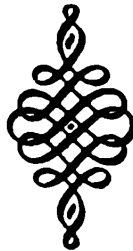




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



PRICE :
R25.00

JULY
2019

CONTENTS

	Page
STHS Chairman's Annual Report	1
Seven Seas Club – an historical appointment	4
OBITUARY – Captain T.M. Korsten SAN (Retd)	4
SAS UMKHONTO – formerly SAS EMILY HOBHOUSE	7
Locally developed submarine escape system	8
Establishment of Friends of the S A Naval Museum	9
Simon's Town tombstones and the men who carved them	9
Sue Kinkead Weekes	11
Armistice Day 2018	12
Cape Times Fresh Air Camp Centenary	12
Chief Petty Officer T. C. Lee	13
OBITUARY : R Adm (JG) E. W. Jupp SAN (Retd).	14
S Lt B. Morrill and CPO J F Drummond of 881 Squadron Fleet Air Arm	17
SAS PIETERMARITZBURG – condition update	18
Glencain Glass Factory	18
Simon's Town Dockyard Tug DE MIST	19
Origins of the Electrical installation at the Cape of Good Hope Yard	20
HMS EREBUS	23
Simon's Town Museum dolls house	25
H M Dockyard Simon's Town cricket team in 1953	25
"DUART" Kleintuin Road	26
James Logan – Laird of Matjiesfontein	28
New NSRI boats	28
The other "Simon's Town Agreement."	29
Reminiscences of Klaver Camp	29
S A CABLE RESTORER – Report by the Charterer	30
The secret tunnel of Simon's Town	32
Callous murder of a baby – the full story	35
S A Military Hospital in Richmond Park	37
The Naval Water Tank in Chapel Lane	38
Simon's Town Water Tanks – appeal for protection and preservation	40
Captain Victor Marchesi R N	41
Ernest William Attridge	42
Collision with Roman Rock	43
The Third Flying Squadron	43
The Cardinal Buoyage System	44
Simon's Town Historical Society and Museum	46

OUR BULLETIN OF 48 PAGES IS PUBLISHED IN JULY EACH YEAR

BULLETIN 2019

SIMON'S TOWN HISTORICAL SOCIETY CHAIRMAN'S ANNUAL REPORT FOR THE YEAR ENDING DECEMBER 2018 :

Mr President, Madam Vice President, Committee Members and Members, the following is my report of the Society's activities for the year ending December 2018.

I find it rather strange presenting the Society's Annual Report for the year ending in December in April as some events may have overtaken what is reported here and I strongly suggest that the Society consider changing the reporting period to suit.

Membership:

Our membership stands at 279 paid up. The Society sincerely appreciates your continued support. Despite numerous requests for those who pay subs by EFT some still do not put their names as reference on the transaction and we have difficulty in providing receipts and membership cards for these folk.

Friends of the Museum:

During the course of the year the Society again assisted the Friends with fund raising efforts at our monthly lectures which were well attended and we are most grateful to those who gave of their time and knowledge to assist in our efforts. The Museum bookshop is still being run under the auspices of the Friends and provides a valuable source of income and here I would like to acknowledge Mrs Jean Le Roux who untiringly continues to keep the shop stocked and is always searching for new items for sale. Thank you Jean. The Friends' finances will be discussed later in the proceedings.

Again a special thanks to Brad and Peta for their selfless work in watering and maintaining the Garden of Remembrance and keeping the precinct of the museum in a ship shape condition. Also to Roy for his time and skills in carrying out numerous repairs in the Museum. I must also thank Harry Croome for all the odd jobs he does not only around the Museum but at other historic sites around the town.

Your efforts are all much appreciated.

Friends Constitution:

At last year's AGM I proposed that the Friends and the Historical Society's constitutions be amended such that the two organisations be re-combined into one.

The meeting agreed to this, however I was advised that this could not be implemented as notice in writing of the proposed changes should have been sent to all members prior to the AGM.

This has given me time to reflect on the matter and I have decided that we should make one more attempt to revive the Friends Committee that will hopefully be able to organise and provide the support the Museum needs just as Friends of other organisations normally do. Expecting the Society's Committee to carry out both functions is putting an unfair burden on their very valuable time.

Website:

The site still receives in the region of 300 visitors a month, not a high number. We would sincerely appreciate any suggestions for possible improvement of the content. It has been suggested that the site should be made mobile compatible but I do not have the time to try and implement this.

Bulletin and Chronicle:

On behalf of the Society and its members I wish to again record our sincere thanks and appreciation for all the hard work Audrey Read and Bill Rice have put into compiling and publishing the annual Bulletin and the bi-annual Chronicle. Audrey and Bill your efforts are very much appreciated.

Plaques:

A new plaque was installed at the Simon's Town Library displaying some relevant dates regarding its history and which was sponsored by Peter Holloway whose father was the town's Health Inspector for over 40 years.

Wall of Memory Project:

This project was originally run by an independent committee but has now been brought under the wing of the Society. A double panel for Admiralty House is in progress as is a single panel depicting Simon's Town's connection with many of the historic Antarctic expeditions. Ideas and the gathering of material for future panels is an ongoing activity.

Heritage Resource Survey Project:

Approximately 150 (50%) of the buildings in the Simon's Town Heritage Protection Overlay Zone (HPOZ) have been assessed and the survey of other artefacts in this precinct such as anchors, cannons and trees is also complete. Compiling this information into a usable document is in progress. The balance of the building survey is in limbo due to the lack of human resources.

Conservation:

Old Burying Ground

The Society continues, mainly with the willing help of Harry Croome, to keep an eye on this rich source of information regarding the Town's history. Thank you Harry.

Historical Mile

Of late there seems to be somewhat of an onslaught on the very heart of old Simon's Town in the form of inappropriate alterations to buildings and new development proposals. The list is too long to cover in this report but I assure you that the Society, in conjunction with the Architectural Advisory Committee, continues to oppose these schemes. Unfortunately we are not always successful as the city seems to have become dysfunctional or disinterested in our concerns particularly in the areas of by-law enforcement, building inspection and signage

St George's Street

Unfortunately as reported last year attempts to engage the STCA and STBA regarding the guidelines for St George's Street regarding street furniture, advertising, flags and hunting have failed, they seem to be intent on pursuing their own agenda.

Traders List:

Mr Maarten Mauve continues to keep this important part of our history up to date for which we thank him sincerely

Book Scanning Project:

The Museum has a very valuable collection of old documents including the day books of the Dockyard. The condition of these books is slowly deteriorating and it was thought prudent to attempt to scan them so as to preserve them, in digital form, before they become totally illegible. To this end we have initiated a DIY book scanner project. Two cameras have been purchased for the project and a software package has been put together and integrated with the cameras. The scanning framework has still to be built.

Digitisation of Museum Records:

The customisation of the software for computerising the Museum's accession records is being trialled. Currently the software is being run on an old computer configured as a server and if we go ahead with the full implementation of this project we will need to procure up to date and more reliable hardware. Some modifications to the software are being implemented to better suit the museum's requirements. This software not only provides for the accession records but can also be used to digitise, documents, photographs, drawings and other types of records such as marriage, birth, marriage, death and burial information.

Simon's Town Water Reticulation System History:

Roger Bagshaw, Peter De Villiers and Mark Obree have undertaken to research the history of Simon's Town's old water reticulation scheme. This is an ongoing project and we look forward to seeing the results of their efforts in the not too distant future.

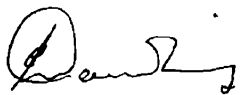
Closing:

I would like to take this opportunity to express my thanks to the members of my committee, Audrey, Ann, Nicki, Cherry, Yvonne, Eddie, Diana, Kevin, and Roy for their support during my year in office and for all that we have achieved together. There is still much to be done and I would ask anyone wishing to give of their time as a committee member or researcher to come forward and join us.

In this respect we are still in need of a treasurer and we are also looking for someone who would be willing to take on the portfolio of the built environment heritage protection

Last but not least a special thanks to our members without whose continued support the Society would not exist.

Thank you sincerely one and all.



(E.W. MAWHINNEY : CHAIRMAN)

The Annual; General Meeting of Simon's Town Historical Society was held at Simon's Town Museum on Wednesday 24 April in the presence of a smaller than usual gathering of members..

The Chairman agreed to serve for another year but pointed out that the Constitution will not allow him to serve beyond next year's AGM. There is no Vice Chairman and there were no nominations from the floor, causing concern to be felt about the future of the Organisation. Mrs Audrey Read was appointed Vice President of Simon's Town Historical Society for the coming year. A proposal to combine the Historical Society with that of the Friends of Simon's Town Museum was held over for further investigation. – Ed.

SEVEN SEAS CLUB : AN HISTORIC APPOINTMENT

This year the Club, which has its origins in the Naval Officers' Club visited by Rudyard Kipling, celebrated one hundred and fifty years of history.

For many years the Constitution stated "The chief of the Navy shall be the President of the Club" – the only body apart from his wife who could give an order to the Admiral. As time went by and Naval Headquarters moved from its location "under the gumtrees" to Pretoria, the task of presiding over the Club was taken over by the Flag Officer Fleet in Simons' Town.

Due to the fact that relations between the serving Navy and the Club have changed in recent years the Members decided to elect a President who is active in the Club and who has a long association with the institution.

At the Annual general meeting of the Club in April this year it was announced, to great acclaim, that the first elected President will be Rear Admiral (JG) André Rudman, who is resident in Simon's Town and who has been associated with the Club for more than half a Century.

OBITUARY : CAPTAIN TENNANT MARTIN (TERRY) KORSTEN SAN (RETIRED) : PRESIDENT OF THE SIMON'S TOWN HISTORICAL SOCIETY.

Terry Korsten was born in Johannesburg on 9 October 1938, and attended boarding schools in Meyerton, near Vereeniging, and Middelburg before becoming an apprentice shopfitter with a Johannesburg Company, Archer Shop Fitters.

As a youngster he enjoyed tennis, at which he became quite a good player, and cricket. Eighteen months into his apprenticeship Terry decided that he did not want to be a shopfitter and joined the South African Navy at Defence Headquarters in Pretoria in May 1956.

A few weeks later he was issued with a train ticket to Cape Town where he was met by a driver from SAS SALDANHA. He was accommodated at Malgaskop where he waited for a month for more recruits to arrive so that Q Class could begin basic training. Following basic training he was drafted to SAS SIMON VAN DER STEL at Simon's Town, where the ship was fully manned but in reserve.

He first went to sea in the Type 15 frigate SAS VRYSTAAT before being sent to England as an able seaman to join the Coastal Minesweeper SAS WINDHOEK,

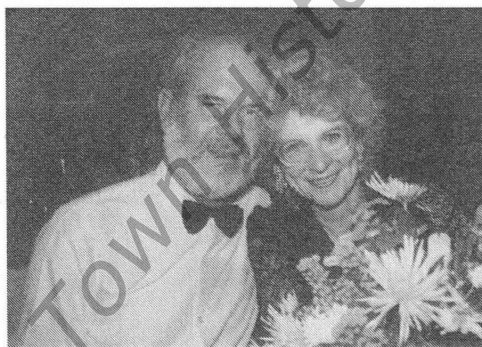
which was in the process of being commissioned for service in the South African Navy. The delivery voyage to Cape Town involved calls at Lisbon, Las Palmas, Dakar, Point Noire and Walvis Bay.

He later joined the training base SAS ROBBEN ISLAND, in Table Bay, as a seamanship instructor. During this period the Unit decided to acquire a mascot and a harlequin Great Dane puppy was purchased from Timberlane Kennels in Brits. When the pup was six months old it was flown to the SAAF Base at Ysterplaat and Seaman Korsten was detailed off to collect and look after the new mascot. All Timberlane pups had to have names beginning with the letter T and the Navy's new acquisition was named "Tackline," the name by which then Captain M.R. Terry-Lloyd was known in the Fleet. The arrival of the pup was photographed and filmed by the Cape Times, The Argus and the African Mirror and a photograph of Seaman Terry Korsten and Tackline may be seen on the wall of the lobby at Simon's Town Museum.

Soon afterwards Robben Island was handed over to the Department of Prisons and Terry was drafted to the Gunnery School at Simon's Town.

There followed a series of appointments ashore and afloat and specialist courses at HMS EXCELLENT, the Royal Naval Gunnery School at Whale Island in Portsmouth Harbour.

Terry took his wife, Des, and three years old son Tony to UK and accommodated them at his own expense as the duration of the course was not long enough for him to be sent "accompanied."



TERRY AND DES KORSTEN. – Photo : Simon's Town Museum.

The first South African submariners trained in France and all handbooks and instruction manuals were in French. Terry was one of two Warrant Officers tasked with interviewing submariners about their jobs and the tools and equipment needed to carry them out, in order to produce instruction manuals in English, to be used to train future submariners. In order to gain background he went to sea in a submarine and dived to 300 metres, at which point he was required to drink a small glass of seawater taken in at that depth.

In 1973 he was selected for officer training and was appointed to SAS SALDANHA for Midshipmen's training, being commissioned as a Lieutenant in March 1974. Service at sea in SAS PRESIDENT KRUGER followed, after which he served with the Inspectorate of Naval Ordnance as Project Officer for the local production of the 76 millimetre shells fired by the Oto Melara guns aboard Strike Craft.

In 1977 the Korsten family, Terry, Des, Sharon and Tony, moved to Pretoria where Terry served at Naval Headquarters, returning five years later to the Directorate of Naval Ordnance at Simon's Town.

In 1984 he was appointed in command of the S A Naval Armament Depot, which was being modernised and adapted to handle the new weapons in use in the Navy.

Terry Korsten became interested in amateur dramatics and served for seven years as Chairman of the Anchor Players, the S A Navy's well known "Amdram" group.

In 1991 Terry Korsten was promoted to the rank of Captain and in March 1993 he retired with 37 years distinguished service to his credit.

After retiring the Des and Terry joined the Silvermine Lions Club, of which Terry was the hard-working Chairman for four years.

After resigning from the Lions, Terry joined the Simon's Town Historical Society, serving as a Committee Member and as Chairman for Seven Years.

During that time he served on a committee formed to produce a history of the East Dockyard, which was to be published in 2010 to mark the centenary of the commissioning of the Selborne Graving Dock.

When the Chairman, Rear Admiral (JG) André Burgers, succumbed to cancer, Terry took over the Chairmanship and steered the project to a successful conclusion.



The committee which produced and published "Simon's Town Dockyard - the first hundred years" in 2010, photographed on the stoep of the museum. From left to right - Terry Korsten (Chairman), Herb Farrow (Treasurer), Mrs Audrey Read, Bill Rice, John Wainwright and Mac Bisset.

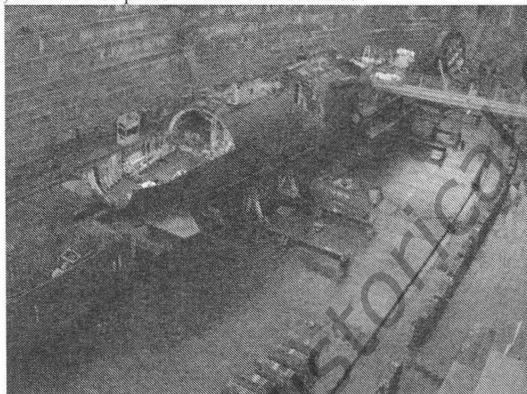
When Terry Korsten "crossed the bar" at the age of eighty on 22 April 2019, he was serving as President of the Simon's Town Historical Society to which he had devoted much time and effort since retiring from the South African Navy.

Simon's Town historic Methodist Church was crowded with Terry's friends and former shipmates for his Memorial Service on Friday 3 May. Padre Ralph Thornley conducted the service, drawing attention to the fact that the wooden cross on the wall above the pulpit was made of teak from the flag deck of the frigate/despach vessel S A S GOOD HOPE, in which both he and Terry had served as seamen.

Terry Korsten will be sadly missed by his Widow, Des, his children Tony and Sharon, their families and the countless friends he made during a long and varied career.

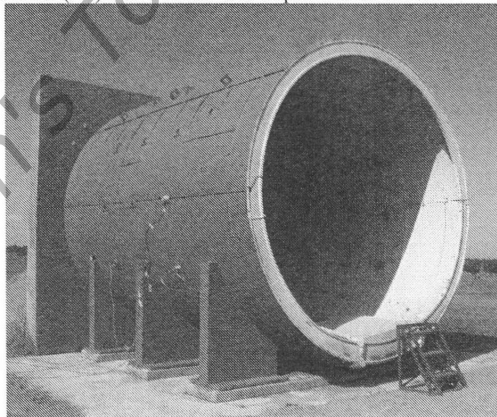
SAS UMKHONTO, formerly SAS EMILY HOBHOUSE :

When South Africa's second submarine SAS UMKHONTO, which served for many years as SAS EMILY HOBHOUSE, was demolished in the Selborne Graving Dock at Simon's Town, a section of pressure hull was retained.

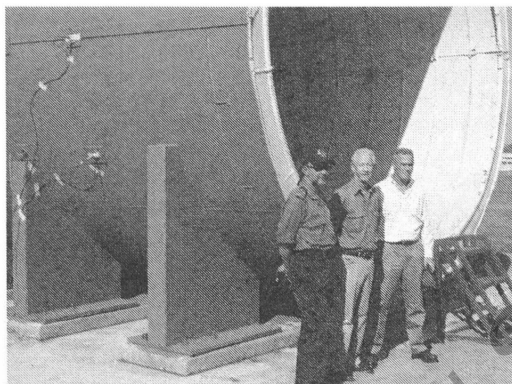


SAS UMKHONTO ex EMILY HOBHOUSE BEING DEMOLISHED
IN THE SELBORNE GRAVING DOCK AT SIMON'S TOWN.

Cut up into road-transportable pieces it was transported to a CSIR facility at Paardefontein, North of Pretoria, where it was reassembled to serve as a blast test facility. The facility was officially opened on 9 December 2010 by Rear Admiral (JG) Derek Dewey in the presence of former submarine commanders R Adm (JG) Ewert Groenewald, R Adm (JG) Steve Stead and Captain Brad Morris.



A SECTION OF
PRESSURE
HULL MOUNTED
AGAINST A BLAST
WALL AT THE
CSIR FACILITY AT
PAARDEFONTEIN.
— Photo : CSIR.



FORMER SUBMARINE COMMANDERS AMONG THE VIP GUESTS AT THE OPENING CEREMONY WERE FROM LEFT TO RIGHT CAPTAIN BRAD MORRIS, REAR ADMIRAL EVERT GROENEWALD AND REAR ADMIRAL STEVE STEAD. - Photo : CSIR.

LOCALY DEVELOPED SUBMARINE ESCAPE SYSTEM :

A submarine escape system developed by the South African Navy in conjunction with Armscor, the Institute of Maritime Technology and the Council for Scientific and Industrial Research, was successfully tested off Glencairn Beach in April this year when Able Seaman Lindokuhle Ngidi and Petty Officer Eric Luvhengo safely exited a submarine sitting on the bottom of False Bay.



ABLE SEAMAN NGIDI AND PETTY OFFICER LUVHENGU BREAK SURFACE IN THEIR INFLATABLE SUITS AFTER ESCAPING FROM SAS MANTHATISI TWENTY METRES BELOW. - Photo : S A Navy

The system, known as TESS, the acronym for Tower Escape Safety System, has been under development since 2009 and the recent trial was carried out from SAS

MANTHATISI at a depth of 20 metres, although escape from a submarine 200 metres below the surface is possible using this method.

The system is an improvement on an existing arrangement which allowed two men in inflatable suits to exit the submarine via the conning tower. A disadvantage of the original system was that when the upper hatch was opened both men floated up together and could block the opening. The South African system includes restraints which release the submariners one at a time when the hatch is opened and operates even if one or both men is unconscious.

ESTABLISHMENT OF THE FRIENDS OF THE SA NAVAL MUSEUM : Captain Chris Dooner SAN (Retd)

On Thursday 2 May 2019 the founding members of the Friends of the SA Naval Museum (Friends or FSANM) approved the Constitution of the Friends thereby achieving a major milestone in the establishment of the Friends. The Constitution will come in to force once approved by the OiC of the Museum and FOC Naval Base Simon's Town, who is also the Chairperson of the SAN Museum Council.

The objectives of the Friends include assisting the SAN Museum in any way that is appropriate to acquire, restore, maintain and display exhibits at the Museum, to assist the Museum with research, management its collection of documents – of which there are many, fund raising and the provision manpower to support the permanent staff by guiding visitors, manning desks and even cleaning stations in general.

While there have always been people who have been willing to volunteer their time to assist the Museum, it is believed that this is the first time that there will be a formal liaison and documented processes between the Friends and the OiC (Curator) of the Museum, currently Cdr Leon Steyn, and his staff. Furthermore the Friends will be represented on the SAN Museum Council by the Chairperson; again a first.

There are currently 16 signed up Friends, drawn from all walks of life with 6 not being previously linked to the SAN. The Constitution also allows for Special Interest Groups (SIG) with maritime related interests to affiliate. So far the SAN Divers Association (SANDA), Sea Cadet Corps and General Botha Association have expressed an interest, with both the Divers and Sea Cadets having had representation at the run up meetings. SANDA's secretary, Mrs Lisa de Wet, has gone so far as to also join in her personal capacity and furthermore to serve as the inaugural Secretary/Treasurer of the Friends. Captain Chris Dooner (SAN) Ret will serve as the inaugural Chairperson. Membership forms are available from the SAN Museum.

SIMON'S TOWN TOMBSTONES AND THE MEN WHO CARVED THEM : Mrs. A. E. Read.

Simon's Town possesses quite a number of interesting pieces and these are to be found in St Francis Church and in the old Burying Ground at Seaforth.

Two marble memorial tablets are in St Francis Church, one by Fisher of York and the other by Bedford of London. The old cemetery contains several items which are not only of historical value but also can be classed as works of art. A good many of the stones are signed by their makers. They were really monumental masons but they sometimes described themselves as "sculptors" and we can regard them as such. Conversely men who were decidedly sculptors sometimes designed and carved tombstones.

The earliest of these was Lancelot Edward Wood of King's Road, Chelsea who signed the tomb of Admiral George Dundas (1814). Two of the tombs are probably the work of a more celebrated man, Sir Francis Chantrey, who was England's leading sculptor for much of the nineteenth century. An entry in one of Chantrey's account books which is now in the British Museum refers to a tombstone to be sent to the Cape of Good Hope in 1818 for a Mr. Brenton. We think this is the slab on top of the tomb of the young son of Edward Pelham Brenton who died on 21st January 1817. Close to it is the tomb of the wife of Admiral Jahleel Brenton who died on 29 July 1817. This is of similar material on a similar slab and is inscribed with similar writing and is probably also a Chantrey slab. At the height of his career Sir Francis Chantrey was able to charge £3,000 or so for a statue and would not have condescended to make tombstones. However, he had not had many commissions in 1818 and was glad to undertake this relatively unskilled task. Shortly before this, in 1816, he had made the tombstone for the dramatist Sheridan, which is in Westminster Abbey. He had also carved the beautiful sarcophagus of Diana Warden in 1816, which for many years was in the Somerset Road cemetery in Cape Town and which was moved to Maitland when the Somerset Road cemetery was closed. A third English sculptor to be represented was Crake of Chelsea who signed the slab of Captain H. Broderick in 1829.

Several monumental masons sent out work from Britain. These included H. MCKINLEY of Scarborough tomb of H. Kidd 1855 and McGLASHEN of Edinburgh in 1879. The memorial to G.T. Williams in 1877 is by Garrett and Hayson of Southampton. There were sculptors in this family in the previous generation too. A final item of interest from overseas is the reddish obelisk of Alfred Doulton in 1856. Alfred was the son of John Doulton the owner of a pottery at Lambeth which produced a lot of highly popular salt glazed stoneware. The obelisk looks as though it has been made of this material and would have been made by the family firm.

There are many Cape Town Masons and two of these were Simon's Town men, shown with the lists of tombstones they carved in various years:

T. Ambrose	1817 – Lt. H. Cullen and W. Witherby
	1819 - van Eerten
	1820 – Lt I Mudge, J. Bauman, ? Lyon and W. Morgan.
	1821 – Gardner, H. Savory and R. Young
	1823 - C. Sheriff
	- D. Tyler
?	- H. Crowley
	1843 – A. Dallas

1844 – G. Charnock
T. Ashall 1856 – M. Phillips

Thomas Ambrose has several points of interest. In the first place he changes the spelling of his name, being “Ambroes” on six tombs between 1817 and 1821 and “Ambrose” on 5 later ones. On his three earliest stones he tells us that he belongs to the Royal Sappers and Miners, and on three later ones he works at H.M. Dockyard, Simon’s Town. On two of the latest he promotes himself to “sculptor”. Tyler describes himself as R.R.A. (?Royal Regiment of Artillery?).

Cape Town masons gradually acquired some of the local business.

J. Fitzpatrick	1838 – W. Barrow and A. Miller
	1843 - J. Fox
J.W. McGregor	1830 - F. Campbell
	1836 - P. Anderson
	1837 - J. Tibbs
	1849 - J. Deas
H.C. Martin	1855 – M. Sayers
A. Stombuck	1851 – W. Clatworthy, J. Macdonald and S. Pendleton

Jeffrey Fitzpatrick was born in Cape Town in 1804 and died there in 1852. He was a man of many parts, advertising himself in 1833 as a stone mason, monumental letter engraver and dealer in Robben Island stone while the burial register of St George’s Cathedral calls him a stone-cutter. He signs his first two stones and initials the third. James McGregor also worked as an architect, repairing the south porch of St George’s Church in 1841 and designing and building the first gas works in Strand Street in 1845. He initials the first three stones but signs the fourth in full. Stombuck’s name suggests he was a foreigner but his Christian name was Andrew and he married in the Anglican Church in 1849

SUE KINKAD-WEEKES (1923 – 2018): Mrs. A. E. Read

Sunday 23rd September 2018 saw nearly 100 friends and relatives say goodbye to Sue. It was a very happy occasion - not the usual mourning. Sue had been around for 93 years and passed away in her sleep after a short set back.

Sue was born in Pietermaritzburg in 1923 and studied at Rhodes University. During World War II she worked with Dr James Gear at the South African Institute of Medical Research (Rietfontein Typhus Laboratories).

In 1946 she married Dennis Kinkad-Weekes and lived as a naval wife in the UK, in Durban and in Simon’s Town.

For thirty five years Sue was President of the Simon’s Town branch of the Cape Town and Suburban Clothing Guild. This organisation receives contributions from members and distributes thousands of new warm garments to needy people each year. She and her late husband, Commodore Dennis Kinkad-Weekes, had been stalwart supporters of the Simon’s Town Historical Society since its inception. Dennis died in 1997 having been Chairman of the Society in 1968-1969 and thereafter Secretary and Treasurer until his last days during which time he had been fully

supported by Sue. Sue was also a very active volunteer and when she was on duty at reception in the Museum was always busy working on Museum files etc. We owe a lot to both Sue and Dennis for all they contributed to the Society and Simon's Town Museum.

It was their daughter Penny's idea to hold an afternoon tea in her memory and the many friends who turned up at The Galley on Fish Hoek beach will always remember the occasion.



SUE'S FAMILY, NEIL, BARRY, WENDY AND PENNY, POSE BEHIND A COMMEMORATIVE SAND SCULPTURE BEARING THE WORDS "RIP SUE" CREATED DURING THE MEMORIAL TEA BY MICHAEL MYEKWA, THE FISH HOEK BEACH SAND ARTIST. - PHOTO : R ADM(JG) PETER FOUGSTEDT SAN (RETD).

ARMISTICE DAY 2018 :

Sunday 11 November 2018 was the one hundredth anniversary of the day in 1918 when the Allied and German guns on the Front Line fell silent.

Simon's Town celebrated the occasion with church services and a gathering on Jubilee Square to observe one minute's silence at 11:00. The centenary of the moment the guns fell silent was marked by the firing of the nine inch rifled muzzle-loading gun at Scala Battery. One minute's silence was observed at Jubilee Square and elsewhere, followed by the ringing of bells. All the churches rang their bells and the Muster Bells at the East and West Dockyard gates were rung. These bells had recently been overhauled and their bell towers had been repainted.

The bells of former naval vessels including SAS FLEUR and SAS GELDERLAND were mounted outside the Simon's Town Civic Association Office on Jubilee Square and were rung with vigour to celebrate this momentous occasion.

On that day many of the people visiting the Square congregated near the bronze statue of Just Nuisance. Sadly Nuisance's bronze collar and matelots' cap were stolen in April 2019 and Simon's Town Historical Society has offered R 5000 for information leading to their return.

CARE TIMES FRESH AIR CAMP CENTENARY

The Cape Times Fresh Air fund was established in 1919 and works with several Non Profit Organisations, schools and church groups to allow under privileged children, many of whom have never seen the sea, to spend a week at the seaside.

During World War II the Camp was used as a transit camp for sailors waiting to join their designated ships. It was also one of the favourite haunts of the town's famed Great Dane Just Nuisance.

According to the Cape Times Fund Chairperson Les Williams, the camp hosts about 1000 children each year and, due to the generosity of Cape Times readers and other donors, has never had to source funding.

Next year the Fund plans to host children from rural areas within the Province as well as those of Cape Town Residents.

Persons wishing to contribute to the fund may deposit money at Standard Bank Thibault Square, Account Number 070413665; Branch Code 00909.

Source : The Cape Times Friday 21 December 2018.

CHIEF PETTY OFFICER T. C. LEE : Doctor Nick Lee.



CHIEF PETTY OFFICER THOMAS
CLIFFORD LEE (D/LX 20427) – OFFICERS’
COOK : Photo : DR. N. C. LEE.

World War I, the war to end all wars (!) began on 24 July 1914 and ended on 11 November 1918. It had been horrendously expensive, and Great Britain gradually slid with the rest of the world into the Great Depression from 1929 to 1939. South Wales was one of the parts of Britain which was particularly harshly affected. Jobs were hard to come by, and after working in several minor jobs which paid very little, my father decided that he would make the Royal Navy his career. When I was a little boy of about 5 or 6 sitting on my father's knee, I asked him “Daddy, how did you become a cook?” “Chef, my son” he answered. “Well, when I joined the Navy, we had to go through some tests to see what we were good at, and they gave me two lead pipes, a

blowlamp, and a cloth, and told me to join the two pipes. As it happened, I had worked with a plumber, so I knew how to do it. When the man with a clipboard came around to find out how we had done, he looked at my work, and wrote 'Joint well done' so they sent me to the catering school!"

My father was based in Devonport (hence the 'D' before his service number). I was born there at the Alexandra Nursing Home at Stoke. I went back there many years later and discovered that it is still there! It is no longer a maternity hospital but an Old People's Home. I thought of putting my name down, but didn't get around to it. It would have somehow been appropriate to go out of the same building that I had arrived in

During World War 2, my father served in many different ships, including HMS Nelson, HMS Leander, HMS Carlisle and HMS Hermes. The Hermes was the most significant, because it was how I first heard about Simon's Town. My father was on board her when she came from Freetown in Sierra Leone to Simon's Town. Unfortunately, the Hermes had been in collision with another ship, and it took some time to repair in the dry dock in the Dockyard. My father also had to be repaired as he was critically ill when he arrived. He had a very dangerous form of malaria together with liver damage. He was put straight into the Naval Hospital, and was only let out just as the repaired HMS Hermes was just about to leave for Ceylon. He was found to be too ill to return to her, so was left behind when she set sail for Ceylon, and went to work in Admiralty House when he was fit enough. Then came the news that HMS Hermes had been sunk by a Japanese dive bomber with a heavy loss of the ship's crew. I first heard all this many years later from my father, who at that time was the Secretary for the Royal Naval Association in London. He always felt that Simon's Town had saved his life, and what a beautiful place it was.

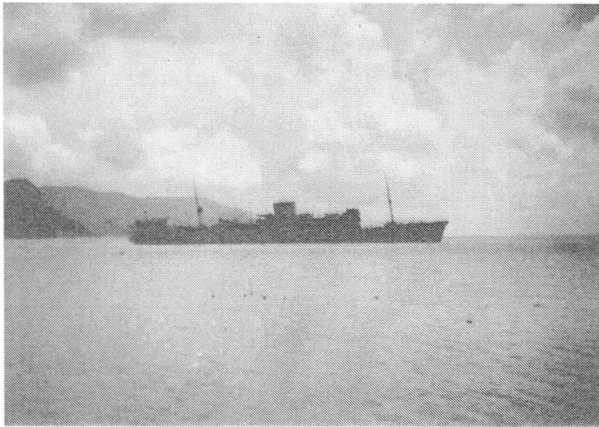
Years later, I arrived in South Africa to practise Medicine, and guess where I finally settled? No prizes for the correct answer. It was, of course, Simon's Town!

Dr Lee, a former RAF fighter pilot, GP and Aviation Medicine Specialist, is a long standing resident of Simon's Town.

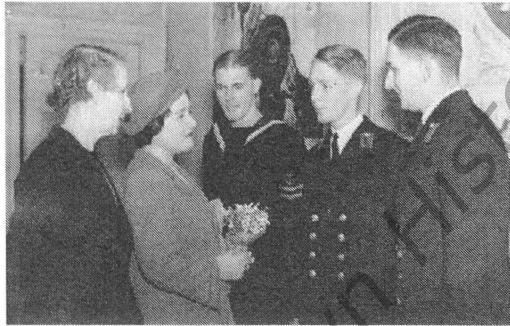
OBITUARY : REAR ADMIRAL (JG) E. W. JUPP SM MMM SAN (Retd).:

Edward William Jupp, known by all as "Ted," was born in Sea Point on 7 July 1924 and attended school locally, leaving Sea Point High School with a Junior Certificate in 1938. He completed his formal schooling in the S A Training Ship GENERAL BOTHA, moored in Simon's Bay, as cadet in the class of 1939/1940.

On completing his final term he joined in Royal Naval Volunteer Reserve as a Midshipman. His first ship was HMS ASTURIAS, an Armed Merchant Cruiser which patrolled off the coast of South America. He also served in the Hunt Class destroyer HMS FERNIE, which participated in the Normandy Landings in 1944, before joining the Light Cruiser HMS NEWCASTLE for passage to the Far East. There he joined the World War I vintage destroyer HMS SCOUT, employed in target towing, before transferring to the South African manned River Class Frigate HMS SWALE.



THE PASSENGER LINER
CARNARVON CASTLE
ARRIVING AT SIMON'S
TOWN IN 1939 TO BE
CONVERTED TO AN
ARMED MERCHANT
CRUISER –
PHOTOGRAPHED BY
CADET TED JUPP FROM
THE DECK OF T S
GENERAL BOTHA



LEADING SEAMAN J.A.H.
POWELL, MIDSHIPMAN TED
JUPP AND MIDSHIPMAN
BRYAN POWELL MEET H.M.
QUEEN ELIZABETH AT THE
MERCHANT NAVY OFFICERS'
KIT REPLACEMENT DEPOT IN
AUDLEY STREET, LONDON,
ON 10 FEBRUARY 1943.

With the War ending he was transferred to the South African Naval Forces and on 1 May 1946 he was appointed to the Permanent Force.

In October 1948 he married Miriam, better known as "Midge" (who bore him three daughters) and joined the Loch Class frigate HMSAS TRANSVAAL as Navigator. He was later appointed to the Fleet Minesweeper HMSAS PIETERMARITZBURG.

In 1951 he transferred to the Hydrographic Branch and joined SAS PROTEA for two years before returning to SAS PIETERMARITZBURG as Executive Officer. He then spent two years as First Lieutenant at the South African Naval Base at Salisbury Island, in Durban.

His first command was the Coastal Minesweeper SAS KAAPSTAD, after which he took command of SAS DURBAN, which he brought out from England. He later commanded her sister ships SAS EAST LONDON and SAS KIMBERLEY, an enviable achievement.



LT CDR TED JUPP ACCEPTS
SAS DURBAN AT HMS
DILIGENCE ON BEHALF OF
THE SOUTH AFRICAN NAVY.
THE OFFICER WITH HEAD
BOWED IS CAPTAIN (E) D. W.
ROBERTSON SAN AND THE
OFFICER BEHIND HIS LEFT
SHOULDER IS LT.
BRIAN HEGARTY. - PHOTO :
SIMON'S TOWN MUSEUM

His next ship in a remarkable seagoing career was HMS VRYSTAAT, which prepared him to join the frigate SAS PRESIDENT STEYN, which was under construction on the River Clyde. SAS PRESIDENT STEYN, commanded by another wonderful; gentleman, Captain John Fairbairn, arrived in South Africa in September 1963.

A four year spell in Command of SAS WINGFIELD brought him ashore again and was followed by promotion to Captain and appointment as a Senior Staff Officer at Naval Headquarters, which was then situated in Simon's Town.

In May 1971 he was appointed in command of the modernised frigate SAS PRESIDENT STEYN and later that year, took his ship to Europe to escort the submarine SAS EMILY HOBHOUSE from France to Simon's Town. During the trip the ship also visited Germany and the United Kingdom.

In March 1972 he was appointed Director of Planning and promoted to Commodore (now referred to as Rear Admiral Junior Grade).

In September 1975 he was appointed Naval Officer in Command Simon's Town and he and his wife, Midge, moved into Admiralty House and were to be the last permanent occupants of this historic residence.

Command of the vital Simon's Town Naval Base was to be his last Naval appointment and involved liaison with Simon's Town Municipality, to which he appointed senior members of his staff as ex officio Councillors to manage matters at the sensitive Naval/Municipal interface.

During his service Rear Admiral Jupp was awarded the Southern Cross Medal and the Military Merit Medal. Other medals earned were the 39/45 Star, Atlantic Star, France and Germany Star, Burma Star, Defence Medal, Africa Service Medal, Union Medal, SADF Good Service Medal Gold and Silver. As an American one remarked "A lot of salad for one man."

Ted Jupp served in twenty one ships during and after the War, commanding five of them. He was always known and respected as a true gentleman and was the last of his generation – those who saw active service in World War II. He will long be remembered by all who served under him. On Thursday 28 March family members were taken out into False Bay aboard a Dockyard Tug to scatter Admiral Jupp's ashes on the waters which he knew so well during his career. His likeness is to be seen, and hopefully will be for many years to come, in the mural on the Wall of the

Dockyard Chapel in the West Dockyard. – *Based on an obituary by R Adm(JG) A .G. Söderlund, published in Spindrift in March 2019.*

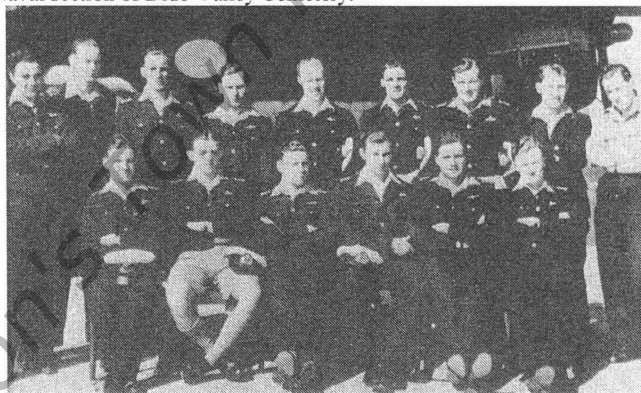
S LT B. MORRILL AND CPO J.F. DRUMMOND OF 881 SQUADRON, FLEET AIR ARM. – Mrs A. E. Read.

Back in February this year two elderly ladies came into Simon's Town Museum to enquire about Lieutenant B. Morrill R.N. Did we know anything about him? Well, we did not at that point but research revealed his story and it was due to Commander Gerry de Vries' excellent book WINGFIELD that all was revealed. The book included a group photograph of Lieutenant Morrill and his squadron mates.

He was attached to 881 Squadron of the Fleet Air Arm, commanded by Lt. Cdr. C. Ballard RNVR, and had arrived here in the escort carrier HMS PURSUER on 26 April 1945. They had been flying Grumman Wildcat Vs which were due to be replaced by Grumman Hellcat IIs.

They immediately began training in preparation for joining the Twelfth Carrier Air Group in the Pacific. Their base during training was HMS MALAGAS, situated at Wingfield, in the Cape Town suburb of Goodwood.

Sadly, on 30 June 1945 No 881 Squadron lost two of its pilots when Lt. B. Morrill, aged 22, flying HELLCAT 989 collided with CPO J. F. Drummond, aged 21, flying HELLCAT 976, over Phillipi, about mid way between Goodwood and Simon's Town. The bodies were recovered and both men were buried with full military honours in the Royal Naval section of Dido Valley Cemetery.



Some of the RNVR pilots of 881 squadron at Wingfield in May 1945.

BACK ROW : S. Lt. T.W. Foulkes; S. Lt. F. G. Noble; S. Lt. G. Finnie; S. Lt. D. S. Neil; S. Lt. J. T. Mc Greggor; S. Lt. B. Morrill; S. Lt. J. W. Cameron; CPO (A) J. F. Drummond and CPO (A) R. K. P. Rogers.

FRONT ROW : S. Lt. Platt; S. Lt. P. C. Stalker; S. Lt. J. V. Branson; S. Lt. Davies; S. Lt. Bradford and S. Lt. J. R. Tovey. – Photo : Capt K. Meyer SAN (Retd).

Had I not been on duty at the Museum on that day I would not have learned of this interesting snippet of local history. It is so fulfilling to be able to help visitors to the Museum, particularly those from overseas. The Museum has an extensive library of books and documents which may be consulted and there are long-time residents and retired Naval Officers on hand to contribute their personal knowledge and experience. Have you ever thought of becoming a volunteer ?

SAS PIETERMARITZBURG : CONDITION UPDATE

The following report appeared in a recent report in The Heritage Portal which the Society receives regularly:

"On Wednesday 20 February 2019, Briege from the Maritime Underwater Cultural Heritage (MUCH) unit undertook a site inspection of the *SAS PIETERMARITZBURG* shipwreck which lies off Millers Point near Simon's Town. The wreck was the first shipwreck and underwater cultural heritage site to be declared a National Heritage Site and as such regular inspections are carried out. The visibility was not very conducive to taking photos or videos but a swim over survey was able to get an idea of the state of the wreck. The damage to the midsection, which occurred during salvage activities in 2012 before she was declared a heritage site, shows continued degradation, in part due to the instability created by the removal of parts of the structure. The PMB is a popular dive site with good marine life and the added interest of diving on an important historic wreck."

SALE OF GLENCAIRN GLASS FACTORY :

Some years ago the Mayor of Simon's Town, Councillor Gordon Wilson, purchased the derelict Glencairn Glassworks, situated adjacent to Glass Furnace Street in Glencairn Heights, with a view to turning it into an annexe of Simon's Town Museum which could be opened to the public.

Unfortunately this ambition was not achieved and for years the Glassworks was a burden on the museum and a potentially dangerous location at which inquisitive people might be injured.

The site was finally sold in 2017 and is being developed by the owner, Mr Robbi Smith, as residential site which will maintain some historical features.

Mr Smith states "The ruins of the structure had been exposed to the elements for nearly 110 years and rain had penetrated much of the foundation structure and also destroyed sections of the Tunnel roofs which were collapsing.

After 17 months of amazing work by myself and my two team helpers, we eventually 'made safe' the underground tunnels and removed tonnes of beach sand and a granite slab from the roof of the tunnels.

The entire building has now been saved and the roof sections are now waterproofed. It is still going to be a while before the entire place is sorted but at least it is no longer in danger of collapse. My intentions are to build a home over the old factory."



THE GLENCAIRN GLASS FACTORY AS PURCHASED FROM THE SIMON'S TOWN HISTORICAL SOCIETY. – Photo : Mr. Robbi Smith.

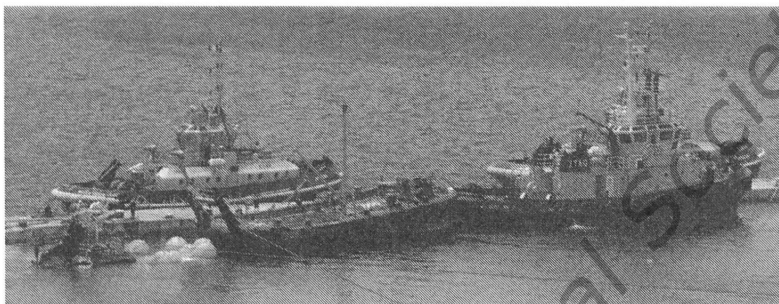


THE REMAINS OF THE GLASS FACTORY AFTER HAVING BEEN MADE STRUCTURALLY SAFE . – Photo : Mr Robbi Smith.

SIMON'S TOWN DOCKYARD TUG DE MIST :

Simon's Town Residents living above the Town had a grandstand view when, on 10 November 2018, the Dockyard tug DE MIST, which had been retired for some years, took on water and sank alongside in the Tug Basin at Simon's Town Dockyard.

Naval divers managed to refloat the tug in January 2019 with the aid of inflatable lifting bags, the 116 years old Dockyard Mooring Lighter and the powerful towing winch of the tug UMALUSI. DE MIST was lifted out of the water by the Dockyard Synchrolift and is now (April 2019) occupying a berth alongside the repair sheds.



DE MIST IS RIGHTED USING THE TOWING WINCH OF THE TUG UMALUSI (ZTAG) AND THE 116 YEARS OLD DOCKYARD MOORING LIGHTER, FORMERLY ADMIRALTY YARD CRAFT 221. – Photo : David Erickson.

The tug was named in honour of Jacob Abraham Uitenhage de Mist (1749 – 1823) who, in 1804, as Commissioner General of the Cape, founded the independent district of Uitenhage, which had previously been part of Graaf Reinet.

ORIGINS OF THE ELECTRICAL INSTALLATION AT THE CAPE OF GOOD HOPE YARD : Bill Rice.

In May 1899 “The Dockyard” meant the facility known today as the “West Dockyard” and in that year a steam generator which had been in use aboard the hulk PENELOPE, was to be taken ashore to provide the first electric lighting in the Dockyard.

According to Eric Rosenthal’s Encyclopaedia of Southern Africa, the first recorded use of an electrical device at the Cape of Good Hope was in or around 1809 and in 1879 Cape Town had the first permanent electric lights.

The dynamo was to be sited in the Machine Shop, close to the Factory boiler which was to provide steam. Advice on electrical matters was provided by Messrs. Preece and Cardew of London, who had been appointed Electrical Consultants to the Admiralty.

Electricity was becoming more widely used in the Royal Navy and the specialisation “Electrical Artificer” was approved on 13 May 1901.

On 18 November 1902 it was decided that two sets of electric light plant, ordered from W. H. Allen & Co. for service at Pembroke Dockyard, in Wales, were surplus to requirements and could be reallocated to the Cape of Good Hope Yard. However, the management of Pembroke Dockyard had a change of heart and on 2 December 1902 a letter was sent from Admiralty to the Cape Yard advising that only one set would be allocated.

It was intended to convert the Warrant Officers’ and Chief Petty Officers’ Club to an electrical power station to house this plant but this plan was vetoed by an Admiralty letter dated 20 February 1903.

On 9 March 1903 a letter from the Admiralty in London advised that the installation of electrical power in the Naval Dockyards would no longer be carried out by Naval Constructors, who had responsibility for the construction and maintenance of ships' hulls, but would be undertaken by specially trained electricians with the title "Electrical Engineer." The Electrical Engineers were not to be permanently appointed but would be contracted for three to five years, after which the situation would be reviewed. Possibly their Lordships of the Admiralty were not confident that electricity was here to stay for the Electrical Engineers were not to be eligible for superannuation on retirement.

Simon's Town Yard was to have the following establishment:

- 1 x Electrical Engineer
- 1 x Inspector of Electrical Fitters
- 1 x Chageman

On 25 January 1904 it was advised that in accordance with the Electrical Standards Committee the "electrical pressure," now referred to as "voltage," in the Dockyard, would be standardised on 440/220 volts, rather than 460/230 volts.

A letter dated 29 January 1904 advised that Mr. R. W. Wightman would be appointed to the post of Electrical Engineer at Simon's Town. The Admiralty had recently expropriated land at the East end of the town for the construction of the "Dockyard Extension," now known as the East Dockyard and on a plot next to "Pennington," the former Dutch Reformed Church Manse, the Admiralty built a house for the Electrical Engineer and named it "Faraday," after Michael Faraday (1791 – 1867) the inventor of the dynamo and the discoverer of the compound Benzene. "Pennington," "Faraday," and the adjacent cottage still exist and serve as Naval Residences.

On 1 June 1904 the C-in-C was advised that the tender submitted by Mather & Platt for the supply, delivery and installation of a permanent steam-driven electrical generating system in the Dockyard at Simon's Town had been accepted. The task of supplying and installing the boilers was subcontracted to Babcock & Wilcox who, in turn, subcontracted the installation to a Johannesburg company, Reunert & Lenz, who submitted a separate tender for the supply and installation of boiler brickwork.

As part of the boiler installation contract provision was to be made for steam to be supplied to the steam hammer in the Assistant Constructor's Smithery.

The boilers were due to be shipped from England on 27 August 1904 and would arrive too early to be installed as the contract for construction of the Generating Station Building had just been placed. A letter dated 5 October 1904 advised that the Generating Station would be sufficiently advanced by about mid November for the foundations for the boiler and engines to be installed. Messrs. Mather & Platt were granted an extension to 1 March 1905 due to delays with the construction of the building.

On 17 November 1904 Messrs. Preece & Cardew, the electrical consultants, advised that Mr. N. B. Rosher, who had represented them on a similar project at Chatham Dockyard, was to be sent out to Simon's Town to supervise the installation of the generators and associated systems.

The Admiralty established that companies in South Africa were capable of producing electrical cable of a standard and at a price equivalent to that produced in the United Kingdom and in November 1904 the Saint Helena Cable Company was contracted to

supply and lay electrical cables to provide lighting and power to residences, offices and the Naval Hospital (now known as Old Hospital Terrace).

In June 1906 Messrs. Mather & Platt successfully tendered £ 1004-18-0 for the supply of a storage battery, to be located in a building adjacent to the boiler/engine room currently under construction.

On 18 January 1906 Mr. Wightman, the Dockyard Electrical Engineer, issued a written instruction that all Workshop Supervisors were to sign a register at the gate confirming that all main lighting switches in the workshops for which they were responsible were off when the workshops were locked for the night.

The Admiralty was sensitive to the additional cost incurred by these new-fangled electrical installations and on 2 February 1906 directed Mr. H. B. Jackson to write on behalf of the Controller of the Navy to the Naval Officer in Command at Simon's Town stating that in order to economise on the cost of electrical installations, eight candlepower bulbs were to be substituted for sixteen candlepower bulbs as long as adequate illumination could be provided. All lights were to be switched off when not in use and additional switches were to be fitted in order to achieve this.

Work on the Dockyard Extension, now known as the East Dockyard, was progressing and in November 1906 Evan Macgregor, representing the Admiralty in Whitehall, advised the Officer Commanding the Cape Yard that proposed modifications to the Generating Station plant would be deferred until the plant was relocated to the power station being constructed in the New Dockyard.

The following was stated in a description of the Generating Station:

The station in the Naval Yard is a temporary one but a portion of it will be used as a sub-station and battery room when the permanent building is erected in the extension works at South Point (East Dockyard). Machinery installed in the temporary station will then be transferred to the permanent one.

The steel chimney is 89.5 feet high resting on a concrete base 10.5 feet high, making the total height 100 feet. The outside diameter of the stack is 5.5 feet.

Two double-drum Babcock boilers are capable of evaporating 8 000 pounds of water per hour to supply two 300 IHP compound steam reciprocating engines driving two 200 kilowatt dynamos.

The accumulator battery has 128 cells with a combined capacity of 500 Amp-hours at 10-hour rate.

On 22 August 1906 there was a complaint that during the night-time coaling of the visiting cruiser HMS TERRIBLE the illumination of the Coal Wharf was inadequate and two temporary lamps were mounted on the coal shed roof. The fitting of additional permanent lights was proposed but it was decided to continue to use temporary lights when required for night time coaling.

In April 1906 Simon's Town Municipality asked the Navy to provide lighting for the Town Jetty, adjacent to the Dockyard. The Navy's proposal was to run an overhead cable from the Dockyard to a Kernet lamp on an existing post on the Jetty. The

Municipality agreed to the Navy's terms in general but required that the cable be run underground to prevent accidental damage. The Municipality was to dig the trenches and purchase material as required and the Navy would run cables and connect up the light. The estimated cost of the work outside the Dockyard, for municipal account, was £ 21 and the Municipality was to pay for electricity used as recorded by a meter in the Dockyard.

The Admiralty authorised the Dockyard to assist the Municipality as required based on the agreed terms. On 30 October 1906 the Municipality requested that an additional light be fitted at the St George's Street end of the jetty and the Dockyard advised that this would cost an additional £ 5 plus materials.

It was estimated that illumination of the jetty at 8 pence per unit would cost the Municipality approximately £ 15 per annum.

Notes on the electrical installation at the Cape of Good Hope Yard are based on correspondence filed in Admiralty Guard Books 40 and 83 at Simon's Town Museum.

----- HMS EREBUS :

Monitors, which have become irrelevant in these days of air and guided missile strikes, were shallow draught vessels with big guns, used to bombard enemy coastal defences. They take their name from the ironclad USS MONITOR, designed by John Erickson and fitted with a turret mounting two 201 mm guns, which met the Confederate ironclad VIRGINIA, formerly the Union warship MERRIMACK, at the Battle of Hampton Roads on 9 March 1862. CSS VIRGINIA withdrew from the battle, allowing the Union Navy to claim victory.

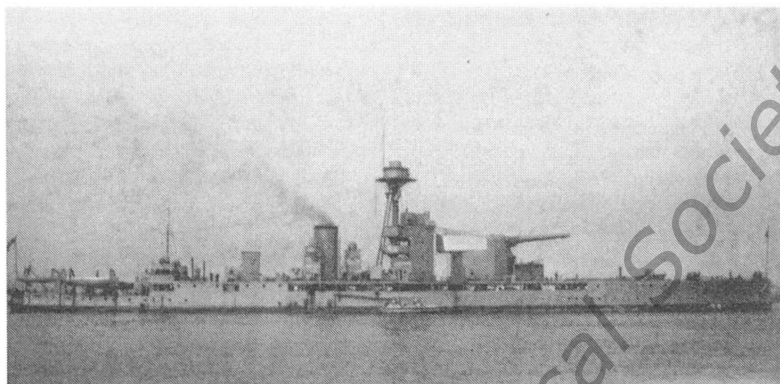
Two monitors were ordered from Harland & Wolff Ltd. during 1915; one, TERROR, to be constructed at Belfast and the other, EREBUS, at the Company's shipyard at Govan on the River Clyde. At 8 000 tons they were the Royal Navy's largest monitors and their twin fifteen inch guns had a range of 36 600 metres.

While TERROR was fitted with new guns, EREBUS was completed with twin fifteen inch guns taken from the monitor MARSHAL NEY, which had been completed at Palmers' shipyard at Jarrow-on-Tyne in 1915. Although she was a new ship, MARSHAL NEY's engines were so unreliable that she had her main armament removed and was moored in the Downs, to serve as a static Guardship.

During the 1930s the South African Minister of Defence, the Honorable Oswald Pirow, decided that 9.2 inch guns protecting the Port of Cape Town should be replaced by 15 inch guns and in 1938 arrangements were made for the monitor HMS EREBUS to be loaned to the South African Government until such time as suitable 15 inch guns could be set up ashore. The ship was to be manned by the South African Army and was to be known as the EREBUS Heavy Battery, Coast Artillery Brigade, and not as HMSAS EREBUS.

EREBUS was taken out of the Reserve Fleet and was handed over to John I Thornycroft & Co Ltd at Southampton for a refit costing the South African

Government approximately £ 85 000, with an additional £ 5 000 allowed for contingencies.



HMS EREBUS ANCHORED AT SHEERNESS DURING THE INTER-WAR YEARS. This photograph was taken by the late H.C. (Dumps) Willis, founder of the Simon's Town Historical Society, between December 1919 and August 1921, while the ship was serving as a tender to the Gunnery School at Chatham. It is published by courtesy of the Manager, Simon's Town Museum.

Officers and men of the S A Coastal Artillery were sent to Chatham for training, aboard the Monitor MARSHAL SOULT, sister ship to MARSHAL NEY, which had donated her big guns to HMS EREBUS, before joining their new ship.

After the refit the British Admiralty was to deliver the ship to Table Bay and finish training South Africans to man her.

When Britain declared war on Germany on 3 September 1939 it was uncertain whether or not South Africa would be involved and some of the gunnery trainees demanded to be sent home. The ship's departure was delayed and in the mean time the new South African Government, headed by General J C Smuts, decided that EREBUS was not required for the defence of Cape Town. Not only that, the blast from her twin 15 inch guns was likely to do severe damage to shore installations.

The result was that the ship was handed back to the Royal Navy, to serve in World War II, and the Gunners returned by Union Castle Mailship to Cape Town.

Something which does not seem to have been considered by the Pirow Government was the question of dry docking the ship for maintenance or repairs. She was too wide for the Robinson Dock in Cape Town, a dry docking at Simon's Town Dockyard was a possibility but the ship's beam, over her anti-torpedo bulges, was 26,8 metres, leaving just over one metre clearance on each side of the dock entrance. Such a docking would be tricky even under flat calm conditions.

Information on the EREBUS Project is taken from South Africa's Fighting Ships by Allan du Toit. – Ashanti Publishing (Pty) Ltd 1992.

SIMON'S TOWN MUSEUM DOLL'S HOUSE :

For many years one of the attractions of Simon's Town Museum has been a large Doll's House. It depicts a Georgian style residence and was constructed by the late Professor Owen Pryce-Lewis from a kit bought in England by the late Miss Ursula Schwittay and donated to the Museum.

Construction and decoration of the "building" took three years and the doll's house comprises several rooms spread over four storeys, served by a central staircase, leading down to a kitchen, cellar and stables.

Electric lighting allows visitors to examine the finer details of the exhibit.

The furniture was collected by Miss Schwittay and on one of the tables is a model of an iced cake with a slice missing. Visiting children are encouraged to locate the missing slice which has been "hidden" in one of the other rooms.

H M DOCKYARD SIMON'S TOWN CRICKET TEAM Circa 1953 :



Back Row : Teddy (Naartjie) Nortier; Spud Murphy (Royal Marines); Harry Burchell; Les Burchell; Jackie Wrench; (Unknown); (Unknown); Roy Frieslaar; Lenney Cooper.

Middle Row : Sidney Forbes (kneeling); Doc Whitehouse; Denys Senior; Squeak Simpson; F. T.(Mr. Mitch) Mitchell; Jimmy Crawford; E. B. (Moxie) Frieslaar.

Front Row : Lenny Milne; Roy (Rudge) Cooper; Eddie Hunt; Attie Wynne.

The Editor is grateful to Mrs. Marion Rouse, Captain Wreford Dettmer SAN (Retd) and Mr. Eddie Hunt, now aged 87 and the sole survivor of the team, for identifying the players.

'DUART' KLEINTUIN ROAD – MEMORIES OF THE 1930s : Mimi Reynolds
(nee De Villiers)

From November 1935 Simon's Town became a much loved holiday destination for two families.

Cyril and Leonie Beldam (nee Mayall) who lived in London, had come the year before to visit their niece Leonie de Villiers (nee Mayall), her husband Dan and daughter Mimi, who lived in Bloemfontein. With their niece they toured Southern Africa as far as the Victoria Falls. Then for a short time they rented "Wave Crest" – a house in St James. Dr Bull was called in when Cyril fell ill and it is thought that Dr Bull encouraged the Beldams to return to the Cape to escape the approaching English winter.

"Seaforth House" at the corner of Kleintuin Road and Seaforth Road (now a school) was rented from Mrs Mallinson of Ida's Valley, Stellenbosch, and with the help and friendship of Dr Bull and his wife this was a great success. The de Villiers family were able to join them. Mr. Llewelyn Gay and his wife, who ran the tearoom on Seaforth Beach, were also very helpful. Mr Gay was a great tease and would often say "Here is Mimi van der Merwe from the Free State again!!" It was a great place to buy ice creams and sweets.

Kindly Mr Daniels was the Beach Superintendent who looked very smart in his white coat and saw that everyone behaved and our families knew we were safe. The Beldams' housekeeper May Jackson tried to teach me to swim. She liked to meet up with friends she had made at dances in the Dockyard. These sailors brought with them the predecessor of Just Nuisance – also a Great Dane, which was known as "Batts." He really belonged at the Naval Hospital, where he got to know so many sailors.

At Seaforth House Cyril Beldam set up a Padda Tennis court – played with large wooden bats like table-tennis bats. He had been a first class cricketer, playing for Middlesex from 1894-1900 and toured the Caribbean with A. Priestley's XI in 1896-7. Cyril was a director of his father Asplan's Company "The Beldam Packing and Rubber Company." (*Now Beldam Crossley, part of the Indutrade Group. - Ed*) In 1876 Asplan had invented an asbestos product which could be used on steam ships to "pack" steam glands and so had contacts with many shipping lines – including the Union Castle Line. The year Asplan died (1912) the Titanic hit an iceberg and sank. I was fascinated with Uncle Cyril's casual shoes which he had soled with this product! It was striped rubber like plywood and the shoes were obviously very comfortable.

Following three wonderful Christmas holidays at Seaforth the Beldams purchased "Duart," again with help from the Bull family. In November 1938 they arrived back with all the furnishings needed for a seaside house, plus a large car. I was sent down with a family friend by train to meet the Beldams at the Grand Hotel in Cape Town. On the way a telegram was delivered to us to say I had a baby brother (Peter Dan, now nearly 81). He spent his first Christmas at "Duart". The house had been built by a

Captain MacLean who was involved in the building of the East Dockyard. Years later on a short cruise round the Isle of Mull in Western Scotland we saw, above us, Duart Castle, the ancestral home of Clan MacLean. The Beldams enjoyed drives to Cape Point and Chapman's Peak, having tea at Red Hill, or to Stellenbosch and Hellshoogte. I found it all very confusing. By this time I felt very much at home in Simon's Town. I loved the shops, particularly Runciman's with sawdust on the floor! It was all so different from dry, hot Bloemfontein.

The Bull family remained wonderful friends. Margaret Bull and I went together to a wonderful children's party at Admiralty House. The picture on the front of Boet Dommissie's book brought it all back to me! After lots of cool drinks and cakes we were told to hide in the bushes on the small very private beach. Three sailors dressed up as pirates rowed up, carrying a large chest which they buried in a big hole they had dug – then rowed away. We all rushed down to dig it up – what excitement when we dug it up and opened it. Inside there was a named gift for each child. For years afterwards I bored everyone by saying as we passed Admiralty House, "This is where I went to a party".

Christmas 1938 must have been bittersweet for the adults who knew war was looming in Europe. Cyril and Leonie decided to stay on in England, Duart was closed up and the car was put on bricks for the duration. Mr and Mrs Daniels became wonderful caretakers. We returned to the Cape in 1940. With Margaret Bull and the two Wright sisters we sold picture postcards, at the Muizenberg Pavilion, of "Nuisance" who had taken over from "Bats." We were dressed in sailor suits and the event was called THE SEASIDE SPLASH. We were allowed to hold Just Nuisance's lead for a short time – what a thrill!

Sadly Cyril and Leonie, cared for by May Jackson until the end, died in 1944. My mother Leonie inherited DUART. Simon's Town was a restricted area and we had to have passes to get through the barrier at Glencairn Quarry. Opening up the house which had been let to a couple named Hawthorn, must have been difficult for my mother. The Daniels had been good caretakers too. For me it was exciting. In 1947 our parents decided to move to the Cape – the draw for father was a family fruit farm at Franchhoek, so again for a time we lived a split life. It was Peter's turn for the rock pools and exploring the area between Duart and Boulders Beach. With help from Llewelyn Gay, mother was able to rent a small beach hut at Boulders Beach for as long as she owned Duart.

I was leaving school soon after we moved back to Duart and enjoyed a wonderful time with lots of parties. My parents became friends of Admiral Desmond MacCarthy* and his ex-opera singer wife Agatha. We introduced her to our wonderful dressmaker, Mariam Manuel. Mariam's brothers ran a naval outfitters shop opposite Jubilee Square (*A. T. Manuel & Sons. – Ed*). Their sister Mona had married a chef and they opened a Malay restaurant in Islington in London. Mariam eventually re-married and went to live in the Bokaap.

About 1950 it had become too difficult travelling back and forth between the farm and Duart. It was now time for University and it was decided that Duart had to be sold.

For several years thereafter we stayed at Morning Glory which had been turned into a small hotel. Later on it became the home of architect Mike Munnik and his wife Anne. I was thrilled when my brother Peter and his wife Merle moved to a house on Runciman Drive with its magnificent views of False Bay and the Dockyard.

** Admiral Sir Edward Desmond Bewley McCarthy KCB; DSO (1893 – 1966) was the C-in-C South Atlantic from 1948 until 1950 when he handed over to Admiral Sir Herbert Packer, husband of the novelist Joy Packer. — Ed.*

JAMES LOGAN - LAIRD OF MATJIESFONTEIN :

Many of our readers will have heard of James Logan, the “Laird of Matjiesfontein,” who created an English village and established a cricket team in the heart of the Karoo. Some will have seen the village from a passing train while others will have broken their road journey to refresh themselves or stay over at the Lord Milner Hotel. At the age of nineteen James Logan, from Reston, in Berwickshire, signed on as an apprentice aboard the sailing vessel ROCKHAMPTON, bound for Australia with emigrants and general cargo. The ship was damaged in a storm near Cape Point and put into Simon’s Town for repairs. Logan decided to sign off in Simon’s Town, which he did on 23 May 1877, and head for Cape Town where he began his long and very profitable association with the Cape Government Railways and became a friend of Cecil Rhodes and John X Merriman..

Source : *Empire, War and Cricket in South Africa* – Dean Allen – Zebra Press 2015.

NEW NSRI BOATS :

The Bulletin last year contained an article on the commissioning of Simon’s Town’s first NSRI launch, GUINEVERE, fifty years ago. Station 10 at Simon’s Town will soon take delivery of a state-of-the art self-righting fourteen metre rescue boat incorporating features resulting from fifty years experience of rescuing people and boats around the South African Coastline.

The first boat was shown to the public and invited guests at the V & A Waterfront on Saturday 27 April, having been shipped out from France, where it was constructed by Bernard Shipyards of Pont de Pen Mané. Named ALICK RENNIE, the boat left for Station 5 in Durban after the ceremony, calling in at Simon’s Town on the way.

A second, incomplete, boat, comprising hull, deck and superstructure, was delivered to Two Oceans Marine Manufacturing at Somerset West, where moulds will be manufactured for the production of additional ORC 140 boats, to be built under licence. The components for the second boat, to be named DONNA NICHOLAS, will then be assembled and the craft will be fitted out for service at NSRI Station 10 at Simon’s Town.

Nobody seems to know who Donna Nicholas is or was. Hopefully the 2020 Bulletin will have the answer.



The first French-built ORC 140 Rescue Boat, named ALICK RENNIE and destined for NSRI Station 5 in Durban. – Photo : NSRI.

Both boats were shipped out from France free of charge by Maersk Line, aboard their Container Ships MAERSK TUKANG and MAERSK HANOI. The NSRI base at Simon's Town is due to be demolished (May 2019) and will be replaced with a multi storey building which will accommodate the new 14 metre boat and will provide a facility for casualties and survivors to be removed from the boat ashore.

THE OTHER "SIMON'S TOWN AGREEMENT."

Prior to 1957, when the Royal Navy occupied Simon's Town, Naval personnel seconded to the Africa Station were permitted to buy their imported spirits duty free whereas the "Home Agreement" civilians working in the Dockyard were not. Thus there was an unwritten rule that if one was being entertained in a "Naval" house it was acceptable to ask for a whisky but when offered a drink in a "Dockyard" house one was expected to choose a local brandy.

REMINISCENCES OF KLAWER CAMP AT SIMON'S TOWN : The late Captain S. H. C. Payne SM; JCD :

While awaiting secondment to the S A Naval Forces in 1944, having volunteered for service in the Royal Navy in September 1939, Lieutenant Payne was appointed Officer Commanding Klawer Camp, situated on top of Redhill.

This was no sinecure. At that stage of the War it was being used as a transit camp for officers and ratings and, due to its isolated spot on a hill above the Town, was looked upon as an ideal place to incarcerate recalcitrants who had been sentenced by Court Martial to imprisonment.

They were accommodated in Klawer whilst awaiting transport overseas to serve out their sentences in various United Kingdom gaols.

The so-called security fence had been designed by some genius with the uprights bolted to the crosspieces in such a fashion that all a potential escapee needed was a dark night and a spanner!

That the new O C lost a great deal of sleep in this appointment may be judged by two simple incidents. One was in the early hours of one morning when his bedside telephone rang and a voice said "This is the Duty Officer Sir. There is a crowd of drunken ratings in the Chapel having a sing-song."

The drunkenness occurred because ratings in the Camp were allowed a beer ration on repayment. Some ratings involved in this incident, rather than consuming their innocuous pint per day, had accumulated their allowance for a real party.

On another occasion when he was called to the telephone a voice said "Is that the OC? This is Bloggins. If you want me you will have to find me."

Bloggins was a notorious criminal about whom Payne had been warned. He was also warned of the dire consequences should he lose said Bloggins.

Part of the problem with administering the camp was that there were practically no permanent staff apart from the Officer Commanding and the First Lieutenant. All the others, officers and ratings, had to be drawn from men passing through on their way to other units.

Following World War two Payne transferred to the S A N Reserve, in which he served for over 40 years, becoming the first Reserve Officer to achieve the rank of Captain. This extract, compiled by Cdr W. M. Bisset SAN (Retd) is printed by kind permission of Captain Payne's Daughter-in-Law, Mrs Brenda Payne.

S S CABLE RESTORER ex RETRIEVER ex HMS BULLFROG : REPORT TO THE TRUSTEES OF SIMON'S TOWN MUSEUM BY THE CHARTERER, ALDERMAN L.H.M. DILLEY

Due to the fact that I have been instructed by the Owner (Trustees of Simon's Town Museum) to alienate and dispose of the ship as well as the very stringent security at Cole Point we have only used the ship for SAMTRA (South African Maritime Training Authority – Ed) Engineering students to be lectured on steam propulsion as well as an ROV (Remotely Operated Vehicle – Ed) training exercise where the hull of the ship below the waterline was surveyed using underwater camera equipment.

Although we are in the process of disposing of the ship we continue with regular maintenance above and below decks which would include cleaning of wheelhouse, cabins, decks with polishing of all fixtures and fittings. Bilges and through hull fittings are checked daily with any rainwater that comes through the ventilation system being pumped overboard.

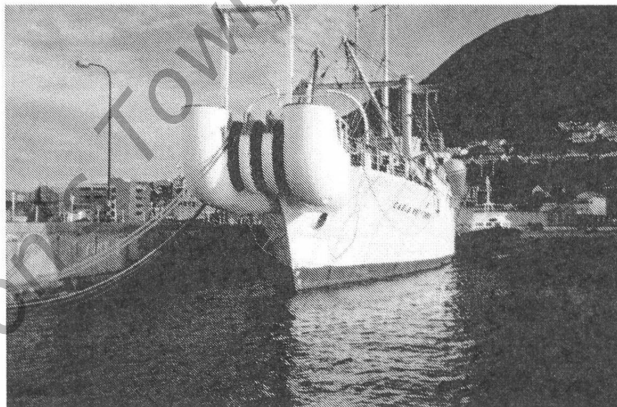
The engine / boiler room is kept shipshape with the triple expansion steam engines oiled and turned over by electric motors. The cable winch is similarly maintained and the twin steam engines turned over with electric motors driving the winch.

Deck stanchions are chipped, primed and painted with the teak guard rails being sanded and oiled. Watertight doors and hatches are inspected and are secured at all times. Sections of the superstructure, decks and lifeboat davits have been cleaned and painted. On a daily basis mooring ropes are inspected, tensioned and are replaced when necessary. The heavy rubber hose rope guards through the fairleads are also checked and replaced when required. In December with the use of a 50 ton mobile crane we replaced and repositioned three of the main fenders between the starboard side hull and the outer wall of the Dockyard.

During the past year I have made contact with numerous organisations overseas especially in the UK trying to find a new home for our "Grand Old Lady of the Seas." There were many enthusiasts who tried their best to save the ship but the logistics of a 6 000 nautical mile voyage, safe berthing with a competent crew to maintain and attend the safety and security of the vessel, made it difficult to find sponsors.

In October representatives of the Cape Town Film Industry supported by Wesgro approached me with a request to delay the dismantling and scrapping project while discussions with various role players as to the feasibility of keeping the ship for use in the film and tourism industry in Cape Town was in progress. Although there was a very positive response to the proposal a permanent accessible berth for our ship was not available, particularly at the V & A Waterfront.

On Tuesday 9 April three representatives from both local and overseas companies which specialise in the preservation and operation of classic steam driven equipment visited CS CABLE RESTORER. They were most impressed by the condition of our 75 years old veteran. At the time of writing we await the results of their investigations and proposal. They have been informed that time is of the essence as a team of specialists is now on standby to commence the dismantling project.



CABLE RESTORER WITH HARRY DILLEY'S LAUNCH
ZEST II ALONGSIDE : Photo : Peter Fewell.

In 1989 her yellow funnel was painted red for her part as S S SCOT in the TV miniseries about the life of Barney Barnato, who was lost overboard between Cape Town and Southampton. – Ed.

THE SECRET TUNNEL OF SIMON'S TOWN : David Erickson

An intriguing article appeared in the British newspaper "The Courier" of Tuesday July 10th, 1900. Entitled "The Secret Tunnel of Simonstown", it appears to be a narrative accompaniment to the engraving "Daring attempt of Boer Prisoners to Escape at Simonstown" on the cover of "Police News" dated Saturday July 21st, 1900, which is also reproduced in this Bulletin.

The prisoner of war has always been an object of more or less sympathy. The stories of his escapes from enforced idleness while his comrades fight are numerous; the stories of his attempts to escape are endless. One such story comes from the camp at Simonstown, where the Boer prisoners were in durance before their removal to St. Helena. It is translated by a correspondent from a private letter published in the Nieuwe Rotterdamsche Courant, and dated from St. Helena.

"Among the prisoners were about a dozen Scandinavians, who were always talking together in their own language. One of these, Baron Fagerskjold, as lieutenant of the Scandinavian corps, shared a tent with an Afrikaner, who also held the rank of lieutenant. A plan for escape by means of an underground tunnel was decided upon. The opening of the tunnel was in Baron Fagerskjold's tent, while the exit was to be in a plantation beyond the line of sentries. A large chest, which did duty as a table, concealed the mouth of the hole.

The digging was done with a teacup. The ground was soft and moist, and the digging was an easier matter than the disposal of the excavated earth. This was carried out in the evenings, when all who were in on the secret came to the tent, filled their pockets with the earth, and, unobserved, scattered it about the camp and trod it in. The work proceeded slowly, at first not more than two feet a day; afterwards, however, the conspirators became bolder, and took the earth in buckets and threw it underneath the tap in the wash-house, and so washed it away beyond the fence.

"The work, which was by no means light, continued for five weeks. Digging in the tunnel was really hard work, for it was only possible to carry it on in a constrained position, lying on one elbow, while the earth had to be thrown behind the digger on to a wooden tray, which was worked by the feet towards the opening, where those who were in the plot stood ready to remove it. The tunnel ran about five feet below the surface.

DREADFUL MASSACRE OF EUROPEANS IN CHINA.

Read Our New Story

A Thrilling Romance of the War. Commenced April 28.

THE ILLUSTRATED

POLICE NEWS

LAW COURTS.
AND WEEKLY RECORD

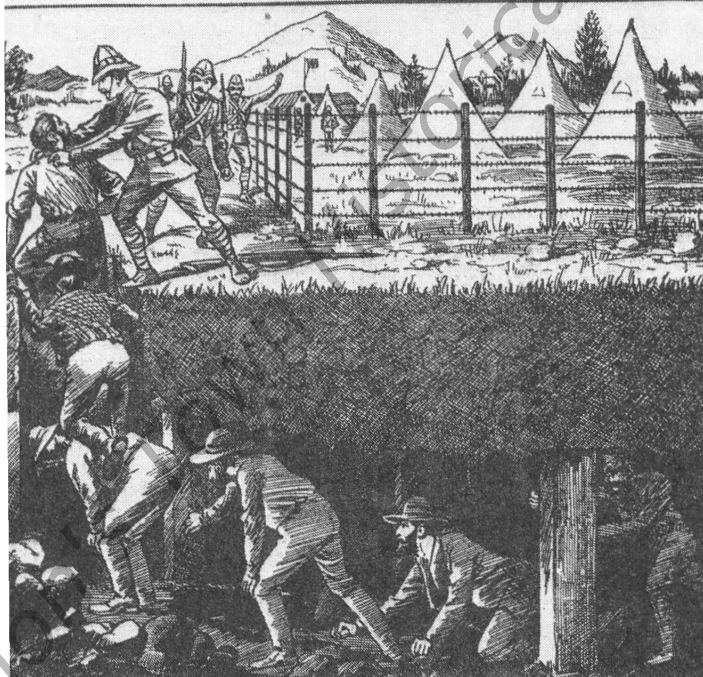
ESTABLISHED 1864

To MARRIED LADIES.

TRY THE FRENCH REMEDY—Not a dangerous drug, but a WONDERFUL SECRET SPECIFIC. Never Fails. Particulars free to all applicants on receipt of a stamped addressed envelope.

Apply to H. B.
217, Strand Road, London, W.C.
TRADE MARK PAPER.

1901. [REGISTERED FOR CIRCULATION IN THE UNITED KINGDOM AND ABROAD.] SATURDAY, JULY 21, 1900. Price One Penny



DARING ATTEMPT OF BOER PRISONERS TO ESCAPE AT SIMONSTOWN,
BUT A SENTRY DISCOVERS THEM, AND THEY ARE CAPTURED.

From the British Library Newspaper Archive – interesting but not a representation of the events on that day: Contributed by David Erickson.

“At last the tunnel was near completion, and it was decided that the attempt should be made the following night, after the moon had set, which was a little past midnight.

“Early in the morning the tunnel was completed, but at nine o’clock the officer in charge of the camp appeared, and gave orders that the tents of the officers should be moved.

“It was not long before the opening was discovered and explored by the engineers. Armed with compass and sextant, officers came to measure the tunnel, and draw up a full report concerning it. Special guards were posted, and dejection ruled among those who had toiled for five weeks, and now saw the fruit of their labour suddenly destroyed.” Someone had turned traitor !

Discussion

It has to be asked – are these two items (the engraving, and the narrative report) historically accurate? Or are they somewhat whimsical interpretations of a genuine incident?

The engraving purports to show the exit from the tunnel, which appears to be about five feet below the surface – which tallies with the narrative. However, the description of the ground being “soft and moist” indicates that such a shallow tunnel would almost certainly have collapsed, unless it was properly shored up and supported. The engraving shows some stout timbers acting as pit props

Question : Where would supplies of timber be obtained, and how would they be unobtrusively cut to the correct length?

Reinforcement of the tunnel roof would have been essential: in WW2, escape attempts from German PoW camps utilised bed slats, but here there is no mention of how the roof was supported.

The tunnelling occupied five weeks. Even at the initial rate of 2 feet per day, that indicates a tunnel of some 70 feet in length. Lighting, and provision of fresh air, are other essentials that are not mentioned.

One has to conclude that the engraving incorporates a certain ‘artistic licence’ and is not an accurate representation of the tunnel. Similarly, the narrative seems to perhaps stretch the truth almost to the boundary of incredulity..... But, as the article stated, “the stories of attempts to escape are endless.” We shall have to await corroboration from the formal Engineers Report, as obtained with the use of compass and sextant!!

CALLOUS MURDER OF A BABY: THE FULL STORY : David Erickson

Recent research at the British Library has revealed details of the horrific murder in 1906 of a young baby, at the hands of a Simon's Town workman. The case was widely reported in the British Press, based on reports made by the Cape Town correspondent of the "Daily Mail" and Reuter's Cape Town correspondent. The reason for the international interest appears to have been partly due to the brutal act itself, and also because of interventions by protesters clamouring for a reprieve from the death penalty imposed upon the murderer.

Even today there is significant local interest in the case, since the murderer – a young Welshman from a Cardiff suburb – was in 1906 a boarder at No. 3 Mafeking Terrace, at the seaward end of Black's Lane, Simon's Town. It appears that his malevolent spirit, nicknamed "Wilbur" by the Reeves family, who lived in the house from 1933 to 1978, manifested itself at intervals and was particularly hostile to male occupants. Black's Lane is now a key visitor attraction for the popular 'Ghost Walks' that take place in Old Simon's Town.

The following sections are verbatim copies of Press articles published in 1907 :-

Cape Welshman's Crime - Callous Murder of a Child : *South Wales Daily News*, Tuesday January 1, 1907

A criminal trial which has excited considerable interest in the Cape Colony resulted in the hanging on Saturday, says the "Daily Mail" Cape Town correspondent, of Robert Martin Coupar for the murder of the child of his sweetheart. The latter, Alice Jane Wilcocks, was also tried for the murder, but found not guilty.

Numerous meetings were held after the verdict, and petitions for Coupar's reprieve were presented, but the Governor twice refused to exercise the prerogative of mercy. Two members of the jury, which had recommended Coupar to mercy ("on the ground of the circumstances which led him to commit the crime") awakened the Premier at 3 o'clock on the morning appointed for the execution and urged upon him that they thought Coupar should not be hanged in view of that recommendation. The Attorney-General, who was present at this strange interview, which was held at Groot Schuur, the late Mr. Cecil Rhodes's residence, replied that they were unable to stay execution of the sentence.



BLACK'S LANE. No 3
MAFEKING TERRACE IS
AT THE FAR END. –
PHOTO : D. ERICKSON.

The following sections are verbatim copies of Press articles published in 1907 :-

Cape Welshman's Crime - Callous Murder of a Child : *South Wales Daily News*, Tuesday January 1, 1907

The executed man Coupar was a young Welshman, employed as a carpenter by Sir John Jackson Limited, upon the construction of the new docks at Simon's Town. The young woman Wilcocks was the daughter of an engine-driver on the Cape Railways. They were sweethearts, both living in Simon's Town, and well known there. In July 1906 Coupar sent her to Johannesburg, where the baby which was to be the victim of the tragedy was born on August 17th 1906. Miss Wilcocks returned from Johannesburg in September 1906 and on the 7th met Coupar in Cape Town.

In that city Coupar bought a Gladstone bag and a red leather bootlace. The child – described as a singularly pretty girl – was strangled with the bootlace, and pressed into the bag. Next day the father and mother and an innocent companion of the former went back to Simon's Town together. Coupar walked to the seashore, and threw the bag containing the body into the sea, where it was found a week later, September 17th, cast upon the beach.

Much of the circumstantial evidence by which Coupar was convicted was startling. For instance, four days after the crime, and a week before the arrest of the couple, they went together to the house of the girl's father, a man apparently of the highest rectitude, and this dramatic conversation occurred: -

"Do you know, father, that they have the rumour down the town that it was my baby that was found in the Gladstone bag?"

"What, Alice!" exclaimed the father, "have you had a baby?"

"No, father. I have not."

The puzzled father turned to Coupar and asked him the same question.

"Not to my knowledge" he replied.

Then Alice said she could not stand the rumour, and must go away from the town.

"Why fear it?" the father said. "You have not had a baby."

Coupar then said, "If we can get a baby to take to the court, it will be all right."

The old man answered that that was nonsense, for a doctor would soon settle the matter.

Sensational evidence was also given of how Coupar and the girl followed up his idea. They went to two married women in Simon's Town in the dead of night, and tried to purchase a baby. To one woman Coupar offered £20 down and £30 when "the case was over." Both women refused.

Sheffield Daily Telegraph, Wednesday, January 2, 1907.

Reuter's Cape Town correspondent says that an extraordinary movement against capital punishment had been proceeding there for some time past, and has been brought to bear with remarkable force upon the case of a man named Coupar, recently convicted of the murder of his illegitimate infant. As far as Coupar was concerned it has failed in its object, and yesterday the newspapers were full of

praise for the firmness of the Governor, Sir Walter Hely-Hutchinson, in refusing a reprieve.

A public petition was first presented to the Governor, and was rejected. The Mayor then headed a public deputation which waited on Dr. Jameson, the Premier, but Sir Walter declined to reconsider his decision. A second deputation headed by the Mayor, was equally unsuccessful. Finally, a mass meeting was held in the City Hall to demand the commutation of Coupar's sentence, but in spite of the storm the Governor never wavered, and met each demand to reconsider his decision with a definite refusal, declaring that the crime was a brutal and cowardly one.

Coupar was accordingly hanged, and the newspapers and responsible opinion now unanimously approve the Governor's determined resistance to popular clamour, and emphasise the responsibility resting on His Excellency's shoulders, seeing that the prerogative of mercy reposes absolutely with him independently of his Ministers. His Excellency, it is declared, has successfully averted a determined attempt to defeat the ends of justice.

A WIDOW'S ORDEAL : *Sheffield Daily Telegraph, Monday, January 7, 1907*

In one of Cardiff's suburbs a widow with snow-white hair, grave, kindly eyes, and winter-apple face, watches by the sick-bed of her daughter. When the girl looks up her gaze meets smiling eyes. But the smile is only a mask of a great sorrow which is gnawing at the widow's heart. Robert Martin Coupar, who was recently executed in Cape Town for the murder of his sweetheart's baby, was the widow's son. The news was broken to her by a Wesleyan minister, who bade her be brave for the sake of her girl, lying almost at death's door. The mother has obeyed. The dying daughter knows nothing of the mother's agony over the South African tragedy, and hears only words of comfort from a bereaved and un comforted heart. To her clergyman, however, she moans, "If we had only known in time, I might have saved my boy." Young Coupar was steady, ambitious, and a skilful craftsman, and those who knew him in Cardiff cannot by any means understand what could have happened to him in South Africa, which has left an inconsolable mother to watch a dying daughter who has to be saved from the fatal truth.

Further reading: "Haunted Corners" – South Africa's Own Ghost Stories, by Margaret Williamson. ISBN 0-86852-197-3, published by Ad. Donker.

THE SOUTH AFRICAN MILITARY HOSPITAL, RICHMOND PARK : David Erickson

In August 1914, the Union of South Africa joined Britain and its allies in fighting against the German Empire. More than 146,000 South Africans fought during the First World War and a special hospital was built in Richmond Park, South-West London, for wounded South African soldiers. The hospital was opened after a prominent group of South Africans living in London formed a committee to raise funds for the establishment of a hospital, and for supplying general comforts to the soldiers.

The South African Military Hospital opened on 28 June 1916 on a site close to the Cambrian Gate in Richmond Park.

Although under the control of the War Office, the hospital managed to preserve its identity in that almost all of the staff came from South Africa. The medical staff consisted of 13 officers of the South African Medical Corps (SAMC) and 11 civilian practitioners who, for various reasons, were not eligible for commissions in the SAMC. The nursing staff belonged mostly to the QIAMNS Reserve or to the South African Military Nursing Service, and consisted of a Matron (Alice Purcell), two Assistant Matrons, 23 Sisters, 55 Staff Nurses and 88 probationers (most of whom were South African).

By the end of October 1918, a total of 274 officers and 9,142 men of other ranks had been admitted to the hospital.

The hospital closed in 1921. Nothing really remains of it today, but if you go to Richmond Park and enter by the Cambrian Gate, it won't take you long to be standing in the spot that the hospital once occupied. Just outside the park gates in Richmond Cemetery is the South African Memorial opened by General Smuts, and also the graves of those who died in the hospital.

THE NAVAL WATER TANK IN CHAPEL LANE: Mrs. A.E. Read

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

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



THE ADMIRALTY WATER TANK IN CHAPEL LANE : Photo : David Erickson



INSIDE A WATER TANK. – Photo : David Erickson

Although this tank obtained its supply of water from the same source as the town, it made the Navy, for the first time, self-reliant in regard to water and provided an adequate reserve to meet any emergency. It was in use until 1957. In addition to this reserve the Royal Navy, since the 1840's, always maintained a Tank Vessel to carry

water to vessels at anchor in the Bay. The last of these, the CHUB, was a familiar sight in the Bay from 1897 until she was sold in 1932.

CHUB was an ASP Class Admiralty water boat of 172 tons launched by Lobnitz & Co Ltd at Renfrew on 17 February 1897 for service at Simon's Town. She transported water from Kalk Bay to Simon's Town in time of drought and ferried Boer POWs to troopships out in the Bay during Second Anglo-Boer War. She was sold on 17 June 1932 to Dart & Howes for £ 100 and her water tanks were removed to create general cargo holds capable of loading 200 tons. CHUB was used on Cape Town-Malgas route until SAR&H banned the carriage of cargo to that port by sea, after which she was transferred to the West Coast Trade. CHUB ran aground in fog near Paternoster in 1946 and became a total loss.

SIMON'S TOWN WATER TANKS – A PLEA FOR PROTECTION AND PRESERVATION : David Erickson.

The design of the Chapel Lane tanks is based on that of the Rosia Water Tanks, built at Gibraltar in 1799, which remained in use until 2004 and were then most regrettably demolished in 2006 amidst an international outcry. The Simon's Town Admiralty Water Tank, which is now the sole survivor of this type of naval construction urgently needs to be protected by the assignment of either National Heritage Site status or alternatively Provincial Heritage Site status – otherwise one day we will wake up to find that a predatory developer has taken over the site, and, as at Gibraltar, runs roughshod over all Heritage considerations and public opinion to similarly demolish the Tank.

Dr. Ann Coats, Secretary of the Naval Dockyards Society and author of the History of the Rosia Water Tanks, Gibraltar, described the Rosia Water Tanks as:

"A unique engineering monument to Royal Navy ingenuity and Gibraltarian craftsmanship, transforming Gibraltar into an invincible fortress. They enabled Nelson and Admiral Lord St Vincent to maintain their fleets in the Mediterranean, blockading Toulon and vanquishing the French at the Battle of the Nile".

In addition to its inherent historical value the Admiralty Water Tank plays a significant part in the "Pedestrian Walkway" concept that was developed by UCT Masters Degree Students under the direction of David Gibbs, President of the South African Institute of Landscape Architects and Studio Master for the Landscape Architecture Department at UCT. The concept plans were presented at a public meeting held in the Simon's Town Library Hall on Tuesday 23 October 2007. I have just supplied copies of these plans following a request by the Simon's Town Civic Association, who are revisiting the concept as a means of attracting tourism to the town.

CAPTAIN VICTOR MARCHESI R N : Mrs. A. E. Read.

In February 2007 the Daily Telegraph in London announced that the hero of Operation *Tabarin*, Captain Victor Marchesi R N, had died at the age of 92 years. This operation secretly safeguarded British interests in the Antarctic during World War II.

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

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

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

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

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

After the War responsibility for Operation *Tabarin* was taken over by the British Antarctic Survey.

ERNEST WILLIAM ATTRIDGE C.E., F.I.S.E., M.S.A. : Mrs. A. E. Read.

For many years we had our own Municipality and until we were to come under the Cape Town Municipality we did not know how lucky we had been for all those years.

Attridge was the first person to hold the office of Town Engineer. In the early days water reticulation, sewerage, storm water systems and of course most importantly, our roads were held up by the chronic shortage of funds. Our Municipality was proclaimed as such in 1883. All the Council Minutes from the early days are now with the Cape Archives in Roeland Street, Cape Town. In the early days services such as water reticulation, water catchment, sewerage and refuse removals had to be put out to contract. Thus the first tank to impound water from the Goede Gift stream, the waterfall, was built by contractors. The provision and installation of water pipes was undertaken by J.W. Budge, a member of the family of the first mayor of Simon's Town. The removal of refuse and nightsoil and its subsequent burial on Long Beach was handled by cartage contractors such as Gerrit Frieslaar.

A decade and a half passed before the slow improvement in the Council's financial position provided the opportunity to create a Works Branch and the appointment of a Town Engineer. Our Town Clerk of the time was William Smaile Gillard and he was ably assisted by E.W. Attridge, who had come out here at the turn of the century to begin the construction of the East Dockyard. Attridge was born on 30 August 1872 at Harwell, Middlesex, England. He had five children (three girls and two boys). E.W. Attridge's two brothers also came to settle in South Africa. They were keen apiarists and wrote a very informative publication "Beekeeping in South Africa". An uncle of our E.W. called Hendry Attridge, became the Town Engineer of Pietermaritzburg in Natal. Our man was a member of the Plymouth Brethren and his hobby was sailing. He was so interested that he decided to build his own yacht, a boat of approximately two tons – over the next five years. It was built in a walled yard which was well below the level of the abutting street and his neighbours dubbed him "Noah"

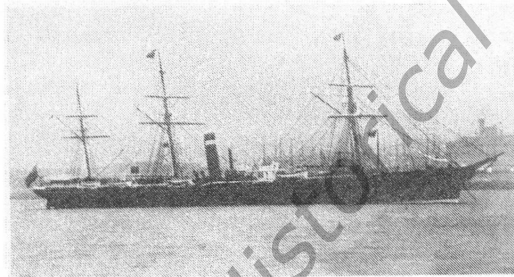
His house was in Hope Street in Mount Pleasant, the first land to be developed into a suburb of Simon's Town. It is a fairly short street beginning at Barnard Street, crossing Wilfred Street and ending at the Cardiff Road intersection – just two short blocks. With the sale of plots in Mount Pleasant the Municipality was able to install water-borne sewerage in other areas of the town. Most of the early residents in Mount Pleasant had come from Devon and Cornwall – hence the street names. It is believed that Attridge named Wilfred Street after his first-born son Wilfred Ernest Attridge.

On leaving Simon's Town in February 1912, Attridge moved to Cape Town and joined the Cape Town Municipality and was engaged in the construction of Steenbras Dam. He left Cape Town in 1920 for Vryburg where he carried out the construction

of a reservoir and a water reticulation scheme for that town. In 1926 he became Town Engineer of Krugersdorp and remained there until his retirement in 1932. After retiring he practiced as a consulting engineer up to his death in 1942. A very talented man indeed.

COLLISION WITH ROMAN ROCK :

The Second Twenty First Foot (Royal Scots Fusiliers) sailed for South Africa aboard the Inman liner CITY OF PARIS. At eight PM on 21 March 1879, while attempting to reach Simon's Town before nightfall in the teeth of a gale, the troopship ran onto Roman Rock.



THE INMAN LINER CITY OF PARIS, WHICH SURVIVED A COLLISION WITH ROMAN ROCK : Photo : Wikipedia.

Fortunately the liner was able to extricate herself and make it to the anchorage, where the troops were transferred to the troopship HMS TAMAR, which conveyed them to Durban, arriving on 31 March 1879. – City Coins Medal Catalogue No 46 – 1998.

THIRD FLYING SQUADRON :

While at Simon's Town the Third Flying Squadron had an unexpected ceremonial duty. A Russian Corvette from Vladivostok called in just after the telegraph had conveyed the news of the assassination of Tsar Alexander II on 13 March 1881. The British Squadron, after conveying the news and official sympathy to the Captain of the Corvette, fired a salute of 105 guns, with each ship firing 21 guns in order of seniority.

The Third Flying Squadron was formed in October 1880 under the command of Rear Admiral the Earl of Clanwilliam. Attached to the Squadron were the Duke of Clarence, the eldest son of the Prince of Wales and his younger brother the Duke of York, later to be crowned King George V.

While the Squadron was in Simon's Bay fire broke out aboard the iron screw frigate HMS INCONSTANT and parties were sent from every ship in the Squadron to keep the pumps going through the night. The ship survived the fire with very little

structural damage and sailed on time with the rest of the Squadron. – *Before the Dreadnought : The Royal Navy from Nelson to Fisher - Richard Humble.*

THE CARDINAL BUOYAGE SYSTEM : Captain B. Wallace-Bradley

The Hydrographic Office publication “Abbreviations and Symbols” on page 62 describes and shows the buoys of the “Cardinal” System, which is used to warn mariners of their proximity to submerged hazards.

We have three such buoys in False Bay, Whittle Rock Buoy, Castor Buoy and Phoenix Buoy.

Whittle Rock buoy with its top mark cones arranged with bases together, indicates that it is moored to the East of the Rock. Over which there is a depth of 3,6 metres of water.

The buoy is moored in approximately 35 metres of water and is marked black, yellow and black. It has a white light flashing three times every ten seconds. In years gone by it had a bell which was rung by wave action but now has a Racon, displaying a letter “B” on radar screens within twelve miles. The Racon is radar transmitter which transmits the letter “B” in Morse code (dash-dot-dot-dot), which is displayed on the radar screen of a ship or boat within range.

Our two nearest buoys are North Cardinal Buoys. Their top marks are two cones pointing upwards, indicating that they are moored to the North of the dangers they are guarding.



CARDINAL BUOYS SHOWING THE ARRANGEMENT OF TOP CONES TO INDICATE WHETHER THEY ARE TO THE NORTH, SOUTH, EAST OR WEST OF THE UNDERWATER HAZARD.

The buoy is moored in approximately 35 metres of water and is marked black, yellow and black. It has a white light flashing three times every ten seconds. In years gone by it had a bell which was rung by wave action but now has a Racon, displaying

a letter "B" on radar screens within twelve miles. The Racon is radar transmitter which transmits the letter "B" in Morse code (dash-dot-dot-dot), which is displayed on the radar screen of a ship or boat within range.

Our two nearest buoys are North Cardinal Buoys. Their top marks are two cones pointing upwards, indicating that they are moored to the North of the dangers they are guarding.

Castor Buoy is moored in approximately 25 metres of water, warns of the Castor rock, clearance three metres, which is near the North end of the bank on which on which Roman Rock Lighthouse is built.

About 250° (West South West) x 2,3 cables (or from Roman Rock Lighthouse 308° (North West) x 620 metres) from Castor Buoy is a solid pedestal with 2,2 metres of water above it. This served to support a wooden target, five metres high, for gunners to aim at when practice-firing from Lower North Battery.

The wooden target no longer exists and the pedestal is marked by another buoy.

Phoenix Buoy, moored in approximately twelve metres of water close to the north end of the rock-strewn Phoenix Shoal, is also a black and yellow North Cardinal Buoy.

The Castor and Phoenix buoys each have a white light flashing every second but do not have a fog signal. Their batteries are charged by solar panels.



CAPTAIN BRAD WALLACE-BRADLEY WITH THE WHITTLE ROCK BUOY
READY TO BE DEPLOYED:



GROUND TACKLE FOR THE CASTOR BUOY SUSPENDED FROM A CRANE HOOK. THIS VIEW SHOWS THE DOCKYARD "AFLOAT TRADES" WORKSHOPS AND THE QUARRY FROM WHICH STONE WAS SENT DOWN TO BUILD THE BASIN WALLS AND ORIGINAL WORKSHOPS. – Photo : Captain Wallace-Bradley.

THE SIMON'S TOWN HISTORICAL SOCIETY AND SIMON'S TOWN MUSEUM : Mrs. A. E. Read

When the Historical Society was founded in 1960 one of its main aims was to collect and catalogue all available information concerning Simon's Town and district. This covered the collection of letters, documents, newspapers, maps, books and photographs. The establishment of our own museum also featured in the aims of the embryonic society, as did the production of a bi-annual Bulletin, wherein the history of the town would be recorded; its personalities, naval connections and other items of local interest. Lectures and tours were to be arranged.

We have now been in existence for almost 60 years and have managed to reach and surpass all these original aims. At first the Society had basement rooms underneath the Warriors Room, in the Town Hall, where the collection of papers and artefacts began. By 1977 the Society had outgrown this space and it managed to obtain the old Headmaster's house in the then Municipal Complex (opposite the Police Station). The Museum then became an independent Province-aided body and their first curator was appointed. From then on the Museum gained momentum, with many bequests being received from local families: diaries, dresses, photographs, wartime memorabilia etc. Space became a problem and a move to the present premises in Court Road at The Residency took place in 1983. With the generous assistance of the

Department of Defence the Martello Tower was rebuilt and became, for a time, the S.A. Naval Museum. The Society was also instrumental in bringing the attention of owners of historical properties in the Main Street the importance of keeping their buildings in their original state and not trying to modernize them: the result has been the maintenance of a charactered string of buildings that receive much approval from visitors. By an Act of Parliament the Historic Mile from Simon's Town Railway Station to the East Dockyard's original gate has been proclaimed. Later the area to receive special attention was extended up to Belmont Road. The Society has a member representing it on the Architectural Advisory Committee. The Society's Bulletin has proved to be of continuing excellence.

The Chairmanship of the Society has seen many differing styles, from the scholastic to the hands-on. This post has been held by businessmen, serving and retired naval officers, councilors and lawyers. They have been supported by an elected committee chosen by members at their Annual General Meeting each year. Members of the Society are automatically "Friends of the Museum"
