing the Army, heartily endorsed all that Admiral Charlton had said, and also mentioned that he had frequently invited criticism of the Home in order to find out the men's real opinion of the institution, and in every case, the criticism was entirely favourable. The Hon. Secretary and Treasurer, Mr Gillard, was then called upon to read the Annual Report for the year ending 31 December 1916 but as a full report was presented at the re-opening, to June 30, it was deemed unnecessary on this occasion to report any details prior to that date.

In spite of necessary restrictions due to war conditions the Home had been well patronized since it was re-opened and Mrs Smith the manageress, has conducted it in a highly satisfactory manner. The reading room and billiard room have proved a great boon to the men as is shown by the frequency of their visits. The average daily attendance is about 50. The number of beds let was 978; baths paid for total 300, and 1,200 games of billiards have been paid for during the half year. There are now as many beds as space will allow; the following are the names of donors during the past year: Mrs Turner, Miss Ross, Captain Phillips, Sir J. Liege Hulett, Mrs John Foss, Mr & Mrs A.H. Smith, Mrs George Payne, Mr Walter Greenacre, Mr & Mrs

Spilsbury, Miss E. Groom, Mr J. Polkinghorne, Mrs Cato, Mrs C. Ayres; various amounts for one bed per Mrs Parsonson and Rear Admiral Charlton.

The financial statement shows a credit balance of £33.2s.5d and the Committee is considering the advisability of reducing the debt on the building by £25, after which only the small debit balance of £25 will remain. The report was regarded as satisfactory in every way, and this satisfaction was voiced by Rev. T.E. Marsh, Chairman of the District. The more solid items of the programme were interspersed by songs, most delightfully rendered by Mrs Bennetto, Mrs Cole (Diep River) and Miss Hodge (Cape Town) and this bright and interesting meeting was brought to a close by the singing of the National Anthem and the Benediction."

MRS DEWAR'S "BRASS" ORNAMENT

(From: South African Beachcomber by Lawrence G. Green).

Mrs Dewar was in Simon's Town when Vice-Admiral Sir H. Rawson and his fleet returned from Benin in West Africa. This was a West African Punitive Expedition which followed much human sacrifice by a native potentate. Benin was filled with African works of art, some of great beauty. Officers and men brought souvenirs (or loot) back to Simon's Town and one naval friend presented Mrs Dewar's father with an ornament. It seemed to be of brass, with a chief seated on a throne and three small bells.

Soon afterwards Lady Rawson opened a school bazaar in Simon's Town. A "museum stall" with various articles marked "not for sale" was among the exhibits and the ornament was displayed on this stall. Lady Rawson admired the item and asked whether she could buy it. Mrs Dewar's father asked her to accept it as a gift. Lady Rawson was delighted. A few days later, however, she returned the gift with a note. She had sent the gift to a jeweler to be cleaned and it had proved to be solid gold. Nevertheless Mrs Dewar's father persuaded her to keep the strange ornament from the West African bush!

THE WRECK OF THE *LA ROZETTE*

A.E. READ

On 18 August 1786 a herdsman came to Christoffel Brand the Company's Resident at Simon's Bay and told him that there was a wreck of a ship near Cape Point. Brand and some men set off on horseback immediately and to his

utter amazement just 100 yards off shore he found the remains of the 75 ft long brig on its side and wedged among the rocks at Platboom. Unfurled sails flapped to and fro as the sea lifted the sagging rigging.

Brand rode his horse out for a closer inspection and found wreckage, casks of red wine, a French flag, and not too far away an undamaged dinghy, but no footprints and definitely no corpses. He left a soldier on guard and rode back to Simon's Town so he could dispatch someone to tell the Governor in Cape Town. The Governor, an experienced civil servant, did not want to get involved so he passed the information on to M. Percheron, the local agent of the King of France! Percheron and a servant visited the site and the servant was sent aboard to see if he could find any documents. Luckily he did and they were undamaged by sea water. These revealed that the ship was the LA ROZETTE which had left Bordeaux in the middle of May 1786 bound for Isle de France (Mauritius). The Captain was La Bordes and there had been a crew of 12. They also found that on 1 June 1786 the ship's court had tried a mutinous member of the crew Etienne Tailjasco.

Enquiries were made in the bars of Cape Town and 3 men who spoke French were located. They had endeavoured to escape back to Europe by signing on the ship JOSEPHUS TWEDE. Percheron applied for a Warrant of Arrest and constables removed the volubly protesting sailors whereupon a search of their possessions revealed a quantity of coins and several gold watches. Upon interrogation it appeared that one of these sailors was Stephano Tailjasco, a 21 year old Italian, younger brother of Antonio (Etienne) Tailjasco. On 13 August as the ship neared Cape Town the Captain had announced he was not entering port as he did not want a rash of desertions. The men decided to act that night – killed the captain and most of the crew with hatchet blows and 6 of them made for the shore in the dinghy – heading for Hout Bay and then Cape Town. When the law caught up with them on 12 October 1786 thanks to Percheron's detective work, 4 were sentenced to be broken on the wheel, their right hands and heads cut off and their bodies left hanging on the gallows at Mouille Point; 1 was to be scourged and then spend the next 10 years labouring in chains on Robben Island and the 6th man (an American originally) was to be banished from the colony. I wonder what happened to the loot?

HUMPHREY CHARLES (DUMPS) WILLIS 1902 – 1976
FOUNDER OF THE SIMON'S TOWN HISTORICAL SOCIETY

As the Society has recently celebrated its 50th anniversary it would seem appropriate to remind people of its founder. (Compiled from notes supplied by his son James Willis.)

Dumps was born in Rochester, England on 3 June 1902 to Charles Willis (1862- 1943) and Edith Lucy (nee White) 1871 – 1953. Dumps parents were Mayor and Mayoress of Rochester 1906-1909. Dumps acquired his nickname because of his chubby looks and the name was used by family and friends for the rest of his life. He attended Radley College in England, where his housemaster was Canon Birt (who later became headmaster of Diocesan College, Rondebosch from 1917-1943). After school Dumps went to Oxford where he studied law and was called to the Bar in London in 1925.

Charles Willis his father had a mild heart attack in 1929 and was advised to take a 3-month holiday via mail ship to Cape Town and Dumps accompanied his parents. This visit kindled his life-long interest in southern Africa and eventually resulted in his immigrating to South Africa in 1930. Dumps developed very early on an abiding interest in yachts, aircraft of all types and ships of all kinds, but mainly naval, one of the reasons he retired to Simon's Town. While at Oxford he spent most of his holidays and free time in 1923-24 sailing in a 6m yacht AYESHA in the English channel as crew for Captain Franklin Ratsey who owned a sail-making business in Cowes on the Isle of White. Dumps had begun sailing when he was very young, they lived close to the River Medway and his father owned a yacht. In South Africa he owned two yachts over a period of time and sailed on Germiston Lake.

Dumps flew to England a number of times between 1933 and 1948 in BOAC flying boats. Remember this trip took 5 days – Durban or the Vaal Dam, Victoria Falls, Lake Victoria, Cairo, Sicily to Southampton. In 1931 in England he obtained his Private Pilot's licence whereby he was licenced to fly *"all types of flying machines"*.

Dumps was a quiet, gentle, thoughtful person, knowledgeable on many topics and who could always offer sound advice, but only when asked. He cared little for himself but deeply about many people and many things. He was a very generous person who gave freely of his time and himself, to the very best of his ability, just as HIS father did. After retiring to Simon's Town he developed a great love of the town, its people, its buildings and its history. The great part of his life that he devoted to those interests is recognized in the wonderful gesture the Society has made in inaugurating a memorial lecture in his honour. He would have been so pleased, and quietly proud. He took a great interest in his natural surroundings and in nature, both animals and trees and plants especially cacti and succulents. He enjoyed so much traveling to new places, which always excited him.

Dumps had married his wife Barbara Denne Pomfret in Johannesburg on 25 July 1933 and they had two sons James (1937) and Peter (1939). Prior to World War 2 Dumps had joined the Aircraft Operating Company based near Germiston. The Company prepared topographic maps from stereographic

serial photographs, all contours being drawn onto the maps by hand – a terrible job, but thankfully not Dumps' job. In 1939 he joined the SADF and because of his love of the sea and air, wanted to be seconded to the Air Sea Rescue section of the SAAF. Although he wore spectacles, Dumps thought up a way to overcome the eye test and he duly passed the test with flying colours!! He was accepted for the Air Sea Rescue Unit at Gordon's Bay in the Cape. In 1943 he was sent to the east coast of the USA to observe and report on a new series of A/S Rescue crash boat being built there for the SAAF. He also tested some of the boats and received training in the operation of the new equipment. He ended the war as a 2nd Lieutenant at Gordon's Bay

Dumps retired to Boulders, Simon's Town in 1952 and was instrumental in founding the Society in 1960. The great part of his life that he devoted to research on the Town and for his outstanding achievement in the preservation of historical buildings and precincts was rewarded when in 1976 he was given the 1st *Cape Times Centenary Award Medal* and also honoured his achievement in publishing the book *HISTORICAL SIMON'S TOWN* in collaboration with his great friends Dr and Mrs B.B. Bröck. (We have Dumps to thank for the nearly 50 thick files of information which eventually formed the basis of our reference cards, originally the property of the Society, but which on the formation of the Museum were handed over to them. Ed.)

SIMONSRUS ASSOCIATION

Taken from the Chairman's Report July 2010

The Association, duly registered as a fundraising organization in 1982, was mandated to establish affordable housing for the many elderly in the community who were left virtually homeless when the numerous residential complexes in the Town, such as the old St George's and British Hotels were sold on for redevelopment. There was great enthusiasm in those days and the AGM was always held on a Saturday afternoon in the Soldiers and Sailors Restroom to accommodate the large number of supporters. In 1983 we were offered the Dominican Convent complex (now Top Sail House) for the unbelievable price of R46,000.00. After volunteer architects had done a feasibility study for us, we had, unfortunately, to turn it down as the access and general layout of the building would have been too costly to convert for our purposes.

The Simon's Town Municipality was very supportive of our efforts and offered us Council land in Quarry Road and a section of the Old Burying Ground that had been almost completely vandalized. Internationally renowned Architect Revel Fox, designed for us a beautiful little village named *Simonsrus* with access off Forest Hill, designed by Professor Owen Price-

Lewis. Unfortunately there were a few objections to this proposal on sentimental grounds and we decided not to proceed. After further investigation, a site between the old wood and iron Country Club headquarters and Rhodesia-by-the-Sea (now S.A.N. Officers' Mess) were identified as ideal. It was easily accessible, relatively flat and with beautiful views.

Protracted negotiations between Simonsrus, the Country Club, the Municipality and the Minister of Agricultural Credit and Land Tenure ended in a win-win situation for all role players. By agreeing to give up the land for use by Simonsrus, the Country Club would be assisted by Council to relocate the 9th hole, generally upgrade the bowling greens and golf course and build a new clubhouse to replace the derelict illegal existing one.

Once again, with tremendous community enthusiasm the University of Cape Town gave four final year architectural students the task of designing a modern complex to house 120 persons in accommodation ranging from flats to bed-sitters and frail care. After a year's work the final plans were approved by Simonsrus, the University and the Council. The Municipality budgeted to provide access (via Otlands Road) and services to the complex as their contribution to the project. The viability of the project depended on a 25 year repayment loan from the Dept. of Social Welfare and Housing. Unfortunately in 1986 funds for this type of project were not considered a priority and our request for assistance was turned down. The Council sold the project on to developers who eventually completed what is today a highly successful retirement village known as *Simon's Bay Estate*.

In more recent years, Simonsrus with the support of the Residents and Ratepayers Association did a feasibility study on converting Wilfred Terrace's 6 cottages on Runciman Drive into an "Abbeyfield" complex. These cottages had been expropriated by the Council in the 1950's for road widening and were used over the years as rental stock for municipal staff. After pledges of help and funding for renovations from many local residents, our request to the then South Peninsula Municipality to sell us the property for conversion and housing of the elderly was turned down due to small technical details, such as off-street parking. The activities of Simonsrus over the past 28 years have not been in vain. Our negotiations and efforts all those years ago have:

1. Enabled residents, former residents and visitors of all age groups to enjoy the Country Club with its new facilities and upgraded golf course at very reasonable cost.
2. Proceeds from the sale of land, fundraising efforts and interest earned over the years has left us with accumulated fund of approximately Rand 1 million.
3. Interest on our investments is used to assist residents and former resident needy aged people with their accommodation requirement on an ongoing basis.

A FREED SLAVE:

YACOUB was a freed Mozambique slave who for a while worked in the Dockyard in Simon's Town i.e. what is known today as the West Yard. In 1824 he sailed with Captain Owen while he did his survey of the East coast and acted as Owen's interpreter. When Owen had completed his survey Yacoub left his service and went to live with King Shaka in Natal.

DR MICHAEL INGGS

(information from the recently published book on the 1st 100 years of the East Dockyard)

In 1985 Commodore Rudolf Stolze appointed Dr Michael Inggs as the first Manager Electronics. Mike worked directly under Captain Trevor Cladingbowl, and after an intensive and very thorough introduction to the Dockyard by Commander Alex Barnett, doyen of the Weapons Electrical department, Mike had the task of setting up a department to take responsibility for depot-level support of all weapon systems deployed in Naval Command West. This included:

Weapon electronics (Radar, Sonar, EW)

Communications (Radio and Direction Finding)

Intelligence (Comint) systems

Automatic Test Equipment

Industrial Electronics (Navigation, Power Control & Equipment Monitoring)

Electrical installations and repairs.

He was also responsible for the development of a variety of test facilities, including equipment for testing a microwave anechoic chamber and the design of antenna pattern plotting equipment. Projects also carried out related to the development of automatic radio test facilities and calibration system for radio frequency (RF) signal generators and communications receivers.

As Manager Electronics Mike was responsible for the financial performance of the Electronics Division comprising 110 persons, 90 of whom were technical. This implied coordination of the budgets for all operational costs (wages, equipment etc) and then monitoring performance against budget, taking corrective action to ensure compliance to the total budget. Since the SAN Dockyard had become the first SADF Unit to be self-accounting, this involved considerable education of the middle management group in his department.

In those days when young white men were obliged to render two years National Service, there was a plentiful supply of very bright and motivated Electrical and Electronic Engineering graduates who could be put to good use. Mike Inggs directed a group of six Naval and National Service Engineering graduates who were involved in various projects related to Logistics design, equipment evaluation and test facilities development. The concept of the Module Exchange Store, at which defective electronic units could be swapped for serviceable units, evolved from studies carried out by these young engineers.

Over and above his managerial duties, Mike was Project Engineer for a large time, attendance and job clocking system capable of handling 4,000 people. This involved all facets of project and system design, including the difficult process of software system specification. The final system comprised 3 minicomputers, cross-coupled for response time and fail-safe operation, and a network of 120 terminals.

During 1986 Mike attended a postgraduate course in Systems Engineering at the Armscor Headquarters in Pretoria. These courses, run by Professor Ad Sparrius, taught the art and science of project management from requirement definition and specification through budgeting, acquisition, support and, eventually, disposal. The courses were attended by Defence Force officers and senior NCOs and senior Public Service personnel including Dockyard Managers. Without these courses the Navy would never have achieved the success it did with the multitude of projects initiated during the nineteen eighties.

The Dockyard trained some 20 Electronics apprentices and the Manager Electronics was required to monitor the content of the training course to ensure that they would be able to cope with the rapid changes in technology. It was a sad day when this facility had to be closed down due to budget constraints. Before Dr Inggs left the Dockyard in 1987 to return to academia his department had absorbed the electrical division to form a 400 strong group and his title changed to Manager Combat Systems. He was replaced by Commander (currently Rear Admiral Junior Grade) J.C. Visser, a graduate of the University of Stellenbosch who later obtained an MSc. in Electronics Engineering from University College, London.

Professor Mike Inggs (as he currently is) is presently setting up and running an MSc degree course at UCT in Radar & Defence Systems (which coincides with the 70th anniversary of the establishment of radar stations in S.A.). He and his wife Patricia are still resident in Simon's Town where they have raised their family of 4 children. Patricia, the town's chemist, is a very active participant in various aspects of the town's activities.

KING CETSHWAYO

The *Standard and Mail* of 11 September 1879 recorded the arrival in Simon's Town of King Cetshwayo the Zulu King as follows:

"Arrival of Cetywayo, Wednesday: The steamer NATAL arrived in Simon's Bay, having Cetywayo on board with 3 wives, 2 daughters and 4 attendants. The NATAL has had a very rough passage from Port Durnford and Cetywayo has suffered from sea sickness. Every care has been taken by Captain Gilbert for his accommodation. A temporary house has been erected on the poop..... He is seldom seen outside to the great disappointment of the inhabitants who have had their binoculars pointed towards the NATAL to catch a glimpse of the King. He is a fine looking man. The authorities will not allow an interview....."(The King was put ashore to be taken to the Castle in Cape Town. All along the road crowds lined the streets).

Cetshwayo was exiled to Oude Molen, near Cape Town. He wrote to Queen Victoria, the Prince of Wales and many prominent Britons, asking to return to Zululand. He visited England in 1882 and stayed in Kensington, London. His popularity was immense and he lunched with Queen Victoria. In 1883 he returned to Zululand where he died in 1884.

Information: from S.T. Museum files.

PRINCE METARAI

In 1808 Lt Golovnin of the Russian Imperial Navy sloop DIANA, described a lesser known Royal Visitor. (There is a memorial to Golovnin and the DIANA on Jubilee Square, Simon's Town).

"In Simon's Bay stood a transport en route to New Holland with female convicts; on the same vessel was a son of a New Holland chief, King Topachi of Puna or Bay of Islands (Sydney/Port Jackson).....Meterai, who was taken to England, lived in London for 12 months and was returning home. We invited him to dinner.....The Prince was 18 years of age, short but well built. His hair was black, straight and very short. His earlobes were pierced. He was lively and gay and understood almost every word of English..." (*It should be said that he spoke better English than the Russians, who needed a translator!*)

"He told us his father had 15 wives and many children; his mother had 3 sons and 2 daughters....His mother was a ruler in her own right; her kingdom was

conquered by Topachi, who married her. Metarai himself has 2 wives to whom he is much attached..... In England he was introduced to the King who made him a Knight of the Order of Friendship. The King sent his father a rich hat and mantle and a great variety of useful articles. They were packed in cases addressed to King Topachi from King George.

I showed him a sea-map where were marked the Cape of Good Hope, New Holland and New Zealand. He traced the route they were to take, indicating Port Jackson, Norfolk Island and the Bay of Islands....”

THE SOUTH AFRICAN SEA CADETS - 106 YEARS OLD

(From S.T. Museum files)

The Sea Cadet movement all began when English sailors, returning home to Whitstable in Kent, from the Crimean War in 1854, found the delinquent street children making peoples' lives uncomfortable, with their muggings, stealing and even murdering. These sailors decided to round up these children and teach them some basic sailors' skills; they believed that this would stand these children in good stead should they elect to join the Royal Navy or simply be press-ganged into the Navy. Thus, the first Naval Lads Brigade came into being. This movement spread to other ports in England and before long the name was changed to Sea Cadets. Today the Sea Cadets UK, now merged with the Marine Society, which was formed in 1756, is the largest charitable volunteer youth training organization in the world with more than 15,000 Cadets and 415 Training Ships.

Sea Cadets in South Africa trace their origin to 8 June 1905 when a group of boys, who had been informally meeting in the loft of a retired sailor's home in Woodstock, paraded before Rear Admiral John Durnford (then C-in-C Simon's Town). The occasion was the opening of a new training building on the foreshore of Woodstock Beach, by the Admiral, and the first time these boys formally wore uniform. They were called the Cape Town Sea Cadet Corps. This unit, which later changed its name to Training Ship Woltemade, continues to function today at their Lakeside training facility.

There is, however, a recorded earlier formation of Naval Cadets in Johannesburg, where the Marists Brothers College, experiencing much disobedience with the unruly behavior of the sons of gold miners, formed a Naval Cadet Detachment – they were prohibited from forming an army Cadet Unit by President Paul Kruger – who decreed that no “Uitlanders” army would be allowed to exist in the Transvaal Republic! But, as he did not have a Navy, he permitted the Naval Cadet Unit. This Unit started in 1894 but

closed down in 1900 just before the British troops entered Johannesburg – all the miners had left the mines and taken their children with them.

The Sea Cadet movement in South Africa grew between the two world wars with Units starting in Johannesburg, Springs, Durban, East London, Pretoria and Port Elizabeth. The two World Wars, whilst impacting on the number of youngsters joining the Cadets, never caused the movement to close down. After World War II, two other units were started, one in Pietermaritzburg and the other in Vereeniging. In 1952 the Ministry of Defence decided to augment the South African Defence Forces army School Cadet system by introducing naval and air cadets. These first 8 open Sea Cadet units were absorbed into the defence force and formed the core of the new naval cadet system. However, in 1968 the Department of Defence rescinded its decision and closed down the naval and air cadet systems. The original 8 Sea Cadet Units elected to continue as private Units under the banner of the Naval Cadet Corps of South Africa. They needed a governance which would look after the funding and administrative functions. At this juncture the Navy League of South Africa, which was formed in Cape Town in 1895, stepped in and took the Naval Cadet Corps under its wing. The movement continued to grow with new units starting up. Regrettably some of these new units were forced to close down after a number of years through lack of local support. Today there are 14 active Sea Cadet Training Ships in South Africa serving the youth.

The Naval Cadet Corps of South Africa changed its name back to the South African Sea Cadets in 1998, when it was found that the word “*naval*” was working against the organization when trying to raise funds – companies and people believed that the Corps was part of the South African Navy and thus was sponsored by the South African Treasury!! The Navy League of South Africa celebrated its centenary on 8 June 2005. However, in 1998 it was found expedient to close its doors and reform as the SOUTH AFRICAN SEA CADET ASSOCIATION, who now became the governors of the Sea Cadet Corps. The South African Sea Cadet Corps celebrated its centenary on 8 June 2005. The actual celebrations took place from 4 – 10 July and were centered on Knysna, because of the Knysna Festival (which attracts many notable personages as well as Television and Radio coverage) offered widespread coverage and exposure and because the South African Navy usually has 3 ships alongside the Thesen quays at that time. The Town Council of Knysna decided to confer the Freedom of Entry on the South African Sea Cadets in recognition of the work done by the organization with the youth of South Africa and thus to mark the Centenary. One of the other highlights was a Review parade in front of the Chief of the South African Navy, Admiral J. Mudimu, which was greatly appreciated by the citizens of Knysna.

Due to changing times, gross unemployment of an average of 600,00 young people leaving school, and HIV/AIDS the organization analysed the situation and decided things had to be drastically changed. This was supported by the South African Navy who saw the future of the Corps as a Service Provider to the South African Maritime community, as well as the Global community, of young people trained to accredited standards in maritime skills. Improvements had to be made to the curricula as rope work, sailing and general seamanship were no longer sufficient. It was decided to register the organization as a Section 21 Company registered under the Company's Act (no longer a Non Profit organization), thus it is now a "not for profit" company which ploughs its profits back into the company after meeting its running expenses.

New training was introduced in July 2006 following the Transport Sector Education and Training Authority or the South African Maritime Safety Authority and when children leave school with a Grade 12 certificate they would also take with them a recognized maritime certificate. The Sea Cadet Corps has always been staffed by volunteer instructors, supported by Parents Committees. (Should you wish more information you can e-mail sascc@tclkoinsna.net or write to P.O.Box 7681, Newton Park, Port Elizabeth 6055)

PROFESSOR RICHARD DARWIN KEYNES

(From: The Daily Telegraph, London July 2010)

There died in June 2010 the great grandson of Charles Darwin (his mother Margaret Darwin was the daughter of Darwin's son George). She had married a prominent surgeon Geoffrey Keynes, younger brother of John Maynard Keynes the economist. What a set of genes!

Richard was born on 14 August 1919, and educated at Oundle school, where he decided on Physical Science and won a scholarship to Cambridge. His studies were interrupted by the 2nd World War in which he served as a temporary experimental officer at the Anti-Submarine Establishment and Admiralty Signals Establishment. He graduated with a First in Physiology in 1946 and went on to become a research fellow at Trinity winning the Gedge Prize in 1948 and Rolleston Memorial Prize in 1950. He continued at Cambridge until 1959/60 as a teaching fellow at Peterhouse and later at Churchill College. In 1960 he joined the staff of the Agricultural Research

Council's Institute of Animal Physiology and was its director from 1965-1973 and also found time to write many books.

While he was at Cambridge he was a neurophysiologist working with Alan Hodgkin who with Andrew Huxley won the Nobel Prize in 1963. Richard Keynes in 1968 ended a series of research trips to South America where inter alia he met Carlos Chagas, son of the physician who gave his name to the parasitic malady that some believe Charles Darwin may have contracted in South America. Chagas, in Buenos Aires, introduced Keynes to a private collector of Darwin memorabilia. It was an intriguing collection including portfolios of pencil drawings and watercolours made by Conrad Martens, one of the two artists aboard BEAGLE. Soon after his return to England this collector asked him to sell the collection for him and with the help of his mother's cousin Nora Barlow (who purchased the collection) was able to acquire it all and they presented it to the Darwin Archive at Cambridge University Library. In 1979 Keynes published *THE BEAGLE RECORD* which documented all of Martens' extant drawings. Keynes went on to publish more works on the BEAGLE expedition which are beautifully edited and annotated and are also held by the Darwin Archive. Finally in 2003 he published *FOSSILS, FINCHES AND FUEGIANS: CHARLES DARWIN'S ADVENTURES AND DISCOVERIES ON THE BEAGLE 1832-1836*. While doing this he was able to dispel the myth that Darwin's relationship with the BEAGLE's captain Robert Fitzroy had been a difficult one by showing through letters between them that they enjoyed a warm friendship, full of playful humour.

THE CAPE ~ THE TAVERN OF THE SEAS

The phrase "Tavern of the Seas" was probably used from as early as the 17th century. The Portuguese had discovered and named the Cape before the end of the 15th century but their East Indiamen gave the Cape a wide berth after the skirmish between D'Almeida and the Hottentots in 1510. However, the "Hottentot Princess" Eva spoke Portuguese fluently when she was taken into van Riebeeck's household at the Castle in 1652 and married the surgeon van Meerhof and they became the ancestors of many a South African family.

The first British ship, the PENELOPE, sailed from Plymouth in Devon on 10 April 1591 under Admiral George Raymond. She sailed in company with the MERCHANT ROYAL (Samuel Foxcroft) and EDWARD BONAVENTURE (James Lancaster). Raymond sighted the Cape on 28 July 1591 and anchored in Table Bay on 1 August. After leaving Table Bay the PENELOPE and EDWARD BONAVENTURE encountered a terrible storm and they parted company, the PENELOPE disappearing with all hands. Lancaster in the

EDWARD BONAVENTURE finally headed for Sumatra. He began his return voyage in December 1592 rounding the Cape in February 1593 and sailing via St Helena and Pernambuco in Brazil only to lose his ship to the Spanish. He finally reached England again on 24 May 1594 and his news of the Indies resulted in the formation of the English East India Company. In July 1620 a passing British East India Company ship landed Shilling and Fitzherbert in Table Bay and they raised the cross of St George on Lions Rump and took formal possession of the Cape in the name of King James I. Foolishly the King ignored the proclamation. How different the settlement at the Cape might have been!

Ref: The Dutch Seaborne Empire 1600=1800 published by Penguin Books in 1965 – author Professor C.R. Boxer.

SETTLING THE CAPE

Although the Cape was first settled in 1652 it was not until the 1670s that slaves were first introduced from Madagascar. Van Riebeeck and his successor Zacharias Wagenaar had both advocated the introduction of Chinese to work on the market gardens necessary to provide the amount of fresh produce needed for the ships of the Return Fleet. It had worked well in Formosa and Java but the Chinese knew nothing of the Cape and could not be tempted. The alternative was people we recall today as “free burghers”. This did not really solve the problem as these people complained that without oxen and slaves they could not plough the fields and grow wheat. In fact in 1660 42 out of the total of about 70 freeburghers embarked clandestinely aboard the homeward-bound ships of the Return Fleet. The system of freeburghers had not worked in the Dutch East Indies either. In 1672 the European population of the Cape was still only 600, of whom 64 were adult male freeburghers of whom 39 were married. It was really not until Simon van Stel (Governor 1679-1699) that farming really took off. At last by 1780 there were approximately 11,000 freeburghers. By 1795 when the Company’s rule collapsed with the 1st British Occupation of the Cape, there was at last a surplus of wheat at the Cape. In comparison by 1780 there were nearly 10,000 slaves. It was claimed that the upkeep of a slave was Florin 40 per annum whereas a European freed soldier or sailor (knecht) cost Florin 175.

Generally slaves were well treated and this impressed Captain James Cook when he was here in 1772. Generally the better-off colonists had 20 – 30 slaves, dressed them well but obliged them not to wear shoes nor stockings, bare feet being the badge of servitude. Naturally there were exceptions in the treatment of slaves but the slaves could complain to the authorities and occasionally slaves were removed from really sadistic owners. Children of

slaves were educated and the Company itself maintained an elementary school for teaching its slave children the 3 R's and the Dutch language. The gates of the Slave Lodge in the Heerengracht closed at 9 p.m. before which time there was a long line of customers (sailors, soldiers, company employees and colonists) and so the beginnings of a "coloured" race began.

Ref: The Dutch Seaborne Empire 1600-1800 published by Penguin Books 1965 – author Professor C.R. Boxer.

THE HAMMOCK

From the *carib* "hamorca" – the hamak tree, used by sailors for hundreds of years but now no longer as the seaman sleeps in a bunk. It is said to have been invented by ALCIBIADES but its introduction to ships dates from the time of Christopher Columbus who noted that the natives of the Carib islands used them slung between trees. The maritime version was made of canvas later on with a row of small eyelet holes at each end through which are rove *netties* which spread from a ring, the nettles as a whole being known as the clews of the hammock. When not in use they were lashed up, with the blankets inside them, by 9 turns of rope and in the event of shipwreck or disaster in battle, a properly lashed hammock was capable of supporting the weight of a man in the water for a considerable time. They could also be used as a "coffin" if you died at sea, as a life jacket, and for "damage control" to bung any holes in the side of the ship and to provide protection on the upper decks from small arms fire and shrapnel.

TO DRESS SHIP:

The operation of decorating a ship with flags on occasion of national or local celebration, and in the case of yachts on the day when their club holds its annual regatta. A ship is dressed when she flies flags at her mastheads: she is *dressed overall* when she displays a continuous array of flags from her jackstaff via the mastheads to her ensign staff. On naval occasions when ships are dressed overall the order in which the flags are displayed is, in most navies, laid down in regulations and is never haphazard; in merchant vessels and yachts there is a recommended order in which flags of the International Code of Signals are displayed.

While the Steamer Waits!

RECOMMENDED

MOTOR COACH TOURS.



TYPE OF COACH USED ON THESE TOURS.

TOUR NO. 1.

DEPARTURE 10.30 a.m.

RETURN :: 5.30 p.m.

FARE

12/6

COMPLETE CIRCULAR MARINE DRIVE OF 96 MILES ROUND THE GLORIOUS CAPE PENINSULA. Including Hout Bay, Chapman's Peak, Kommetje (Wireless Station), Cape Point, Simonstown (Naval Base), Muizenberg, Rhodes Estate, Etc. Lunch is taken at Kommetje Hotel, for which 2/6 is charged.

TOUR NO. 2.

DEPARTURE 10.30 a.m.

RETURN :: 1.00 p.m.

OR

DEPARTURE 2.30 p.m.

RETURN :: 5.30 p.m.

FARE

7/6

THIS IS A CIRCULAR MARINE DRIVE OF 46 MILES. The Route followed is via Sea Point, Clifton, Camps Bay, Hout Bay, Chapman's Peak, Muizenberg, Rhodes Estate, Etc. Suitable halts are made for Refreshment.

CHILDREN UP TO 12 YEARS OF AGE
HALF FARE.

FOR BOTH TOURS.

These Tours have been arranged to give Visitors with limited time at their disposal an opportunity of sight-seeing at Minimum Cost and Maximum Comfort.

SPECIAL DEPARTURES OTHER THAN ABOVE CAN BE ARRANGED IN ACCORDANCE WITH MOVEMENTS OF STEAMERS.

Book your Seat with our Uniformed Representative who meets all Steamers or at Head Office:-

CHARABANCS LTD.,

NEXT VISITOR'S BUREAU,

ADDERLEY STREET, CAPE TOWN.

PHONE 2-8629.

FOUND IN AN OXFAM SHOP IN LONDON!

IMPERIAL WOODSTOCK