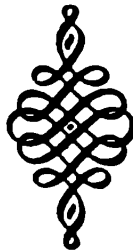




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



PRICE :
R25.00

JULY
2013

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CHAIRMAN'S REPORT FOR SIMON'S TOWN HISTORICAL SOCIETY MEETING HELD IN THE HALL AT THE SIMON'S TOWN MUSEUM ON 24TH APRIL 2013.

Madam President, Mr Vice President, Committee Members and Members, the following is my report of the Society's activities for the year ending April 2013.

MEMBERSHIP: Our membership stands at almost 300 paid up members and 49 still outstanding. The Society sincerely appreciates their continued support.

FRIENDS OF THE MUSEUM: During the course of the year the Society once again assisted the Friends with fund-raising efforts including the lunch held at Pescados and the monthly lectures. Both the lunch and lectures were well attended and we are most grateful to those who gave of their time and knowledge to assist in our efforts. Approximately R13,000 was raised by these activities. The Friends financial statements will be presented at the Friends' AGM to be held in June.

DUMPS WILLIS MEMORIAL LECTURE: This year's lecture was presented by Audrey Read and focused on the extensive collection of Dumps Willis files that formed the basis of a large part of Simon's Town's documented history. The lecture was well attended and attendees included Dumps' son James and his wife, Margaret.

WEBSITE: During the year there were about 4,000 visitors to the website with 85% being new visitors. The site continues to be the source of numerous requests for information regarding Simon's Town and families who either lived here or had relatives associated with the town.

SPECIAL BOOK COLLECTION: The special book collection established to collect books pertaining to Simon's Town and its history continues to grow but at a somewhat slower rate than initially as is to be expected considering the number of books received at its inception.

BULLETIN AND CHRONICLE: On behalf of the Society and its members, I once again record our sincere thanks and appreciation for all the hard work Audrey has put in to compiling and publishing the annual Bulletin and bi-annual Chronicle. Audrey your efforts are very much appreciated. No other publications have been completed this year.

PLAQUES: A plinth placed at the Seaforth end of Willis Walk was removed by Parks Board because it was on property managed by them. At long last an alternative position just outside their jurisdiction has been provided by the City and the placing of the Dumps Willis memorial plaques is now complete.

The Society recently noticed that the Tollgate plaque had gone missing and have replaced it.

A “Start of Simon’s Town’s Historical Mile” sign has been erected above the Town map outside the railway station entrance.

The Society assisted STADCO by erecting a plaque on Jubilee Square relating to the clock installed in commemoration of Queen Elizabeth’s Diamond Jubilee.

A position for the placement of the “Cornwall Stone” has been identified on Jubilee Square and the stone will be moved there at the earliest opportunity.

MEDIA LECTERN UNIT: A wireless internet link has been installed to enable the media computer to be updated with the latest Windows software and anti-virus patches.

ARCHITECTURAL SURVEY PROJECT: This project continues to make slow but steady progress and during the course of the year we have completed another twenty buildings and another batch of survey forms has been sent off to South African Heritage Resources Agency (SAHRA), the City, Heritage Western Cape (HWC) and where applicable, the South African Navy. At the beginning of this project buildings for survey were being selected randomly but we have now adopted the precinct demarcation as used by the Architectural Advisory Committee and we are attempting to complete the survey of buildings in one precinct at a time.

The database for this project is up to date and an external hard drive has been purchased for backup purposes.

Mr Peter de Villiers has volunteered his services on this sub-committee for which we are most grateful.

The Society continues to attend AAC meetings but find that it tends to focus on the application of the Simon’s Town Architectural Guidelines to new buildings and not to deviations already implemented which they regard as a “policing” matter. The Society will be addressing this matter in the coming year.

CONSERVATION: SAS PIETERMARITZBURG:
Due to the efforts of the Society the PMB, which was being stripped by salvagers, has had a provisional protection order placed on it by SAHRA. This order was gazetted and is valid for two years. For it to be made permanent another Public Meeting, scheduled for 26th April 2013, must be held.

Old Burying Ground: The City recently commissioned a conservation architect to do a survey of the surrounding stone walls of the OBG with a view to doing restoration work. The draft report was submitted to the AAC and they and the Society fully support the recommendations contained therein.

Audrey, with the willing help of Harry Croome, continues to keep an eye on the OBG and the Forest Hill end was recently cleaned up and several grave sites renovated. Thank you Audrey and Harry.

Erf 4053 – Old Hospital Terrace: This site, behind Old Hospital Terrace, has been purchased by a new developer, who in March of this year started to clear the site and bulldozed down an old stone wall to gain access to the property. In the process shards of old pottery, bones and other old stone walls were uncovered. The combined efforts of the Civic Association, Navy and the Historical Society eventually resulted in a “Stop Works” order being issued to the developer who had not complied with several conditions required before commencing any work. David Erickson, who is appointed as the Society’s spokesperson on this matter, recently attended a meeting with HWC and other affected parties and will be keeping a close eye on future developments.

The Old Mill, Glencairn: The Society was invited to a meeting of a group interested in “renovating” the Old Mill in Glencairn. It was agreed that we would provide some support by that they need to draw up a proposed plan of action which would have to be approved by HWC. To date no further communication has been received on this project.

Welcome Farm house: It was reported to the Society that the tenants of this building had disappeared and left the place in a shocking condition. Boet Domnisse and I visited the site and found it had been locked up. The matter was reported to the City’s Heritage Department at Plumstead and it was ascertained that the property is owned by Metro’s Heritage Department. To date no feedback has been received as to what course of action the City will take. It appears that a similar situation exists with the Oude Posthuis in Muizenberg.

TRADERS LIST: The Society is still looking for a volunteer to undertake the updating of the Simon’s Town Traders List.

COMMITTEE: During the year Captain Bill Rice advised that he would be spending some time overseas and felt unable to justify his position on the committee and therefore tendered his resignation. We will miss Bill’s many contributions and thank him for all he has done. Fortunately David Erickson has returned from the UK and has rejoined the committee. Welcome back David. This still leaves us two short – again I appeal for volunteers to serve on our committee.

CLOSING: In closing, I would like to express my thanks to the members of my committee, Audrey, Boet, Eddie, David, Peter, Bill and Yvonne, who have guided and assisted me during my year in office and for all that we have achieved together.

My thanks also go out to our members and their friends who have supported us throughout the year with donations, help and attendance at our functions.

Thank you sincerely one and all.

Signed: E. Mawhinney
Chairman.

GOVERNOR'S CUP YACHT RACE

This is a 1700 miles sailing race – usually downwind, NOW from Simon's Town to James Bay, St Helena Island. Originally the race began in Table Bay.

The first race was held in 1996 and attracted 15 entries with Line Honours being taken by Joe van der Westhuizen on NINA and with C.P. van der Merwe on his Farr 38 FREEDOM winning the Governor's Cup Trophy on handicap. Interest in yachting on the island was sparked with the donation of 2 sailing dinghies by race supporter Nina Mac Lellan, and young St Helenians began to take an interest.

The 1998 race saw 22 entries with 2 from the United Kingdom. Line honours were won by Hugh Brown on MERLIN with APRICOT winning the Governor's Cup Trophy on handicap. St Helenians took part for the first time in the race as crew aboard the yachts GROUP 4 and SPRINT.

The 2000 race saw 16 entries with Paul Bennett and Jonathon Paarman setting a new Line Honours course record with BELUGA-MONARCH ASSURANCE. Their crew included 4 St Helenians who had been brought to Cape Town for intensive training prior to the race. Handicap winners for the Governor's Cup Trophy were the British entry GLADEYE skippered by Lt Col. Charles Glee of the Household Cavalry.

The 2002 race saw 19 entries with Billy Liesegang on OUR DIANNE-MONARCH ASSURANCE with co-skippers Terry and Rian Liesegang winning the Governor's Cup Trophy on handicap with 3 "Saints" on board. Line honours was won by Jonathon Paarman on BGELUGA-MONARCH ASSURANCE with a crew largely consisting of St Helenians.

The 2004 results: there were 13 entries.

Line Honours: SHACKTRACK

Governor's Cup Handicap Trophy winner 1st in IRC class OUR DIANNE.

The 2006 results from 10 entries:

Line Honours: OUR DIANNE

Governor's Cup Trophy winner 1st in IPC & Muira Classes was DIDAKOI and 1st in Cruising Class was SUMMER LOVE

2008 results from 15 entries.

Line Honours: PHOENIX

Governor's Cup Trophy winner 1st in IRC class PATCHES and 1st in cruising class BLAZIN.

The 2010 race (the first which began in False Bay) – the results from 17 entries were:

Line Honours BANJO skippered by Frans Loots

Governor's Cup winner 1st in IRC class & overall Club Handicap OUR DIANNE skippered by Billy and Rian Liesegang.

1st in Multihull class was BANJO skippered by Frans Loots

1st in Cruising Class ROTARY SCOUT co-skippered by Mark Jennings and Peter Bosch.

The race has done much to increase an interest in tourism to the Island and has also increased an awareness in long distance sailing. JML ROTARY SCOUT is a 39 ft Tosca owned by the Scout Association of South Africa and moored at Simon's Town. The boat was originally donated as a bare hull by the Rotary Club of Bellville in 1987 and was built up over a number of years by veteran Scoutmaster Neville Coxon who launched the yacht in 1994. Then known as ROTARY SCOUT she took part in the 2000 Cape to Rio race, crewed by teenagers. She has also taken part in three Governor's Cup races.

The yacht fell into disrepair but was relaunched in January 2006 by an enthusiastic group of adult volunteers, mainly Dads and Moms of scouts. In 3 years well over 750 youngsters have gone sailing. It has been completely refurbished and safety equipment acquired. The Jewish Maritime League sponsored her from August 2007 to 2012 and she was renamed JML ROTARY SCOUT. She has proved to be very useful. The Cape Windjammer NGO has used her for experimental training; she has acted as a support vessel in the marathon Vista Nova School Freedom Swim from Robben Island to Blouberg Beach; groups from Herzlia School have been day-sailing on a Sunday. A highlight in her life was participating in the JML "Sailing Together" project with a group of Muslim Arab and Jewish Israeli youth around Cape Point to Hout Bay. In the 2010 Governor's Cup race she stood up well to the gale force winds which met her when sailing from Simon's Town, Five of the 16 yachts in the fleet sustained damage and were forced to retire, although 3 eventually rejoined the race. JML ROTARY SCOUT weathered the storm magnificently even though most of the crew were seasick, but nobody missed a watch!

With a young crew it has been learnt that sailing is a wonderful medium for teaching life skills, helps them to develop leadership skills and explore ways of pushing the boundaries of their personal courage in a safe, nurturing environment.

NOTE: Information from Governor's Cup web site (www.governorscup.co.za) and 'HA-YAM' Jewish Maritime League Annual 2011

The Race in 2012 started from Simon's Town on 22 December and the winning boat to win the Governor's Cup was REACTION skippered by Tinus Groenewald, which reached St Helena on 3 January 2013. The next race will be at the end of 2014.



J.M.L. ROTARY SCOUT shown leaving Simon's Town for St Helena
(from the cover of the Jewish Maritime League Annual of 2011)

THE EARLY INHABITANTS OF THE SOUTH PENINSULA

Early people known sometimes as Sonqua lived in the Peninsula. At the Museum is a map showing where they are thought to have sought shelter from the elements. They ate shellfish, fish, crayfish, marine birds, seals and when they found them, stranded whales. They were opportunists and if they came across them, they hunted steenbok and eland and also ate tortoise. They principally hunted with bows and poisoned arrows. It was chiefly the women who collected the shellfish and bulbs such as *Watsonia* (Iridaceae).

Hunters were the sole human occupants of the Peninsula until about 2,000 years ago, which was when the first herders appeared on the scene. Herds really grew into large numbers from 1,000AD which leads us to believe that the social hierarchy of the Khoikoi (also called Hottentots) society we know from the arrival of the early Europeans in the 15th century started around this time. The main clans were the *Gorachoqua* and *Goringhaiqua*.

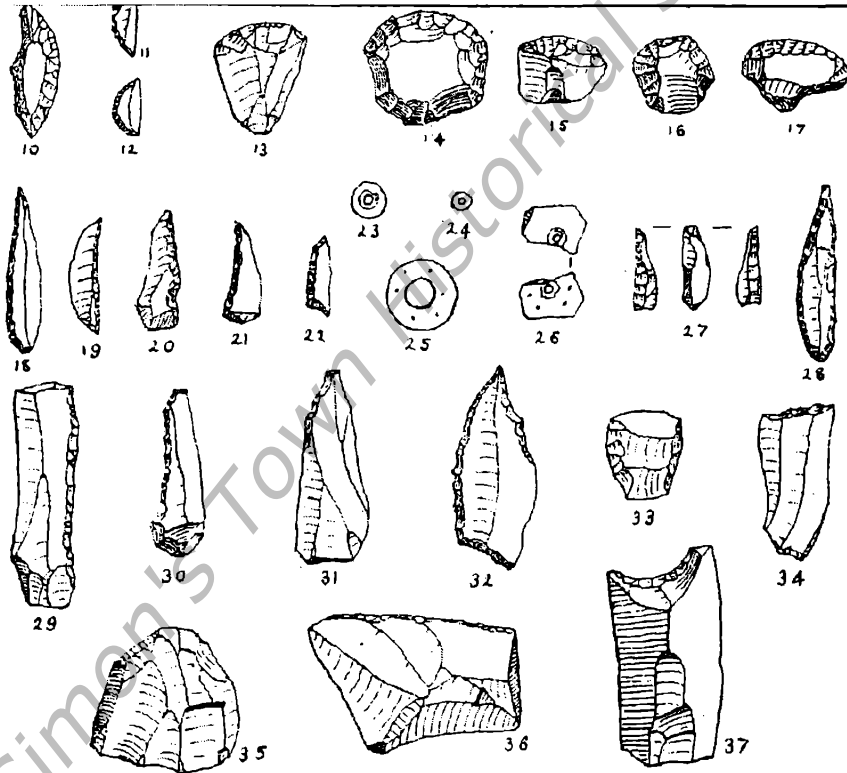
The Sonqua were not averse to stealing cattle in order to provide food and their name became synonymous with stock thief. The Khoikoi were essentially herders. Their name translates as "The Real People". Since most of the Peninsula was not good pasture land they had to be nomadic in order to find pasture for their cattle. Their possessions were necessities as they had to be light and portable in order to be carried on the back of oxen. Their huts were made of matting and could easily be dismantled and then re-created at the next stop. Their oxen were also trained as war animals.

It is not certain how the Khoi got down here but what is certain is that their language is similar to that of the Khoek-speaking Bushmen of northern Botswana. As they were nomadic they would not necessarily return to the same spot each time, with the result that no middens have been found except for that at Kasteelberg kopje near Paternoster on the west coast. It is thought that the plentiful supply of seal meat drew them there over a period of 1,000 years ending about 1300AD. The fat of these seals was also important to them as they mixed it with red ochre and smeared it on their bodies as van Riebeeck tells us in his Journal of 30 October 1658 when he described the Cochoqua chief OEDASOA "dressed in skins and so besmirched that the fat ran down his body". This smearing with butter fat or seal oil was considered a sign of wealth.

Between January and October 1978 a team of archaeologists associated with the Simon's Town Museum and University of Cape Town excavated a shell midden between Windmill Beach and the Golf Course. It seems appropriate to mention that during World War II a person called Commander Gracie had been stationed here. He was a British archaeologist. He was one of the founder members of the South African Archaeological Society and on his return to England at the end of the war turned his attention to Romano-British archaeology. He later donated to the Museum material from the midden which he had taken back to the UK when he left

here. The team found no Middle Stone Age sites, though they do occur at Glencairn and Cape Point. Abbé Breuil (S.A. Journal of Science Vol. XLI 1945) found Early and Middle Stellenbosch material above Seaforth and an earlier possible culture further up the hillside.

It has been suggested that the Peninsula or "Isle of Good Hope" was cut off from the mainland during the late Stellenbosch times and that nothing dating from the Earlier Stone Age is likely to be found below the 140 ft raised beach. Some rather indeterminate Stellenbosch material occurs well below the main road between Queens Battery and the sea but this is only to be expected, that some implements should drift 100 yards down the hill in the course of 50,000 years.



Some of the implements excavated from the Simon's Town Site - more are on display at the Simon's Town Museum

The South African practice of eating shellfish has been firmly related to the late Stone Age peoples giving rise to what was formerly called the "Strandloper" culture.

Ref: The Shell Mounds of Simon's Town STHS Bulletin Vol. X No. 3 pp 98-104.
Kalk Bay Historical Association Bulletin No. 1 March 1997

Note: There is a display of this dig and a map showing where they are thought to have lived/sheltered, on display at the Simon's Town Museum, Court Road, Simon's Town.

DOLPHINS and ORCAS (Killer Whales)

The Dolphin (or Delphinus) was referred to by the ancient Greeks as the *sacred fish*. There are many stories of their befriending humans in trouble in the sea.

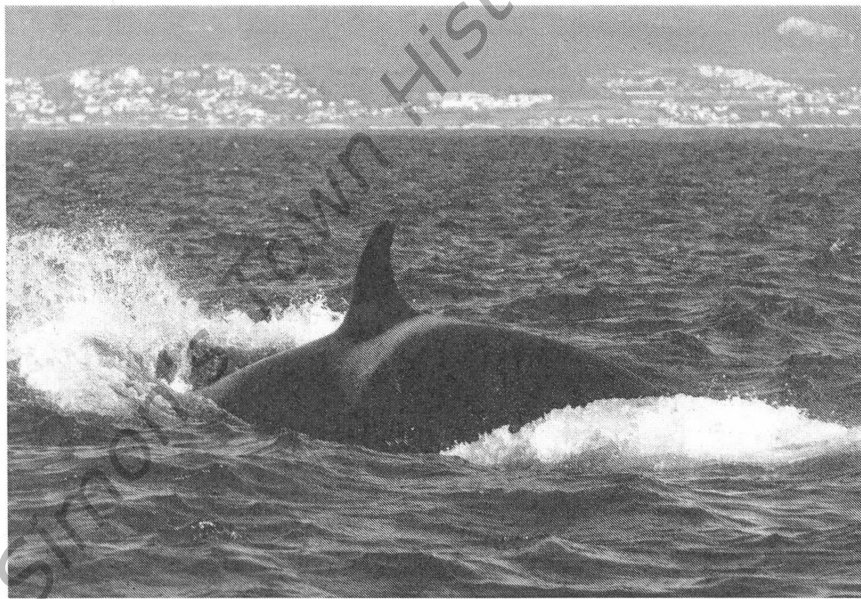
Dolphins originally were cloven-hoofed creatures found in the swamp land so it is said. Over time they evolved into what we know today as a sleek fish-like creature. Their forelimbs became flippers (for steering) and their diet changed to one of fish. They are mostly found in the oceans but occasionally move into river areas. There are 36 species in the cetacean family. They are said to be closely related to hippos. They swim by moving their tails up and down. You will often have seen them dive in and out of the water and this is, when out of the water, they take a breath as their nostrils are placed on the top of their heads.



Dolphins have few enemies, only larger dolphins like orcas, or like sharks. As I have said above, Dolphins have been known to help humans floundering in the sea. Off the shore of Brazil and off Mauritania, they form groups and herd fish towards the fishermen's nets. This relates to the fact that dolphins hunt in groups, herding the fish into bait balls. Dolphin young are born near the surface and tail first so that the blowhole of the young emerges last and the baby dolphin can be quickly lifted to the surface for its first breath. Adult dolphins have a sleep cycle of several hours during which time the adult will swim slowly at the surface, sometimes closing one eye while resting the opposite side of the brain.

Dolphins have clever heat-exchange systems. Male dolphins testes are concealed inside their bodies to maintain their streamlined form and must be cooled down to prevent overheating of their fragile gametes. Pregnant females require their womb and foetus to be kept cool. To this end cool blood from the uninsulated tail is pumped to the womb and foetus. Dolphin flippers are also uninsulated and extra unwanted heat can be got rid of via the flippers.

Dolphin echolocation is well recognized and these days they are being trained by various navies of the world to detect various hazards and to perform tasks and use tools.



Photographs by Dave Hurwitz – one of our members

During May 2012 a large number of dolphins were hunting fish in False Bay between St James and Simon's Town when Dave Hurwitz, one of our members, was able to take some rare photographs. The dolphins were then preyed upon by some orcas, quite unusual in False Bay. We are very grateful to Dave for sharing these photographs with us.

THE RAILWAY LINE FROM MUIZENBERG TO SIMON'S TOWN

(Originally written by David Rhind who was a member of the Simon's Town Historical Society for many years and a well-know authority on railways)

The line from Cape Town to Simon's Town was constructed in 4 stages. The **1st section** was from Cape Town to Wynberg and opened in December 1864. The principal shareholder of the developers Wynberg Railway Company was John Mortimer Maynard, then owner of Maynardville at Wynberg, now used as a public park. His property stretched down to the present Wynberg Railway Station and he donated this area to the Company for the building of the Station buildings.

The **2nd section** (opened in December 1882) extended from Wynberg to Muizenberg and the **3rd section** was soon extended to Kalk Bay by 5 May 1883. The Cape Government was under pressure to construct a line from Cape Town to Kimberley as soon as possible as diamonds had been found. Therefore the line from Kalk Bay to Simon's Town had to wait.

Work on the **4th section** from Kalk Bay to Simon's Town began on 7 November 1889 when the Minister of Public Works, Col. Schermbrucke, turned the first sod. The minister and invited guests adjourned to the Kings Hotel at Kalk Bay for lunch and the inevitable speeches and they returned to Cape Town on the 3.40 p.m. train.

In charge of the work was the Railways Engineer-in-Chief and Mr Noad (the District Engineer). The actual supervision was done by Engineers Wise and Bishop and the Clerk of Works was from Messrs Barclay and Picton. The contractor was Messrs Wilkinson & son for the section Kalk Bay to Fish Hoek and the Government built the rest of the line for which the contractors were Messrs Storrier and Wheeler. Mr Storrier was a resident of Simon's Town, Simon's Town Councillor and also responsible for a considerable amount of tree-planting in and around Simon's Town.

Due to a shortage of skilled artisans at the Cape, masons were brought from overseas to work on the construction. At first there was only 1 station between Kalk Bay and Simon's Town and that was the halt at Fish Hoek. This was near the

present level crossing onto the beach and was a wooden platform on open trestles which allowed the sand to blow straight through. For many years a team of labourers was employed to keep the line clear and to load the unwanted sand onto railway wagons to be dumped onto the banks of the Silvermine Stream. Later on it was railed to Salt River to reclaim the area over which the Railway Workshops at Salt River were built.

At Glencairn the train stopped to serve the workers at the Glass Works (on the mountain side of the now Glencairn Expressway) and here sand was also a problem, which was one of the reasons for eventually closing the glassworks. To overcome the nuisance caused by the sand the platform was moved to the Simon's Town side of the river where it still is – on a rocky shoreline. (In 2012 handsome new station buildings have been constructed. Ed)

Eventually the line reached Simon's Town and was opened on 1 December 1890 when Cecil John Rhodes arrived on the first train, cut the ribbon and made a speech on the platform. After that the public marched behind the band of the East Yorkshire Regiment to the British Hotel where the VIPs had lunch and again speeches were made. The schoolchildren of the town had a holiday from school and were treated to a ride to Glencairn on the train.

To celebrate the 100th anniversary of the train's arrival the Society and the Museum organized a special train. Gordon Wilson for the Museum and Gerry Read for the Society took an early train to Cape Town to meet up with Gordon Oliver the Mayor of Cape Town and all those who had purchased tickets for the journey, and they then boarded the special train for Simon's Town. On arrival they were met inter alia by Nigel and Jane Farquharson and the Misses Cartwright suitably attired in period dress, a plaque was unveiled and they all marched as far as the Town Hall behind the band of the South African Navy. The VIPs were entertained to lunch and again the inevitable speeches were made. About 100 people had lunch in the courtyard of the Museum, toured the Museum and also saw an exhibition of model trains which had been set up specially for the day. Later in the afternoon the Society welcomed the Committee of the Historical Society of Cape Town who had taken the opportunity to visit the town.

At the British Hotel during the speeches on 1 December 1890 Anders Ohlsson (the Brewer) proposed the line should be continued to Millers Point but as we know nothing came of that. The construction of the line from Cape Town to Simon's Town had taken place over 36 years! The line was electrified in 1928. The most significant station building apart from Simon's Town is that at Muizenberg which was built in 1913. The main criticism of it is that more space should have been given to the approach from the main road which is very narrow and did not allow for the widening of the main road in the future.

In 1903 Parliament authorized a line from Fish Hoek to Kommetjie. All the necessary surveys were done by the Kommetjie Railway Company but with the end

of the Boer War the Cape was short of money and that was the end of that idea [With the creation of Ocean View and Masiphumulele this would have been of inestimable value] The Manager of the Cape Government Railways in 1912 was keen to extend the line from Muizenberg to Somerset West and Gordons Bay. The survey was completed in 1918 but again nothing further happened.

If you look up from Kommetjie Road to the top of the mountain you will see the remains of the stone quarry which was opened in 1896. For this a trolley line was constructed from the quarry to the Fish Hoek Outspan from where the stone was transferred to the Cape Government Railways for onward transport to where required.

From 1902 – 1905/6 a narrow gauge line existed from the 1st Glencairn station to the Glassworks (and further up the hill to where the sand was obtained for the glassworks). During the Boer War a 3'6" gauge spur was laid along the same alignment and was used for the test-firing of the rail-mounted "Big Bertha" type rail-mounted guns like the "Sir Redvers"

From 1903-1930 a private line ran parallel to the Cape Government Railways from Fish Hoek to Kalk Bay and ran across the Silvermine Stream where it turned inland to Clovelly where Colyn (a developer) was establishing a village to be called Mayville. Colyn also had a quarry in this area from where the line carried stone down to Fish Hoek. We do not know when Colyn gave up using this line but by 1920 the Cape Government Railway was using it to carry sand from Fish Hoek to the hillock next to the Silvermine Stream.

The line to Muizenberg and to Kalk Bay was at one time known as the "picnic line" on which in 1 month in 1893 11,500 tickets were sold. The local papers of the time carried many advertisements encouraging people to come out to Muizenberg for dinner and a breath of fresh air. At that time there were 4 or 5 hotels in the station area. It was a habit for people from as far south as Simon's Town to catch the "theatre train" in order to see the latest play on at the theatre in Cape Town. It left Simon's Town at 6.45 p.m. and left Cape Town again after the end of the show and you could be back home before midnight.

For a couple of years in the 1990s Bigsies Buffet Car traveled between Cape Town and Simon's Town as part of various trains. It was a pleasant way of commuting as you paid an "entrance fee" to the Buffet car on top of your usual ticket but traveled in comfort. Perhaps some day the Railways will become "friendly" again and another similar coach will appear – I am sure tourists would appreciate it. At weekends people patronized it and met up for breakfast on the train.

JUBILEE SQUARE and ITS FOUNTAIN

The fountain is correctly known as QUEEN VICTORIA JUBILEE MEMORIAL FOUNTAIN. It was initiated to celebrate Queen Victoria's Jubilee in 1897. It originally sat on the main road opposite the Dockyard Clock and outside what was then St Francis Mission School (a building now used by the South African Navy).

In 1897 there was only one approach road to Soldiers' Way and that was the turn off from the main road opposite the Dockyard Clock. When the Simon's Town Council constructed the small section of Soldiers' Way leading to the town, the fountain was an obstruction because of the increasing volume of traffic. In 1935 the fountain was moved to the square in front of the Old Municipal Building. What had been the Market Square was renamed Jubilee Square to commemorate the 25th anniversary of the Jubilee of King George V. That is when the palm trees were planted by children from all the schools as well as the cubs, scouts and guides and Church Lads Brigade. Sadly over the years the brass plaques which once told you who had planted each tree have disappeared. The fountain originally when moved stood in the centre of Jubilee Square. Later on, during Mayor Nicki Holderness' time, when the Square was given a facelift and the ficus trees were planted (instead of the blue gums) the fountain was moved to its present spot in order to give more space for car-parking.

Originally the fountain was fitted with 4 iron cups. On the bottom of each cup was an iron chain connected to a ring fixed to the fountain. Adjoining this chain fixture were four iron pins, about 4" long, over which the cups were placed when not in use. Below each cup a spring-controlled tap was provided for supplying water for the cups. The large circular bowl below these taps was filled with water for the hard working animals of the time.

The large lamp above the fountain acted as a street light. There was no electricity supply to the town in those days, so the lamp provided was the "Kitson" type which burnt vapourised paraffin oil over a white hanging mantle, contained in a closed glass lamp fitting. The cylinder containing the oil and the compressed air was housed in the circular base beneath the fountain.

All the street lights of the time consisted of the "Kitson" lamp type, and the Council employed a man whose job it was to push a wheelbarrow, containing two 4 gallon tins of paraffin oil and a foot pump, from lamp to lamp, filling them with oil and pumping the cylinder with air, until the gauge on the cylinder registered at the red mark. This red mark could be adjusted to suit the various seasons, or to suit any variation in the times required for the lamps to burn. Frequently, due either to a slight blockage in the vapour supply line, or through insufficient pumping of air, the lamp mantle would catch fire and burn with a dull flame blackening the interior of the lamp glass.

If a street lamp on the outer edges of the town interfered, or hindered, the romances of a courting couple, it was common practice to open the door containing the oil cylinder and close the supply valve, when it was contended by the couple that the moon looked most superb without the assistance of artificial light!

An elderly Council lamplighter, called Adams, sadly died one night at his post, having only attended to a little more than half the lamps he was required to light. The “Kitson” lamps were finally wired to take electricity and remained in use for years, while the Council obtained its electricity supply from the then H.M. Dockyard. When the electricity supply was taken over by the City of Cape Town, the “Kitsons” were removed and replaced by a standard pole and lamp.

After the refurbishment of the Square referred to in paragraph 1, it was decided to place the majority of the plaques in the town on the Square and this has been well received by tourists and visitors. Then the statue of Able Seaman JUST NUISANCE joined the plaques and has been a long time favourite of all those who visit the Square. With the dissolution of the Simon’s Town Municipality and our coming under The City of Cape Town it was felt necessary to have our own body controlling the town centre and this led to the foundation of STADCO (Simon’s Town Amenities Development Company) a non-profit organization who see to street cleaning, parking on the Square, various town gardens etc. etc. They do a splendid job and the money raised from parking goes towards wages for their employees while the Trustees give of their services voluntarily.

At this stage it is important to mention that an ambitious Town Council in about 1899 asked John Parker, the noted Cape Town architect who was working on modernizing the buildings of the main street at the time, to design for them new Council Chambers, to be built on the Square. Fortunately they could not afford such grand buildings and the matter was shelved and the town retained its window to the sea, which would otherwise have been lost – and where would we have parked then!!.



The new clock on Jubilee Square – photo by D. Erickson

Just before the end of May 2012 Stadco were instrumental in installing a new clock on the top of the buildings on the Square. The original clock had given much trouble and frequently had to be repaired. Finally Stadco discovered a Swedish made clock which is run by a central computer and if there is a power failure, it auto-corrects when power is restored. It is illuminated at night which adds to its attraction. Because of its being installed in Queen Elizabeth II's Jubilee year and almost "on queue" it is appropriate to call it the JUBILEE CLOCK. It is thought that this clock is the first of its kind in the country and soon a similar one is to be installed at the Cape Town International Airport. It was unveiled at a small ceremony on Friday 25 May 2012.

NOTE: Part of this article previously appeared in the Society's Bulletin Vol. 1 No. 2, but has been updated because of the changes made since then. The original article was written by Mr Holloway, the Municipal Health Inspector.

THE OSTRICH (*Struthio Camelus*)

It is the largest living bird, the male standing about 8 ft high. It is a native of Africa; but the name is sometimes given to the rhea, a native of South America. It is found in most parts of Africa south of the Sahara and in the Arabian and Syrian deserts. It runs at speeds exceeding that of a horse. It was only about 1857 that Ostriches were domesticated when young birds were first enclosed. Before that they were shot before their plumes were extracted but after 1870 greater attention was given to their domestication. The centre of the ostrich industry is Oudtshoorn in the Cape and the peak period was 1906 – 1912 when some 400,000 birds were being farmed but by 1939 there were under 20,000 birds. Recently avian flu has been a scourge to the industry and many, many flocks have had to be destroyed. Ostrich meat is now popular both here and overseas as it is low in fat and requires to be cooked for a short time.

There have for many years been ostriches in the Cape Point area but now on the Plateau Road (at the back of Red Hill going down to Smitswinkel Bay) there is an ostrich farm (the Cape Point Ostrich Farm) which is open to visitors and many overseas tourists call in there to be introduced to the birds. During the breeding season the beak and shins of the male ostrich turn from grey to fiery red to attract the female, and when males are more aggressive to humans. The female usually lays an egg every two days and up to forty egg follicles can form within the female body; some of them are then fertilized and the non-fertile eggs pass through the urinary tract. It takes 42 days for the baby to hatch and these large eggs weigh

between 1kg and 1.56kg. One ostrich egg equals approximately 20 chicken eggs and the life span of the birds is approximately 45 – 60 years.

Nowadays many products are made from the ostrich such as handbags and wallets. The ostrich has a powerful kick which is a forward kick. Cape Point Ostrich Farm does not recommend that adults should ride ostriches as because of its bone structure it is recommended that only small children of 20kg to 35 kg should be allowed to ride them.

NOTE: References: Everyman's Encyclopaedia; and "Ostriches" ISBN 1-919901-33-7 text by Cecilia Coelle of Cape Point Ostrich Farm and photographs by Volker Janssen (a member of the Simon's Town Historical Society). The book is on sale in the Simon's Town Museum shop and forms part of a collection of books which Volker Janssen has produced which make excellent presents.

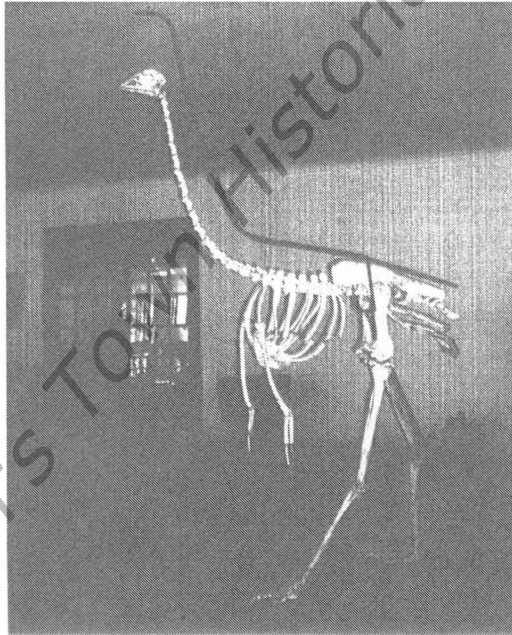


Photo – skeleton of an ostrich

HMS HELICON was a brig sloop of 238 tons built in 1808 and launched by King George IV at Upnor in 1808. She was broken up at Sheerness Dockyard in July 1829 after spending part of her life on the East coast of Africa in the suppression of the slave trade and patrolled between Simon's Town, Mauritius, Zanzibar and Delagoa Bay (to-day Maputo). She had 10 guns (eight 18pdr carronades and two 6 pdr guns). She arrived at Simon's Town on 24 December 1825 from Plymouth. These were the days of gunboat diplomacy. Her commander was Captain Charles Richard Ackland, 3rd son of Sir Thomas Dyke Ackland.

Captain Ackland's tombstone in the Garden of Remembrance in the Old Burying Ground at Simon's Town reads as follows:

“Unwilling to commit to others in a dangerous climate during a pestilential season a voluntary enterprise of Justice and Humanity Captain Ackland took in person command of this own ship's pinnace on the River Mapula in Delagoa Bay. Regressed wrongs there sustained by a small British vessel, rescued the African slave from the hand of his oppressor and then returning his righteous ends attained but his frame stricken with the fever of the country lived only to regain these shores an early victim of his generous sense of duty. Died April 23rd 1828 CHARLES RICHARD ACKLAND 3rd son of Sir Thomas Dyke Ackland, born 1793. Died at Simon's Town being made Commander of HMS HELICON the day before his funeral.” One of his last engagements was to capture the Portuguese slaving schooner MARIA LEONORA on about 8 March before returning to Simon's Town.

NOTE:

- Post-Captain was a rank in the Royal Navy in sailing warship days which corresponds to Captain today. In those days there were two kinds of captain depending on the size and quality of the ship. On promotion lieutenants were given the rank of captain and appointed to the command of a small ship such as a sloop or cutter. Then after sufficient experience in command of such a ship they were “Posted” (i.e. given the command) of a rated ship and took the rank of Post Captain.
- River Mapula is today the Maputo River of Mozambique
- Pinnace is a ship's boat which originally was rowed with 8 oars but this was later increased to 16 and they could step a mast when required and set a sloop rig. They were discarded when steam was introduced.
- Information from Ships' Cards S.T. Museum Archives. We were reminded of this event by one of our members Chris Taylor.
- If you have a few hours to spare visit the Old Burying Ground at Seaforth. There is much history there. What is known as the Garden of Remembrance is now cared for by the Commonwealth War Graves through their local representative. In the past 3 years they have spent a large amount of money and time upgrading the area which task, before this, was undertaken by the Simon's Town Historical Society in conjunction with the now defunct

Municipality of Simon's Town. The cemetery opened in 1811 and closed for burials in 1911 when Dido Valley cemetery was opened. This cemetery also contains a large number of naval graves in the area at the southern end; the remainder of the cemetery is now closed for burials.

THE VOC ship BATO and her guns

It is not known exactly when the Dutch ship BATO was built but she is known to have sailed frequently between Holland and Batavia, calling both ways at Table Bay. As early as 1743 she brought Baron von Imhoff to Table Bay and in 1803 on 23 December she arrived from Batavia with Commissioner-General of the Batavian Government J.A. de Mist and with Mr Janssens C-in-C and Governor of the Cape (Theal 4.468)

On 32 January 1803 she is described as having "place for 76 guns but only 40 are mounted. The dismounted guns are in the hold". She sailed for Batavia on 14 February. Perhaps it was due to her poor condition that the 36 guns were used as ballast? Remember it was at this period that the VOC was in rapid decline. The BATO was anchored off Long Beach, Simon's Town as a "floating fortress". On 25 July 1805 Captain Popham RN reported that the only ship of war at the Cape – at Simon's Bay – is the BATO – dismasted – the main mast rotten – with a train ready to destroy her if an enemy approaches.

On 13 January 1806 after losing the Battle of Blaauwberg, the Dutch set about destroying the BATO but Popham reported that as the 68 gun BATO was not entirely burnt he was sending Captain Percy to take possession and if possible move her to safety. However, on 21 January Captain Percy (Theal 5/305) reported to Popham that there was little chance of her ever being serviceable for not only is she burnt to the waterline but she has been striking hard in the last gale and is now full of water. Before the East Dockyard extension was begun in the 1970s her hull timbers were still visible at certain tides.

During the 1960s Harry Dilley was called to salvage a 30 ton steel ketch which had broken loose from her moorings and had been driven ashore on a spring tide. His boat ZEST, a converted World War II crashboat then had engines which did not have enough power to dislodge the ketch's hull and drag it back into the water. A local diver from Simon's Town (Anderson Ndongeni) who was assisting Mr Dilley suggested attaching the winching equipment (anchor chain and salvage gear) to a wreck nearby (the BATO). Fortunately the wind abated somewhat and they were able to tow the ketch to the town pier.

Anderson told Mr Dilley he had seen some cannons lying about the wreck. Some years later Harry mentioned this to Llew.Gay and Gordon Wilson of the

Municipality. Both these men were keen collectors of Simon's Town memorabilia for which the Simon's Town Museum is eternally grateful. As a training exercise a small team of Dockyard/SA Navy divers assisted in lifting the cannon off the deck of the BATO after which they were towed to the East Dockyard and aided by a mobile crane, loaded onto a Simon's Town Municipal truck to be stored at the Municipal Yard while a preservation plan was hatched.

There were two options: (1) place them in strongly running clear water for 12 months to displace the salt or (2) place them in a furnace, bake them till cherry red and then allow them to cool. The first suggestion was impossible in mountainous Simon's Town so option No. 2 was the way to go. Our then local Member of Parliament John Wiley was asked to "do something" to help. Through the good services of the S.A. Railways workshops at Salt River the cannon were loaded onto a Council truck to be taken to Salt River for treatment. After treatment they were returned to Simon's Town and offloaded on an open site in front of the Police Barracks where Alan Brinkman of Nautilus Marine, then working on the Dockyard extension, sandblasted them and applied preservative paint. At the same time he treated the numerous anchors which the Museum had collected during dredging operations in Simon's Bay.

Finally gun carriages were made and the cannon put on display outside the old Post Office in St George's Street. When that building was redeveloped they were moved to a safe place at water's edge near the Yacht Club. Their position was on ground now being let to the Yacht Club so off they went again! They have now been mounted at the entrance to the Town Pier in Wharf Street by STADCO – hopefully for many years to come.

Gerry de Vries, who has written "The Muzzle Loading Cannon of South Africa" and is an authority on old cannon confirms that they are indeed from the BATO. They are 8 pdrs of Swedish Manufacture for either the Dutch Admiralty or the VOC. Most Dutch iron guns were cast in Sweden.

Note:

Our thanks to Prof Domnisse for obtaining the information from Harry Dilley and to STADCO for taking care of the two guns. Further information was obtained from the Ships Cards in the Simon's Town Museum Archives.

HMS RALEIGH STRUCK BY LIGHTNING

(From the Yorkshire Evening Post 4 June 1893)

Information has been received of the arrival at Simon's Town of the cruiser RALEIGH, flagship of Rear-Admiral Bedford, on the Cape of Good Hope station, after an exciting experience at sea. One Sunday the Rev. Wilson Highmoor was conducting Divine Service when the ship was struck by lightning. Everyone on board experienced a severe shock, and the service was brought to a

hurried close. It was afterwards discovered that the lightning flash had so affected the ship's compass as to alter the deviation as much as fifteen degrees.

BOER PRISONERS AT COLLEGE

Passes at the University of the Cape of Good Hope

From: The Evening Standard, UK, 10 February 1902

"The following names appear in the list of successful candidates in Cape Town and suburbs:

{The * prefixed to names in Class I indicates that the candidate is
Above the age for bursaries}

The letters in brackets after the names indicate passes in the optional subjects, viz. Dutch (D), English (E), French (F), German (G), Kaffir (K), Sesuto (S), Latin (L) and Science (Sc).

CLASS I

- | | | |
|----------------------|------------------------------|-----|
| 8. * Klerk DJM | school, pow camp, Simonstown | (D) |
| 10. * Joubert MJA | ditto | (D) |
| 38. * Scheepers W | ditto | (D) |
| 28. van Rooyen GC | ditto | (D) |
| 48. * van Aswegan HJ | ditto | (D) |
| 63. * Maree JP | ditto | (D) |
| 96. * Lombard JA | ditto | (D) |
| Yssel SG | ditto | (D) |
| Prinsloo JDT | ditto | (D) |

Under the heading "More Barbarity" the Cape Argus of 17 January writes :
"Tis a quaint way for a country to show its barbarity and vindictiveness to offer the prisoner of war in its keeping educational advantages, equal only to those enjoyed by the well-to-do people in the land. Shortly after the Boer prisoners were sent into camp at Simonstown and Green Point arrangements were made by the authorities of the new colonies to provide education for such prisoners as might desire to profit by it. In each camp a prisoner was found to lay the more elementary foundations, while for higher work a full-qualified instructor visited the camps for several hours daily.. The good work thus effected has borne its proper fruit and we notice from the pass lists of the school elementary examination (Published in the *Government Gazette*) this morning that no fewer than 9 Boer prisoners confined at Simonstown appear as having passed the examination, and of these no fewer than 7 in the 1st class. We venture to express the opinion that no prisoners of war since the world began were ever treated in such a considerate manner."

COST OF MAINTAINING THE AFRICA STATION

The cost to the United Kingdom of maintaining the naval ships of the Africa Station and the establishment at Simonstown during the last 3 years was approximately:

| | | |
|------|----------|---------|
| 1933 | Sterling | 560,000 |
| 1934 | | 690,000 |
| 1935 | | 445,000 |

These figures are given in a written reply yesterday by Lord Stanley, Parliamentary Secretary to the Admiralty, who explained that differences in the constitution of the squadron account for the variations in cost.

Lt HARRY LEWIN LEE PENNELL R.N. of the TERRA NOVA.

When Scott set out on his 2nd Antarctic expedition he took 59 men with him. Attention has always been focused on those who actually landed on the continent but TERRA NOVA's navigating officer, and sometimes its commanding officer, needs to be publicized.

Pennell was born in Northampton, England on 22 December 1882 to Col and Mrs J. Pennell of Auliscombe, Honiton, Devon. He entered the Royal Navy on 15 September 1899 aged 17 and earned his first medal in the Boxer Rebellion the next year when he served in HMS GOLIATH. From there he went to R.N. College Greenwich and in 1902 at Britannia Naval College he earned a prize of Ten pounds for obtaining five 1st class certificates and also received full marks in pilotage. At the end of the course he was credited with 8 months service and on 15 March 1903 was advanced to the rank of Lieutenant. He was continually praised by his seniors as an absolutely trustworthy pilot for his skill in navigation.

In 1910 Scott wrote to the Admiralty seeking permission for officers and men of the Royal Navy to participate in his expedition and among those he mentioned by name was Lt H.L.L. Pennell. Of the 59 men in the expedition there were 10 officers and 21 petty officers and ratings. There were to be 31 in the shore expedition (who would land on the ice and carry out exploration and scientific tasks) and the ship party of 28 men (of which Harry Pennell was one).

TERRA NOVA set sail on 1 June 1910 calling at Cardiff, Simonstown, Melbourne and Lyttleton. Pennell stood out from the beginning of the voyage. He worked hard, even trimming coal and any other job that turned up. He also maintained a log recording the number and species of whales, dolphins and seabirds, and had a very cheerful nature which endeared him to everyone aboard. On 22 December 1910 Pennell celebrated his 28th birthday trapped in pack ice. Among the celebrations he was hoisted up through the forecandle skylight!. On 4 January 1911 they reached Mc Murdo Sound in Antarctica.

Here unloading began in order to establish Scott's base camp at Cape Evans. On 8 January one of the motor sledges crashed through the ice and sank. Several men were stranded. Pennell and Priestley (one of the scientists) started to make their way back to the ship to get help when the ice crest collapsed and Priestley fell into the freezing water, initially being swept under the ice by the current. Fortunately he was able to retain his hold on the safety rope and Pennell, stretched out flat on the ice, was able to hook his arm under Priestley's armpit and haul him out. They had a 2nd emergency on 21 January when TERRA NOVA ran aground on the ice edge. Those on board shifted the cargo (of almost 10 tons) quickly aft and then ran from side to side to make the ship roll, and off it came.

After Scott and his party were set down at Cape Evans the TERRA NOVA (still commanded by Lt Campbell RN) was to drop off 2 other parties; one to explore round McMurdo Sound and Butter Point, and the other (in charge of Campbell) to explore Edward VII land. Then Pennell would take over command and explore the coast of Antarctica from Cape Adare westwards, then return to New Zealand at the end of the polar summer. Campbell and Pennell climbed to the crow's nest to locate a suitable landing place. Due to a large piece of the ice shelf having broken away and left sheer ice cliffs in all directions no landing place could be seen.

On the night of ¼ February 1911 TERRA NOVA discovered to their horror that Amundsen's ship FRAM was in the Bay of Whales. Despite curses loud and clear, civilities were observed and Pennell and two of his colleagues joined the Norwegians for a pancake breakfast while the Norwegians paid a return visit at lunchtime. TERRA NOVA returned to Cape Evans to impart the bad news to Scott that Amundsen was there. Unable to find a suitable landing place and encountering icebergs and pack ice on 7 March Pennell began his voyage back to New Zealand and 1 April gave a press conference in Christchurch.

TERRA NOVA sailed from Lyttleton 15 December 1911 to pick up members of the parties. It was on 18 January that Scott and his 4 companions had reached the South Pole to find that Amundsen had beaten them to it. Because of deteriorating conditions, on 5 March Pennell was forced to steer for New Zealand, coal too was running short.

TERRA NOVA returned to the Antarctic on 28 January 1913, this time under Teddy Evans and were deeply shocked on arrival to hear that Scott and his party had perished on or about 29 March 1912. On 19 February Pennell and Evans landed at Oamaru, a small town on South Island, New Zealand, and sent the grim message in code to London. Pennell returned to his career with the Royal Navy and on 30 June 1913 he was appointed a Commander, awarded the Polar Medal plus the Silver Medal of the Royal Geographic Society.

In 1914 he joined the DUKE OF EDINBURGH an armoured cruiser of 12,590 tons. In April 1915 he married Catherine Mary Hodson and they later had a daughter. In November 1915 Pennell transferred to HMS QUEEN MARY as Navigating Officer. She was a 30,000 ton battlecruiser capable of 26 knots and completed in 1913. Pennell went down with his ship at the Battle of Jutland. She carried a complement of 71 officers and 1213 ratings. Only 4 midshipmen and 14 men survived. The names of the casualties are inscribed on the Portsmouth Naval Memorial. Its loss of men was only exceeded in World War II by HMS HOOD in 1941.

In 2010 Cardiff became the focus of commemorations for recalling Scott's departure for the Antarctic and the binnacle of TERRA NOVA was returned to the City. It had been specially installed in the ship to help with mapping the Antarctic coastline and extensively used by Pennell. It was presented to the Navigation School of the Royal Navy by Cdr E.R.G.R. Evans, Cdr H.L.L. Pennell and Lt H.E.de P.Rennick in 1913 before the TERRA NOVA was returned to Bowings, its original owners. It is now on permanent loan to the National Assembly of Wales and is housed in the one-time dock manager's office overlooking Cardiff Bay.

HM HIRED BARQUE PAGODA

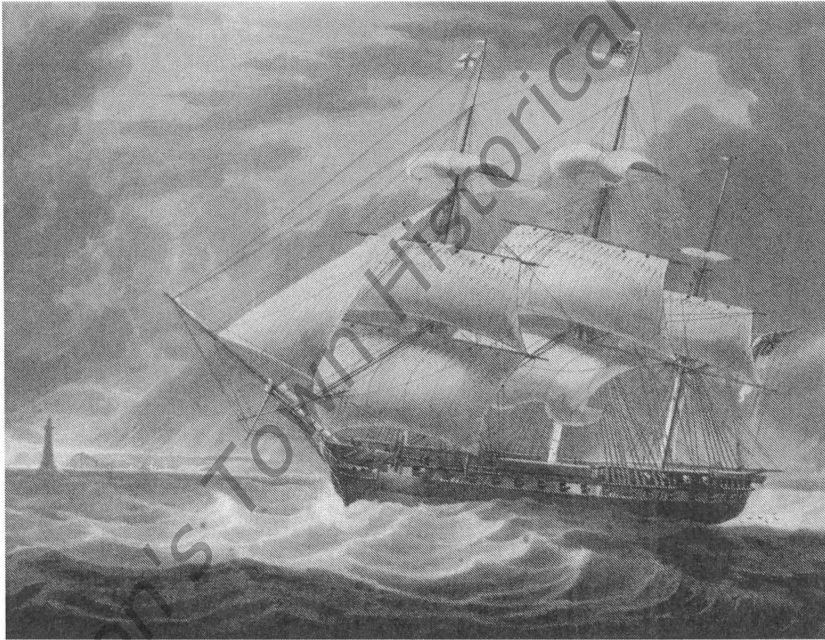
The little known Antarctic voyage of the barque

Sydney Cullis

In October 1844 instructions from the Admiralty in London were received in Simon's Town by Rear Admiral the Hon. Josceline Percy, Commander-in-Chief of the Royal Navy, South Atlantic Station, to "select and equip a vessel for the South Polar Seas, with the purpose of observing magnetic phenomena in that remotest region of the Globe". At that time this was vitally important for seafarers so that they could calculate the correction needed to plot true north from their magnetic compasses and calculate their position. Between 1839 and 1843 Sir James Clark Ross in his ships HMS EREBUS and HMS TERROR, had charted the magnetic field in the Southern Ocean but had not covered the area from the Greenwich meridian to 120° east i.e. the southern Indian Ocean from

South Africa to Australia. This was the area that the proposed expedition was to study.

As there was insufficient time for a ship to have sailed from the UK, the PAGODA, a commercial barque of 350 tons moored in Simon's Bay, was commissioned, fitted out and provisioned by the Royal Navy. She was crewed by 6 officers and 35 ratings, mostly from HMS WINCHESTER, the flagship at the Cape, whose commanding officer Captain Charles Eden was responsible for fitting out and equipping the ship for the expedition. By the end of the year she was ready with 40 tons of water, 20 tons of coal, 8 months of provisions and an ample supply of warm clothing on board – her hull was “doubled and strengthened with ice-chocks” (2).



HMS WINCHESTER
(photo from Wikipedia)

Early in January 1845 Cdr Thomas Edward Laws Moore arrived from England in the LADY FLORA to take command. He was a trained magnetic observer as he had been the mate in HMS TERROR during her epic voyage under James Ross..

Lt Clark of the Royal Engineers and attached to the Royal Observatory at the Cape, was appointed to oversee the magnetic studies (2). The instruments, which Cdr Moore had brought with him were so delicate that a difference in magnetic dip could be shown over a distance of as little as 8 kms (3)



The Pagoda
From "Explorer's Gazette" Volume 12

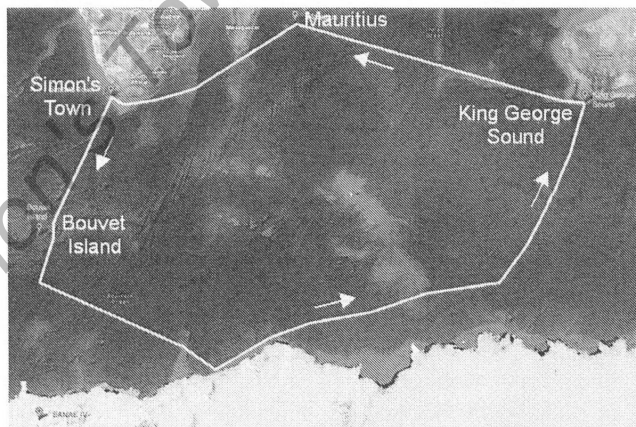
HM HIRED BARQUE PAGODA left Simon's Bay on 9 January and passing the light ship recently anchored off Roman Rock (2) sailed southwest. Ten days later a dramatic drop in temperature from 60° to 39° Fahrenheit over 2 days was recorded – this probably reflects crossing the Antarctic Polar Front (formerly Convergence). A week later they encountered their first icebergs at 53° south and like Captain James Cook 73 years earlier, tried unsuccessfully to find the land we now know as Bouvetoya (like Cook they were given co-ordinates that were far too easterly).

On 29 January they crossed the 60° of latitude and started their eastward course, taking hourly measurements both magnetic and meteorological and dodging

icebergs, large and small. There instructions were to sail from west to east despite adverse prevailing winds. As they started their eastward track, what appeared to be an immense mass of rock was sighted at 60° 40' and 4°3' east. No sounding could be obtained at 600 metres but a strong wind and high sea prevented any further investigation. Subsequent searches for "Pagoda Rock" have been unsuccessful – especially those of the QUEST in 1921-22 and NORVEGIA in 1930-31 and it is thought to have been a large rock embedded in an iceberg(4).

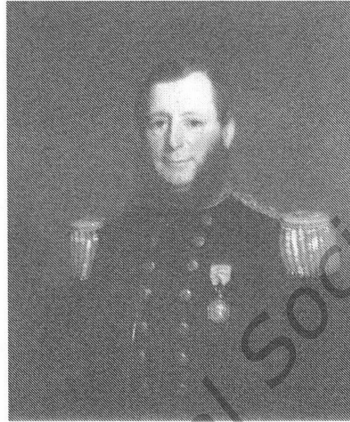
In addition to the magnetic and meteorological measurements, they made a record of the wildlife seen – whales, orcas (called grampuses), dolphins and birds (including prions, pintado, snow petrels, Arctic terns, albatrosses and penguins (5). As they headed southeast towards Enderby Land they crossed the Antarctic Circle on 5 February 1845 and 5 days later reached their farthest south of 67° 50'. An attempt was made to reach the coast of the Continent but the closest they achieved was 70 kilometres, being thwarted by the thickness of the pack-ice and a combination of adverse gales and calms. On 11 March the 100° east was crossed and, as they then encountered a continuous strong headwind for over a week and as winter was approaching Moore headed north – having spent more time below 60° latitude than any ship previously.

On 1 April the PAGODA entered King George Sound on the south-western coast of Western Australia. They spent three weeks there, refitting and revictualling at the town of Albany – and also studying and later reporting on the local flora, fauna and Aboriginal inhabitants. On 21 April they left the Sound, doubled Cape Leeuwin and, using the southeast trades, arrived in Simon's Bay on 20 June 1845, having spent 4 days in Mauritius on passage.



Track of the PAGODA

On his return to the UK Thomas Moore Was Commissioned by the Hudson Bay Company To undertake a magnetic survey around James Bay in Northern Canada – and also took part In the search for missing Arctic explorer Sir John Franklin. In 1854 he was elected A Fellow of the Royal Society, served as The Governor of the Falkland Islands from 1855-1862. He retired as a Rear Admiral in 1867 and died in Stonehouse, Plymouth in 1872.



Mount Moore on the north coast of Victoria Land was named after Thomas Moore by Ross – but Pagoda Peak and Pagoda Ridge Were named for their shapes and NOT After HM HIRED BARQUE PAGODA.

The picture on the right shows Captain Moore wearing his Polar Medal in 1860 – from a Painting by Stephen Pearce in the National Portrait Gallery, London, UK

References:

1. This article is based on “The Antarctic Voyage of Her Majesty’s Hired Barque PAGODA by Walter Dickson NR MD (1850) – recently republished by The British Library, Historical Print Editions, in their History of Travel Series ISBN 9 0781241 431455.
2. Colonial Times, Hobart, Tasmania 27 May 1845 page 2
3. Morning Chronicle Sydney NSW 4 October 1845 page 4
4. Explorers Gazette (12) 1 January-March 2012 page 9
5. John Cooper – Retired Ornithologist Percy FitzPatrick Institute of African Ornithology, University of Cape Town). Personal communication.
6. Geographic Names of the Antarctic – National Science Foundation 1980.

JAMESTOWN (ST HELENA) AND SIMON’S TOWN

Bonds of friendship

Boet Dommissie

The starting point of the Governor’s Cup Yacht Race to St Helena Island was moved from Table Bay to Simon’s Bay in December 2010. After the 2012 race, members of the False Bay Yacht Club in Simon’s Town decided to look into the possibility of forming a close “Bond of Friendship” between Jamestown and Simon’s Town, as the two towns had so much in common. I was asked to look

into the remarkable historical and other similarities between them. I would like to thank Robin Castell, the well-known historian and acknowledged expert on the history of St Helena, for checking this manuscript and for some additional information. He is of course a resident of both Towns.

The histories of Jamestown and Simon's Town run parallel and sometimes intertwine. Both were discovered by the Portuguese, twice occupied by the Dutch and finally by the British. There were particularly close associations during the detention of Napoleon on St Helena in 1815 and the Boer Prisoners of War in 1900. The towns also have similar geological features.

JAMESTOWN and SIMON'S TOWN

Vasco Da Gama sighted land at the island of St Helena and rounded the Cape in 1497 without landing at either. The island St Helena was "discovered" by the Portuguese navigator Joao de Nova Castello on 21 May 1502. It was named after Saint Helena of Constantinople, the mother of Constantine the Great. The discovery of St Helena was on Helena's birthday. Sir Francis Drake visited St Helena during his circumnavigation of the world (1577-1581) and also rounded "the fairest Cape we saw in the whole circumference of the earth". He was the first Englishman to set foot on St Helena in June 1580. Several sailing vessels visited St Helena after 1502. The Dutch East India Company occupied the island in 1645 as a watering station for their ships en route to and from the East. This facility lasted until 1652 when Jan van Riebeeck established the replenishment station at the Cape of Good Hope.

St Helena was then taken over by the English East India Company. Fort James and Jamestown on James Bay were established in 1659. They were named after the Duke of York, who in 1685 became James II of England and James VII of Scotland. It was two years later, in 1687, that Simon van der Stel, Governor of the Cape of Good Hope, undertook a personal survey of False Bay and named it Simon's Bay. Coincidentally Simon van der Stel was born on 14 October 1639 and James, Duke of York, on 14 October 1633! James died in 1701 and Simon in 1712. One could say that they were contemporaries.

The Dutch re-occupied Jamestown for several months in 1673, but thereafter it remained a British possession. St James Anglican Church, the oldest Anglican Church in the Southern Hemisphere, was established in 1774, while St George's Church, the oldest in Southern Africa was established in Simon's Town in 1814. The similarities between St Helena and the Cape of Good Hope are remarkable. Both were "discovered" by the Portuguese, then occupied by the Dutch who were displaced by the British; then occupied again for a short while by the Dutch until the final British take-over!

When Rear Admiral George Keith Elphinstone invaded the Cape in 1795 via Simon's Bay, he sent for reinforcements from St Helena before engaging the Dutch at the Battle of Muizenberg.

In 1741 Simon's Bay was decreed by the VOC as the safe harbour during the winter months, and was used not only by the VOC ships but also by vessels from other European countries. No doubt fewer ships called at Jamestown during this period. A close link between Jamestown and Simon's Town was established with the detention of General Bonaparte on St Helena from 15 October 1815 until his death on 5 May 1821. The island was strongly garrisoned and patrolled by British naval ships, to thwart any attempt by the French to free him.

The Cape of Good Hope and Africa Station of the Royal Navy had been transferred to Simon's Bay in 1814, and in 1815 the newly appointed Naval Commissioner Rear Admiral Sir Jahleel Brenton moved into Admiralty House (then known as the Commissioner's House), Simon's Town. His responsibility was to supply Napoleon and the garrison on St Helena with adequate provisions. The shipments, including a supply of Constantia wine, were transported on naval vessels from Simon's Town to Jamestown. This was a period of growth and relative prosperity for both towns.

There is no record of Brenton visiting St Helena while Napoleon was detained there: however, on his return to England aboard HMS VIGO in November 1821 he landed at Jamestown, and spent three days ashore making sketches for his "Panorama of the Island". This panorama in five sections is now in Museum Africa in Johannesburg. Several early explorers such as James Cook, William Burchell and Charles Darwin called at, or visited both Jamestown and Simon's Town.

Later, after the abolition of slavery in 1834, the Royal Navy based in Simon's Town, was actively involved in combating the slave trade along the African coast. Many of the freed slaves from the West coast of Africa were landed in Jamestown before some were sent to the West Indies as indentured labour on the sugar plantations, while others were sent to South Africa as co-called Prize-Negroes, where they worked as "apprentices" for 14 years. and a few freed slaves remained on St Helena.

During the early phases of the Anglo-Boer War (1899-1902) a large number of Boer prisoners of war, mainly those captured at the battle of Paardeberg in the Free State, were transferred to a POW camp in Simon's Town. This was a transit camp and prisoners were then transferred to St Helena, India, Bermuda and elsewhere. More than 5,000 Boer POWs (including General Cronje) landed in Jamestown and proceeded to POW camps on the plateau above. It is said that they played Rugby against a Garrison team! There is a large Boer cemetery on St Helena and another in the Old Burying Ground in Simon's Town.

Simon's Town and Jamestown were both of strategic importance, and heavily fortified during World War II. When King George VI and the Royal Family visited South Africa in 1947, soon after the war, they visited Jamestown en route and while in the Cape spent a day in Simon's Town. There are, in addition to the historical connections and coincidences, many topographical similarities between Simon's Town on Simon's Bay and Jamestown on James By. Both are situated on rugged mountainous coastlines with magnificent views across the bays from the shorelines and from the mountains behind them. Both have waterfalls behind the town. They have historic streets and lanes with many well-maintained old buildings. Jamestown has 699 steps (known as Jacobs Ladder) leading to the plateau above, while Simon's Town has only 320 steps up to Klaver Valley. The pylons of Simon's Town's aerial ropeway are still in place while Jamestown has a model of a cableway with a donkey powered windlass that pulled a trolley to the top. Both towns have excellent museums and records of their illustrious history. Fortifications, flagpoles and shipwrecks reflect their naval history; while the friendly people of both places reflect their multiple origins and backgrounds. Both offer similar sporting and leisure opportunities for residents and tourists.

The connection between the two seaports was cemented with the Governor's Cup Yacht Race starting in Simon's Town in 2010 instead of from Cape Town. This race will continue to be held in alternate years. The RMS ST HELENA makes regular crossings from Cape Town to Jamestown, but as yet has not sailed to the island from Simon's Town. This may be a future consideration?

GOLD BULLION WORLD WAR II

A.E. READ

In the dark days at the beginning of World War II it looked very black for Britain. The Germans had driven a wedge between the British and French armies and were poised to grab the Channel ports.

Britain, after losing so many arms and supplies at Dunkirk badly needed to re-equip its army. Its supply of dollars was totally inadequate and it would soon not be able to meet its "cash and carry" requirements. All this had to be kept secret especially as Joseph Kennedy, the American ambassador in London, was no friend of the UK. He believed she was doomed.

There was £40million of gold in South Africa belonging to Britain – this had accumulated before the outbreak of war. On 26 September 1939 Sir John

Simon, Chancellor of the Exchequer in England, wrote to Sir Winston, then 1st Lord of the Admiralty, voicing his worries over the position. UK had almost used up the hoard of gold it held in Ottawa. He reckoned Britain would need a further £200million in all to pay for its needs. He also stressed the fact that they should not ship the South African gold direct to the USA. There were German surface raiders in the South Atlantic and packs of U-Boats in the North Atlantic. It was decided to use fast warships – these would serve a dual purpose Churchill decided – rush the gold to the USA and then escort back to the UK the merchantmen carrying the goods and equipment UK had purchased from America. Churchill sat at his Admiralty desk working out which ships were most suitable and how much each could carry.

On 4 October 1939 Lord Halifax met Joseph Kennedy, who asked what effect a British defeat would have on the US. Sigismund Waley was appointed to write the report. He was a senior Treasury official, an expert on external finances. British defeat would have had a catastrophic effect on America in all respects. At the same time he was working on a plan to get enough gold across the Atlantic to cover UK's needs. On 16 October Waley's thoughts were elsewhere – in Halifax, Nova Scotia – for a cruiser, HMS EMERALD, was unloading from its ammunition lockers, the first of the steel-bound crates of gold ingots from the Bank of England, while other warships waited their turn to unload. EMERALD was captained by one of the Royal Navy's most gallant and brilliant officers Captain Augustus Wallington Shelton Agar VC DSO. Each ship carried £2million of gold bars, loaded in Plymouth. One of the other ships was HMS CARADOC, later joined by REVENGE, ENTERPRISE and RESOLUTION. During the voyage the weather was most foul and by the time the ships reached Halifax they looked ready for the scrap yard. Each carried 148 boxes each one weighing 130 lbs of British gold. EMERALD repeated this trip several times.

Prior to their arrival a working party had been arranged to work out how to accomplish the transfer of the gold. It consisted of Sir R.N.V. Hopkins, 2nd Secretary of the Treasury; Basil Catterns of the Bank of England; George Bolton a foreign exchange expert and Cameron Cobbold a Director of Overseas Finance. The discussions took place at the Bank of England, No notes were kept; there had to be total secrecy in transporting all Britain's gold and securities to Canada. On 21 May Hopkins informed Churchill of the breakdown of Britain's resources:

£80million gold in Ottawa, £24million in South Africa

£ 6million in India and £40million in transit.

£280m was still left in London and

£200m was held by the Bank of England for its customers such

As Belgium and Holland and other national banks.

To date they had moved £30million a month.

By 25 May, with the fall of France, it was decided to call on banks in the UK to hand over all securities to the Bank of England via their head offices in London. They were to be shipped to Canada by a vessel specially chartered for the purpose. An Order in Council empowering treasury action was promulgated. Another specially chartered vessel was hired to carry £300million in Reserve Bank notes. She was the 1200 ton s.s. CRESSADO and could be disguised as a naval Armament Store Ship.

For the duration of the war all this gold and the relevant securities were stored in a special vault under the Head Office of the Sun Life of Canada in Montreal. The United Kingdom Security Deposit was born. It was staffed mostly by people from UK and secrecy was the keystone, remembering that New York, not then in the war, was but a telephone call away.

From UK to Canada some £470,250,000 was shipped between May 1939 – April 1941 in warships and £357,500,000 between February 1940 and June 1940 in Merchants ships.

From November 1939 to April 1940 £49million was shipped from Cape Town to Sydney and then on to Canada as well as £35million from Sydney to Vancouver and USA.

Additionally £11million was shipped from Bombay to Hong Kong en route to Canada and another £8 million from Hong Kong to Vancouver – all this in merchant ships with HMS LIVERPOOL taking £400,00 in May 1941 from Singapore to San Francisco. There is also evidence of the US sending the cruiser LOUISVILLE (CA-28) to Simon's Town in 1941. She arrived on 6 January and left again on 7 January and arrived in New York on 22 January with \$148,342,212,55 British Gold. There were other early shipments from Simon's Town but utmost secrecy was maintained "Remember careless talk costs lives" being a slogan at the time. At that time there was an unknown spy who lived at Glencairn near the Quarry who had a direct line to German radio and reported on all the ships which left Simon's Town.

References: Prime Ministers Papers: ADM files at Kew:

Agar's Book "Footprints in the Sea"

"Operation Fish" by Alfred Draper ISBN 0 304 30068, 1979, Cassel Ltd.

Article in STHS Bulletin XIV No.3 Jan 1987 info. From "Dittybox"

PIRATES IN THE MODERN DAY

A.E. READ

Piracy seems to be increasing round the world and this is not really surprising as when the price of oil goes up so does the ransom money required by the pirates. Tankers are sometimes also captured off the West coast of Africa, especially off

Nigeria; others are taken in the Straits of Malacca, but the favourite area is off the Horn of Africa.

Tankers using the Red Sea now take precautions and throw up rolls of barbed wire round their decks and rifles are issued to many of the officers as a means of repelling invaders.

In February 2013 the French Navy Surveillance Frigate NIVÔSE docked at Cape Town so that the crew could be given some leave and the ship replenished with food and fuel. She is based at the Island of Reunion but since 2008 has been participating in "Operation Atalanta" in the fight against piracy off the Somali coast. She also patrols as far south as the islands of Kerguelen, Crozet and Saint Paul – the French Austral Islands as they are known. While in the southern ocean she carries Australian and South African marine management observers as well.

NIVÔSE has caught more than 80 suspected pirates since 2008. They were aboard 25 skiffs. She uses radar and infra-red cameras when faced with pirates. The ship has a 100mm main gun and MM38 Exocet missiles but her main weapons of choice when confronting the small pirate boats and suspicious whalers are her two 20mm and two 50mm guns. She also carries a Eurocopter Panther naval helicopter in her searches for pirates.

Before suspected pirates are captured, diplomatic negotiations have to be held to find a country in the area to take the pirates. Reunion, Mauritius, Djibouti and Tanzania are some of the participating countries. Then the suspects are transferred to the particular country if there is sufficient proof. It can be difficult work as nowadays even genuine fishermen have been arming themselves for self-defence.

Captain Samuel Majou, commander of the FNS NIVÔSE stated in Cape Town that during 2012 there were fewer attacks on commercial vessels off the Horn. She left Cape Town on 4 February 2013 to resume her duties. Visiting on 5 February 2013 was the FNS MISTRAL an amphibious assault vessel. She also arrived from repairs and replenishment. She can carry up to 16 large helicopters but they have been left in the Horn area for use by other French naval vessels meantime.

References:

Article written by Dean Wingrin after interviewing Captain S. Majo.

HMS SUPPLY STRANDED ON THE SLIP AT SIMON'S TOWN

She was stranded on the Slipway as she was being prepared to take an expedition to Kerguelen Island. While she was being hauled up, a heavy ground swell set in and gave the vessel a slight cant, by which ultimately her forepart was carried off the cradle. Her guns, stores, and yards are being discharged to lighten her and favourable weather will be waited for to endeavour to get her off. In case the SUPPLY cannot be towed off, the ENCOUNTER will convey the scientific expedition.

Note: HMS SUPPLY was about to leave with the scientific party who were going to observe the Transit of Venus. She left on 18 September 1874 and returned on 31 March, 1875. She was a ship of 635 tons with 9 officers and 44 crew.

MILITARY DEFENCE OF SOUTH AFRICA (From: Dundee Courier 5 December 1921)

“Handing Over Command to the Union:
Prince Arthur of Connaught, the Governor-General, was present at a brilliant banquet at Pretoria given by General Smuts, the Prime Minister, in honour of General Molyneux Carter on the occasion of handing over officially the direction of military defence to the Union authorities.

Prince Arthur said he contemplated with regret the severance of the long and varied association of the British Army with South Africa, which was, however, an inevitable incident of the Union's history. The Prince declared that the delegation of the defence of one of our most important naval bases was further evidence of the mutual confidence between South Africa and the Empire which had been developed since the Union.

General Smuts paid tribute to the Imperial Government's generous gift of war material, lands, and buildings, and laid emphasis upon the fact that while the army was passing away and the Union was maintaining Simon's Town from the land side, the navy would remain their bulwark on the ocean, and in security they could proceed with the task of African development.” Reuter Report.

DISCHARGING FREIGHT FROM SHIPS AT SIMON'S TOWN

David Erickson

In 1910, as the new facilities at the East Dockyard were brought into use, problems emerged regarding the discharge of freight from ships. Hitherto, cargo vessels would anchor in Simon's Bay to discharge equipment and stores into lighters – open barges, which were then towed by a tug to the West Yard (the term “lighter” originated from the fact that ships were “lightened” by the removal of cargo).

Messrs. Hogg & Robinson of 34 Leadenhall Street, London, were the Admiralty Shipping Agents – responsible for chartering vessels and organizing the shipment of cargoes. The problem that they faced was that in many instances, ships destined for Simon's Town would be carrying cargo for both the West and East Yards. Shipmasters took advantage of such situation, claiming demurrage (extra payments due to delay) for split discharges. At the same time, it became apparent that the docking arrangements at the new East Dockyard were far from ideal. This initially led to vessels remaining at anchor in Simon's Bay, discharging to lighters that we then towed either to the West or East Yards, thus continuing the weather-dependent and often hazardous practices that the East Yard facilities were supposed to supersede.

Many memoranda, letters and telegrams concerning this topic were exchanged between the Admiralty, the Shipping Agents and the Commander-in-Chief at Simon's Town between July and November 1910.

In a letter dated 10 August 1910 from M.H.H. Nelson, Commander-in-Charge, Cape Yard to the Commander-in-Chief: “...it is now possible for lighters to be sent from the Old Yard to the New Yard to receive stores ex freight ship at all times of the year. Owing to the delay and risk in docking and undocking ships (in the New Yard), caused by strong winds and the fact that all storehouses are in the Old Yard, it is generally more advantageous, in the case of quantities of less than 500 tons, to discharge ships in the Bay where the new works give smooth water in the South Easter Season.”

A memo dated 2 November 1910 from the Admiralty Transport Department to the Commander-in-Chief Cape Yard, states: “From previous reports it appears that considerable difficulty is experienced in discharging freight ships at the new dockyard. The last 6 ships engaged to convey stores to Simon's Town have been taken up on the understanding that they should discharge at the New Dockyard provided it is accessible on the steamer's arrival. From information obtained by the Admiralty Shipping agents it appears that only one of the vessels actually discharged her cargo at the New Dockyard, the remainder having placed the stores both for New and Old Dockyards into lighters, the steamers being anchored in the Bay as formerly.”

Why were such difficulties being experienced in berthing freight ships at the brand new East Dockyard? A letter dated 23 August 1910 from M.H.H. Nelson to the Commander-in-Chief provides some clues:

“On 24 June 1910 great delay and inconvenience were experienced in berthing s.s. GLENDHU which arrived to take away material for Messrs Jackson & Co at 4 p.m. with a strong N.W. wind blowing; it was found necessary to let go an anchor and secure her temporarily to the West Wall, where she remained until the following Monday when she was shifted to her loading berth on the East Wall, slipping her cable, the anchor being weighed by the Mooring Lighter.”

“In the case of a strong South Easterly wind, entering the basin is simple, but turning the ship round prior to leaving, under the same conditions, is a difficult operation and cannot be undertaken without causing grave risk; the South Easterly wind is felt much more in the Basin than at the Old Yard.”

“I would also observe that the use of hydraulic capstans on ordinary occasions is prohibited by the fact that it is necessary to raise steam in two of the Main Boilers to work the plant, so that one has to rely on the SCOTSMAN and No. 372 Single Screw Tugs of low power and the ship’s own engines and winches.”

On 30 September 1910 the Admiralty Director of Transports issued the following instruction: “It is requested that on all future requisitions for freight for stores for Simon’s Town, it may be stated whether the stores are for the Old or New Dockyard. This information is necessary in order that when freight is engaged direct to Simon’s Town suitable arrangements may be made for delivery of the stores.” This was circulated to the Admiralty Director of Stores, Director of Victualling, Director of Works, the Deputy Adjutant General of the Royal Marines, the Superintendent of Ordnance Stores, and the Director General of the Navy Medical Department (who commented “All stores for the R.N. Hospital should go to the Old Dockyard, please”).

This did not assist the ships with mixed cargo for both Old and New Yards. Despite the New Dockyard being designed with numerous hydraulic capstans, to facilitate the moving and turning of ships without need for tug assistance, there was a marked reluctance to fully utilize this system as it was uneconomic to maintain steam continuously in order to occasionally power the hydraulic pumps. The use of this system also came under heavy criticism during periods of water shortage, since the hydraulics used fresh water that was not recycled but discharged into the basin at each capstan location. The situation was only resolved by the provision of more powerful tugs and the changes in logistics and local transport that occurred over time.

Reference: National Archives, Kew, U.K. Piece MT 23/246

BLOCKHOUSES AT SIMON'S TOWN

David Erickson

Following the first British landing in False Bay in 1795, Governor Major General James Craig initiated the building of new fortifications based on the circular tower at Cape Mortella, Corsica. Whilst Craig's Tower at Cape Town was demolished in the late 19th Century, the tower completed in 1796 at South Point, Simon's Town, still stands. It is well known as the Martello Tower and is seen as the forerunner of some 233 constructed worldwide by British and other administrations. However, the Simon's Town Tower appears on a number of maps described as the "Blockhouse". This is probably because it was built to provide protection from a land attack on the nearby Boetselaar Battery – whereas purists insist that "true" Martellos provide protection from seaward attacks. Given that Martello Towers generally incorporate mountings on the roof for a heavy gun with a 360° traverse, this is an arguable point.

There are three blockhouses still standing in Simon's Town: 2 above Oatlands Point at "Blockhouse Gap" and 1 within the secure area at Scala Barracks. These are much later structures than the South Point Martello, and are the survivors of a total of 32 Blockhouses that were recorded in a survey carried out by the Royal Engineers in March 1915. These were located at Queen's, Upper, Middle and Lower North, Scala and Noah's Ark batteries, plus the two at "Blockhouse Gap".

Lord Kitchener (who was a Royal Engineer) is credited with developing the Blockhouse system set up by Lord Roberts in 1900 to protect the railways in South Africa from Boer attacks. Kitchener took over command of the British Army in South Africa from Roberts on 29 October 1900, and with support from Major S.R. Rice RE constructed several prototypes of different designs. Altogether over 8,000 Blockhouses were constructed country-wide during the Boer War. The Boer general, Christiaan de Wet, called Kitchener's blockhouse system the "blockhead system". Rudyard Kipling describes the men manning the blockhouse in his 1901 poem "Bridge-Guard in the Karroo": "No –not combatants – only Details guarding the line!"

The "Blockhouse Gap" was surveyed in 2004 by Cdr Mac Bisset, Richard Tomlinson and others, and more recently in May 2011 by Captain Wallace-Bradley and WO1 Harry Croome SAN. Further research is to be conducted into these two Blockhouses in an attempt to precisely date their origin. A full report of all the Simon's Town Blockhouses will be presented in a later edition of the Bulletin.

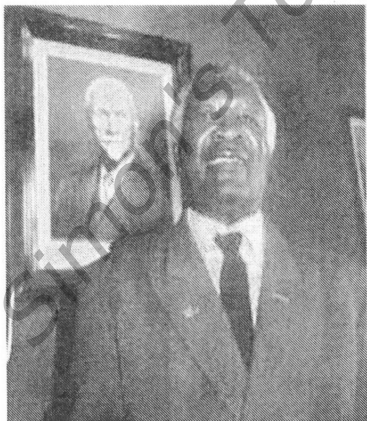
References:

The National Archives, Kew, U.K. – Piece WO 78/5433
B. Brock, Historical Simon's Town 1976 – ISBN 0-86961-055-4

Old timers may remember the ever-smiling Johannes when he was at Rhodesia-by-the Sea Hotel in Simon's Town. This was built by the Rhodesian Lottery Fund of the then Southern Rhodesia, to afford a less expensive place for Rhodesians to have a seaside holiday. It is now the Officers Mess of the S.A. Navy and is known as SAS JOB MASEGO. It was opened by Paul Sauer M.P. and Sir Donald McIntyre (Rhodesia's Minister of Finance) on 25 October 1953. With independence it ceased to exist. Johannes spent nearly 20 years there.

In 1972 he returned to "club life" by accepting a job with the Civil Service Club in Church Square in Cape Town. He had originally begun his career at the Pretoria Club in 1948. He moved to Simon's Town in 1953. Johannes in his time met everyone who was anyone! He got on well with all except Dr D.F. Malan and B.J. Vorster. In 1976 the Civil Service Club amalgamated with the Cape Town Club and the two operated from the latter's premises in Queen Victoria Street until economic circumstances made it necessary in 1999-2000 to move to Leinster Hall near the Mount Nelson Hotel. By then Cape Town had changed – the commercial hub was then nearer to the foreshore and Queen Victoria Street was no longer within walking distance from the Cape Town Head Offices of various companies – also parking was hopeless in that area.

Johannes hailed from Modimole (Nylstroom) then in the Transvaal. He was born on 18 May 1932. In 1961 he married Doreen Ntsoara and they settled in Gugulethu. Their family consists of 4 children – Dorothy, Joyce, Mary and Henry. Both Mary and Henry joined the S.A. Navy. Dorothy is a sister at the Boksberg-Benoni Hospital and Joyce is a social worker in Cape Town. He only retired from the Cape Town Club (Leinster Hall) in 2010 and was greatly missed. Sadly in 2013 the Leinster Hall is up for sale – the end of an era. Johannes deserves a long and happy retirement.



Left: Johannes Sethole

References: Various newspaper
Cuttings & personal recollections
Of the Editor.

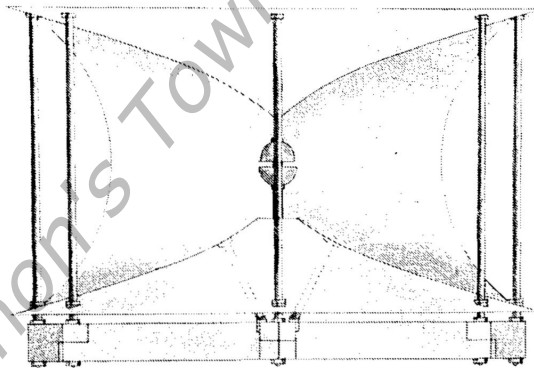
HOW FALSE BAY ESCAPED A “SCREAMER”

David Erickson

Alexander Gordon, the Civil Engineer who designed Roman Rock Lighthouse and the original Cape Point Lighthouse, was a man of considerable interest. Towards the end of a successful professional career, he was made bankrupt – mainly as a result of the design deficiencies of the Roman Rock cast iron structure. His main business partner James De Ville (who designed the optics and light sources for both lighthouses) was also a phrenologist of major repute, with a gallery at 367 The Strand, London. Both men took risks and were original thinkers.

From the earliest lighthouses, audible signals were often incorporated to warn mariners of danger during fog. These consisted of bells, gongs, cannon and other explosive devices. Towards the mid-1800s it was discovered that low notes penetrate fog to greater distances than high notes. Alexander Gordon designed a device, based upon a form of whistle found on steam engines, tuned to a lower frequency and operated by low pressure compressed air. He proposed a “screaming apparatus” in 1845 to the House of Commons Lighthouse Committee. His first designs were intended for the Cape Pine Lighthouse, Newfoundland, dated 21st September 1848:

DESIGN FOR A SCREAMER FOR FOCCY WEATHER FOR CAPE PINE NEWFOUNDLAND

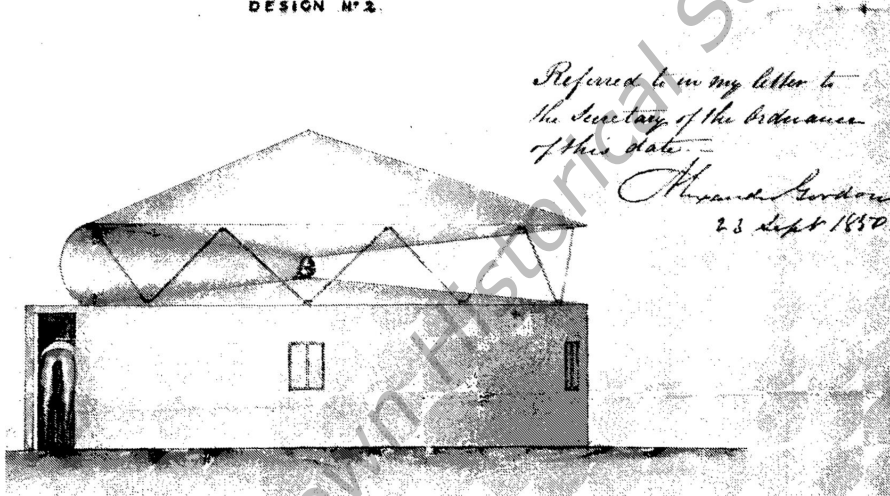


The means of powering the first “screamer” are not disclosed. The Americans were experimenting with steam-powered foghorns at the time – but the practicality of this is questionable at a remote lighthouse with difficult access. Similarly, the range at which the “scream” could be heard was not indicated.

So, did Alexander Gordon plan a similar device for Roman Rock or Cape Point? The answer is “no”, which is why False Bay does not echo with screams on its few foggy days.

Was this a serious omission on his part, or was the technology insufficiently advanced? The answer probably lies in his second design for Cape Pine, dated 23rd September 1850:

FOC SIGNAL
FOR
CAPE PINE NEWFOUNDLAND
DESIGN N^o 2.



Careful scrutiny reveals the rear end of a horse, apparently standing in an open doorway. Bearing in mind that the building was circular, it is clear that the horse was not a casual observer, but the prime mover for the air compressor that powered the “screamer”, and was required to trot around the interior.

Such a design might just have been achievable at Cape Point but was a non-starter for Roman Rock.

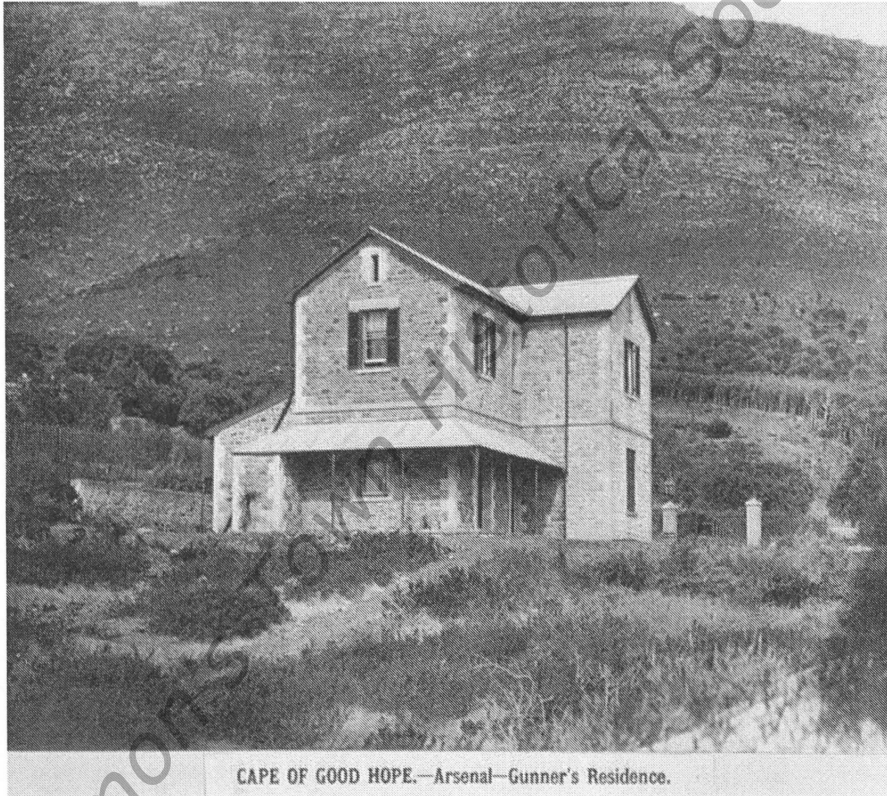
Reference:

The National Archives, Kew, U.K. – Piece MPH 1/954/11

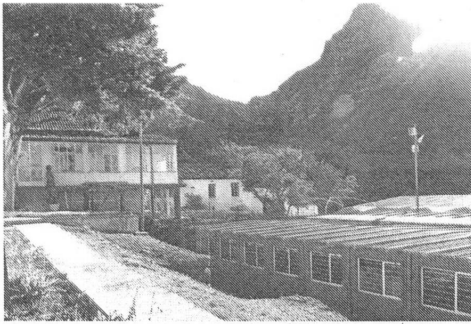
THE GUNNER'S RESIDENCE

David Erickson

Recent research at the U.K. National Archives has brought to light an old album of 69 photographs taken between about 1880-1905 by the Admiralty Architectural and Engineering Works Department in Piece ADM 195/2. The photos are captioned and most are instantly recognisable. However one, reproduced below, was something of a mystery as no-one could pinpoint its location.



Initial thoughts concentrated on the Arsenal Road/Cornwall Street area – but if the house had been situated there, it no longer remained in its original form. Close to the Arsenal is a house called “Ubique”, which was always known as ‘The Gunner’s Residence’. “Ubique” (meaning ‘Everywhere’ in Latin) is the motto of the Royal Engineers and the Royal Artillery, given to them by King William IV in 1832. “Ubique” is also a poem by Rudyard Kipling about the Boer War, published in *The Five Nations* in 1903 – Kipling was very fond of Simon’s Town and used it as the setting for three of his short stories.

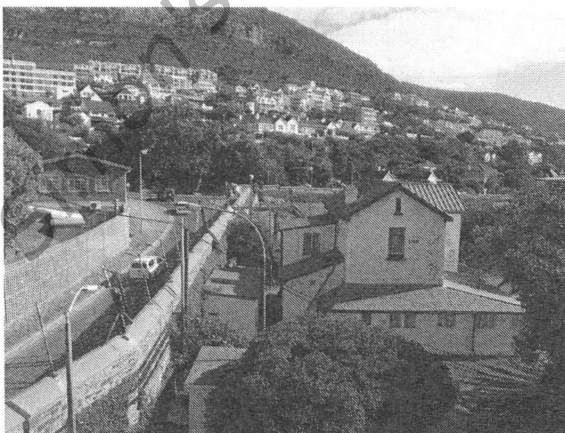
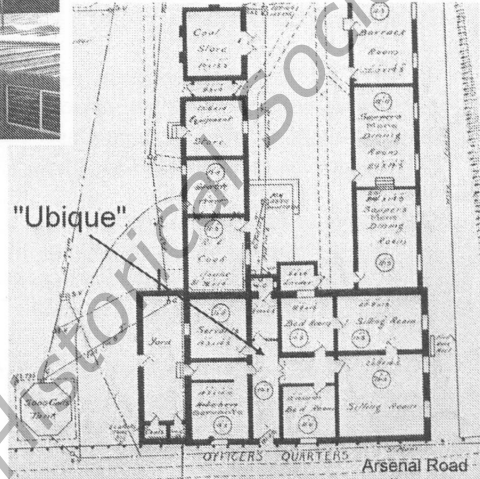


“Ubique” (on the left of this photo) is the much-altered survivor of what was once a long succession of small dwellings that stretched down Barrack Street, from Arsenal Road down to Waterfall Road. The original structure was built by

Charles de Stadler, Sergeant in His Majesty’s First Battalion, the 60th Regiment. He lived here with his wife and after his discharge from the Army conducted an Innkeeper’s business for many years until his death in December 1832. It has had many uses as housing and offices and is currently in a somewhat dilapidated state as Navy Building 142.

However, “Ubique” is clearly not the “Gunner’s Residence” shown in ADM 195/2.

Gabriel (son of Cathy Salter-Jansen, Simon’s Town Museum Curator) pored over the photo to analyse rock formations, concluding that the house was located roughly below the Solent Court flats in Runciman Drive. Investigation within the East Dockyard revealed its location, immediately alongside Martello Road near to its junction with Queen’s Road, overlooking the former South Point Arsenal. The house is in its original form except for the stoep which has been enclosed and extended on one side, also the distinctive window shutters have disappeared. It is now known as “Sandy Villa”, Navy Building 576. Apart from being the Gunner’s Residence, it served as the home of the Inspector of Engineering Branch (Godsiff family) from 1906 to 1924, commemorated in the privately published book “A View from my Window” by Arthur Godsiff – a copy of which is in the archives of Simon’s Town Museum.



LOWER NORTH BATTERY

Press Release of August 1961

"S.A.N. GUNNERY RANGE S.A.N. LOWER NORTH BATTERY

This battery, originally built in 1794 by order of Commissioner Sluysken of the Netherlands Dutch East India Company and known as ZOUTMAN FORT, became British property on 14 July 1795 after Simonstown was occupied.

"In 1921 the Union Government took over the defences of Simonstown and there were manned by South African Artillery, who later became the Cape Garrison Artillery, then became Cape Coastal Defence Forces and latterly in 1950 formed the S.A. Marine Corps who were embodied in the Navy in 1955.

"The Battery site was selected as a training firing point in 1956, work commencing thereon during the middle of 1957. The then most contemporary Gunnery Equipment for the modern frigates was ordered and ultimately installed.

"The object of the Gunnery Range is to give young officers and men undergoing Gunnery specialization courses, gun fire experience and familiarity, grooming them for their roles when drafted to operational ships of the Navy.

"This equipment is now to be proved and the safety aspects to personnel, material and environment guaranteed before final acceptance by the training division of the Navy. Hence today's firings. It is not a Firing Practice, but a mechanical Firing Trial.

"The current layout represents the identical system as fitted in our present S.A.S. VRYSTAAT, Type 15 Frigate and plans are well advanced to extend the training facilities to include the new President Class Frigates, the first of which is now being collected by Naval personnel from United Kingdom.

"When complete, possibly by 1964, this battery will probably be the most sophisticated in Africa, if not in the Southern hemisphere.

"It is equipped with radar, radio and modernistic computing systems capable of engaging "blind" targets (i.e. unseen by eye) with accuracy previously unknown in this quarter.

Approved for release to Press and
State Information Sources

Signed:
Rear Admiral. Naval Chief of Staff "

THE SLAVE TRADE & BRITAIN

A.E. READ

The wealth of Bristol on the west coast of England near the mouth of the River Severn was largely built up on the profits of the slave trade. With the development of the sugar cane industry in the West Indies British ships and Privateers found a lucrative market for their “cargoes”. Mainly the slaves were obtained from the west coast of Africa along the Bight of Benin.

Between 1664-1669 Britain and the Netherlands were at war over the West African slave trade on the west coast of Africa. Several countries had established bases there and these are often referred to as “factories”, a term also used in the Far East where trading posts had been established. The Swedes, Germans and Danes were also attracted by the slave trade and the Danes built Christiansborg castle which has become the official residence of the Prime Minister and earlier was the residence of the Governor before independence.

In October 1663 Captain Robert Holmes attacked the Dutch on the Guinea coast and in 1664 even attacked the Dutch at Nieu Amsterdam (today’s New York). It has been said that as many as 10,000 slaves a year were exported from this area and brought to the European forts by their Ashanti captors. After the Dutch and the English signed the Treaty of Breda the fortunes of war were evenly divided and a new company under the patronage of Charles II built 7 more castles along the coast.

Theal in his Vol. 4 & 5 found that records of the British period at the Cape were not in the Archives. Dr A. Boeseken the well-known researcher found some 20 volumes of records between 1658-1700 (Transporten en Schepenkenis) in the Cape Deeds Office. Several sources have estimated that between 1652-1808 approximately 63,000 slaves were brought to the Cape. When British ships called at Table Bay for supplies and fresh water they could often be “encouraged” to sell the odd slave as a goodwill gesture to the governor and other high ranking officials.

In the 2nd half of the 1800s the Royal Navy at Simon’s Town was principally engaged in the suppression of the slave trade and patrolled up the east coast of Africa as far as Zanzibar and Mombasa and the west coast as far as Sierra Leone, in order to do this.

In the Garden of Remembrance in the Old Burying Ground at Seaforth there is a memorial to the officers, seamen and marines of HMS NARCISSUS and of her tender the gun boat HMS PENGUIN (Lt J.G.G. M’Hardy). Fourteen of them were massacred in their boats (a cutter and a whaler) at Bareda near Cape Gardafui on 26 September 1862. Arrangements had been made for them to patrol between the Kwyhoo Islands and the mouth of the Juba River and then

return south to Port Durnford on a specific date. The boats failed to show up. M'Hardy waited patiently for news and questioned arriving dhow captains in vain. Finally a former Indian Navy frigate SEMIRAMUS with Captain Playfair, the Assistant Political Resident at Aden, turned up at Zanzibar. He had heard of the massacre. The two boats from PENGUIN had been led north in the chase of 2 slave dhows which had then escaped. The men had gone in to Bareda to obtain water and a sheep and a dispute had broken out over payment. The party had been rushed by 80 or so Somalis and forced into the water and killed.

Playfair in SEMIRAMIS and towing PENGUIN set off for the area and went to Bunder Maryiah to obtain redress. They confronted the Sultan of the Somalis with several demands. The Sultan was given 10 days to comply or the town would be blown up. Eight of the miscreants were surrendered to the British and 2 rifles, a cutlass and a pistol returned. The eight were summarily executed and some sort of peace was established.

It is interesting to note that the cutter had a 12 pounder rocket tube but the whaler only her crew's weapons. The whaler's weapons were a cutlass and revolver for the gunner's mate (who was in charge), an Able seaman and an Ordinary seaman; 2 other Able seamen had a rifle and a sword bayonet. They carried £10 in money, 54 gallons of water, 253 lbs of biscuit and 102 lbs of pork (obviously salted), 15 gills of spirits, 46½ lbs of sugar, 20 lbs 10 oz of chocolate, 5 lbs tea and 5 lbs of lemon juice. This was 3 weeks supply for 15 men.

References:

Theal Vol. 4 & 5 S.T. Museum archive

S.T.H.S. Bulletin Vol. VII No. 4 (an article by AWH Pearsall of the National Maritime Museum at Greenwich)

The Memorial in the Garden of Remembrance at Seaforth.

CANNON BALLS - DID YOU KNOW?

Old cannon balls were stored in a square based pyramid. It was necessary that they be close at hand to the cannon but being round should not roll around. To stack them in position a small brass plate ("monkey") was devised with small indentations for the cannon balls. When temperature falls, brass contracts in size quicker than the iron balls and then if it was too cold the bottom layer of balls would pop out spilling the pyramid all over the deck. From this comes the saying "cold enough to freeze the balls of a brass monkey". The top level of the stack would have one ball, the next level had four, the next down nine and the bottom would have sixteen.

LOCAL ROADS

(Researched by M. Cartwright and written up by A.E. Read)

THE MAIN ROAD FROM FISH HOEK - SIMON'S TOWN

The negotiations to re-align the road at Glencairn bridge and at Klein Vishoek (it then passed in front of the homestead i.e. between the homestead and the railway line) took years until finally the national government realized their responsibility in the matter and submitted plans for the new bridge in 1925. The road at Klein Vishoek was not re-aligned (to pass at the rear of the homestead as it does today) until after 1945.

The old wooden road bridge over the Elsie's River at Glencairn had been constructed in 1868 and was never designed to carry the volume of traffic which then used it since the arrival of the motor car. It was fast decaying by 1924. The original intention had been to take the bridge further up the valley away from the railway line (opened in 1890) and its height to be raised so as to avoid the constant drift-sand trouble!

Because the new bridge was finally to be nearer the railway line (where it is today) it would encroach on railway property. This was unacceptable to the Railway Authorities and to the Simon's Town Municipality. Finally the Divisional Council Engineer met on site with the Provincial Engineer and the Asst. General Manager of Railways and this led to the situation being settled in an agreeable manner. A sum of £1,300 was provided in the Provincial Estimates for the year 1926 and the money had to be spent before 31 March 1926 or the appropriation would lapse. As soon as the river was low enough after the winter rains work began on the foundations.

The words of the D.C. Engineer speak volumes: "Whilst it is true in the ordinary way one does not like the parting with old friends, in the case of the Glencairn Bridge one feels that the sooner the passing is effected the lesser will be the grief."

Up to 1925 local gravel was used to repair the road between Fish Hoek and Smitswinkel Bay but due to the increase in the volume of traffic the local gravel was no longer suitable – there was now heavy bus and motor vehicle traffic. The D.C. Engineer in 1925 was complaining that the length of roads under the control of Smitswinkel Bay Road Station was too great even with the assistance of new mechanised transport (a Guy petrol lorry), Smitswinkel Station was responsible for the maintenance of 21½ miles of road.

The Divisional Council Station at Elsie's Bay (Glencairn) was in 1926 responsible for 9½ miles of road. Work was ongoing on the macadamizing of the main road between Fish Hoek and Simon's Town to approximately where

Miller Road, Seaforth, is today. Work was also going on on macadamizing the road from Fish Hoek to Noord Hoek. At this time the Provincial Council just replaced the wooden bridge at Glencairn with the cement one. This had been delayed by the stand the Simon's Town Municipality had taken on the realignment of the main road between the Bridge and Lower North Battery/Klein Vishoek homestead. Work across the beach area at Elsies Bay (Glencairn) and at Mackerel Bay (opp. Old Marine Oil Refinery site) was delayed during 1925 but finally in 1926 with the opening of the new bridge, the beach sections were at last upgraded. The existence of 3-tier Local Government certainly hampered progress.

THE OLD RED HILL ROAD

This began opposite Admiralty House where Jubilee Street is today and just on the Cape Town side of the Toll Gate. When first constructed this road commenced between Rennicks Cottage and Palace Barracks. However it was soon decided that this was too steep a path for the wagons and a new road was chosen as we have said above. It carried on up past the present-day old False Bay Hospital site and the old Gaol to the top of Red Hill as we know it today. It was well built with good foundations of mountain stone. It was mainly used by wagons and pedestrians going up hill because the fully loaded wagons coming down to Simon's Bay from the farms of Noordhoek, Glencairn and from the back of Red Hill i.e. those farms extending as far as Olifantsbosch and Buffels Bay, found the incline too steep when fully loaded. They found that the best way down was to descend into the next little valley where the loose white sand acted as a brake to stop the wagons from running away. These wagons entered the main road to Simon's Town where the bus station (former Royal Navy timber store) is today. The only remaining trace of the old road on the plateau is a 10ft long stone retaining wall which can be found just above the last hairpin bend on the new road where the road forks to the right to enter Naval property. In the undergrowth is the remains of an old arched culvert.

In approx. 1920 the old road received a few coats of tar (asphalt) which made life easier for the people who lived at the small settlement on the north side of the plateau (adjacent to where Pinehaven is today). There were several houses and smallholdings, a school and a chapel run by the Methodists. Prominent among the people who lived there were the Levendal clan. This settlement was between the new Red Hill road and Brooklands farm conservation area. It took approximately 30 minutes to walk to the top and all those who lived up there had to walk up and down for there was no bus service till much later.
