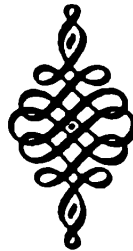




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



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OUR BULLETIN OF 48 PAGES IS PUBLISHED IN JULY EACH YEAR

CHAIRMAN'S ANNUAL REPORT DELIVERED TO THE ANNUAL GENERAL MEETING HELD ON WEDNESDAY 20 APRIL 2016 AT SIMON'S TOWN MUSEUM :

Mr. President, Madam Vice President, Committee Members and Society Members: The following is my report of the Society's activities for the year ending April 2016.

Membership

Our membership currently stands at 337 members. The Society sincerely appreciates the continued support of the membership.

Friends of the Museum

During the past year the Society has again assisted the Friends with fund raising activities, including book sales, walks, and the monthly lectures. The walks and lectures have been in general well attended. The walks raised R1,605, book sales R3,760 and R10,280 from lectures – a total of R15,645. We are most grateful to those who gave their time and knowledge to assist our efforts.

Dumps Willis Memorial Lecture

This year's Dumps Willis Memorial Lecture was presented by David Erickson on 24-Feb-2016, entitled "The Aerial Ropeway Revisited" – this was well received by a capacity audience, and many people were unable to gain access due to overcrowding. The lecture was repeated on 09-Mar-2016. The 2 lectures raised R2,855.

Publications

Website – during the 2015 calendar year there were 2682 visitors to the website, 16.6% returning and 83.4% new.

Bulletin and Chronicle – On behalf of the Society and its members, I record sincere thanks and appreciation to Audrey and Bill Rice for all the hard work that they have put into the compilation and publication of the annual Bulletin and the bi-annual Chronicle. Bill Rice is now responsible for the Bulletin compilation and is finalising the 2016 edition.

Special Book Collection – this was established to collect books relating to Simon's Town and its history. The collection continues to grow at a moderate rate.

Conservation

Registration – The Registration Sub-Committee is in a "temporary recess" due to 2 members stepping down. At present only some 60% of

properties within our area have been formally Registered. The Society expresses its thanks to the Sub-Committee members for their time, spirit and dedication. New volunteers to this Sub-Committee will be most welcome.

Heritage Western Cape – The Society continues to liaise closely with HWC staff, and has during the past year attended meetings of the BELCom (Built Environment and Landscape Committee) and several workshops.

Architectural Advisory Committee – The Society participates in the regular and ad-hoc meetings of the AAC, which is chaired by Ward 61 Councillor Simon Liell-Cock. Our purpose is to ensure that local opinion is articulated in planning application reviews, and in particular to fight inappropriate development proposals.

Tree List – A Sub-Committee actively continues the work of the late Peter Salter, in protecting Simon's Town trees from wanton destruction at the whim of uncaring or selfish landowners. The Society is collaborating with STADCO and the STCA in procuring and affixing permanent signs to Champion Trees – some 74 trees have now been marked. The Society is most grateful for the financial support commitments made by STADCO and STCA, for the untiring efforts of the Sub-Committee members, with a special vote of thanks to Eric Mawhinney and Roy Burnie for their practical support in designing and fixing the signs.

Old Burying Ground – The Society continues to monitor this location, which has suffered considerable damage by vagrants and metal thieves. Fortunately, these anti-social persons have reduced their activities of late.

Royal Alfred Hall – Since November 2013, the Society has been supporting proposals to bring this historic and long-neglected former Masonic Lodge back into use, for the benefit of our community. In December 2015 the Council signed a Lease with Jenny Cullinan (the Simon's Town "Bee Lady") for the use of the Upper Hall as an artist's studio. Within days of the Lease being signed, the Council then advertised the Royal Alfred Hall for sale by Tender. A Tender was duly compiled and submitted. The outcome of Tender Evaluation is awaited. It appears to be a straight fight between the non-profit company Royal Alfred Academy of Art NPC (CEO – Jenny Cullinan), and a strange company called Navigators Community Development NPC, which is a front for the Mosque. In the meantime, renovation of the Hall has

commenced – the electrical system has been reconnected and recommissioned, the roof has been repaired and internal redecoration of the Upper Hall is under way.

Erf 4053 (Harbour Terrace Development) – Attempts to develop this 4551 m² property in central Simon's Town (situated behind the historic Royal Navy Hospital of 1814) have been ongoing since it was the subject of a restitution award in 2004 (the Restitutee sold it on the same day that the property was transferred). The Society has consistently opposed the various development proposals, on multiple grounds: disturbance of a unique Sense of Place, inappropriate development plans, inadequate and unacceptable access proposals, the destruction of historic stone walled terraced gardens (part of the 'Constantia' homestead of 1743) and endangering the structural stability of the 1805 Bay View House (the National Monument also known as the "Stamp House"). The Society has sent correspondence to the City of Cape Town Council, requesting that the Developer, Ilizwe Civils, be instructed to rebuild the illegally demolished dressed stone retaining wall at Juter Square, and repair illegal damage to the historic terrace walls. Despite numerous reminders, the Council has yet to respond. We are about to formally report this as Service Non-Delivery to the Council.

Erf 2575 (Chapel Lane Development) – Since 2007 this important heritage site, located between the Wesleyan Chapel and two Victorian semi-detached houses, has been the scene of utter disorder, and is now used by vagrants for sleeping and other purposes. The Society attended a recent meeting between the local residents and the developer. This was positive and it is hoped that at long last activities will resume at this site.

Erf 2576-RE (Black's Lane) – Properties in the Black's Lane area, including a series of terraced houses, a Victorian bungalow (Rutland Villa) and Amlay House (The Heritage Museum) were expropriated by the State, at the behest of the South African Navy in the early/mid 1970's as the land was deemed to be required for the expansion of the Naval Dockyard at that time. Whilst the Amlay House residents have been able to rent the building, the other properties have remained indeterminate and are in a poor state due to vagrant and squatter invasions. Complaints have been registered, but the Authorities seem to be unwilling and/or unable to eject the vagrants. The Society is to take up this matter with the Department of Public Works, which is the legal owner. A quick resolution is unlikely.

Erf CA1013 (The Sanatorium and other properties) – This massive area (6,620,366 m²) is home to a number of heritage buildings, including the 1905 Royal Navy Hospital Sanatorium, the former Signal School, Klaver Camp, the historic water reticulation system that once supplied Simon's Town and the Royal Navy, and the upper terminal of the aerial ropeway. This infrastructure is in indeterminate ownership, including SANParks, Department of Public Works and others. Deterioration of the heritage buildings has set in (the last occupants of the Sanatorium were the South African Military Health Services in 2010), and the lack of proper security seems to indicate that squatters may become an issue. The Society is committed to ensuring that the possibly unique Sanatorium and other facilities at this site are competently managed and conserved for future generations. Recently, a film company has offered to professionally refurbish the area in return for its use for a film shoot depicting Aden in the 1960's. The Society recommended that a Heritage Architect be utilised to oversee the work – Andrew Berman of the Architectural Advisory Committee is now involved.

Erf 1068 (Simon's Town Public Library) – The Society has worked with the City of Cape Town Council, Rennie Scurr Adendorff Architects and the Heritage Western Cape BELCom in contributing to a 'Proposed Repairs and Maintenance Report'. The scope of this document includes re-roofing, external and internal repairs and redecoration, and will considerably extend the service life of this significant building. Unfortunately, funding has become a major issue and the works are still outstanding.

Belmont House – The Society robustly opposed the attempted renaming of Belmont House to Chris Hani House by Flag Officer Fleet, Rear Admiral Mhlana SAN. A great deal of bad publicity for the South African Navy resulted from this ill-considered action. We continue to maintain a watching brief.

Heritage Buildings in the Two Dockyards – Armscor, as Operator of the East Dockyard, is contractually obligated to maintain and conserve the many heritage buildings, including the Martello Tower of 1796, the entire infrastructure as constructed by Sir John Jackson in 1900-1910, and certain WW1 and WW2 buildings and artefacts. The Society continues to maintain a watching brief, particularly concerning the fragile former Royal Engineers' Submarine Mining Depot, situated below the Martello Tower. Special thanks are hereby expressed to Commander Leon Steyn

SAN and WO1 Harry Croome SAN, for their unstinting co-operation in all heritage matters, and in the development of mutual support.

The Dockyard Clock – The Society has for some years provided technical support and co-ordination of specialist input from the U.K. based Antiquarian Horological Society. The clock has had to be stopped due to excessive wear of one of the ‘Great Wheels’, which would cause severe damage to the mechanism if the gear teeth were to strip and disintegrate. Several visits by Horological specialists familiar with this type of clock have been organised. Issues such as unnecessary lubrication, excessive friction within the clock mechanism (necessitating disproportionately heavy weights to drive the mechanism, which in turn has contributed to excessive gear tooth wear) have been highlighted by these specialists together with proposed remedial works. The need for renovation of the four clock faces has also been addressed, together with recommendations for removing the existing paint back to bare metal, repainting, and regilding the numerals and clock hands. The clock will be 200 years old at the end of this year, and it was anticipated that a full overhaul will see it prepared for another 200 years’ service! There now seems to be some doubt about the implementation of the necessary works. The Society is committed to assist as required.

The Dawood Building – The Society is participating in the review of proposals for the redevelopment of this site, which borders on Alfred Lane. The new owner, Peter Nichaletos, plans to turn it into a SPAR with a TOPS Bottle Store in the neighbouring building currently occupied by ‘Salt Water’.

Projects

Plaques – The Society is the Custodian of a considerable number of plaques in and around Simon’s Town, a number of which require replacement each year due to theft or wear and tear. Two new plaques are awaiting installation at Admiralty House and The Palace.

Trader’s List – Keeping a record of the ever-changing tenants of the various business premises in Simon’s Town requires an eye for detail and a dedicated approach. We are currently looking for a Volunteer to take over this task.

Dockyard Wall of Memory – The first five panels of this ambitious project were unveiled to the public on 23-Sep-2014. A number of new panels have been progressively added, and a further 5 panels will shortly

be installed – The Anglican Community, The Town Jetty, Music and Theatre, Schools in Simon's Town and Admiralty House. Grateful thanks are expressed to the Committee, led by Alderman Nicki Holderness and duly managed by Errol Hope, to the Sponsors, to the active support received from STADCO in particular, and to Kevin Baker for his diligent work in translating ideas into eye-catching graphics. We have a long way to go before we reach the Naval Museum end of the Dockyard Wall, so further sponsors (at R3,000 per panel) will always be most welcome!

Els River Water Mill Reconstruction – A group of local people are motivating the reconstruction of the Els River Water Mill, currently an historic ruin, but which once ground corn and wheat grains into flour for the many small farms in this part of the Peninsula. The Society is supporting this most interesting initiative by way of assisting the acquisition of the necessary permits, consents and approvals from Heritage Western Cape and other organisations. However, the initial activity is to obtain legal authority to access the land area concerned (off Glen Road, near to the Navy Sports Field) and set up a formal lease agreement and NPO/PBO (Non Profit and Public Benefit Organisation structures). Negotiations start with the Department of Public Works (Landowner) and the SA Navy (Land administrator).

Market Garden Project – Another group of local people have expressed an interest in developing a market garden, capable of delivering fresh high quality/high reliability vegetables, herbs and other produce to local restaurateurs, guest houses and the general public. It is envisaged that large scale enterprise is necessary, run on commercial principles. The land area sought includes the former Admiral's Garden, opposite Admiralty House, and the large tract of land that lies below the Happy Valley adult night shelter. Both areas benefit from good soil, good shelter from the South Easterly winds and a year-round copious water supply that originates from the Klaver Valley, via the waterfall. This project has the capability of being a significant employer of disadvantaged people and will also bring to an end the sometimes criminal activities of the numerous persons who are currently squatting in that area. The Society is supporting this project proposal in a similar manner to the Els River Water Mill – acquisition of permits, consents and approvals, legal authorisation to access the land, establishment of a formal lease agreement and NPO/PBO structures. Again, negotiations start with the Department of Public Works (Landowner) and the SA Navy (Land administrator).

Executive Committee

The ExCo has functioned well during the past year, but we continue to be under-resourced for the various works that we seek to undertake, which has placed an extra load on our shoulders. I therefore express my grateful thanks to Audrey, Yvonne, Cherry, Ann, Eddie and Eric for sharing their knowledge, wisdom and for their unfailingly cheerful support and advice – all most appreciated.

Succession Planning

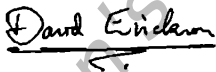
As recently as 2002 the following numbers of personnel were involved in the Society, the Museum, and the Friends:

Historical Society Executive Committee	10 persons
Board of Trustees	12 persons
Civil Service Personnel (Museum Staff)	4 persons
Board of Trustees Appointees	21 persons
Volunteers	34 persons

This implies that some 81 people were involved! Today we have barely a quarter of that number, mainly retirees of a certain age. This affects our ability to address our various tasks, and indeed endangers the very survival of the enterprise. We must attract a new generation and allow adequate time for people to undergo proper induction and “learn the ropes”. Over the next year we will embark on a structured recruitment campaign to correct this imbalance and set us on the right road for sustainability.

Closing

Once again, I express a heartfelt “Dankie” to all who support, have an interest in, or actively participate in this Simon’s Town Historical Society. Go well in all your endeavours.



Chairman

SIMON’S TOWN AND THE ANTARCTIC : Audrey E Read

Nowadays you can even fly to the Antarctic from South Africa on a “safari” type holiday! However, Simon’s Town’s links go back a long way to the 1840s when James Clark Ross (1800-1862) went south with HM Ships EREBUS and TERROR to map the earth’s magnetic field in

the Southern Ocean. His ships were revictualled and refitted in Simon's Town.

Robert Falcon Scott (1868-1912) was born at Outlands, Devonport. He entered the Royal Navy in 1882 and visited Simon's Town as a midshipman in HMS BOADICEA from 1883-85. In 1900 he was promoted to Commander and organised the National Antarctic Expedition on DISCOVERY which explored the Ross Ice Shelf from Ross Island to 82° 17" S. He subsequently in 1905 wrote up his expedition in "The Voyage of Discovery"

In 1910 he sailed again for the Antarctic in the TERRA NOVA hoping to be the first to reach the South Pole. He arrived at the South Pole on 17 January 1912 only to find that he had been beaten to it by Norwegian Roald Amundsen. Scott was accompanied by Captain Oates, Dr Wilson, Lt Bowers and Petty Officer Evans. Their return journey was marked by ill-luck, illness and bad weather. Eight months after they had died a search-party discovered their tent and the bodies of three of the men, only eleven miles from safety. Thankfully all their instruments and papers were recovered. Scott would have received a Knighthood if he had returned alive and in recognition his wife received the title of Lady Scott. She was a talented sculptor. During World War I she worked at the Vickers factory as part of her war effort. In 1922 she married again, to Sir E. Hilton Young, later Lord Kennet, and she died in 1947. The Scott's son Peter Markham Scott (born in 1909) became a well-known naturalist and painter of birds and established a Wild Fowl Trust in Gloucestershire. During World War II he became a Lt Commander in light coastal forces and destroyers.

There is a Scott Polar Research Institute at Cambridge with a museum library, archive and information centre for polar studies which was founded in 1926 by Prof. E. Debenham and moved into its present building in 1934. If you are ever in Cambridge you should visit the centre. Sir Ernest Henry Shackleton (1874-1922) was born at Kilkea, County Kildare, Ireland, the eldest son of Henry Shackleton, a doctor. Ernest was educated at Dulwich College in South London and visited Simon's Town as a Sub Lieutenant on the National Antarctic Expedition in 1901. He commanded the British Antarctic Expedition of 1908-1909. On 1 January 1908 his expedition left New Zealand in the NIMROD and he established his base at Mt Erebus. He left there on 20 October 1908 over the ice with his sledges and with Lt Adams, Dr Eric Marshall and Frank Wild, with provisions for 91 days. By 26 November they had reached the point farthest south theretofore attained and on 9 January 1909 they got to the highest latitude 88° 23" S. They discovered coal at a latitude of 85° S. Mt Erebus was climbed and the south magnetic pole reached by T.W.E. David and D. Mawson, both of whom were later

knighted, and Alistair Mackay. Shackleton received a gold medal from the Royal Geographical Society and was knighted.

In 1914-16 he intended to cross the Antarctic from Coats Land to Mc Murdo Sound but his ship, ENDURANCE, was crushed in the ice and had to be abandoned. Shackleton and five others were rescued after they had heroically voyaged from Elephant Island to South Georgia in a 22 ft boat.

In September 1921 he left London in QUEST for a three year tour of Antarctica. Sadly Shackleton died on board off South Georgia on 5 January 1922. His body was taken to Montevideo in Uruguay but in deference to his wishes was taken back to South Georgia to be buried. Frank Wild took over command and QUEST put in to Simon's Town prior to departing for the UK in June 1922. Many accounts of his journeys have been published.

Dr Sydney Cullis, a retired surgeon who lives in Rondebosch, Cape Town and has a holiday house in Simon's Town is a member of the Simon's Town Historical Society of long standing. He has long felt that Simon's Town Museum should have a display on Antarctic Exploration. He obtained funding from the Trans-Antarctic Association in Cambridge and thus began a project which has taken almost three years to complete.

A relief map, which is the centrepiece of the exhibit, was made by model makers at the Castle Museum in Cape Town. It lights up high-lighting the routes of explorers and other points of interest. Philip Jaques (retired ENT Surgeon) and Eddie Wesselo (a retired S A Naval Commander, currently serving on the Board of Simon's Town Museum) who both live in Glencairn, have spent hundreds of hours of voluntary work installing and wiring-up the multitude of LED lights on the relief map.

Visitors to the Museum will be able to see the entries of the arrival and departure of some of the historic ships in the Harbourmaster's Log. There is also a Christmas card from Scott's second-in-command, "Teddy" Evans better known as Admiral E. R. G. R. Evans (also as "Evans of the BROKE"), who was in 1933-35 the Commander-in-Chief at Simon's Town. While here he learned Afrikaans from Mr van der Poll, a local schoolteacher who lived at one time at "The Pebble" at the Boulders.

The exhibition was opened officially on Wednesday 27th January 2016 when Dr Cullis gave a talk at the Simon's Town Museum which was attended by ninety members of the Historical Society and visitors. Dr Cullis also included in his talk information about Dr Reginald Koettlitz, Senior Medical Officer on Scott's first Expedition. After the expedition Koettlitz emigrated to South Africa and died in Craddock, in the Eastern Cape, one hundred years ago.

FOOTNOTE :

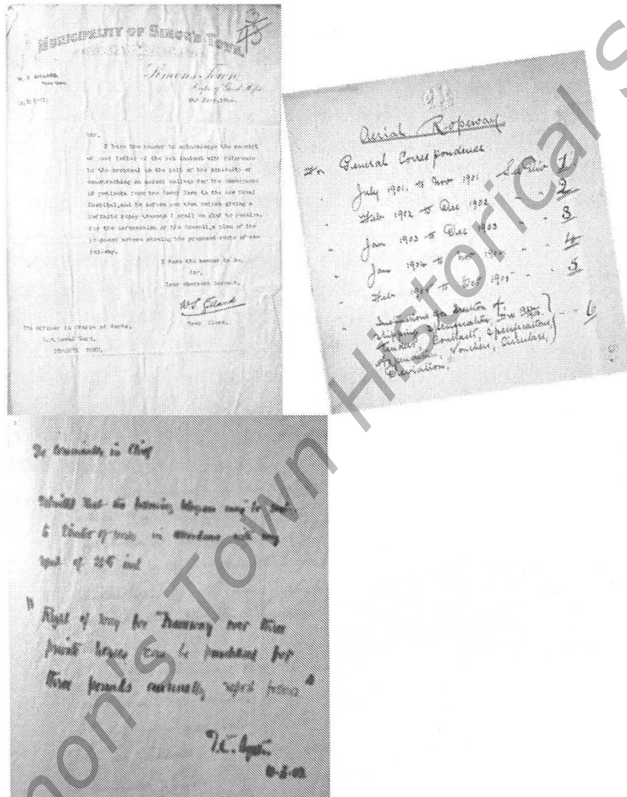


The Antarctic Display at Simon's Town Museum includes a moving screen, donated by Sheila and Bill Rice, displaying photographs of S A AGULHAS at sea and in the Antarctic ice, SAS PROTEA waiting at the edge of the icefield to receive "passengers" for the return trip to Cape Town and the construction of the currently occupied SANAE 4 Base. It also features activities of the group which occupied the SANAE 3 Base from December 1993 until January 1995.

OBITUARY NOTE : JANE FARQUHARSON : Jane, the widow of former Historical Society Chairman Nigel, Died peacefully on 15 September 2015 at the age of 80. Jane, nee Sewell, grew up in what was then known as Southern Rhodesia, where she and Nigel gained some success and celebrity as a rally driver and navigator. After she and Nigel married they settled in Simon's town where Jane worked at the Naval Base before opening a dress shop named "Matelot," which was very popular with the local ladies. Later Jane opened a "Matelot" in Fish Hoek Main Road and "Jane's Place" on Jubilee Square.

JAMES WATT AND THE SIMON'S TOWN MUSEUM “GUARD BOOKS” - David E Erickson

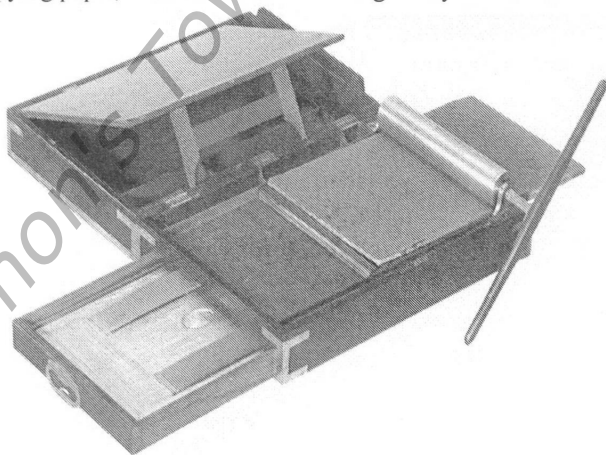
In the archives at Simon's Town Museum there is a collection of about 140 volumes of letters, part bound in heavy canvas. These are known as the “Guard Books” – or, more accurately, “The Admiralty Civil Engineer's Files”. These cover the years from 1872 to 1915, with the bulk of correspondence being from the period 1890-1915. Whilst some of the letters are originals, most are copies. Their legibility varies enormously:



The right hand example is of special interest – for this copy was made many decades before 1960, when Rank Xerox perfected the electrostatic copying machine – the basis for office photocopiers of today (Xerography = Greek for “dry writing”).

The mechanical copier used was the subject of a Patent awarded in 1780 to the British steam engine inventor James Watt for a Letter Copying Press, including formulae for special paper and ink. The new invention was manufactured by Watt and his business partner Matthew Boulton, with James Keir as manager of the copier business. The copier was marketed by James Watt & Company with great success – 630 copying machines were sold during the first year of operation, 1780-81. James Woodmason, a stationer in Leadenhall Street, was the leading London supplier of Watt's machines, copying paper, and ink. A portable model was developed by James Watt Junior in 1795, beautifully made of mahogany with brass fittings and measuring 20½ inches wide by 14 inches deep and 6 inches high. A key enabled the writing box to be opened up, revealing a detachable handle to turn the two brass rollers, a damping tray where the copying paper was kept moist, a drying book, and all the accessories needed to use the machine (brushes, sponges etc.). This was widely used until the late 1800s, when a combination of two 19th century inventions, the typewriter and carbon paper, came into general use.

The Watt copying machines utilised what is known as a wet ink-transfer process. The letter was written by hand, using a quill pen or a metal nib pen, dipped into a special gel formulated ink. This ink remained wet for some hours. A damp sheet of thin copying paper was placed over the letter, and a clean sheet of oiled backing paper laid on top. These were placed between two felt covered boards and pressed by a brass roller, creating a mirror image of the original that soaked right through the copying paper, so it could be read the right way round on the reverse side.



Whilst this method has the advantage of providing accurate copies of both script and drawings – with care, several copies could be obtained from one original – there is the disadvantage of the copying paper being very fragile, similar to tissue paper. Also, if it was too wet, the ink transferred to the copying paper would tend to run, and blur the written characters. This is apparent in many of the letter copies in the Guard Books at Simon's Town. However, investigation at the Cambridge University Library in the U.K. revealed that the same problem exists there. In extreme cases the letters become almost illegible, because of blurring and degradation of the copying ink over time. Experiments with ultra-violet light and high-resolution scanning have afforded little help. In such cases it is then necessary to analyse the individual letters of each word – a very labour-intensive solution. The Bodleian Library at Oxford University successfully stabilised some of the earliest wet-transfer copies as part of a conservation programme, between 2004 and 2012. Such techniques are beyond the resources of Simon's Town Museum and the Historical Society. Even digitisation of the Guard Books is problematic – the individual letter copies are tightly bound and cannot be captured on a flatbed scanner; however, capture by a digital camera works reasonably well.

It appears that the Admiralty supplied several portable letter copying presses to Simon's Town, and their use has enabled the survival of many important and historic documents.

Sources: <http://blogs.bodleian.ox.ac.uk/theconveyor/2012/05/01/affectionately-yours-william-godwin-the-abinger-papers-conservation-project-phase-one/> and the writer's personal research project at Cambridge University Library. 2010-2012.

THE ADMIRALTY CIVIL ENGINEERS' CORRESPONDENCE BOOKS (GUARD BOOKS) : Bill Rice.

As stated in the previous article, copies of correspondence entering and leaving the office of the Admiralty Civil Engineer were placed in a series of ledgers known as "Guard Books," currently housed in Simon's Town Museum. This collection of letters and other documents has provided information for number of articles and books over the years and was painstakingly indexed in 1986/1987 by Mrs. Anne Marshall, a Museum Volunteer. Topics include The Aerial Ropeway (Books 41 and 104), Dock Book - Dock List (Book 66), Knysna Land (Book 10) and Submarine (Book 77).

While David Erickson was researching the history of the Aerial Ropeway connecting the West Dockyard with the Royal Naval Hospital and

Sanatorium, the Guard Books provided valuable information including a complete inventory of equipment supplied for the project.

Correspondence relating to Knysna is of particular interest as it deals with the management of land acquired in 1817 by Rear Admiral Sir Jahleel Brenton for the establishment of a Royal Naval Dockyard. Brenton's plan was to import soldiers and sailors who had been unemployed since the end of the Napoleonic Wars in 1815 to work in the Dockyard and to grow hemp for rope making. During February 1817 H M Transport Brig EMU (Lt. Forster in command) was sent from Simon's Town to The Knysna to investigate the navigability of the harbour. She was taken aback in the Narrows separating the North and South Heads and went aground on 11 February and was eventually wrecked. Brenton's ventures failed and the Dockyard was closed following two disastrous fires, one of which destroyed a brig which was under construction. On the twenty third of January in 1822 H M Transport BORODINO (R Park Master) arrived in Simon' Bay carrying timber salvaged from the burned-out brig.

In 1856 John Benn hired the Admiralty slipway to build a 60-ton ketch for Mr. Horn to replace his previous command, the MUSQUASH. This vessel, named ROVER, appears to be the only sizeable vessel to have been launched from the Dockyard.

On 9 July 1860 the Lords Commissioners of the Admiralty ceded the Naval Village, named Melville, adjacent to the Naval Dockyard, to the Colonial Government, retaining a "Dockyard Reserve" comprising Lots 201 to 203, 205 and 206 and a piece of ground measuring 400 x 100 feet from Gray Street to the River. The Dockyard Reserve lay between the Lagoon and Benn Street, which is now known as Waterfront Drive. Lots 205 and 206 were leased by John Benn, the Pilot, for ship and boat building activities for the princely sum of one shilling per year. John Benn died in 1877 and his widow, Ann, continued to rent part of the old Dockyard for the use of her family. In August 1888, according to correspondence in the Guard Books, the Cape Government applied to the C-in-C Simon's Town to use Lots 205 and 206 of the Dockyard Reserve to store railway sleepers produced and creosoted at the nearby Government Railway Sleeper Factory. The Lots were, at that time leased by John Benn's widow but were not being used by the family and the annual rent of one shilling was due. On 27 July 1889 T. S. Veale, the Naval Storekeeper at Simon's Town, advised the C-in-C that the Benn family had paid the rent for the year ending 30 June 1890 using postage stamps to the value of one shilling.

On 5 October 1891 Veale signed a letter advising John Benn (Junior) that the family's tenancy of the two erven had lapsed with the death of his mother, Annie, and would not be renewed.

M V ROCKEATER : Bill Rice

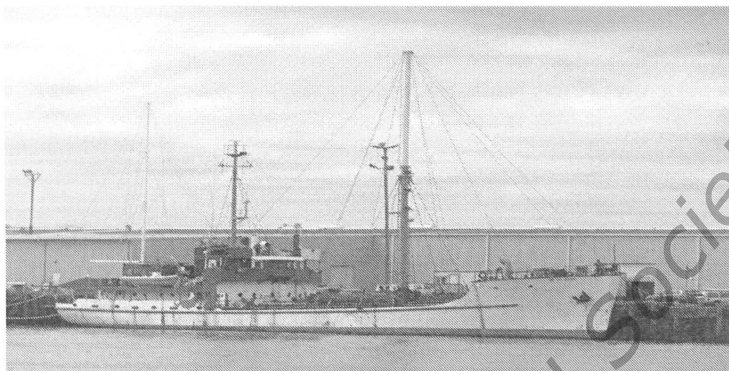
Smitswinkel Bay, on the False Bay Coast just north of Cape Point, is popular with divers because of the five ships scuttled there. Two of the five are World War II vintage frigates; two are fishing trawlers and the fifth is a small vessel named ROCKEATER, which has a very interesting history.

She started life as FS 168, a small diesel powered cargo ship constructed to U S Coastguard Design No 381 (Supply Vessel, Steel, 177 ft) by the Higgins Boat Co (Yard No 34) in 1944. FS 168 was manned by the U S Coastguard and was commissioned on 4 May 1944 by Lt (JG) Richard W Jones for service in the South West Pacific, specifically the Philippines, shipping a variety of supplies to the island of Mindoro, to Tacloban on the Island of Leyte and to Zamboanga on Mindanao. Lt Jones handed over to Lt (JG) Joseph A Kean USCGR on 27 September 1944. After only seventeen months in service the little ship decommissioned on 2 October 1945 and entered the Reserve Fleet.

Following World War II some of her sisters were transferred to the U S Navy. One of them, USS HEWELL (AKL 14), completed as FS 391, was used to portray USS RELUCTANT in the 1955 film Mister Roberts, which starred Henry Fonda, James Cagney and William Powell and introduced a young Jack Lemmon to cinema audiences. USS HEWELL was used to portray a larger ship and when crew members were supposedly shown going below to their accommodation they were actually being filmed going down into the cargo hold.

Another sister, built as FRS 344 and later designated FP 344, was taken over by the U S Navy and was converted to an Environmental Research Ship with an additional accommodation block constructed above the cargo hold. She was commissioned as USS PUEBLO and designated AGER 2. On 23 January 1968 she was captured by North Korean Forces who claimed that she was spying within their Territorial Waters. The U S Government denied this, insisting that the ship was in international waters at the time of her capture. One member of the ship's company was killed during the encounter and the remaining 82 were imprisoned. They were eventually released on 23 December 1968 after confessing to spying. The ship is still moored in the Botong River as a tourist attraction at Pyongyang but remains in commission as a ship of the United States Navy.

In February 2007 in the magazine Ships Monthly it was reported that the South African owner of the motor vessel BETSY ROSS, formerly FS 313, was advertising for crew to take the ship from the Columbia River, where she was laid up, to South Africa via Mexico, Hawaii and other Pacific Islands.



M V BETSY ROSS (IMO 9069645) IN 2009, LOOKING MUCH AS SHE WOULD HAVE LOOKED DURING HER U S COASTGUARD SERVICE : PHOTO : KYLE STUBBS

A website reported that she was seen in Baja, Mexico, in February 2010, flying the South African Flag. In March 2013 she was seen at Tonga where it was rumoured that she was involved in oil exploration. She was in the news in May 2015 when two local workers were overcome by fumes and died on board in Draunibota, Fiji. Neither had been using suitable equipment, presumably breathing apparatus, while engaged in their tasks on board. The vessel was referred to as South African although registered in Panama.

On 13 January 2016 the ship's website posted a video of VIP guests diving and water skiing while the ship lay at anchor at Port Pila, Vanuatu. M V BETSY ROSS, named after the lady who may or not have sewn the first "Stars and Stripes" flag in Philadelphia in 1776, seems to be making her way slowly Westward across the Pacific Ocean so she may eventually arrive in South Africa and may even visit Simon's Town, passing close to the last resting place of her sister ROCKEATER on the way.

Returning to FS 168, she was laid up following World War II and in 1963 she was converted to a deep-sea mineral exploration ship by the Long Beach Marine Repair Co at the former Craig Shipyard at Long Beach, California. The work included fitting a latticework tower forward of the superstructure and creating a well in the hold, through which a suction pipe could be lowered to the sea bed. Her new name "ROCKEATER" was quite appropriate.

In 1965 De Beers took over Sammy Collins' Marine Diamond Corporation and engaged a company named Ocean Science and Engineering to survey the underwater diamond fields from Oranjemund up to Luderitz. ROCKEATER was brought across the South Atlantic and was set to work sucking up samples of the of the sea bed in order to

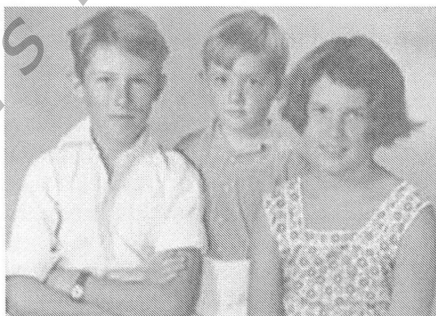
identify area which might be rich in diamonds. Anchors were laid out to allow the ship to winch herself along lines at right angles to the coastline, sucking up gravel as she went. Her master was the late Captain C J Harris, a highly experienced mariner and noted author on maritime subjects.

On 15 December 1972, after being laid up for some time, the little ROCKEATER was scuttled in Smitswinkel Bay, on the East side of the Cape Peninsula, to be joined later by SAS GOOD HOPE on 12 June 1978, SAS TRANSVAAL on 3 August 1978, and the trawlers ORATRAVA and PRINCESS ELIZABETH in July and August 1983 respectively.

ROCKEATER was in the news when, on Sunday 4 January 2014, a 56 years old Cape Town diver became separated from his buddies and, unfortunately, drowned in the wreck. His body was found on the following day.

THE LEITH FAMILY OF GLENCAIRN : Audrey E Read.

David Robert Leith and his wife Jennie (from Caithness in Scotland) came to live at the house "Corrie" in Glen Road about 1950. They had come to South Africa as a young married couple just after the Great War and this was to be their retirement home. David was for many years the Secretary of the Lion Match Company. They had three sons : Jack (connected with Leith Roofing) who lived in Constantia; David who for many years was an Engineer with A.E. & C.I. and Stewart (aka Sam) a director of A.E. & C.I. who married Margaret Inglis, the actress. Sam died in 1961. Their daughter is Margaret Prudence, better known as Prue Leith CBE, is the famous restaurateur, food and wine writer and author of many cookery books and six novels, who has a Chefs' Academy in Centurion, near Pretoria.



YOUNG PRUE WITH HER BROTHERS DAVID AND JAMES.
- PHOTO : FAMILY WEBSITE.

Prue, who is often to be seen on TV in the UK, was married for thirty eight years to author Rayne Kruger, who died in 2002 at the age of eighty. Their son Danny Kruger was, at one time, an adviser and speech writer to David Cameron.

When Sam Leith passed away Margaret founded the Sammy Award in his honour. Originally it was sponsored by A.E. & C.I. but after 1992 Margaret took over the sponsorship. Margaret was born in Sea Point, trained at RADA in London and was eventually brought back to South Africa by African Theatres. For many years her name was synonymous with that of Gwen ffracon-Davies. During the 1939-45 war she and Gwen took plays to the troops. One of the actors they “discovered” was Syd James and dancers in their children’s plays were John Cranko and David Poole. After the War both women toured England. When Sam died Margaret returned to England where she created her own one-woman show and set up a studio in London. When she was 80 in 1992 she returned to visit Cape Town and Johannesburg.

In closing one should not forget another prominent member of the family, namely Captain William McDonald Leith, more usually referred to as “Bill.” Following a distinguished career in the South African Navy, Bill Leith was for nearly twenty years the Master of the Antarctic Supply Ship S A AGULHAS. He also commissioned South African artist Peter Bilas to paint many Antarctic scenes.

SIMON'S TOWN HARBOUR ACTIVITIES IN 1800 :

The year 1800 as a busy one for the little village of Simon's Town as indicated by the number of ship movements during the second half of that year. The Cape had been a British possession since it was taken from the Dutch East India Company in 1795.

29 July – HMS TREMENDOUS (Capt. Osborne) arrived as did the ship MONTGOMERY, prize to HMS JUPITER (Capt. Losack), a 50 gun ship which had fought at the Battle of Muizenberg in 1795.

STARLING (Capt. Gardiner) arrived with a cargo of pepper.

31 July – ALERT, Brig, (Capt. Kelly) sailed for Mossel Bay

04 August - Sloop BENJAMIN sailed for Table Bay with sundries for Royal Naval ships based there (before Simon's Town became an R N base). SURPRISE arrived with bread for the Agent Victualler.

05 August – Prize Brig L'ELENORA which had been searching for MONTGOMERY arrived.

06 August – Brig JOHANNA META sailed for Table Bay with provisions for the Fleet and the Brig HOPE was condemned as unfit for service and

and was hauled ashore opposite the Customs House to be used as occasional store and to accommodate mooring parties from the ships.

17 August – JOHANNA ALIETA (Capt. Duys) and BENJAMIN (Capt. Smith) sailed with salt provisions for Table Bay.

18 August – GUSTAVUS III (Capt. Voormanskold) arrived from China and SURPRISE sailed for Table Bay with salt provisions.

25 August – FANNY arrived from Table Bay with provisions for Navy.

02 September – BELLONA (Capt. Down) arrived from England with a mutinous crew. American ship UNION OF WHITBY captured by HMS DIOMEDE, arrived with cargo of rice and cotton. DIOMEDE was a 50 gun fourth rate ordered as FIRM but renamed before completion in 1798.

07 September – HM Ships TREMENDOUS and STAR called in on a cruise. HMS TREMENDOUS was a 74 gun ship built in 1874 which captured the French PRENEUSE at the Battle of Port Louis on 11 December 1879. She became a powder hulk in 1856 and was sold in 1897.

08 September – PORPOISE sailed for Botany Bay with convicts.

11 September – CECILIA (Capt. Thomas) arrived from England en route for Madras.

14 September – LE PAQUET, French Brig, prize to squadron off Mauritius, arrived with a cargo of wine.

19 September – CECILIA (Capt. Thomas) and BELLONA (Capt. Down) sailed for India after watering here.

22 September – SANTISSIMA TRINIDAD (Capt. Blanco) Spanish Prize, for Brazil. FANNY (Capt. Mackellen) for Mozambique to collect slaves. Sloop BENJAMIN in for Table Bay

24 September – American Brig RAJAH (Capt. Carnes) from Salem for Sumatra.

25 September – SANTISSIMA TRINIDAD sailed for Table Bay.

26 September – Swedish Whaler GOTLAND (Capt. L. Rosse) arrived from Batavia en route to Gothenburg.

29 September – BONNE ESPERANCE – French Privateer (14 guns) taken by Capt. Hotham off Mauritius with cargo of coffee and sugar. She had eight Spanish horses on board when captured but they were jettisoned due to a lack of water.

08 October – Sale of timber from CHRISTIANIA SEPTIMUS. Sale of Ship LODOISKA of Oldenburg (250 tons) – bought by Messrs. Reitz & Co. for 4500 Rix Dollars. Sale of Bourbon Coffee for export to England. Arrival of ALERT (Capt. Kelly) from Table Bay.

11 November – HOPE (Capt. Dennison) from Rhode Island in ballast bound for Batavia.

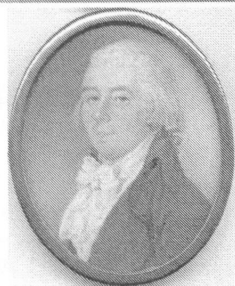
11 November – John Osmond, Carpenter of HMS LANCASTER, signed a report on the condition of the ship UNION, Michael Hogan Owner.

The vessel was certified to be in a fit state to take cargo.

24 December – YOUNG NICHOLAS (Capt. Selby) sailed for Table Bay with Government provisions.

ISAAC STROMBOM (c1766-1833) Part II : Audrey E Read.

Since publishing Part I in the 2015 Bulletin we have continued our research. The reason we think that Isaac was born in 1766 or thereabouts is that on Monday 13 June 1785 he sailed on the VOC (Dutch East India Company) ship IJSTROOM as a junior ordinary seaman (jongmatroos) with the Amsterdam Chamber of the Company when the ship left for Batavia. This would put him at 19 years of age which makes more sense.



Isaac Strombom
1766 - 1833



Eliza Strombom
1770 - 1804

The ship arrived at the Cape on Saturday 29 October 1785 and left again on Friday 25 November 1785 for Batavia where it arrived on Tuesday 21 February 1786. He resigned at the Cape on Friday 29 August 1788. In between he appears to have worked for the VOC at the Cape. We are sure of the information above as it was sourced from the VOC archives of Delft, Rotterdam, Westfries (which combines Hoorn and Enkhuizen) and the Departments of History of the Universities of Leiden and Ghent.

In the London Metropolitan Archives in 1799 he is mentioned as being a partner in a firm called Strombom, Hudson and Lowrie (Mechants) at Bishopsgate and between 1800-1804 at 17 Devonshire Square (near Liverpool Street station). Hudson seems to have been at the London end of the partnership and Lowrie and Strombom at the Cape end. It mentions that John Duncan Lowrie had died in Cape Town sometime around 1801 (source The Law Journal Vol 1 p.303). In 1801 Hudson

denied he was responsible for the debts of Strombom and Lowrie. However, after the matter went to Court, Hudson was forced to settle. Strombom was apparently a man of many parts. In 1831 we find him having invented a medicine called NE-PLUS ULTRA which seemed to cure most ailments! He was granted Letters Patent for it (Corbets Political Register Vol.75). The Patent and seal were granted by His Majesty King William IV and in August 2015 these were for sale on e-bay for 1,100 Euros.

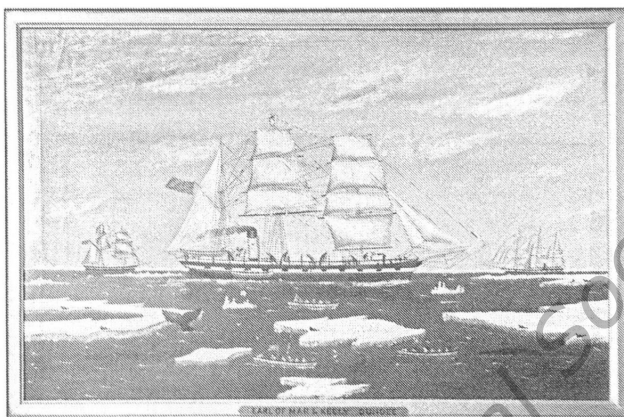
When Lady Anne Barnard was coming to the Cape after the first British Occupation she wrote in 1797 to Strombom asking if he could find her and her husband Andrew Barnard temporary accommodation at the Cape until their quarters at the Castle were ready. They spent ten days with Strombom at his house at 17 Kaiserstraat and from her diary we learn that it was quite large with a parlour twenty feet square and five other rooms. He had also added on a dining room on the ground floor at the rear of the house. She said he had paid £5,000 for the house in 1795. She describes Isaac as "a good looking young man; very civil, very foreign and rosy" but she was not quite so taken with Mrs Strombom.

Lady Barnard also mentions that Isaac had a coachman and several other slaves who lived at the house.

THE WHALER "EARL OF MAR & KELLIE" : Audrey E Read

For many years an oil painting of the Whaler "Earl of Mar & Kellie" (with the name spelt incorrectly unfortunately) was on display in the Warrior Room in Simon's Town, having been donated to the Simon's Town Municipality by the Mackie family, who owned the ship. The oil painting is now kept in the Library of the Simon's Town Museum. (Ref. WR42).

The ship was named after the ninth Earl of Mar and eleventh Earl of Kellie, John Francis Millar Erskine (1675-1752), leader of the 1715 Rebellion, who also assisted in the union of England and Scotland. She was built in Alloa, on the upper reaches of the River Forth, in 1856. Of 430 tons, her official number was 15873 and her signal letters were LVDF. She was 144 ft long with a beam of 25 ft and drew 16ft 6 ins. The Earls of Mar had their home at Alloa Tower in Alloa, the port having been developed by the sixth Earl of Mar. The present Earl (James Thorne Erskine) is a life peer representing the Liberal Party as Baron Erskine of Alloa Tower



THE PAINTING OF THE WHALER EARL OF MAR AND KELLIE WHICH RESIDES IN THE LIBRARY AT SIMON'S TOWN MUSEUM.

The ship traded from London to Mauritius and from Leith to Manila in 1864. In 1868 she was sold to J. Duthie of London. In 1884 she was registered at Peterhead in Scotland and a compound inverted steam engine was installed in 1885 by W.B. Thompson of Dundee. While in the Dundee whaling fleet her master in 1885 was a Thomas Mackie. The Mackie family hailed from Banff on the north-east coast of Scotland and later on some of the family settled in Glencairn, Simon's Town. She was still on the Dundee register until 1890. Her best year was 1885 when she caught 11 000 seals and procured 42 tons of oil. From 1890 to 1895 she caught 5 whales, 317 white (beluga) whales and 7 400 seals, producing 127 tons of oil and 65 cwt of baleen. We know that she visited Ascension Island on 19 January 1890; however we then find that in 1886 she had been engaged in the finwhale fishery on the Lapland coast. She was regarded as a poor unfortunate ship which was always in trouble including being damaged in a storm off Cape Farewell on the southern tip of Greenland in May 1888, after which she was laid up temporarily. She thereafter became a hulk and while moored at Dartford Creek, in Kent, was acquired to be a hospital ship in Yorkshire. The cost of delivering her to Hull was £525 and it cost another £1,900 approx to convert her to receive cholera patients. The floating hospital was commissioned and moored in the River Humber on 11 August 1893. As time went by it became more and more difficult to deal with the ship's leaks and it was feared at one time that she might sink at her anchorage. In 1901 she was auctioned off for £400 and her ownership then passed to Johannes Pas of

Rotterdam, shortly after which she disappeared from the records of Lloyds of London.

FOOTNOTE: Information was acquired from “East Yorkshire Historian” the Journal of the East Yorkshire Local History Society. Roy Kaye, the author of the article, was inter alia Chief Port Health Inspector of the Hull & Goole Port Health Authority (1981-2002).

RFA DARKDALE REVISITED : Audrey E Read.

The Simon's Town Historical Society Bulletin of July 2014 included an article on the Royal Fleet Auxiliary tanker DARKDALE, the first ship to be sunk by a U-Boat South of the Equator during World War II. Seventy-four years after she was sunk by U-68 her cargo has finally been off-loaded where she sank off St Helena. This has prevented further pollution of the surrounding area. The operation was managed by Captain Ken Ellam and the heavy fuel oil and aviation spirit recovered from the wreck was brought to Cape Town where FFS Refiners had the responsibility of refining it for re-use and disposal of the waste. This is a very satisfactory outcome to a situation which threatened marine life in the anchorage at Jamestown. We are grateful to Hist. Soc. member Malcolm Willett for this information.

FAREWELL RFA GOLD ROVER :

While this Bulletin was being composed (January 2015) Simon's Town was preparing to say farewell to GOLD ROVER, the last of a class of Royal Fleet Auxiliary tankers which has supported Royal Naval vessels for some forty years and whose officers and men have for many years been welcome guests in the pubs, clubs and restaurants of Simon's Town. All five Rovers, GREEN, GOLD, GREY, BLUE and BLACK, were built by Swan Hunter on the River Tyne between 1969 and 1974, with GOLD ROVER being the second last to be completed. Powered by two SEMT Pielstick diesels geared to one propeller shaft, the ROVERS could maintain a speed of nineteen knots, enabling them to accompany destroyers and frigates on long cruises.

GOLD ROVER is due to be replaced this year by the South Korean-built RFA TIDESPRING, the first of a class of 26,8 knot MARS (Military Afloat Reach and Sustainability) fleet tankers.

SIMON'S TOWN TUGS : Bill Rice

The first steam tug ever seen in Simon's Town was the paddler PRINCE ALFRED, built by Messrs. Simpson & Co. at their Isle of Dogs yard for service on the Kowie River, in the Eastern Cape. Described as "a handsome vessel with two masts and a bowsprit" she sailed into Simon's Bay as a topsail schooner, arriving on the third of May 1863, having taken seventy eight days from the Thames.

At Simon's Town she was fitted with two oscillating cylinder steam engines, each developing eighty horse power, for the journey around the Coast to her home port. She proved to be quite unsuitable for use in the Kowie River and was sold before the year was out, for £ 6 000 according to contemporary reports. Although purchased for service in China, PRINCE ALFRED ended up in Newcastle, New South Wales, where she was described as "The best tug in the Australian Colonies."

By this time the Royal Navy was basing larger ships at the Cape and there was a requirement for a steam powered vessel to attend them.

AFRICAN, the first steam tug to serve the Royal Navy at Simon's Town, arrived at the Cape in 1866, straight from her builders, Messrs Rennie of Greenwich, to serve the local squadron consisting of three paddle steamers. She was a vessel of 41 gross register tons with a length of 14,5 metres, a beam of 3,66 metres and indicated horsepower of 20.

Her duties included assisting with the mooring of ships, serving as a tender to ships in the Bay. After 1885, when the Patent Slipway Company became insolvent and was bought by the British Admiralty and incorporated into the Naval Dockyard, now known as the West Yard, she assisted with the slipping and unslipping of brigs, torpedo boats and other small vessels.

She also provided propulsive power for the dumb dredger/hopper barge and the mooring lighters; SWIFT until the late 1890s, and then the purpose-built Mooring Lighter No. 14, (Yard Craft 221) which was shipped out from Paisley in crates and assembled in Simon's Town.

Being a handy sized vessel, AFRICAN was used for general naval duties. For instance, on 30 April 1868 she went out, under the command of Staff Commander Dyer R.N. to investigate reports of an area of shoal water to the North West of Cape Point Light. Soundings off the West Coast of the Cape Peninsula indicated the existence of an extensive area of water only ten fathoms (18,29 metres) deep and a notice to mariners was issued.

In 1876 AFRICAN was joined by the 11,25 metre Steam Pinnace 33, which had been landed by the cruiser H.M.S. DORIS. SP 33 was used for towing lighters around the anchorage until 1897 when she was sold to the Simon's Town Boating Company (W. Runciman & Co. Ltd.).

With more and more steamships based at and visiting Simon's Bay one of the major activities was bunkering and in 1901 the 19 metre steam pinnace SP 53 arrived in Simon's Town to tow coal lighters from the Dockyard Coal Wharf to ships anchored out in the Bay.

The Admiralty purchased another steam launch, costing £ 3 500, for service at the Cape. She was 24,8 metres in length with a beam of 3,76 metres and a draught of 2,95 metres and was designated SL 97 although she was known throughout her career as the "New Tug." SL 97 was sold out of the service on 2 February 1889. In 1902 AFRICAN was joined by the single screw tug SCOTSMAN, of 172 gross register tons. SCOTSMAN had been laid down as Yard No. 285 by Cook, Welton & Gemmell Ltd of Beverley, Yorkshire; launched on 9 March 1901 and completed in May of that year for Thomas Gray & Co. Ltd. of Hull. She was sold to the Admiralty on 31 December 1901 and was allocated the number C 371. The 33,5 metre SCOTSMAN had a seventy five horsepower triple expansion steam engine built by Crabtree & Co Ltd of Great Yarmouth and was classed +100A1 for towing purposes.

When SCOTSMAN arrived in Simon's Town in 1902 the place was a hive of activity (not to mention a village made rather unpleasant by the noise and dust caused by blasting at the dry dock site at the Southern end and in the quarries above the town). Work had started on the construction of a Dockyard Extension, to the East of the existing Naval Yard on land reclaimed from the Bay by dumping thousands of tons of sandstone hewn from quarries on the mountainside above into the water.

Simon's Bay was busy with a host of dredgers, hoppers and lighters moving about and with freighters delivering coal for the Navy and explosives and construction materials for Sir John Jackson, who was building the new yard. Jackson had his own fleet of ships and the company-owned steam tugs, LITTLE BRITON and LADY JACKSON, were a familiar sight in the Bay, occasionally making use of the Dockyard slipway.

The year 1902 also saw the fleet augmented by two steel-hulled steam launches. One of them, the sixteen metre SL 112, was shipped to Cape Town as deck cargo aboard the Bucknall Line cargo ship BUCEROS and then towed around the Cape Peninsula by the Admiralty water boat CHUB, arriving at her new home on the fifth of August.

The other was the eighteen metre SL 126 which arrived in the same year and was destined to have a long career in Simon's Bay, spending much of her time as Yard Craft C 372.

After a career spanning thirty eight years the little AFRICAN, which had the distinction of being the first twin screw tug on the South African Coast, was sold out of the Service on 17 March 1904 and was broken up at Simon's Town three years later.



THE STEAM TUG C 372 (SL 126) IS SEEN HERE TENDING LIGHTERS ALONGSIDE THE ROWLAND & MARWOOD S S Co STEAMER ROMA WHICH IS DISCHARGING HER CARGO OF COAL INTO B-SHED IN 1910. – PHOTO : SIMON'S TOWN MUSEUM.

An addition to the Yard Craft fleet in August 1906 was the steam launch SL 62, which had been towed from the Island of St. Helena by the cruiser HMS TERRIBLE. This sixteen metre wooden steam launch belonged to a class of two hundred and fifty boats of which the first was built in 1895 and the last in 1971. In 1935 the design was revised by the Fairlie Yacht Slip Co. Ltd. on the River Clyde and steam engines were replaced by diesels. Although diesel powered all those in MOD(N) service retained a coal fired stove in the crew's mess forward which entitled them to a monthly allocation of coal. This bestowed on them the honour of being the last "coal burners" in the R.N. Service when the remaining seven were retired in 1996.

The new yard was designed to include dry dock large enough to take the biggest ship in the World. When it was completed in 1910 only two ships, the Cunard Liners LUSITANIA and MAURETANIA were too big to dock at Simon's Town.

An interesting visitor during 1911 was the cruiser HMS VINDICTIVE, which was to spend much of her life in reserve before achieving immortality at Zeebrugge during World War I. She arrived in Simon's Bay on 12 April with a replacement ship's company for the Flagship HMS FORTE and the two ships exchanged ships' companies. On the thirteenth of April the tug SCOTSMAN swung HMS VINDICTIVE for compass adjustment and the cruiser sailed for England with her new ship's company at 15h00.

SCOTSMAN'S moment of glory arrived on Tuesday 18 April 1911 when the Portuguese liner LUSITANIA, owned by Empresa Nacional de Navegacao, ran onto Bellows Rock, off Cape Point, with around 800

souls on board. SCOTSMAN was dispatched at 2 am the following morning while the cruiser HMS FORTE raised steam to join her at the earliest opportunity. Fortunately the night was calm and the liner was in no immediate danger of sinking. SCOTSMAN took off 400 persons leaving the remainder, apart from 38 who reached the shore safely in lifeboats, to be taken off by HMS FORTE. The liner eventually slid off Bellows Rock and sank on 22 April.

The Dockyard Extension, inaugurated in November 1910 and known from 1912 as the East Dockyard, was designed in such a way that ships could be berthed in the basin and moved into and out of the graving dock without the use of tugs. As a ship entered through the Bullnose, lines were passed to her by skiffs or steam launches and she was guided to her allotted berth by a system of lines attached to groups of the eighteen steam capstans strategically situated around the basin and dry dock. This system worked well when only a handful of ships was based at Simon's Town but not so well when many berths were occupied, obstructing the leads from the capstans to arriving ships.

On 7 April 1913 the hulk (formerly Steam Corvette) PENELOPE left the Selborne graving dock, having been prepared for a long tow to ship breakers in Europe, and berthed on East Breakwater opposite Coal Shed C. She was later reported to be leaking and the tug C 372 and the water boat CHUB were placed alongside to pump her out. CHUB was sent away at 14:00 but C 372 was kept pumping all night. The hulk eventually left Simon's Town on 26 April to be broken up in Europe in tow of the ocean-going tug OCEANA.

At the beginning of the First World War in 1914 the 658 ton, 2500 horsepower steam tug LUDWIG WEINER, built by Ferguson Brothers at Port Glasgow in 1913, was taken over from the S.A. Railways & Harbours and renamed HMS AFRIKANDER to serve as the Guardship at Simon's Town. The tug was already fitted with radio equipment and powerful searchlights. Her lifeboats were removed to make way for two three-pounder guns and floats were installed to restore her lifesaving capability. She was used to patrol the entrance to False Bay to ward off and give warning of any attempt by the enemy to attack the naval base at Simon's Town. On 20 November 1914 she was called upon to assist the requisitioned freighter CLAN STUART, one of the Clan Line's Doxford-built "Turret" ships, which had dragged her anchors and been blown onto the shore at Glencairn by a South Easterly gale. Unfortunately the damage to the freighter's bottom was extensive and the Naval Authorities, concerned that she might sink in the basin, refused permission for her to be dry docked. She was allowed to drift back onto the shore at Glencairn, where, to this day, her cylinder block can be seen projecting above the surface of False Bay.

HMS AFRIKANDER was being prepared to attack the SMS KONINGSBERG in the Rufiji Delta in East Africa but it was found that her draught was too great to allow her to enter the Delta and she was returned to SAR & H on 19 March 1915. She was destined to return to Simon's Bay in July 1940 to serve as a tender to the fast Cunard Line troopships QUEEN MARY, AQUITANIA and MAURETANIA, which constituted Convoy WS 1, assisting with their movements and ferrying personnel between the ships and the Dockyard. LUDWIG WEINER remained in service with SAR & H until she was broken-up in Durban in 1965.

In 1919 the ship handling fleet at Simon's Town comprised the tug SCOTSMAN (C371), the 18,44 metre steam launch 126 (C372) and the 16 metre steam launches 62, 112 and 129.

The strategic value of a powerful salvage tug at Simon's Town having been proved by HMS AFRIKANDER during World War I, the Admiralty decided to have one on station permanently. Between the Wars three "Saint" class salvage tugs, SAINT AUBIN, SAINT BEES and SAINT DOGMAEL were based at Simon's Town for varying periods. All had been completed during 1918; SAINT DOGMAEL by the Taikoo Dockyard Co. at Hong Kong and the other two by Harland & Wolff at Govan, on the River Clyde. In July 1921 negotiations for the sale of HMT SAINT BEES to the S. A. Railways & Harbours Authority began and after a great deal of wrangling, the asking price of £ 20 000 was reduced to £ 14 500 and on 24 August 1922 the sale was finalised.

She served the SAR&H as HENRY BURTON, taking the name of the Minister of Finance in the first Government of the Union of South Africa, until August 1938 when she was sold to Nils Moller of Shanghai. SAINT AUBIN was sold on 12 April 1924 and spent some time towing derelict war surplus craft from the Persian Gulf to Bombay for the Disposal Board. After being laid up in Bombay for a while she was also purchased by Nils Moller of Shanghai.

SCOTSMAN, designated C 371, was placed on the disposal list on 19 April 1921 and was last seen, by a former Mayor of Simon's Town, laid up and rusting away on a sandbank in Lourenco Marques (now Maputo) in 1938. Lourenco Marques was also the last resting place of the Finnish four masted barque LAWHILL, which was taken as a prize by South Africa and which traded with South African crews during World War II.

The eighteen metre steam launch SL 163 arrived in 1922. In 1936, with war clouds gathering, she was surveyed and it was decided to carry out extensive repairs including fitting doubler plates around the waterline to extend her working life by seven years.

Corrosion took its toll over the years and in 1932 the forward engine room bulkhead of C 372 (SL 126) had to be replaced. The report of a structural survey carried out in 1939 describes her as being "in poor shape."

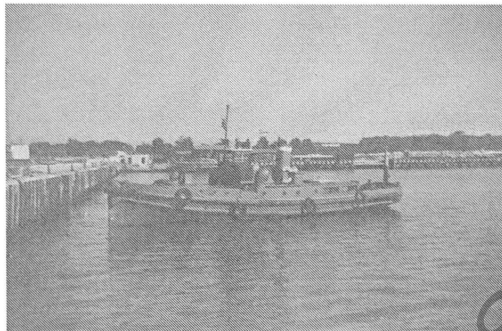
The last arrival before the outbreak of World War II was the sixteen metre wooden steam launch SL 247. In 1939 her hull was in poor condition and scrapping was recommended. However the need for such vessels and the difficulty of obtaining replacements in time of war must have caused the Dockyard Management to refit rather than scrap the launch as records indicate that in her boiler was tested to 210 psi in 1942 and cleaned in 1943.

During the 1930s the Admiralty decided to replace the steam launches with diesel powered vessels, designated Harbour Launch (Diesel) and abbreviated to HL(D) using the same design of hull, and orders were placed with thirteen shipyards for 16 metre wooden and 18 metre steel launches, totaling ninety in all. Simon's Town Dockyard was eventually to receive two 18-metre steel launches and four 16-metre wooden launches.

The four wooden launches were numbered HL(D) 3951, 3952, 3957 and 3967. The first two were completed in 1940 by Sittingbourne Shipbuilders, in Kent; HL(D) 3967 was completed during the same year by Hugh McLean, at Renfrew on the River Clyde, and HL(D) 3957 was completed in 1941 by Rowhedge Ironworks Ltd, in Essex. All four were transported to Simon's Town as deck cargo aboard cargo ships.

For pay and administrative purposes each shore base in the Royal Navy had to have a "Nominal Depot Ship" afloat. World War II gave rise to the formation of a number of shore bases and in 1940 HL(D) 3952 served as the Nominal Depot Ship AFRIKANDER III, for the Royal Naval Air station at Wynberg. In 1941 the name was transferred to the R.N.V.R (SA) Base at Cape Town, which was renamed H.M.S. GNU on the first of November in 1942. During 1941 HL (D) 3952 was transferred to the Seaward Defence Force Degaussing Section, commanded by Lieutenant James, which operated out of Murray's Harbour on Robben Island in Table Bay. The DG section had, up to this time, been boarding merchant ships in Table Bay from a 7,62 metre naval motor cutter to inspect on-board degaussing arrangements. The availability of a more powerful 16-metre motor launch, made the job easier and less dangerous and HL(D) 3952 was renamed AMPERE by her new owners.

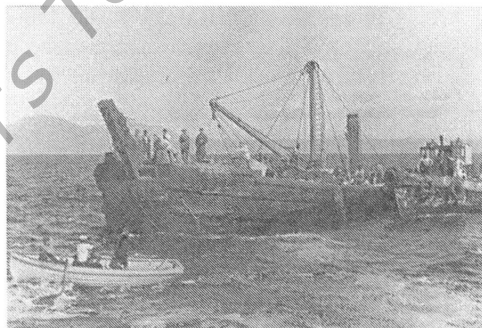
Ownership of HL(D) 3951 was transferred to the South African Navy in 1959 and she operated as DL 3 until the late 1960s when she was laid up and eventually disposed of early in the 1970s. The fourth 16-metre launch, HL (D) 3957, designated DL 2, was sold on 14 July 1958 to the Government of Ceylon, taking the name GINGAL, and later, NA 1.



AMPERE ex HL(D) 3952 IN MURRAY'S HARBOUR, ROBBEN ISLAND WITH A SAAF AIR-SEA RESCUE LAUNCH IN THE BACKGROUND. - PHOTO : S A NAVAL MUSEUM.

The Admiralty also provided Simon's Town with two 18 metre steel launches belonging to a large class known as "Iron Maidens" or "Iron Pots." They were part of a group of four vessels (numbered HL(D) 3939 to 3942) ordered from Hugh McLean of Renfrew on 21 April 1939 and were distinguishable from earlier boats, being fitted with rounded sterns instead of transoms, and raked rather than vertical funnels. HL(D) 3942 (Yard No. 3048) was completed on 18 November 1940 and was allocated to Simon's Town Dockyard. The King's Harbour Master's register records the fact that in January 1941 the steamers CLAN MC INNES and CLAN MCNAIR arrived with Naval Armaments Department and other stores including a steel diesel launch

HL(D) 3939 (Yard No. 3045) was allocated to H M Dockyard at Devonport but was modified and reallocated to Simon's Town on 24 September 1942. During World War II a radar tower was built in great secrecy on Seal Island, out in False Bay.



HL(D) 3942 TENDING THE DOCKYARD MOORING LIGHTER AT SEAL ISLAND DURING WORLD WAR II.

The tug ST DOGMAEL and HL(D) 3942 were used to tow lighters loaded with building materials, including a derrick crane and pre fabricated sections of the tower out to Seal Island.

From 1943 until 1956 when the Simon's Town Base and Dockyard were handed over to the South African Government, the 18 metre launch HL (D) 3942 became the Nominal Depot Ship H.M.S. AFRIKANDER, taking over from the Cooking Lighter (YC 229) which had been condemned and broken up in the graving dock.

The master of the Fleet tug ST DOGMAEL was Audrey Read's father, Captain Mar-Gerison. During World War II she served as a target tug, towing the large Battle Practise Target to allow warships and Armed Merchant Cruisers to practice firing large calibre ammunition, and as a tender to visiting Troopships which were too large to enter the basin. These included QUEEN MARY, QUEEN ELIZABETH, AQUITANIA, MAURETANIA, NIEUW AMSTERDAM and MONARCH OF BERMUDA. One of her last tasks before being laid up was to attend the battleship HMS VANGUARD which anchored off Simon's Town during the Royal visit in 1947.



THE FLAGSHIP HMS BERMUDA ENTERING THE DOCKYARD BASIN AND BERTHING WITH THE AID OF TWO HL (D) CIRCA 1950. – PHOTO : SIMON'S TOWN MUSEUM.

After the end of World War II ST DOGMAEL was advertised for sale but nobody was interested in buying the ageing steam tug so in 1949 she was towed out into False Bay and sunk by the guns of the light cruiser HMS NIGERIA.

AMPERE was put up for sale in 1947 and was purchased by Sir Guy Carlton Jones, Managing Director of New Consolidated Goldfields, who left her name unchanged. Her sister HL(D) 3967 was also purchased by Sir Guy in 1948 and renamed BLUENOSE. Both AMPERE and BLUENOSE were refitted and modified by Louw & Halvorsen at Cape Town to prepare them for their new role as game fishing boats. BLUENOSE (STA 63) was skippered by Mr. Boet Welgemoed, who later became the Municipal Harbour Master at Simon's Town. Following the death of Sir Guy, both boats were sold and left Simon's Town.

ST. DOGMAEL's replacement, the 840 ton Fleet Tug BRITON, arrived in Simon's Town on 13 June 1947. Completed by Fleming & Ferguson at Paisley in 1938 as BANDIT, she had been renamed shortly before sailing for the Cape. In addition to her target towing duties BRITON took part in a number of salvage operations.

In November 1947 she was sent to the East Coast to assist the Dutch M.V. BRASTAGI, which had grounded on a coral reef off the coast of Mozambique. In July 1948, BRITON went to the aid of the US passenger/cargo vessel EARLHAM VICTORY, which had suffered a sheared propeller shaft in the South Atlantic some 1300 nautical miles West of Cape Town, well beyond the range of any of the SAR&H coal-burning tugs. Unfortunately, due to her inadequate radio equipment, BRITON missed her rendezvous with the Victory Ship. Eventually contact was established and BRITON had to reverse course and approach the disabled EARLHAM VICTORY from the West. Contact was made and the freighter was towed to Cape Town for repairs.

A few months later, in February 1949, the T2 Tanker ATLANTIC AFRICA ex MARIN HILLS, was put out of action by a turbine explosion and BRITON was sent round to Mozambique to tow her from Lourenco Marques (now Maputo) to Durban for repairs.

On 3 August 1956, just before Simon's Town was handed over to the Union of South Africa, BRITON sailed from Simon's Town manned by a crew from the Frigate HMS PELICAN. Having handed the tug over to the Boom Defence Officer at Plymouth the crew returned to South Africa by air. She was sold for scrap in 1960 and arrived at the yard of Jos de Smedt, in Antwerp, on 20 April of that year.

After the end of World War II four "W" Class destroyers, H M Ships KEMPENFELDT, WAGER, WHELP and WESSEX, which had served in the Pacific Theatre during World War II, were deployed to Simon's Town to be laid up in the basin as the South Atlantic Reserve Fleet. They were

drydocked periodically and were maintained by Base Staff and the Naval Dockyard. The unit was disbanded in 1954 and on 26 March of that year the "Bustler" Class Fleet Tug WARDEN arrived to collect HMS KEMPENFELDT. Then on 23 October 1955 H. M. Tug SAMSONIA arrived to tow the destroyer H.M.S. WAGER to the U.K. The tug and tow were due to leave Simon's Town on 31 October and to arrive in the U.K. on or about 7 December, stopping at Dakar for fuel on the way. Both destroyers were transferred to Yugoslavia, HMS KEMPENFELDT being renamed KOTOR and HMS WAGER serving as PULA.

The remaining two ships, HMS WHELP and HMS WESSEX, were bought by the South African Government and were commissioned into the South African Navy as SAS SIMON VAN DER STEL and SAS JAN VAN RIEBEECK respectively.

When the Naval Base and Dockyard were handed over to the Union of South Africa in 1957, the harbour launches were reclassified as Dockyard Launches (DL) and renumbered DL1 (3942), DL2 (3967), DL3 (3951), DL4 (unknown) and DL5 (3939). The wooden launches, DL2 and DL 4, were sold out fairly soon afterwards.



DL 1 (HL(D) 3942) WORKING IN FALSE BAY IN THE LATE 1950s. - PHOTO : SIMON'S TOWN MUSEUM.

Ownership of HL(D) 3951 was transferred to the South African Navy in 1959 and she operated as DL 3 until the late 1960s when she was laid up and eventually disposed of early in the 1970s.

The fourth 16-metre launch, HL (D) 3957, designated DL 2, was sold on 14 July 1958 to the Government of Ceylon, taking the name GINGAL, and later, NA 1.

Until 1956 the Royal Naval presence at Simon's Town normally comprised one light cruiser, the Flagship of the South Atlantic Station, and two sloops. Other naval and RFA vessels called in from time to time. Ship movements within the Dockyard Basin could be handled using launches and leads from the capstans. In 1957 the South African Navy, which moved down from Durban to occupy the Simon's Town Base, comprised two "W" Class Destroyers, one "Type 15" frigate, three "Loch" Class frigates, two "Algerine" Class Fleet Minesweepers and two "Bar" Class Boom Defence Vessels.

With these ships, a locally based Royal Naval frigate and visiting RN ships, many berths were occupied on a fairly permanent basis, making it very difficult to move ships around the basin using the system of capstans and hawsers. In future ship-handling tugs would be required and Annexure D of the Simon's Town Agreement, which transferred control of the Base and Dockyard to the Government of the Union of South Africa, required the S A Navy to purchase two small ship handling tugs to operate in the Dockyard.

A twin screw diesel tug was therefore ordered from Globe Engineering Works Ltd. in Cape Town, which had recently started building steel vessels. Length overall was 31,85 metres, beam 7,62 metres and the installed power was a modest 608 bhp, provided by a pair of Lister Blackstone diesels. Detailed construction and outfitting drawings and lead yard services were provided by Ferguson Brothers of Port Glasgow and the tug, named DE NOORDE to commemorate the Galiot NOORDT in which Simon van der Stel surveyed Ysselstein Bay, was delivered in December 1961.

Following the entry into service of the three "Type 12" frigates in the 1960s the decision was made to acquire a replenishment tanker for the South African Navy. The safe manoeuvring of a tanker in the confines of the basin, particularly with the South Easterly or North Westerly winds experienced in Simon's Town, required a second ship handling tug and an order was placed on Globe Engineering Works Ltd for a sister to DE NOORDE. During the contract negotiations it was decided to order a Voith Schneider propelled tug rather than a conventional twin screw vessel. DE NEYS, Globe's Yard No. 149, and the first Voith water tractor to operate in South African waters, was delivered to Simon's Town on 3 July 1969.



SOUTH AFRICA'S FIRST VOITH-SCHNEIDER PROPELLED
TUG (WATER TRACTOR) DE NEYS. – PHOTO : ROBERT PABST.

She had the same Lister Blackstone propulsion engines as DE NOORDE but was slightly shorter at 28,65 metres and had about half a metre more beam to accommodate the Voith propulsion units side-by-side. The Diesel Launches were becoming unreliable by this time and DL3, the last of the wooden hulled type, was laid up pending disposal. A new 18 metre steel diesel launch was ordered from Globe Engineering Works (Yard No. 150) as a replacement. The original drawings for the modified steel launch HL(D) 3939 applied to riveted vessels and the shipbuilder adapted them for all welded construction. Like the older HL (D) she had a timber wheelhouse and deck. The new launch, designated DL 2 was propelled by a 225 BHP Lister Blackstone diesel and achieved a speed of 10,75 knots during acceptance trials in Table Bay. She was delivered to Simon's Town under her own power, arriving in December 1969.

On 28 February 1971 DE NOORDE was called out to assist the 63 000 ton tanker WAFRA which had grounded near Cape Agulhas with 63 174 tons of Saudi crude oil on board. With only 16 tons of bollard pull she was unable to salvage the ship, which was eventually refloated on 8 March by the German salvage tug OCEANIC, but she did manage to get alongside and take off the Master. Following the WAFRA incident the South African Government decided to subsidise the construction and operation of two large salvage tugs, SA WOLRAAD WOLTEMADE and SA JOHN ROSS, to be managed by Safmarine and latterly by Smit Pentow Marine. As a matter of interest, both tugs were dry docked in Simon's Town during 2001, emerging without their heavy mainmasts and derricks, which had been found to be redundant.

The Dockyard shipwright apprentices were given the task of building an 18 metre diesel launch, similar to DL 2, to replace the ageing DL1. This was constructed "in slow time" at the head of the drydock and the training officer took the opportunity to modify the hull lines to give the

vessel a “soft nosed stem.” A steel wheelhouse and a domed funnel were also incorporated in the design. The new launch, given the number DL 4, was named E L S SYLVESTER on 5 February 1973 by Mrs Joan Johnson, the wife of Vice Admiral James Johnson, Chief of the Navy, and was lifted by the fifty-ton “Goliath” gantry crane and lowered into the wet dock. When DL 4 entered service DL 1 (HL(D) 3942) was retired and offered for sale. She was purchased by Simon's Town businessman Harry Dilley and was refitted and renamed ZEPHYR. She joined Mr Dilley's former Air-Sea Rescue Launch ZEST servicing merchant ships visiting False Bay for shelter or repairs. In 1978 ZEPHYR towed the retired Loch Class frigates GOOD HOPE and TRANSVAAL from Simon's Town to Smitswinkel Bay to be scuttled. She met her end some years later while working on the West Coast.

During the nineteen seventies, with the Royal Navy patrolling the Mozambique Channel to prevent tankers delivering oil to Beira for Ian Smith's Rhodesian Government, the Simon's Town tugs were kept busy handling one or two British frigates per month as well as the normal SA Naval movements.

With the expansion of the Simon's Town naval base in the nineteen seventies it was decided to order a third ship handling tug with a coastal towing capability. The vessel, to be named DE MIST, was ordered from the Dorbyl shipyard in Bayhead, Durban, in 1976. She was to be bigger and more powerful than the other two Dockyard tugs with 2 440 BHP provided by twin 8-cylinder Mirrlees Blackstone Diesels. With a length of 34,3 metres she was 2,45 metres longer than DE NOORDE and had a bollard pull of 25 tonnes. Construction was delayed due to a national financial crisis and the tug was launched on 21 July 1978 and delivered to Simon's Town on 23 December of that year. In the mid 1990s with DE NOORDE over thirty years old, the S A Navy scoured the world to find a suitable replacement “off the shelf.” The project team located the GOLDEN ENERGY TUG, a powerful vessel with twin azimuthing propellers, in Singapore. The vessel had been built “on spec” and was available. GOLDEN ENERGY TUG arrived in Simon's Town on 29 March 1997, which did not allow sufficient time for the local pilots and tug skippers to practice handling her before a large number of foreign warships arrived to celebrate the seventy fifth birthday of the S A Navy on 1 April. The tug was renamed UMALUSI, meaning “The Shepherd” in isiXhosa, on 9 December 1997. The powerful and manoeuvrable UMALUSI was kept busy towing Strike Craft to and from Durban, towing the Mooring Lighter within False Bay and to and from Saldanha Bay and also towing retired trawlers and other vessels out to be sunk during exercises.

DE NOORDE, having been retired following the arrival of UMALUZI, was towed to Cape Town on 14 April 1999 to be handed over to her new owner, who renamed her MZUNGU.



THE TWIN SCREW DIESEL TUG MZUNGU ex DE NOORDE IN TABLE BAY DOCKS.

The last war-built Dockyard Launch DL 5 (HL(D) 3939) was retired during the 1990s and her wooden wheelhouse was carefully removed to become a feature of the S A Naval Harbourmaster's office. The launch hull was pulled up on the West Yard slipway to be cut up for scrap.



DL 5 (HL(D) 3939) WITH WHEELHOUSE REMOVED AND BLACK CAP TO HER FUNNEL, WITH THE DOCKYARD-BUILT DL 4 (E L S SYLVESTER) OUTBOARD. - PHOTO : CAPT GLEN KNOX SAN (RETD).

During September 1999 the diesel tug ARDNEIL, flying the Ghanaian flag, arrived off Simon's Town with the oil exploration barge GOLDRUS M-6, registered in Houston, Texas in tow. ARDNEIL, a handsome 300

ton diesel tug, was built by Alexander Hall (Yard number 744), at Aberdeen in 1953 as the steam tug CRUISER, for Steel & Bennie of Glasgow, serving with the company until 1969 when she was bought by the Ardrossan Harbour Co Ltd and renamed. She and her charge berthed astern of the rig support tugs LAMNALCO SNIPE and LAMNALCO TEAL, of Limassol, on the outer wall of the Dockyard basin, which was also occupied by the retired cable ship CABLE RESTORER which was completed in 1944 as HMS BULLFROG. During the second half of 1999 a large, hollow, concrete block was constructed in the Selborne Graving Dock, to be used to anchor a mooring buoy to the seabed in the gas field off Mossel Bay. On 1 February 2000 two rig support tugs arrived to tow the completed block along the South Coast to its intended destination and ARDNIEL was called upon to assist the cumbersome block to make its way out through the Bullnose into False Bay. Six days later, on eighth of February, with DE NEYS in refit and UMALUSI out of action, ARDNIEL assisted the Naval Harbour Master to sail the Combat Support Vessel SAS OUTENIQUA. Later the same day ARDNIEL left Simon's Town, towing the barge GOLDRUS M-6.

In recent years Farocean Marine, the Cape Town Shipbuilders, delivered several small Damen Standard Tugs to Portnet. These were named after birds and were used for general duties, including transporting pilots to and from ships. The Farocean yard was taken over by Damen and the SAN ordered two similar vessels to replace the ageing DLs. The design of the bows was modified by Damen and additional fenders were added to facilitate the berthing and moving of the S A Navy's Type 209 submarines. These vessels, named INDLOVU and TSHUKUDU were launched using the Cape Town Synchrolift on 23 January 2006 and arrived in Simon's Town on 8 February.

Damen policy is to build standard tugs "on spec" at their shipyards around the World and during the early 2000s some Cape Town built "Stantugs" were "parked" at Simon's Town Dockyard to await buyers.

The two locally-built Dockyard Launches, DL 2 and DL 4, carried out a "farewell cruise" in Simon's Bay and returned to the Dockyard while the tugs and the new tenders saluted them using their fire fighting monitors. Both were purchased for further service under a private owner but the deal was not finalized and it is understood that they remain laid up in the Dockyard basin.

At the end of the first decade of the present Century the S A Navy had one fairly modern tug, UMALUSI, and two elderly tugs, DE NEYS dating from 1969 and DE MIST from 1978. Two new ship-handling tugs were ordered from the Damen Shipyard in Cape Town to be delivered in 2015 and 2016. They were standard Damen Type ATD 2909 vessels with a length of 28,7 metres and displacement 370 tonnes.

Similar 40-ton bollard pull tugs are used by the British MOD (Navy) for ship handling and towage. The first vessel, IMVUBU (hippopotamus) was delivered to Simon's Town on 9 July 2015 and the second, INYATHI (buffalo) was delivered during January 2016.



THE ACTIVE SIMON'S TOWN TUG FLEET COMPRISING IMVUBU, TSHUKUDU, INDLOVU, UMALUSI, DE MIST AND THE NEW INYATHI SAIL PAST RFA GOLD ROVER DURING JANUARY 2016. – PHOTO : CAPT. PETER SMITH SAN (RETD).

References : A Century of South African Steam tugs – David Reynolds; Basket Work Harbour – Eric Turpin; Various articles by George Young published in the Cape Times; The assistance of the British Armed Forces Small Craft Historical Research Group is acknowledged with thanks.

THE COGILL FAMILY: Audrey E Read

The Cogill family probably originated in the area of Caithness in Northern Scotland before spreading out to the south.

William Cogill was born on 25 November 1806 in Woolwich. His father was Henry Cogill, a gunner in the Royal Navy, who married to Ann, nee Nicholson, the daughter of James Nicholson a shipwright in Woolwich Dockyard, in 1803. William had an older brother Henry James Cogill, who also served in the Royal Navy from approximately 12 years of age, and two sisters, Ann and Elizabeth, who were younger than Henry. At the age of ten William was admitted to the Royal Naval Hospital School in Greenwich. On 5 April 1830 William married Sarah Billing at Stoke Damerel (now known only as Stoke and adjoining Devonport Dockyard). In November 1830 William is recorded as Purser's Steward in HMS UNDAUNTED, the ship in which his father had also served in 1816.

UNDAUNTED was a 38 gun Frigate which had taken Napoleon to Elba in 1814. She was now re-commissioned at Portsmouth in November 1830 and left for Mauritius and the Cape of Good Hope in February 1831 and arrived at the Cape in June 1831 where she remained until June 1833. While the ship was in Simon's Town William left the Royal Navy at his own request on 6 June 1833.

William had been making an allotment to his wife Sarah from the date of his marriage until 1832 when either the marriage ceased or Sarah may have died. We do not know. In 1833 he married Elizabeth Goodwin in Simon's Town. She was the daughter of Luke Goodwin, Garrison Sergeant Major at Simon's Town, who hailed from Barnet in England and had enlisted in the 72nd Foot in Ireland in 1800. William and Elizabeth had five children before Elizabeth died in 1843 in Simon's Town. Elizabeth was buried in the same grave as her father in the Old Burying Ground.

The five children of William and Elizabeth were William Henry, born in 1834, Edward Goodwin born in 1835, Frances Ann born in 1837, Elizabeth Poynter born in 1839 and Charles Stewart born in 1841.

In 1860 Frances Ann married R.J. Roberts, an Engineer in HMS EURYALUS. Elizabeth Poynter married someone named White (we know no more details about him) and Charles Stewart became a shopkeeper in Simon's Town.

In 1844 William married, for the third time, a lady named Phillipa Osler, who died in 1879. She was the daughter of Benjamin Osler of Simon's Town, originally from Falmouth and who had come to the Cape as an 1820 settler. Phillipa already had 2 sons and a daughter when they married. William and Phillipa then had the following children : James, born in 1846, John born in 1848, Albert (1850-1895) who worked in the Dockyard in Simon's Town, Arthur Wellesley who was born in 1852, Julia Augusta who was born in 1855 and who married Reginald Otto Bray; George Francis Vivian who married in Omaruru in Namibia in 1892 and Alfred Robert who was born in 1892.

When William Henry, the son of William (1806-1887), was born in 1834, William was recorded as a shopkeeper in Simon's Town. However at subsequent baptisms he is shown as an innkeeper. Over a period of time he owned "Mount Curtis" in Simon's Town, popularly known as the Palace and so named when it was owned by John Osmond who was known by the townsfolk as "King John." To this day it is still referred to as Palace Barracks. John Osmond left it to his daughter and when she died it was sold to the British Army for use as Officers Quarters. During the Anglo Boer War it was used as a hospital for Boer Prisoners. It remained in Army hands until 1957 when it was included in the properties

handed over to the South African Government by the British when Simon's Town ceased to be a Royal Naval Base.

William also, for a short time after 1840, owned the Cosmopolitan Hotel in Simon's Town which was sold after Phillipa's death in 1879 to Susanna Cloete, the widow of Samuel Cloete. The Cosmopolitan was rebuilt as the Lord Nelson Hotel. Most of the Simon's Town Hotels were owned by Ohlssons Breweries in later years.

William Henry Cogill (1834-1920), the eldest son of William Cogill and Elizabeth Goodwin, was also an innkeeper. He owned The Anchor in Simon's Town, The Halfway House at Diep River (it stood on the site of the later Eaton Convalescent Home) and Cogill's Hotel at the Plumstead end of the Main Road in Wynberg. Many older people will remember Cogills when it was re-built and was a very popular watering-place. Sadly it was demolished when that area was later redeveloped.

In about 1882 William Henry (born 1834) emigrated to England with his children. In 1886 his father (also William) left in the steamship MEXICAN to visit the family. Sadly during a storm in the Bay of Biscay he fell down some stairs hitting his head and died in hospital in Southampton shortly after arrival in England.

Some records suggest that William Henry trained as a dentist. He married Annette Gillman in 1859 when she was but nineteen. Her family lived at Kalk Bay and were originally from London. She had been born in Stepney in London, the daughter of William Gillman a mariner.

William Henry and Annette had five children, namely, William Henry, born circa 1860, Emily, Jessie, Harry and Frank. William Henry remained in South Africa. He was a Bank Manager and died in Port Elizabeth in 1949. Emily, Jessie, Harry and Frank went to England with their parents. They settled at 28 Merton Road in Southsea and named their house *Bloemhof*. By 1891 they had moved to Fulham before finally settling at *The Crossing*, Cranes Park, Surrey. William Henry died at Cranes Park in 1920 and Annette died in 1921.

Emily Cogill never married and became a successful sculptor and painter as a member of the Cornwall artist community based in St Ives.

Jessie married Albert W. Cooke, a surgeon, and settled in Northampton.

Harry became a Medical Officer in the Western Fever Hospital in Fulham, London. Frank was a Colonial Civil Servant and was probably stationed in the Gold Coast, now Ghana, for a while between 1913 and 1922. He remained unmarried and lived in retirement at Seaton, in Devon, which is where his sister Emily also lived. He died in 1951 and Emily died in 1954.

The original information on which this article is based was provided by Mr. Jim Whitton in the U.K. and was given to the Historical Society in

December 2015. It has been edited and the original text is held in the records of the Simon's Town Museum.

ANDREW BURNETT REID (1857-1947) : Audrey E Read

Andrew Burnett Reid was a prominent master-builder and one-time Mayor of Mowbray and in 1927-28 Mayor of Cape Town. He was part of the Glencairn Syndicate which in 1901 was established in order to develop what we now know as Glencairn, Simon's Town. They paid £5000 for part of Glen Farm (originally part of the Else Bay farm). The other members of the Syndicate were John Forrest (a miller from Rondebosch), R.S. Whyte (a Baker in Simon's Town and Mayor of Simon's Town 1904-1906), D. McKay (a baker in Mowbray who also had shops at Rondebosch and Rosebank) and D.A. Mitchell (who was a builder and in partnership with P.J. Mackie an early resident of Glencairn). Another early resident was the noted Scot John Parker, architect and also one-time Mayor of Cape Town. It was Parker who was later engaged by the Simon's Town Municipality and Mr Runciman to upgrade the buildings along the town's Historic Mile.

Among the Cape Town work Reid was connected with was the Clock Tower building in the old Docks in Table Bay; the Breakwater; and the Graving (Dry) Dock. He was also the contractor for the re-building of Groote Schuur homestead after the fire in 1896. The list of his buildings also includes St Andrews Church in Newlands and in Glencairn; 6 Spin Street (which had one of the first lifts in Cape Town); Trovato House in Wynberg; the extensions to the S.A. Parliamentary buildings in Cape Town; the Centre for the Book; and probably his greatest memorial, the new St George's Cathedral.

As the country suffers an enormous problem because of the prevailing drought and we have water restrictions (and in some towns inland no water at all) we would do well to remember that between 1918 and 1923 severe restrictions were imposed. In 1918 water was cut for 2218 hours in some parts of Cape Town and in 1923 water was cut from 6 p.m. – 6 a.m., daily watering of gardens was prohibited and sea water was used to clean the streets. During this period Simon's Town was also very short of water and naval ships departing on a cruise had to go to Cape Town to take on water.

Ref: S.T. Historical Society Bulletin July 2012 pp 5-11 and "Building the Mother City" by Beatrice Law (published privately).

HISTORY AFLOAT : Bill Rice

On the morning of 21 October 1805 two lines of British warships, one led by HMS VICTORY and the other by HMS ROYAL SOVEREIGN, were approaching and were about to break through the Franco-Spanish line of battle. Aboard the two ships were several thousand men including Samuel Green, Thomas Johns, David Haigh, Richard Bennett and John Edmund.

Over a century later, during World War I, they and many of their shipmates were to be commemorated when ships of the Royal Navy *Mersey*, *Castle* and *Strath* Class armed trawlers were named after them. HMS THOMAS JOHNS was to be renamed HMS EDEN before becoming HMSAS IMMORTELLE and HMS JOHN EDMUND, later HMS FOYLE, was to serve as HMSAS SONNEBLOM. During World War II the trawlers DAVID HAIGH and RICHARD BENNETT were requisitioned from local owners and commissioned for naval service in South African waters.

The *Castle* Class trawler named after Samuel Green was completed by George Brown & Co at Greenock after the end of World War I and was not taken up by the Royal Navy. Instead she was bought in 1919 by K E Guinness, a member of the Irish Brewing family, and converted to a steam yacht, with the fish hold adapted to accommodate his rally cars for trips to the South of France and Italy. Her name was changed to OCEAN ROVER.

In 1924 she was sold to the Duke of Leeds and renamed ARIES and in 1930 was purchased by Sir Harry Newton, who changed her name back to OCEAN ROVER.

In 1938 she was purchased by a Scot, Sir James Napier, and was laid up for much of the time until she was requisitioned by the Admiralty in September 1939. Due to her conversion she was unsuitable for service as a minesweeper so she was used as a headquarters ship and torpedo recovery vessel on various parts of the British Coast.

Although the ship had never, up to this time, served in the Royal Navy, she had always worn the white ensign because all her owners had been members of the Royal Yacht Squadron.

After the War she was laid up at Portsmouth until 1949 when she was purchased by Mr. F D Fenster and moved to Cowes, in the Isle of Wight. He was unable to do much to improve her condition due to the post-war shortage of materials and in 1954 she was bought by F G Mitchell of Peterborough who had her boiler converted from coal to oil burning to avoid the inconvenience of "coaling ship" and renamed her OCEAN MIST.

In 1960 she was purchased by a Mr Hobbs and following his death in 1965 she was moved to Leith Docks where she was berthed at King's Wark.

Her superstructure was extended and she was fitted out as a floating restaurant. Her boiler was removed but the original triple expansion steam engine is, apparently, still in place. Sadly, although still displaying the words "Ristorante de Niro" on her side, she is currently closed up and rather rusty along the waterline and considering the number of restaurants currently operating in the vicinity it seems unlikely that she will ever be restored to her former condition. The amazing ship is probably the last remaining of many Standard Admiralty Trawlers built during World War I and a near sister to the ships which were the foundation on which the modern South African Navy was built. Her history was compiled by Captain W L Hume MNI who served as Chief Officer when she was a steam yacht.



THE FLOATING RESTAURANT AT LEITH, LAID DOWN AS THE ADMIRALTY CASTLE CLASS ARMED TRAWLER *SAMUEL GREEN*. – PHOTO : SHEILA RICE.

JOHN MALCOLM OLIVIER CRAIG :

John Craig, known locally as "Chops," has served the citizens of Simon's Town faithfully and enthusiastically for more than half a century.

As a youngster “Chops,” the son of John and Bessie Craig of Boulders, and brother of Beverley and Rosemary, joined the Sea Scouts and was destined to be involved with that organisation for thirty five years.

When NSRI was formed he was one of the first volunteers and this year celebrates 47 years of continuous service with the organization, having been involved in 99% of all the rescues carried out during that time.

“Chops” was also a founder member of the False Bay Voluntary Emergency Service based at False Bay Hospital and has been instrumental in saving many lives ashore during its existence.

His service to the community has been recognized and appreciated.

In 1989 the Town Council, led by the Mayor, Councillor Nicki Holderness, awarded him Citizen of the Year status “For his wide involvement in activities of a public service nature in the Town over a long period of time including voluntary participation in the Boy Scouts, the National Sea Rescue Institute and the Anchor Players.”



PETER BACON (RIGHT) PRESENTS “CHOPS” CRAIG WITH A CERTIFICATE COMEMORATING THIRTY FIVE YEARS CONTINUOUS AND DEDICATED SERVICE TO NSRI. – PHOTO : WENDY CROWTHER NSRI

In 2014 Peter Bacon, the former Chairman of NSRI, presented “Chops” with a certificate recognizing forty five years continuous and dedicated service to Sea Rescue.

Age notwithstanding, “Chops” Craig plans to attend call-outs as a member of the shore crew, and Sunday training sessions, for the foreseeable future.

THE SINKING OF H M TROOPSHIP BIRKENHEAD : Dr Dick Riley

HMS BIRKENHEAD was the largest ship with an iron hull in the Royal Navy in the mid 19th century. Scepticism at the time regarding the use of iron in naval shipbuilding led to the BIRKENHEAD, a steam-driven paddle wheeler, being downgraded from a frigate to a troopship.

The BIRKENHEAD arrived in Simon's Town on 23 February 1852 from Cork in Ireland after a voyage of 47 days. Of the 643 people on board 131 were crew and 512 enlisted men and officers, drawn from 10 British regiments. The troops were reinforcements for Sir Harry Smith's military campaign, intended to quell unrest on the Eastern Cape frontier. BIRKENHEAD was in Simon's Town for two days taking on coal, water and provisions. At Simon's Town a number of cavalry horses were loaded on board for the use of officers on the Eastern Cape frontier. Bales of hay for the horses were stacked on the already overcrowded upper deck.

BIRKENHEAD sailed from Simon's Town on the afternoon of 24 February 1852 bound for Port Elizabeth and East London. Shortly after midnight the ship struck an uncharted rock near Danger Point. An order to go astern, intended to pull the ship off the rock, had disastrous consequences. The iron hull was ripped open, the watertight bulkheads were destroyed and the engine room flooded. Within 20 minutes the BIRKENHEAD began breaking up and sinking.

The loss of 436 lives in the BIRKENHEAD disaster has historically overshadowed the fate of the cavalry horses. Fortunately a few eyewitness accounts of what happened do exist. These accounts are embellished by local anecdotal folk tales. To lessen the animals' fear, ships' pennants were tied over their eyes. Captain Salmond, master of the BIRKENHEAD, ordered the horses to be put over the side. Lt Girardot, Cornet Bond and 12 soldiers drove the horses into the sea. Of the 9 horses consigned to the sea, one broke its leg and was drowned. Ensign Lucas, writing 3 weeks after the event, states that 8 horses reached the shore. Ensign Lucas was later magistrate at Durban and co-founder of Hilton College, Natal. A copy of his letter is in the College archive, Cornet Bond, in an article in the London Times of 7 April 1852 describes how he got the horses into the sea and then swam ashore. He saw his own horse in the shallows and led it to the beach. A talented artist, Cornet Bond did a painting of the sinking of the BIRKENHEAD showing two horses in the waves.

Anecdotal evidence records that two army officers swam with their horses to the shore. One of the two horses was a magnificent white horse, the proud property of an army surgeon. There is also a story of a de Kelders farmer who acquired a BIRKENHEAD horse. A contemporary local farmer with an excellent knowledge of Overberg district horses claims that two of his horses are descendants of

BIRKENHEAD horses. In an official report of the tragedy a Captain Wright mentions that the Caledon magistrate, a Mr McKay, and Field Cornet de Villiers combed the coast for survivors of the sinking. They also recovered five horses. In a letter discovered by author Pieter le Roux, Mr McKay acknowledges that he sent five horses to Cape Town. The first news of the BIRKENHEAD sinking was carried by horse and rider from Herries Bay at Hawston, not far from Hermanus. Dr Cullane, a surgeon, landed in a small ship's boat at Herries Bay. He pledged the boat as security against a horse and rode through the night to Cape Town with news of the BIRKENHEAD tragedy. Under dreadful circumstances the treatment of the cavalry horses on the BIRKENHEAD was harsh. Concern for the horses does, however, emerge in the eyewitness reports. The number of horses that survived the sinking of the BIRKENHEAD was in fact remarkably high.

NOTES : This story by Dr Riley (a member of the Simon's Town Historical Society) first appeared in Fisherhaven Village News Sheet some years ago. People of Fisherhaven like to think that BIRKENHEAD horses were the ancestors of some of the wild horses which roam the local lagoon. However this seems unlikely as at least seven of the eight horses which landed safely can be accounted for.

During the early 1990s three bodies became exposed on the coastline where they had been buried in 1852. They were re-interred with due ceremony in the Garden of Remembrance at the Old Burial ground at Seaforth. – A. E. Read.

THE RAILWAY LINE TO SIMON'S TOWN : Audrey E. Read

The line was finally completed and duly opened on 1 December 1890 before which it had only gone as far as Kalk Bay. The day was treated as a local public holiday to enable the people of Simon's Town to enjoy the celebrations and even the schools were closed so that the children could have a ride on the train and a picnic. The line was declared open by Cecil John Rhodes. To celebrate the railway line's centenary in 1990 the Simon's Town Historical Society hired a special train which ran from Cape Town to Simon's Town with Society members on board. The South African Navy Band met the train and the members marched up behind the band to the Museum, where they had lunch. The VIPs (including the Mayor of Cape Town, Councillor Gordon Oliver) marched as far as the Town Hall where a special lunch was laid on for them.

After the extension to the Dockyard, completed in the 1970s, the currents and sand deposits changed such that the supporting loose stone wall of the railway line was undermined and had to be closed during which time a bus service operated between Fish Hoek and Simon's Town. This lasted

over a year before many tons of rocks were railed in from Somerset West in 2010 to reinforce the existing sea wall.

Windblown sand had always been a problem but with the help of CSIR a wall was built along the section at Simon's Town station and later a sand-dune planted with grass kept the sand from blowing onto the line on the flat section at Glencairn beach. However, over the years so much sand had again accumulated on the beach side of the wall at Simon's Town station that in 2015 the wall collapsed and the line, covered in several feet of sea sand, was closed. Once again special buses were introduced to operate between Fish Hoek Station and Simon's Town and this continued for several months before the wall was rebuilt and the train service was restored. Sadly the trains had only been operating for about three weeks when one train caught fire opposite the old quarry at Glencairn and several carriages burnt out.

The new vibracrete wall has caused a problem because in years gone by the trek fishermen had brought their catch and other belongings across the railway line near the old Goods Shed. One day that section of the wall was demolished! More sand on the railway line?

It was recently reported in the local press that the City, together with PRASA, are planning remedial measures at Glencairn beach where in addition to the build-up of sand there has been a problem with the high tides, especially the Spring Tides, resulting in erosion of the railway embankment. It is proposed that two sections of wave return wall on the most northern and southern sides of the beach will see the sand dune rehabilitated. The two sections of the wall will be joined by Geotextile sandbag revetments. The Geotextile structure will be made of sandbags which the City officials believe will be visually agreeable and improve beach access as they can be walked on. This method has been used very successfully in the Middle East and also in Port Elizabeth.

The remnants of the sand dune will be reshaped and marram grass and flora will be used to replant the dune. A fence will be installed to deter beach-goers from accessing and disturbing the dune. The City Council has undertaken to maintain the dune.

There is an alternative concept involving the installation of a wall along the beach, although this would prove more costly and is less aesthetically pleasing. Hopefully all this work will provide job opportunities for locals. The design work has not yet been finalised and the tender process is still to be completed but it is hoped that a contractor will be on site from July 2016. We will just have to "wait and see."

A sad story on our railway line which this year celebrates its 126th birthday and which during the 1939-45 War as well as the Anglo Boer War of 1899-1902 carried hundreds of personnel without a mishap.