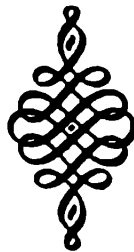




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



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2014

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OUR BULLETIN OF 48 PAGES IS PUBLISHED IN JULY EACH YEAR.

CHAIRMAN'S ANNUAL REPORT FOR THE ANNUAL GENERAL MEETING HELD ON 30TH APRIL 2014 AT THE SIMON'S TOWN MUSEUM AT 6 P.M.

Mr President, Madam Vice-President, Committee Members and Members, the following is my report of the Society's activities for the year ending 31st December 2013.

Membership:

Our membership stands at 346 paid up members and 48 still outstanding. The Society sincerely appreciates their continued support. While dealing with membership it may be the opportune time to advise that after careful consideration the committee has decided to increase the annual membership fee to R50 for the primary member; the fee for each additional family member will remain at R10 each. This increase is required to cover the escalating cost of postage and printing and will take effect from 1st January 2015.

Friends of the Museum:

During the course of the year the Society again assisted the Friends with fund raising efforts at our monthly lectures which were well attended and we are most grateful to those who gave of their time and knowledge to assist in our efforts. Approximately R6,900 was raised by these activities. No major fund raising event was organised during the year due to unavoidable circumstances. 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 Dumps' son James who gave us an interesting insight into the more personal side of Dumps' life, career and hobbies.

Website:

The site continues to be the source of numerous requests for information regarding Simon's Town and it has provided a point of contact for people looking for information on family members past and present. In many instances correspondence with enquirers results in the receipt of valuable information for our records.

Special Book Collection:

Additions to the Collection this year include:

Just People by Colin Winter, donated by David Erickson

The Six Saints of Simon's Town by Boet Dommissie, donated by Boet Dommissie

The Salvation Army and Tile Mosaics on Post Offices, donated by Audrey Read

Five books and two DVDs published by The Cape Odyssey, donated by Gabriel Athiros.

Bulletin and Chronicle:

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

Plaques:

The HMS CORNWALL Stone has been moved to Jubilee Square and the ship's badge repainted. A suitable plaque is being prepared for placement at the site. A replacement "Residency" plaque has been affixed to the West Dockyard wall. A replacement plaque for the Joy Packer pepper tree has been affixed at the site opposite Admiralty House. A blue plaque for the Stem Pastorie has been purchased and will be erected once a suitable mounting point has been determined. Two further blue plaques are being designed, one for Admiralty House and one for Palace Barracks. A new sign for the Old Burying Ground has

been erected at the Forest Hill entrance gate and a letter to the City has resulted in a new King George Way road sign being erected.

Heritage Resource Survey Project: (Previously Architectural Survey Project)

This project is ongoing and as mentioned in my previous report we are concentrating on Simon's Town's demarcated precincts one at a time. The current precinct is St George's Street and there are about six buildings still to be documented. The data collected will be collated into a volume in which we intend to include historical artefacts and significant trees. My sincere thanks to those who have volunteered to help on this sub-committee and assist in the fight to preserve our town's unique heritage.

The Society continues to attend the Architectural Advisory Committee (AAC).

Conservation:

SAS PIETERMAREITZBURG: The Society is pleased to report that due to its efforts, the wreck of the PMB has been gazetted as a National Heritage site.

Old Burying Ground: As a result of a report compiled by the conservation architect commissioned by the City, restoration work has been carried out on the most badly damaged stone walls in the cemetery.

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

Erf 4053 Old Hospital Terrace: The saga of Erf 4053 is ongoing and thanks to David Erickson and his helpers further development on this site has been halted until such time as the developer complies with all the Heritage and City planning requirements.

Development: The Society unequivocally condemned a suggestion that a supermarket be erected either at the back of the Admiral's Garden or on the site behind the Sheriff's office. Objections to proposed developments outside of the urban edge were also submitted to Province.

St George's Street:

Boet Dommissie has drawn up a set of guidelines intended to control the proliferation of street furniture and pavement advertising along the Historic Mile. These guidelines are an attempt to provide a basis for self-management by the business community such that the City will leave us alone so to speak. The guidelines are currently with the City's Heritage Department for comment and it is hoped we will receive their tacit, if not official, agreement.

At the same time the Society has undertaken a survey of the advertising signage along the Historic Mile as there are many signs that detract from the ambience of this area. The survey is complete and will be presented to the Business Association in due course.

Traders' List:

Many businesses have come and gone since the Simon's Town Traders List was last updated but Mr John Stirrup has kindly offered to try and bring it up to date. John's offer is very much appreciated.

Committee:

During the year Cdr Eddie Wesselo left the committee as did our Treasurer Mr Peter Ray who returned to the UK for an extended period. Mrs Audrey Read kindly stepped in as acting Treasurer and it is hoped that a replacement will be found at this meeting.

Closing:

This brings me to the end of my three years as Chairman and I would like to take this opportunity to express my thanks to the members of my committee, Audrey, Boet, Eddie,

David, Peter and Yvonne who have guided and assisted me during my 3 years in office and for all we have achieved together. There is still much to be done and I would ask anyone wishing to give of their time as a committee member or researcher to come forward and join us.

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

Thank you sincerely one and all.
ERIC MAWHINNEY
Chairman.

TASMANIAN TIMBER

A.E. READ

It seems that Tasmanian Timbers were first ordered by the British Admiralty in England to build dock works at Dover and at Devonport (Keyham). As they were successful in these places further orders were made when the East Dockyard in Simon's Town was being built. Orders were also placed for these timbers for Malta dockyard.

In the early 1900s large overseas markets developed for the Tasmanian timber – for railway sleepers, wharf construction and street paving. For the sleepers String Bark (*Eucalyptus Gigantea*) or Blue Gum were in demand as they had been used successfully on Australian railways and had a life expectancy of 35 years. Tasmania could provide these 2 trees in up to 120 ft lengths for wharf construction. They were entirely resistant to Teredo (sea worm) and required no protective coating. In comparison Oregon Pine and Pitch Pine were completely riddled by the Teredo worm within 2 years.

Squared hewn timber was also in demand for harbour buildings and could be supplied in sizes from 12" square up to 20" square and up to 120' long.

Hall, Dover, Tasmania and the Southern Tasmanian Sawmillers Union was formed. All this activity led to a meeting on 6 September 1902 of sawmill owners in Albert and the Union also supported the formation of a Forestry Department in Tasmania.

Messrs Gray Bros of Bruny Island, Tasmania, filled large orders and claim to have been the pioneers in the export of piles, of which they made a speciality, having all the necessary plant and steam tugs specially built as lighters for delivering piles alongside vessels in port.

The Simon's Town timber came from the Flinders Bay/Norfolk Bay area on the island. This latter place was where Capt. Cook had earlier made a landfall. Both these sites were within 40 miles of the capital Hobart.

Tasmanian timber's greater specific gravity of 75lb to the square foot made it preferable to Oregon timber which had a specific gravity of only 48lb per square foot and had to be "weighted" with iron.

The book "Eucalypti Hardwood Timbers of Tasmania" written and compiled by W. LEWIS (Secretary of the aforementioned Union) specifically mentions the supply of timbers to Sir John Jackson for Keyham (Devonport) and Simon's Town. These extraordinary sized timbers which were to be exported led the port authorities all over the world to realize that both ships and wharves had to be bigger and longer if they were to cope. Before that happened the timber was exported from the sawmills, strapped to the side of small vessels, which then took it to a larger port for onward transmission. Sometimes larger ships with bow openings were used and the timber was pushed into the holds of the ships. All this cost extra money in handling and port charges.

Its length at the lowest branches and 200 ft – 400 ft in extreme height. A Blue Gum tree of full growth averaged 7 ft in diameter at the butt, 100 ft in height estimated that these probably took 300 – 400 years to attain full dimensions. They did remarkably well in water, especially sea water. It was resistant of damp and it was thought that as sleepers it had a life possibly greater than Blue Gum. It was used on Tasmanian Railway sleepers. Stringy bark wood was used for the railway sleepers at the Timber mills, resting on gravel Tasmanian Oak was also in demand for railway sleepers, it being non-absorbent it was good as ballast and had already been in use for 50 years.

Sir John Jackson personally visited Tasmania for this reason. He had earlier been involved with the firm S. Pearson & Sons of London, the contractors for the Dover harbour works for the Admiralty. He interacted with Mr H.G. Gray of Tasmania who was visiting the UK at the time. Early in 1899 the barque BARFORD sailed from Hobart in Tasmania with the 1st cargo of piles, the shortest one being 89'6" in length; so began its long voyage to Dover in England. Mr Richardson was an acknowledged expert on West Indian, American and Colonial timber. Mr W.H. HEYN head of Pearson's Timber Department was an expert on Baltic Timbers.

The timber for Simon's Town was negotiated for by Mr K.C. Richardson on behalf of Sir John Jackson.

References: "Hearts of Oak" and "Eucalypti Hardwood Timbers of Tasmania"

MELVILLE BARTHOLOMEW (1915-2005)
His "very active" service 1939-1946

From Naval Digest No. 13

Always known as Mel. Born in Pretoria, the youngest of 4 children. For various reasons the family moved to Port Elizabeth, Bloemfontein and Durban. In 1939 he joined up and in 1946 after being demobbed he married Marie Dammerell sister of our member Captain Bill Dammerell, the well known "Cape Horner".

Mel first of all joined the Army and was appointed 2nd Lt in 1st Battalion Free State Artillery. He was given a short leave and visited his brother Vic in Durban who had joined the Royal Naval Volunteer Reserve. When he saw Vic he decided he too wanted to be in the Navy and applied for a transfer. His pay was to be 2/- per day! He had a month of training in Durban before proceeding to Simon's Town to join his first ship. Those prepared to fight outside of South Africa's borders took an oath and wore a red tab on their uniform sleeve or on their shoulder tabs.

His first ship was HMS DORSETSHIRE and they sailed for Durban where he was transferred to HMS ROYAL SOVEREIGN to return to Simon's Town. Then to HMS CUMBERLAND. There were about 30 South Africans in her crew. They patrolled the Atlantic searching for the German Pocket Battleship GRAF SPEE. They refuelled at sea from the Fleet Auxiliary RFA ARNDALÉ at the mouth of the River Plate and re-provisioned at Buenos Aires from Frigorifica, a huge storage of beef carcasses. Finally the GRAF SPEE was sighted south of Rio de Janeiro by AJAX and ACHILLES and joined later by the EXETER who had the better guns. This resulted in the GRAF SPEE scuttling herself in the River Plate after a monumental battle with the 3 British ships.

CUMBERLAND acted as guard ship at the entrance to the River Plate while the 3 British ships set off for the Falkland Islands to repair their battle damage, finally being joined by CUMBERLAND. They all spent Christmas 1940 at Port Stanley.

In March 1941 he left CUMBERLAND to proceed to U.K. in the ARNDALÉ for officer training, going by way of Trinidad in the West Indies where they transferred to the LADY NELSON a Canadian cruise liner. Eventually they arrived in Halifax (Nova Scotia) and joined HMS ABERDEEN in convoy to Liverpool (UK) and eventually arrived in Portsmouth where much to his surprise he ran into his brother Vic at a public house just outside the Dockyard Gates.

The 2 brothers eventually set off via Lancing College near Brighton for the KING ALFRED, the officer training unit at Hove, nearby. He completed his course on 4 September 1941, fourth out of 85 candidates and was now a Sub Lt RNVR and with his brother Vic was appointed to motor launches at Fort William in Scotland. Then it was off to Falmouth in the south for Vic while Mel went to Tough Bros at Teddington in Middlesex to join ML448 – a new Motor Launch – 112ft long, beam of 18 ft and draft of 5 ft. The hull was of double diagonal construction and she was powered by 2 twelve cylinder Hall Scott engines of 800h.p. each, fuelled by 87 octane petrol. Cruising speed was 12 knots, max speed 20 knots and endurance at sea was 12 knot – 5 days. The deck crew consisted of the C.O. (normally a Lt), a Sub Lt, P.O. (cox), Leading Seaman, signalman, radio operator, special ASDIC operator and nine seamen. The engine room staff were a P.O., 1 leading and 1 ordinary seaman, motor mechanic. They had 2 pounder Rolls Guns fore and aft, 1 twin 20mm Oerlikon gun amidships for air defence, a twin Vickers 5” machine gun on the bridge, 2 depth charge throwers and 14 depth charge chutes.

Early in 1941 he was appointed to command ML 383 and Vic to command ML382. These were being built in South Africa by Louw and Halvorsen in Cape Town. They left Liverpool on 25 March aboard s.s. LEOPOLDVILLE and reached Cape Town at the end of April 1942 being attached to HMS AFRIKANDER in Cape Town. In September he was appointed a Lieutenant in the SANF(V). They were to be part of the 49th Flotilla – a 2nd squadron of 4 boats were being constructed by Thesens of Knysna.

After commissioning they sailed round to Simon’s Town to work up. Then it was back to Cape Town where they patrolled between Mouille Point, Robben Island and Blaauwberg. Next he and Vic escorted 2 tankers from Cape Town to 200 miles south of Port Elizabeth. Since their sea range was limited they had to carry 30 drums of fuel lashed to the upper deck. They practically surfed into False Bay on their return having used up almost all their fuel.

He then returned with ML393 to Cape Town for escort duties and tied up alongside LAWHILL. Aboard her was Bill Damerell (whose sister would later become his wife) and Philip Nankin (whose son would later marry Mel’s daughter).

The 49th Flotilla was then off to the Persian Gulf to protect oil tankers. They left for Ras Masandam on 15 March 1943 for the 30 day trip escorted by the Australian corvette HMAS WOLLONGONG. Their pitch was to be escorting tankers between Bahrein and Muscat in the Oman. They spent 7 months doing this before going to Bombay to have the depth charge throwers and release gear removed and replaced by 1 three inch and 6 two inch mortars and the Rolls guns replaced by twin Bofors and Oerlikins before

setting off for the Arakan coast of Burma to assist the 14th Army who were fighting the Japanese.

One of their most successful ops was the attack by 5 MLs on an island near Pagoda Point in the estuary of the Bassein River in the south of Burma. This was a radio and radar station, fuelling point and a control, assembly and supply depot for the Japanese army. It was 360 miles from their home base at Taknaaf. They sailed close inshore in line ahead, about 100 yards apart, after dark, in the shelter of the peninsula, right up to the Japanese position. At close range they opened fire catching the Japanese completely by surprise. Flames and smoke were still visible 20 miles away as they left. This was almost Xmas 1944.

On 5 January they took part in the landings at Myabon and had to rescue army members whose tanks kept sinking in the soft thick mud. As some of the MLs needed attention they set off through the backwaters of the Ganges delta for Calcutta. After repairs the boats were handed over to the Royal Indian Navy and Mel was appointed to HMS PHOEBE. On 11 May he was part of the invasion fleet which was to chase the Japanese out. Rangoon they found a deserted mess. Then it was off to Sabang in Sumatra before returning to Trincomalee in Ceylon

VJ DAY was 2 September and PHOEBE was to return to UK but from Colombo Mel joined the aircraft carrier HMS KHEDIVE, arriving in Durban in October 1945 and on 31 March 1946 he was demobbed in Cape Town. So ended nearly 6 years of active service. The saying "Join the Navy and see the World" really did apply to Mel and his brother Vic. When Mel settled in the Cape and worked in the motor trade, it must have been very hard to settle down. Mel and his wife Marie had 3 children and in 1981 on his retirement, they moved back to the Cape from Pretoria where they had been for some years, and settled in Fish Hoek. His brother Vic emigrated to Australia.

JABERDIEN APPLEBY (a.k.a. Harry)

The visit of his grandson to the museum one Saturday morning led to an investigation regarding this family and the death of Harry. A descendant provided us with a copy of his death certificate so we had a date and cause of death "drowning".

It appears from The Cape Argus report of Monday 6 April 1914 that the fishing boat was returning from an overnight trip to fish in the vicinity of

Cape Point when it was caught by a sudden squall between Miller's Point and the Crinoline Beacon. The boat capsized and lay on its side. There were four people on board: Mr Manuel (who may have owned the boat or been the head man) and Messrs Samsodien Jenkins, Doll Gosain and Harry Appleby. One must deduce that Harry could not swim for the report says that he was tied to the mast which was resting in the water. Messrs Jenkins and Gosain held on to the upturned boat. Mr Manuel however, stripped off and swam for the shore and went to raise the alarm and get help. He first went to Mr Muller, a fisherman who lived in the vicinity of present day Valley Road and Mr Muller launched his boat from Fishermen's Beach and set off for the accident scene. Mr Manuel meanwhile obtained a lift and went to Mr Boyes, the Magistrate, at The Residency (our Museum building nowadays). Mr Boyes sent the Port boat out and the Commander-in-Chief sent a naval boat which had a searchlight. However, when the latter 2 boats arrived on the scene Mr Muller had already been there and rescued the two surviving crew – however, Mr Appleby had drowned.

It was a tragic outcome as Jaberdien (Harry) Appleby's wife Nadiyaa was pregnant and was soon to give birth to a girl at the Cottage Hospital in Simon's Town (Dr Clarke was in attendance). She already had several children and was still aged only 30. She must have struggled to cope although she would have received help from the Malay community as was their custom. Sadly on 15 December 1915 she left her home at daybreak, leaving a letter stating that "she will go to her death the same way as her husband" and set off for the sea shore. On 22 December her body was washed up at Long Beach and buried the same day by Imam Raban. Even more tragic is the fact that although Hadija (there are several spellings) was "adopted" by Imam Osman Raban she died in October 1918 and was buried in the Moslem section of Dido Valley Cemetery along with several other members of the Appleby family.

R.S. WHYTE (1863-1940)

A.E. READ

Robert Scott Whyte was born in June 1863 in Helensburgh in Scotland and came to South Africa in 1881 as a baker to work for Mr McKay (a baker in Mowbray) and one of the 9 members who with R.S. Whyte eventually bought Glen Farm at Glencairn in 1900 and were the founders of the early

development of Glencairn. More about this can be found in the Historical Society's Bulletin of July 2012. The Syndicate which was formed included the well known Cape Town architect John Parker who also did much to change Simon's Town's main street to the Victorian style it is to-day and on which there is a preservation order.

Whyte later bought a bakery in Simon's Town from de Stadler and besides being a baker developed the business to become a grocery and provision business. He enlarged de Stadler's original single storey building into a very handsome 3 storey building. He, his wife Florence, and family Mary Maud (1892) (who married Joseph Andrew Lyons Agnew), Ethel Elizabeth (1896) (who married Frank Cadiz) and Grace (1900) (who married Edwin la Chard) lived in spacious accommodation above the business as was the custom of most of the businessmen of that period. Robert's wife Florence Emma Worsfold (1864-1943) came from Sussex in England and they had met on the ship coming from England to South Africa. She was en route to East London where she was to be Lady's maid to the Mayoress of East London. They returned to England to marry.

The original 3-storey building caught fire one night when one of the bakers was smoking near the new ovens unaware that there was a gas leak. Maude Whyte woke to find the fire well established and the family were lucky to escape in time. When the re-building took place it was the 2-storey building which we know today – at present occupied by Lewis furniture store. There was a trade entrance in Union Lane where the carts were loaded and unloaded.

Whyte took a keen interest in civic affairs in the Town and soon became a councillor. He was Mayor 1904-1906 and his photograph is on display at the Simon's Town Museum. In 1899 he proposed a motion – seconded by B. Anthony – that the main street from the Toll Bar to the foot of the cemetery hill, be named St George's Street, also that Simon's Town houses should have numbers and that new street nameplates be ordered. The 47 nameplates were ordered from Jenkins & Co, Indenters and Merchants, of Cape Town.

On the death of Queen Victoria that section of the road from Church Street (at the Dutch Reformed Church) to Miller Road (at Seaforth) was named Queens Road. Therefore Simon's Town's main road is as follows:

- Railway Station to Jubilee Street.....Station Road
- Jubilee Street to Church Street.....St George's Street
- Church Street to Miller Road.....Queens Road
- Miller Road to Bellevue Road, Boulders.....Macfarlane Avenue (Macfarlane was Supt. Of Works of the firm)

Sir John Jackson Ltd who built the East Dockyard).

The modernization of the town's jetty in Wharf Street was also undertaken during Whyte's time as a Councillor.

R.S. Whyte was obviously interested in the Freemasons. They had established themselves in Simon's Town in 1880 but were looking for a suitable meeting place. Whyte offered them a home in his building where they met for 10 years until in 1892 they purchased for £750 the former Salvation Army Hall for their Phoenix Lodge (opp the original Naval Hospital and now known as Old Hospital Terrace). The land was owned by Alexander Black. The Freemasons then built a large hall (at street level) for £2,000. Until the end of World War II it was the only large hall outside of the Dockyard where the public could meet. Inside the West Dockyard there was a Sale Floor where sales of expended and redundant naval and dockyard supplies were held until they could be auctioned. Although the public and Navy were welcome to use the Sale Floor, it was inconvenient as the space had to be cleared for seating to be arranged.

Note: Help and information were given by Pat Agnew and Olive Ricketts (nee Agnew) and information from various Bulletins and the Salvation Army.

THE AGNEW FAMILY

Andrew Agnew (1854 – 1941) came from Newry in Ireland. He was the builder of Fintimara and Kildonan in Main Road, Kalk Bay (on the sea side of the road near the entrance to the Harbour). He had intended to move back to Simon's Town from Kalk Bay but was persuaded to stay on in Kalk Bay where he was a pillar of the Methodist Church. He built a house in what is today Ladan Road and where the Wright family also lived for many years. Mrs Wright was Agnes Agnew who had married Ernest Wright. Agnes Agnew was the first librarian of the Simon's Town Library.

When the family came out from Ireland Andrew and his wife Mary Jane (1852-1937) brought out with them the 14 year old Joseph Andrew Lyons Agnew (1889-1971). The older children Elizabeth and Marion were already grown up. Joseph immediately joined the Posts and Telegraphs Department and became a telegraphist ending up in the Wireless Station service and at one time was stationed at Slangkop Wireless Station at Kommetjie.

Joseph married Mary Maud (1892-1974) daughter of R.S. Whyte of Simon's Town. The family consisted of 3 sons Robert Andrew (1916), Desmond (1922) and Claude (1923). Robert and Claude became civil engineers.

There were also 3 daughters: Patricia (1927), Olive (1931) and Yvonne (1934). Joseph and Maud died at their home 1 Nerina Avenue, Fish Hoek in 1971 and 1974 respectively. Patricia became a teacher. Olive married Alec Ricketts and for many years they were missionaries in Nigeria before becoming Managers of Carlisle Lodge in Fish Hoek. Yvonne went to live in England. To the writer's great regret Alex Ricketts did not turn out to be connected with the Ricketts who earlier had lived in Thomas Street, Simon's Town in the 1800s. However, how his family came to settle in South Africa is interesting. They were on a ship bound for Australia which foundered north of Saldanha Bay – the COLUMBINE – which is now remembered by Cape Columbine where it foundered.

THE HMS CORNWALL MYSTERY STONE

David Erickson

This county class cruiser was dry-docked at Simon's Town in February 1940 and in keeping with long-standing tradition, members of the ship's company painted a replica of the ship's badge on the dry-dock wall at that time. This badge is still visible today.

On Easter Sunday 5 April 1942 the ship was sunk together with her sister ship HMS DORSETSHIRE west of Ceylon (present day Sri Lanka) by Japanese dive bombers. Twenty-three South Africans were among the 198 killed or missing from CORNWALL and there were 550 survivors.

Some 65 years later in Simon's Town (in 2007) a bulldozer operator working on a site in Dolphin Way, Simon's Kloof noticed a large boulder had an inscription on its sea-facing aspect. This was Mr Attie Martiens. The inscription was the badge of HMS CORNWALL and the initials APJ 1946. We have not been able to trace who APJ is. In the Cape Times of 16 April 1942 among the list of survivors there was a Jack PA. Could there be a connection? The Society would like to solve the mystery.

On 2 July 2013 the CORNWALL stone was transferred from Simon's Kloof to Jubilee Square with the help of Simon's Town Amenities Development Company (STADCO), Armscor Dockyard, Fynbos Gardens and Noordhoek Earthmoving. The badge colours were restored by Mr Ganief from the Armscor Dockyard staff.

The stone sits on the southern end of Jubilee Square not far from the Stadco office.

THE SALVATION ARMY IN SIMON'S TOWN

GENERAL HISTORY

This is a religious movement composed of men and women who, moved by the love of God, seek the spiritual and social betterment of their fellows. Its primary aim is to preach everywhere the Gospel of Christ to those untouched by existing religious effort. Wm Booth, the founder of the movement, came with his wife and children to London in the spring of 1865. He was then 36 years of age and had been a superintendent minister in the Methodist New Connection. He resigned from the ministry in order to do the work of an evangelist and after a brief period in the provinces, joined a small group of like-minded people who were working for the moral and spiritual upliftment of the East end of London.

The resulting body was called the Christian Revival Association and later the East London Christian Mission. As the work spread to other parts of the country "East London" was dropped and in 1878 came the change of name to The Salvation Army. The general superintendent of the Christian Mission became the gen., a convenient shortening of a rather cumbersome title; military terminology inevitably followed, a uniform was designed, the bonnet appeared, a flag was employed to head street marches and brass bands became a familiar feature. Certain standards were asked of all who joined – they had to be abstainers and even non-smokers. Women were equal with men.

In 1879 the WAR CRY made its first appearance and the following year a training college was opened. Within another 10 years Salvationists were at work in Australia, India, South Africa, Canada, New Zealand and the West Indies and 9 of the principal European countries – this in spite of considerable hostility from the churches. Catherine Booth died in 1890, the same year as Wm Booth produced his *In Darkest England* and *The Way Out*.

Tributes poured in for Wm Booth but he received these as tributes to the Army and not himself. King Edward VII received him in audience, and London conferred on him the Freedom of the City. Oxford made him a DCL. He died in 1912 – the world mourned – and traffic was held up as his funeral procession proceeded to Abbey Park for the burial. He was succeeded by his eldest son William Bramwell Booth who greatly extended the spread of the work of the Association. In 1929 E.J. Higgins took over and certain legal changes were made in the Army's structure – an Act of Parliament provided that the future leaders should be elected by a high council and that all properties and assets hitherto vested in the name of the General should be held by a custodian trustee company. When William Higgins retired in 1934 Evangeline Booth (4th daughter of Wm) was elected

to the generalship. In the 1956 edition of THE SALVATION ARMY YEAR BOOK they were stated to be in 85 countries.

THE SALVATION ARMY IN SIMON'S TOWN

According to Captain Brian Tuck with whom we had correspondence in August 2013: The Salvation Army Southern African Territory has maintained very poor records as they always claimed to be "too busy making history to write it". Tuck wrote a Thesis on THE HISTORY OF THE SALVATION ARMY IN SOUTH AFRICA 1883-1933 (UNISA). According to his searches the Army started operations in Cape Town in March 1883 and used many different buildings. Sadly early copies of The War Cry were destroyed in a fire about 1890.

Work started in the Western Cape. Work in Simon's Town did not last very long. As the Army does not celebrate the sacrament they replaced the Communion with a Methodist type Love Fest (Christmas 1884). The first one took place in Simon's Town. Army work on the island of St Helena also began from Simon's Town. Information can be obtained from a small booklet SALVATION SAFARI by Cape Town DHQ. The first Self Denial Appeal (pledged giving by Salvationists) raised £20 which was used to open operations in Port Elizabeth.

Simon's Town was the 4th Corps opened in South Africa (September 1883), others being Cape Town, Woodstock 11 (Papendorp), Claremont 111. They occupied the market place with open air meetings. Captain Graham and Lt Teager (who came out with the Simmond's) were the first corps officers there. A Salvation Tea was held in Simon's Town and from there they evangelized Kalk Bay by rail and Cape cart. In April 1884 HMS OPAL put into Simon's Bay with Mrs Simmonds' brother on board as a sailor. He was converted and on 5 May they opened on St Helena, the ship's next port of call. Great work was done by the Army on the island during the Anglo Boer War among the Boer prisoners. Simon's Town also covered the cost of the first officers to be sent to St Helena. Salvation Army work continues on the island to this day. Work ceased in Simon's Town many years ago.

The Salvation Army does not mix well with Freemasonry so Captain Tuck was surprised when we suggested they used the Phoenix building – the Freemasons Lodge in Simon's Town. FURTHER RESEARCH SHOWS: The Phoenix building is said to have been built on the site of a smugglers cottage for it was then closer to the water's edge than now. The Phoenix Lodge was established in 1880 and met in the building of R.S. Whyte (baker and provision merchant) – where they met for 10 years. In 1892 it was proposed to purchase for £750 the former Salvation Army hall on land belonging to the late Alexander Black. This formed the ground floor of the

Lodge. Today's hall – at street level – was built for £2000 and was completely paid off by 1919. It was consecrated by the Worshipful District Grand Master Rev. C.W. Barnett Clarke, in May 1900. In 1903 the building was the first in the town to be fitted with acetylene gas. The building was used till 1977 when the present small purpose-built building was opened at Glencairn. This was consecrated on 1 October 1977. The architect was L.I. Smith.

Notes: Prepared by A.E. Read from info supplied by Captain Tuck (Col. Dr. Brian Tuck, P.O. Box 32170, Summerstrand, 6019, Port Elizabeth.) The Simmonds referred to were probably Major Francis and Mrs Rose Simmonds, who pioneered the Salvation Army in Port Elizabeth. See also Vol. XXIV No.2 S.T.H.S. Bulletin July 2006. Everyman's Encyclopaedia Volume 11. Notes by Avryl Coffee of the S.T.H.S. Registration Committee

THE R.R.S. DISCOVERY

In October 2013 the Royal Research Ship DISCOVERY was launched. She is one of the most expensive (at £75m) and advanced research vessels ever built. She is owned by the Natural Environmental Research Council. She will act in conjunction with other large ship RRS JAMES COOK.

The new DISCOVERY is just over 100 metres long with 7 main laboratories and a bridge which resembles something out of the TV series "Star Trek". Twenty-eight scientists can be accommodated and sustained for a 6 weeks voyage. They can plumb the ocean depths, take met measurements and try to work out how the oceans react in the matter.

The National Oceanography Centre at Southampton is also connected to the research. The present captain is Captain Antonio Gotti. When the ship is at sea the weather will frequently be very rough and this has been taken into consideration by her being equipped with round steel plates to cover the portholes and prevent flooding. When it is rough the water actually washes against the portholes. The ship can also carry a robotic submarine. There is also a computer-based positioning control system which enables the ship to hold its position at sea to within 1 or 2 metres even during a storm.



RRS *Discovery IV*

Scott's DISCOVERY first set sail from Britain in 1901 and is now moored at Dundee where it is a great visitor attraction. A 2nd DISCOVERY entered service in 1962 and the RRS replaces her with all the most modern electronic equipment. The new DISCOVERY is presently engaged in examining the UK's Continental Shelf. Apart from its larger labs there is a salinity lab so that scientists can measure the salinity of the oceans; a clean chemistry lab so that samples remain uncontaminated and a controlled environment lab so that conditions can simulate where samples can be taken and there is also place to position 20 smaller labs. The new DISCOVERY is one of 4 vessels owned by the N.E.R. Council and they are in turn part of Geotraces, a UK based consortium of 35 countries examining various aspects, particularly with the threat of global warming and its effect on iron and other elements in the oceans which could influence our very existence.

Reviewed in the Weekly Telegraph of November 13-19 2013.

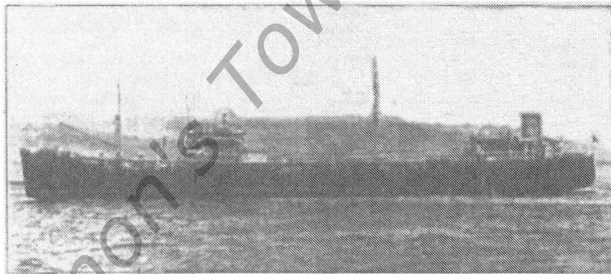
R.F.A. DARKDALE

The R.F.A. stands for Royal Fleet Auxiliary known more commonly today as a tanker. This section of the navy was established in 1905 with the adoption of oil over coal. Prior to this British warships had had a large network of coaling ports throughout the world but by 1939 and the outbreak of the 2nd World War tankers had come into their own. Just before the war the Admiralty had bought 6 tankers off the stocks from The British Tanker Co Ltd at the instigation of Sir Wm Gick, Director of Stores. Two more were

purchased from Anglo-Saxon Petroleum Co. Ltd and on the declaration of war a further 11 were acquired from the Ministry of War Transport.

DARKDALE arrived off St Helena on 4 August 1941 fully laden with fuel oil, aviation spirit, diesel oil and additional lubrication oil. On 17 September while fuelling alongside the aircraft carrier EAGLE and the cruiser DORSETSHIRE the massive swell swept the carrier against the tanker. Much damage was done to her, but worse was to befall her. On 21 October a resident who lived in a cottage along the cliff tops above James Bay, rushed into town to report that he had seen a submarine. He was not taken seriously and his claim was not relayed to the master of the DARKDALE. The submarine was in fact U-68 commanded by Karl-Frederich Merten.

Merten no doubt could not believe his good luck. Aboard the DARKDALE were 37 merchant navy sailors and four DEMS gunners, whilst Captain Card, the Chief Engineer and Purser were ashore dining with the garrison commander. Two other ratings were ashore and 2 were in hospital. At 0142 hours he fired 4 torpedoes in quick succession and then fled. The ship became a massive fireball, was lifted out of the water, turned over, tore in half and began sinking instantly. Within 5 minutes she had gone. She was the first British ship to be lost south of the Equator and what was more worrying was that the Admiralty now knew the range of Germany's new class of U-boats. Merten and his wolf-pack in a few weeks in September/October 1942 sank more than 100,000 tons of shipping off the South African coast. If you are interested, there is a map on display at the Simon's Town Museum showing the names and positions of all the ships which have disappeared off the south African coast.



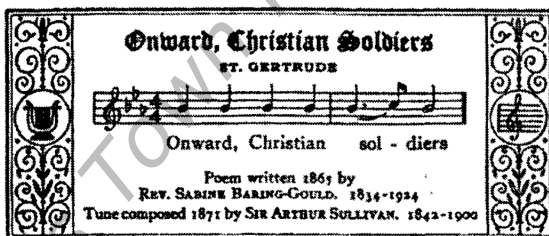
In recent years the wreck of the DARKDALE has become a cause for concern to the St Helenan authorities. Oil was, a few years ago, spotted seeping from the hull into the 47 metre deep waters. The Ministry of Defence, under its scheme Legacy Wrecks Remediation Programme has sent a team to investigate and decide what needs to be done to prevent her becoming an environmental hazard, especially now that an airport is being built on the island with a view to increasing tourism.

References:

St Helena Independent and Naval Historical Collectors & Research Association (article by Iain M. Alexander).

THE BRITISH EAST INDIA COMPANY

This Company was dissolved in 1873 but in 2005 an Indian businessman, Sanjiv Mehta, acquired the rights to the name and set about recommencing trade between the East and Britain. Among its many ventures, the new Company is exploring the Japanese speciality foods market for products to import. This trade includes green tea from a 200-year old plantation near Shizuoka, where an exceptional green tea is hand rolled. They also produce (unusual for Japan) a black tea. These and other foods can be obtained in London from the East India Company's store in Conduit Street in London.



ONWARD CHRISTIAN SOLDIERS

Chris Molyneux

This well-known hymn was often sung at church services during the wars. The Commander-in-Chief of the British Army, then the Duke of Cambridge, called it his favourite Hymn. But little is known of its origins, let alone its South African connections.

The author of the words was an Anglican minister Rev Sabine Baring-Gould (SBG) who was born in Exeter Devon in January 1834. After studying at Clare College in Cambridge he was ordained in Ripon Cathedral in 1864. During his time as curate at Horbury Bridge, Yorkshire 1864-1867 he wrote the words of the Hymn and it was first sung on Whit Monday 1865. SBG wrote the words for the annual procession of the Horbury Bridge children to sing on Whit Monday as they processed to the main Horbury Church. Some reports say it was published earlier but this was certainly its first public airing! The words are based on scriptural passages from Matthew, Ephesian, Colossians, 2 Timothy and James. SBG died in 1924 and with his wife is buried in Devon.

The original tune used was entitled *St Alban* which was an adaptation of the slow movement from Haydn's Fifteenth Symphony in D. Early hymnbooks named the tune simply *Haydn*. Subsequently the title *St Alban* was added. Other composers like Henry Gauntlett (d 1876), Adam Geibel (d 1933) and Stanley Howard (b 1930) tried their hands at writing tunes to fit the words but none has achieved much popularity. Even Gustav Holst tried his hand with his tune *Prince Rupert* based on an Old English March, this too had limited success. However, one tune has survived the decades, *St Gertrude* composed by Arthur Sullivan. He was born in Lambeth, London in 1842 and died in London in 1900. He was a chorister at the Chapel Royal, organist of Covent Garden Opera House, Professor of Composition at the Royal Academy of Music and organist of St Michaels, Chester Square, London, amongst other appointments. He was knighted in 1883 and buried in St Paul's Cathedral, London.

The tune *St Gertrude* was written while he was staying in Hanford, Dorsetshire. The person with whom he was boarding was Gertrude Clay-Kerr-Seymers – after whom the tune was named. The tune first appeared in *The Hymnary* a hymnbook edited by his good friend Joseph Barnby and published in 1872.

Sullivan wrote many works for choir, often using the words of the canticles from *The Book of Common Prayer* (The offices for Morning, Evening Prayer and the Communion Service). Sullivan died in 1900 right in the middle of the Anglo-Boer War, and in anticipation of an Anglo victory, he had set the words of the *Te Deum* ("We praise Thee O God") as an anthem ready to be published at the end of the war – of course he never lived to see that happen.

But here comes the crunch, he named this setting of the *Te Deum* the BOER WAR TE DEUM and like all good composers he wove a musical theme through the work, and that theme was none other than the opening bars of *St Gertrude*.

Onward Christian Soldiers [St Gertrude]

Arthur Sullivan



PRINCE CHRISTIAN VICTOR (1867 – 1900)

The prince was the grandson of Queen Victoria, born at Windsor Castle on 14 April 1867. He was christened Christian Victor Albert Ludwig Ernst Anton von Schleswig-Holstein, and was the son of Princess Helena and Prince Christian of Schleswig-Holstein. One condition of their marriage had been that the impoverished prince should make his home in England so that Princess Helena could remain close to her widowed mother. They lived at Cumberland Lodge in Windsor Great Park.

He was said to have been Victoria's favourite grandson. He attended Wellington College which had been established by his grandfather Prince Albert. He then went on to Magdalen College, Oxford and Military College, Sandhurst. He excelled at cricket, playing for Magdalen and for Sandhurst and in 1887 for the famed I Zingari team. After Sandhurst he was commissioned in the 60th King's Royal Rifle Regiment and took part in the Ashanti Expedition to Ghana as well as the Battle of Omdurman in the Sudan. Two years later his regiment was posted to South Africa where he was present at the Siege of Ladysmith. Sadly in October 1900 he contracted typhoid (sometimes referred to as Enteric fever). He died in Pretoria on 29 October 1900. His grave is in a Pretoria cemetery marked by a granite cross. He is the only member of the British Royal family laid to rest on South African soil.

THE VRIESLAAR/FRIESLAAR FAMILY

JOHN LARK

I first began to research this family with a long Simon's town connection, through the help of the Simon's Town Historical Society, after discovering my great grandmother Elizabeth Frieslaar was born in Simon's Town in 1833.

In 1994 during a visit to Simon's town I met up with Rev Henry and Mrs Irma Frieslaar and subsequently met other Frieslaars. Many theories were put forward by various members of the family as to their origins, even that the family were of Spanish descent. Geslagresiters van die Ou Kaapse Families merely say that Albertus Frieslaar came from the Netherlands but gives no town of origin.

Then in December 2011 Andre Vrieslaar who lives at Aalten in the Netherlands contacted the STHS and they put the two of us in touch. Aalten is approximately 5 miles from the old Vrieslaar farm at Sinderen, Varssveld. He had frequently visited the Archives in The Hague and had traced his family back to 1575 in the Varssveld, Silvolde and Terborg region close to the German border. He particularly drew my attention to Albertus Vrieslaar.

Albertus/Albert Vrieslaar was born on 14 October 1765 at Nijmegen, the eldest son of Hendrik Vrieslaar (born 1734) and Maria Jacoba Garritsen (born 1741). Hendrik was a professional soldier. Andre traced pages from VOC records that indicate that Albert was on the books of the VOC ship CHRISTOFFEL COLUMBUS. He is described as a Matroos. The ship sailed from Texel near Den Helder on 22 February 1791 and arrived at the Cape on 20 June 1791. As it was winter we know the ship would have anchored in Simon's Bay, the VOC's winter anchorage. The prevailing winter winds from the north-west meant that in a storm a ship would have time to cut her anchor and get her sails furled and be driven down the Bay instead of, as in Table Bay, being driven up onto the shore and wrecked. There had been several terrible storms in Table Bay when many men and ships with their valuable cargoes had been wrecked. The ship sailed again on 21 July 1791 for Ceylon (then still a Dutch Colony) where it arrived on 2 December 1791. By March 1792 it was back at the Cape and Albert seems then to have left the ship. Where did he obtain employment? No records of this have been found.

Between 1792 and 1796 a son, Gerrit, was born to Albertus Vrieslaar and Saartje van die Kaap. We have found no details of Albertus' stay in the Simon's Bay area nor any details about Saaartje. However Gerrit knew who his parents were and his own children were aware, enabling them to have that recorded on their father's Death Certificate.

On 11 September 1831 Albertus married Catherina Bok, also "van die Kaap". They lived and worked on the farm of J.G. Siebergen in the Nieuweberg area (Beaufort West area). Prior to their marriage they had 3

children, Bettha (Elizabeth?) (born 10 October 1822), Albert (25 September 1824), Daniel born 11 January 1826). Dirk was born shortly after their marriage on 10 December 1831. On Albertus' Death Certificate of 2 September 1835 it was noted that he and his wife "had been separated for some years and the property divided" and his address is given as Driefontein, Nieuweveld. Archive records show that Catherina Bok had actually begun divorce proceedings when she discovered Albertus had fathered a child with Hannah Cloete. This child was called Albert Johannes and was born 18 November 1835. However Albert died on 2 September 1835 without seeing his son. Albert was 70 years 1 month and 6 days old when he died but the Death Certificate was not issued till 24 July 1837 and is signed by an unknown person – C.J. SMIT – maybe the Clerk of the Court in Beaufort West? The change of spelling probably came about with the fact that the British were now ruling the Cape; spellings of various surnames changed at this period.

Saartje van die Kaap was probably the daughter of a slave. She was brought up a Muslim and brought their son Gerrit up as a Muslim. When Gerrit died his age is given as 44 years 3 months and 10 days on 1 January 1837, which would make his birth 23 September 1792. At his death his occupation is given as mason. He renounced his Muslim faith on 15 May 1831 and was baptized into the Wesleyan/Methodist Church by Rev. Barnabus Shaw. On 23 January 1832 he had married Carolina Wolff at St Francis Anglican Church, Simon's Town. They already had 7 children and a further one Elizabeth was born after their marriage. His Death Notice reference is MOOC 6/9/10:1958. At the time of his death the family lived in Simon's Town.

THE FIRM OF TENNANT & TRAIL

ALEXANDER TENNANT (1772-1814)

Martinus van Baart in his recent book in Afrikaans "Kaa van Slave" paints a very damning picture of Alexander Tennant and his activities at the Cape and in slave trading.

In the Old Slave Lodge in Adderley Street there is nothing about him nor in the Slavery pamphlets or information about the naming of Cape Town streets. There are 2 Cape Town streets (1 in the Woodstock area and the other in Kenilworth) named after him.

Tennant was born in 1772 at Ochiltree, Ayrshire in south-west Scotland and died at the Cape aged 42 on 15 May 1814. He left Scotland aged 23 and

was going by ship to India to see his missionary brother William. In September 1795 – just after the 1st Occupation he met Donald Trail, already a slave dealer. Trail persuaded him to stay on at the Cape and they formed the firm Tennant & Trail to convey British prisoners to Australia, as well as to buy slaves in Mozambique; to bring the latter to the Cape for sale at agreeable prices. In 1796 Tennant married Cornelia Sandenberg at the Cape. She was the daughter of Hercules Sandenberg. They had 8 children: John Hercules, Alexander, Elizabeth, Anne, Mary, William and Charles. Hercules married Aletta Jacoba Brand and became Landdrost of Uitenhage. Hercules' solicitor son Sir David Tennant (1829-1905) was from 1866 for 30 years leader in the Volksraad as the member for Piquetberg and from 1874-1896 the Speaker. From 1896 Sir David was also for 5 years the agent-general of the Cape Colony in London. For 18 years he was also adviser to the Anglican Bishop of Cape Town Rev. Robert Gray. In 1877 David was knighted. The present President of the Simon's Town Historical Society Tennant Martin (Terry) Korsten is a direct descendant of Catherina Wilhelmina Tennant (1841-1907) grand daughter of Sir David Tennant.

Tennant made a fortune from his slaving activities and by the end of the 1st British Occupation in 1802 was alleged to have letters of marque for 6 ships – the DIANA, COLLECTOR, BRUNSWICK, EXPERIMENT, HERCULES and DIAMOND – according to Peter Philip's research. By 1800 he owned Zonnebloem a 24 morgen property on the slopes of Devils Peak as well as the farm Oude Wijnberg. On these 2 properties he had 11 slaves. His town house was at 16 Bergstraat, Cape Town where he had 20 slaves.

When he died it is said he owned 100 properties in the Cape Peninsula, in Rondebosch, Wynberg, Constantia, Devils Peak, Cape Town and in Simon's Town – the latter the land grant Constantia which stretched roughly from today's Hospital Terrace to Drostdy Steps and down to the seashore. He is said to have built the property known today as Albertyn's Cottage. It is said to have been the first house in the Cape built to British architectural design as opposed to Cape Dutch. In Tennant's time it was known as "The Auld Hoose". We presume he only occupied it when business brought him to Simon's Bay. {Anyone interested to learn more should read The Society's Bulletin Vol. XVI No.3 pp 109-119 and Mr D. Caywood's Report in the Simon's Town Museum Library – Editor}. The present Foundry building next door also formed part of Tennant's property and he is alleged to have used it as a store but one wonders if he also kept his slaves there.

DONALD TRAIL (c1745 – 1814)

He too was from Scotland, born in the Orkney Islands. His father owned property there. He joined the Royal Navy and from 1781-1783 he served under Nelson during the American War of Independence. Nelson found him

to be an excellent seaman. Later on at the Cape Rear Admiral Elphinstone (later Lord Keith) also regarded him favourably. However, he had 2 serious defects and had a total disregard for the feelings and suffering, or even the death, of anyone belonging to the lower social orders, including members of his own crew.

Trail's other deficiency was his insatiable love for money. We do not know what he did after 1783 until 1789 when he was a Captain with the English firm of Camden, Calvert & King, known slavers. They owned the NEPTUNE – one of the 3 hellships of the 2nd Fleet transporting convicts to Australia (This is not the same NEPTUNE as was sent to the Cape in 1849). The 2nd Fleet – 1790 by Michael Flynn and published by the Library of Australian History in 1993 gives us much information about Trail. At the time of the 2nd Fleet's departure for Australia it was hoped that they would bring supplies for the starving Australian settlement. Sadly one of the ships – the GUARDIAN (Captain Edward Riou) struck an iceberg and was badly holed. She carried most of the supplies. Through the brilliant seamanship of Riou she made it back to Table Bay. (For more details see Bulletin Vol. XX No.3 pp 87-97 and The Last Voyage of the GUARDIAN edited by M.D. Nash 1987 in the Museum Library). It was Flynn who informed us that Mrs Trail also sailed on her husband's voyages.

We also know that Trail and King (of the firm Camden, Calvert & King) had also been tried like Trail and found not guilty of maltreatment. King too had been a Captain of a slave ship. After Trail's acquittal in 1792 he rejoined the Royal Navy and was Master in a number of ships and by 1795 was a Sailing Master in HMS MONARCH. MONARCH sailed into Simon's Bay as Elphinstone's flagship. Because of Trail's testimonials from Nelson, the Governor was pleased to appoint Trail as Harbourmaster at Simon's Town at 5/- per day – Simon's Town's 1st Harbourmaster.

Trail quickly ensured that all ships entering and leaving had to deal directly with him and he thus had the monopoly for buying and selling provisions to the Ships. He then set about leasing from the Government 3 morgen known as "Oatlands" at Froggy Pond (near today's Golf Club). It had been the VOC's Grootuyn growing vegetables for the Company. After Trail's lease expired it became the home of the Commandant of Simon's Town (firstly Col. Graham and subsequently Col. Somerset) All went well until Mr Andrew Barnard (husband of Lady Anne) was appointed Colonial Secretary at the Cape in 1797. He was a shrewd observer! By this time Trail was said to be worth £60,000. If true he had acquired this in 2 years. Not bad on a salary of 5/- per day.

The extension of his job as Harbourmaster and Master Attendant Naval Office in June 1796 was not granted and his term of office ended in September 1797 and his lease of "Oatlands" was not renewed. Flynn says

that by 1799 (and maybe even before that) Trail was in partnership with Tennant, assisted by a likeable rogue Michael Hogan. The partnership (according to Flynn) lasted until 1804 even though Trail left the Cape in 1799. In 1802 his half-pay from the Royal Navy was suspended even though he applied for its restoration.

Trail lived at Frith Street, Soho, London. When he died in 1814 he was living in Russell Square near the British Museum. He left all his father's Orkney property to his maiden sister Grace Trail of Kirkwall in the Orkneys. Several thousand pounds went to his wife Elizabeth and their daughter Mary, as well as providing for 2 other of his sisters. Other property included shares and 28 houses at Drapers Court, near Burton Crescent in London.

The 2 biggest slave dealers at the Cape both passed away in 1814 – Tennant at the Cape and Trail in London. It was a declining trade in that Britain in 1807 passed a law abolishing slave trafficking. In 1811 Parliament passed a Bill making slave trading a felony, punishable by transportation and in 1824 the trade was declared to be piracy and capitally punishable. However it persisted in America and was the predominant cause of the American Civil War of 1861-1865. The victory of the Union over the Southern Confederate States ended slavery for ever in the USA. One of the main activities of the Royal Navy on the Cape Station for many years was to make sure that slavery did not take place. If they inspected a ship at sea and found it could be carrying potential slaves, these people were released and the ship was confiscated.

A CENTURY OF CROSSWORD PUZZLES

On a snowy evening in the early 1900s a newspaper editor at the New York World was hunched over his desk trying to think of something special for the Christmas issue. He was 42 year old Arthur Wynne. The puzzle he drew up with numbered squares and numbered clues on a diamond-shaped grid appeared in the issue of 21 December 1913.

It was a great success despite derogatory remarks by the New York Times. Arthur Wynne continued his work at crossword compilation till 1921, when he handed over to Margaret Petherbridge, a Secretary at the New York World. Also keen and a crossword solver as well was one Franklin Adams. Margaret decided to draw up a list of rules – a list still followed to this day. A simplified numbering system, the use of common English words, limiting the black squares to one-sixth of the grid. That was it!

In 1924 2 Columbia (USA) graduates decided to publish a book of crosswords with which Margaret and 2 colleagues assisted. The Crossword Puzzle Book sold 400,000 copies in just a few months. Two more books followed – selling 2 million copies in 2 years. The two young publishers were Dick Simon and Max Schuster. Margaret became Mrs Farrar in 1926 and edited the Simon & Schuster crossword series for 60 years. The Thesaurus author Peter Roget was declared “the patron saint of crossworders”.

In 1942 the New York Times finally surrendered and hired Margaret Farrar as its first crossword editor.

What about Arthur Wynne? He was born in Liverpool, England – also the home of The Beatles. At 19 he packed his bag and his violin and set off by sea for the United States. He found a newspaper job in Pittsburgh and played the violin in orchestras. Then he got a job at The World and moved home to Cedar Grove, New Jersey. He worked at Hearst newspapers in the 1930s. In 1941 due to deteriorating health he moved to Clearwater, Florida and died 4 years later.

Due to persistent searching by Merle Reagle who makes the weekly crossword for the Post Magazine more information on Arthur Wynne came to light. Wynne had married for a 3rd time and fathered a child at 62 years of age. She was Catherine (Kay) Wynne – 11 years old when her father died. She is now Kay Wynne Cutler aged 80 and lives in Clearwater, Florida. She and Merle Reagle met up and she answered his questions. When her father died she was a student at Anona Secondary and thinks she is the only family member interested in crosswords. When he died Arthur was cremated and his ashes scattered in the Gulf of Mexico. Kay says that her father always said he had never made a penny out of crosswords but he spawned an industry which has millions of addicts to this day. At last let's give him the recognition he deserves.

Ref: An interview and write-up by Merle Reagle which appeared in The Week-end Argus November 30, 2013.

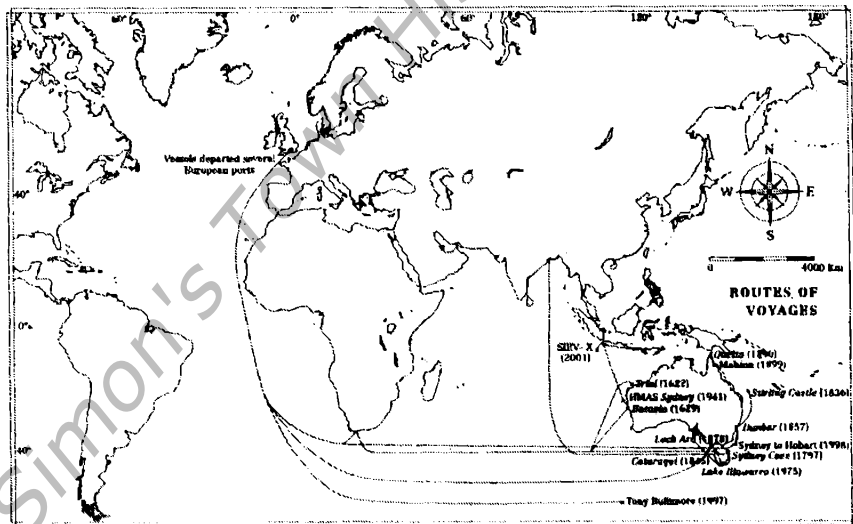
V.O.C. NAVIGATION

Up to 1611 ships heading for the East Indies had followed the route pioneered by Da Gama in 1497-98. Ships from Holland generally tried to sail down the centre of the Atlantic Ocean to Isle de Trinidade where they

turned towards the Cape, but sometimes they were becalmed off the West African coast and found themselves off the fever-ridden coast with its scourge of yellow fever.

After rounding the Cape the VOC ships turned north and followed the east coast of Africa. Once through the Mozambique channel, they turned north-east to pass north of the island of Madagascar and head for the Indies. In the 16th century after the Catholic Portuguese turned against the Protestant Dutch, VOC ships avoided the Mozambique channel and the Portuguese base on the African coast. They sailed up the east coast of Madagascar, then north-east and on to the Indies.

Both routes had problems. Heading up the African coast, the prevailing wind and current worked against the ships the whole way. When ships got to the equatorial regions, where they remained as they headed east, the winds became light and ships often drifted in crippling heat, their provisions rotting and disease taking a terrible toll on their crews. To add to the difficulties, the central Indian ocean was littered with shoals, reefs and small islands.



This map shows the routes VOC ships took to the East in search of the spices and wrecks of several of them on the Australian coast in particular

In 1610 one of the VOC directors in the Indies (later its Governor General) Hendrik Brouwer, suggested a different route to his masters, the Here XVII in the Hague. He had noticed that strong westerlies prevailed south of the Cape of Good Hope, so he suggested that the ships first sail south from the Cape, then catch the westerlies and head east in the cooler climate until they were due south of Jakarta, then head north.

The Here XVII responded by sending Brouwer to attempt the route. From the Cape it took Brouwer only 6 months to reach the Indies, compared to over a year by the old route and the crew arrived in much better health. The Brouwer route was adopted in 1616.

Thanks to John Harrison inventing the chronometer in 1761 it was possible to establish one's longitude at sea. In 1782 Alexander Dalrymple, then the English East India Company's (H.E.I.Co.) hydrographer was able to introduce a better set of charts.

KRAMATS AND HOLY SHRINES IN THE PENINSULA AND CAPE TOWN AREA.

It is not known exactly when the first Muslim inhabitants came to Simon's Bay as it was then called but it is thought to have been about 1779. About that time a prophecy was made that there would be a "circle of Islam" around the Peninsula. This would appear to have occurred. Starting with the shrines at Bo Kaap on the slopes of Signal Hill above Cape Town, we then move to Robben Island, then back to Oudekraal (on the road between Camps Bay and Hout Bay), then round the mountain to several sites in present day Constantia, then to a site in Dolphin Way, Simon's Kloof, Simon's town and lastly to Macassar near Somerset West on the farm Zandvleit.

The Simon's Town Kramat is probably the resting place of a father and son but despite consulting various academic sources including someone who had worked in Indonesia for some years and a Professor from Princeton University, we have not been able to confirm their actual names. It is possible that other Muslims were buried in the Simon's Town area, apart from in the Muslim section of the Old Burying Ground at Seaforth, but till now excavations for new housing has not uncovered any bones and we have no records of such burials.

The Simon's Town Muslims came from Indonesia predominantly, but there were others. In those early days Indonesia was a Dutch possession - the Dutch East Indies. Some came to the Cape as political exiles. Having caused problems in the Dutch possession in the Far East, the Dutch authorities banished them to the Cape in an endeavour to cope with political disorder. This was particularly so with Sheik Yusuf and his followers. He arrived here during Governor van der Stel's time on the ship VOETBOOG with 2 of his wives, 12 children and 34 followers. His actual name was Abadin Tadia Tjoessap and he was a nephew of King Biset of Gowa. In 1680 one of the King's sons rose against him and the King and Sheik Yusuf (his religious adviser) were defeated. Firstly the Sheik moved to Ceylon (Sri Lanka), then also a Dutch possession, before being brought to the Cape in 1693. They were settled on Zandvleit farm and escaped slaves were also welcomed there. The Sheik passed away on 23 May 1699 and in 1704 his wives and daughters – except for one daughter who had married here – were permitted to return to the East and they left on the ships DE LIEFDE and DE SPIEGEL on 5 May 1704.

In Vredehoek a plaque records Tuan Sayed Abdul Malik's resting place. He arrived at the Cape towards the end of the 1700s as a slave and married a freeborn woman Ruska van de Caab. Many stories survive these men and give them an aura and spiritual credence.

Descendants of the occupants of the Simon's Town Kramat have visited the family's home on the island of Sumbawa, met with Imams in and around Pemangong and came away with a feeling of great satisfaction and sense of belonging.

The Cape Islamic community some time ago formed The Cape Mazaar (Kramat) Society to care for these holy places.

Ref:

Cape Mazaar Leaflet, and the Archives of Simon's Town Museum.

THE ORIGINS OF THE AFRO COMB

In the summer of 2013 The Fitzwilliam Museum in Cambridge, UK, from 2 July to 3 November, in conjunction with the Museum of Archaeology and Anthropology held an exhibition of African combs, sub-titled “6,000 years of culture, politics and identity”.

One of the earliest people to collect combs was the pioneering Egyptologist Sir Wm Matthew Flinders Petrie. From being carved from animal bone 3,500 years ago these have evolved into inexpensive plastic combs, available in an alarming range of acid-drop colours.

The earliest hair combs were found when excavating burial sites in the Sudan and were associated with status. They were obviously considered an important accessory for the After Life. Many of the early combs were smaller than modern combs and it was initially suggested that they functioned as decorative hairpieces rather than tools for combing or styling hair. The gaps between the teeth were often narrower on the earlier combs which probably denotes a change in hair type and/or length. During the Islamic period most hair combs were decorated with geometric or floral designs.

The Nok culture of Nigeria (500BCE to 200 CE) combs show that hair was an important aspect of appearance. Some of the West African combs were giant in size and were used as house decorations. Others, like one from the Delta region of Southern Nigeria are carved with a leopard on the handle. This referred to a legend of a battle between an elephant and a leopard for supremacy – the ruling class. A masquerade mask from the Igbo region of Nigeria shows an elaborately braided hairstyle with 4 decorative combs.

Sowei Masks, worn by the Mende women in Sierra Leone show a rich variety of hairstyles. Ghana also had a strong tradition of hair comb manufacturing particularly the Ashanti comb and were often given as a marriage gift. This same theme was also found in the Caribbean in the 1980s. The divisions of Africa into modern states also created artificial boundaries. Beaded combs were part of the Yao culture and also appeared in Malawi and Mozambique. They included glass beads imported from Italy.

One group of combs made from the same wood (thought to be ebony) and decorated similarly have been found in Zanzibar, South Africa, Nigeria, East Africa and Egypt.



In the 1960s and 1970s the Afro-comb re-emerged in America in response to the introduction of an Afro hairstyle. They had widely set teeth. You can still obtain these combs today. It was originally patented in 1970 and is still in production. Like many objects today the majority of Afro-combs sold in Britain today are made in China.

African hair type is curly to protect the scalp and head against the heat of the sun's rays. The hair forms curls due to the combination of the shape of the hair follicle and an uneven distribution of keratin throughout the hair shaft. This combination means that the curlier or wavier the hair, the more prone it is to dryness. The curve and movement of each strand means it takes longer for the natural oils (sebum) to travel from the sebaceous gland through the scalp to the roots, therefore the hair needs to be lubricated, conditioned and moisturized on a regular basis to avoid it becoming dry and damaged.

Some South African snuff spoons and hair combs were made of bone decorated with single strands of elephant hair. Some West African combs showed the use of shea butter (what's new), palm oil, sesame, peanut oil, baobab oil and cocoa butter as well as perfumes such as lavender, sandalwood and frankincense.

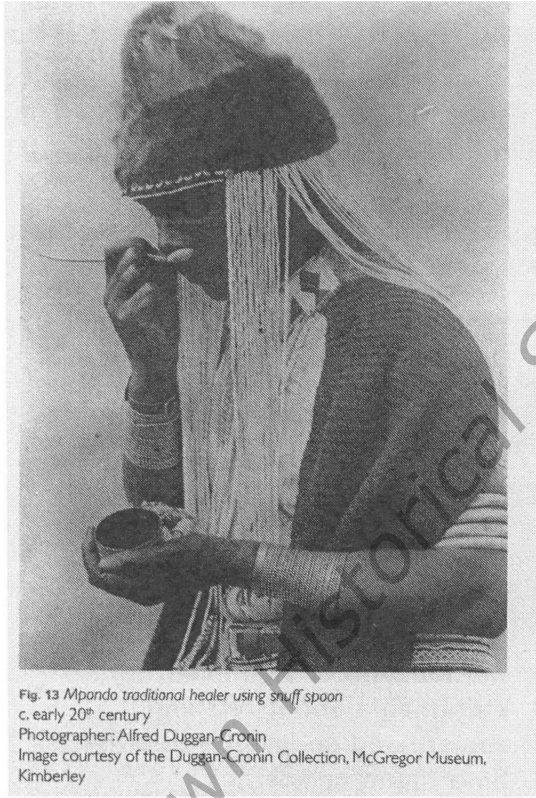


Fig. 13 Mpoko traditional healer using snuff spoon
c. early 20th century
Photographer: Alfred Duggan-Cronin
Image courtesy of the Duggan-Cronin Collection, McGregor Museum,
Kimberley

Information and pictures from “Origins of the Afro Comb” ISBN 978-0-9574434 – 2 – 6 The Fitzwilliam Museum Cambridge, UK.

ABEL JANSZON TASMAN 1603-1659

He was a Dutch Navigator from Groningen in Holland and was employed by the Dutch East India Co. In 1642 in the ships HEENSKERK and ZEEHAEN he commanded an expedition which discovered Tasmania (originally called van Dieman’s Land) and 8 days later Staten Land (now New Zealand) before arriving back in Batavia via Tonga, New Hebrides, Solomon Islands and New Guinea.

THE ROYAL NAVY OFF THE SOUTH & EAST AFRICAN COAST 1914 – 1915

The Society has written at length on the activities of the Cape Squadron as seen from the eyes of HMS HYACINTH the flagship “HMS HYACINTH AUGUST 1914-DEC 1915 in Bulletin No. 1 of January 1984. Her Captain was D. Murray-Anderson and she flew the flag of the C-in-C Vice-Admiral H.G. King-Hall. Other ships in the squadron were ASTREA (Captain A.C. Sykes) and PEGASUS (Cdr J.A. Ingles).

The Squadron left Simon’s Town for an East Coast of Africa cruise in June 1914 and while in Mauritius in the July alarming reports were received on the general situation in Europe. The Squadron sailed on 27 July for Zanzibar, the HYACINTH doing 15 knots and leaving ASTREA & PEGASUS to follow as soon as the latter had raised sufficient steam in her old “Scotch” boilers to increase speed. HYACINTH called in briefly in Diego Suarez in Madagascar which was a French Naval Base and where they could ascertain the latest news from Europe. The other 2 ships caught up and all 3 set sail for Zanzibar.

Whilst en route, and realizing war was imminent the 3 ships prepared themselves for action. All unnecessary woodwork such as cabin doors, chests of drawers etc were prepared ready to offload. The ships were painted a dazzling white with yellow funnels and were en route painted “fighting grey”; a little difficult at sea at the level of the water line in a sea with its Indian Ocean swell.

On 30 July evening the ASTREA & PEGASUS went on ahead to scout in the area around Dar-es-Salaam the principal port of German East Africa (now Tanzania) and the site of German Naval Headquarters. HYACINTH went to action stations in readiness for a potential attack. However she and KOENIGSBERG passed one another at 3,000 yards range, each darkened and ready for action. The British ships were now getting short of coal and Hyacinth made for Zanzibar to coal ship with ASTREA & PEGASUS following.

News of the actual declaration of war was received by HYACINTH early morning 5 August as she was departing at full speed to return to Simon’s Town via Durban where she was to take on more coal, despite the fact that Natal coal was not as good as imported coal. At Durban the C-in-C and staff left by rail for Cape Town and Simon’s Town and en route held a conference in Bloemfontein with the British Military authorities.

Once back in Simon’s Town the unnecessary woodwork and stores were off-loaded into the Simon’s Town Dockyard stores and RNVR Divisions from Cape Town were taken on board. Meanwhile ASTREA & PEGASUS were not idle. They were searching for the whereabouts of the KOENIGSBERG. As a precaution ASTREA destroyed the German wireless station at Dar-es-Salaam and obtained certain helpful information. The Germans meanwhile had sunk their floating dock

at Dar to prevent its possible use by the British. On 17 August in spite of a heavy swell the small Torpedo Boat 060 (Lt Parkinson RNR) intercepted the D.O.E.A. steamer RUFJI off Cape Point and escorted it into Simon's Town as a prize of war. On 24 August ARISTREA arrived back having left PEGASUS in Zanzibar.

Major Phillip Jacobus Pretorius CMG DSO & BAR in his earlier days was a transport rider for the British South Africa Company and wandered through Central and East Africa hunting for many years. So remote was he from civilization that he did not hear of the Boer War until it was over! He decided to be the first farmer on the Rufiji River, growing cotton. He used most of his savings building his house on the site so went off to hunt elephants and sell their ivory for money to enable him to continue. The Germans suddenly revoked his hunting licence, although still issuing licences to German nationals, so he was forced to hunt in the Belgian Congo and Portuguese Nyasaland. Whilst in Portuguese Nyasaland he received a letter from the German authorities in East Africa advising him to sell his farm to a German officer for a very small amount; if he refused it would be confiscated and given to the German anyway.

He replied that he would not sell and should it be confiscated he would shoot elephants in German territory without a licence until he had ivory to cover the value of the farm. The farm was confiscated so Pretorius wrote to the German authorities stating that he would be hunting in the Nawala district and challenged them to catch him. He evaded capture and recovered the cost of the farm. At the outbreak of the 1914-18 war he was in the German colony of Tanganyika. His camp was attacked and he was shot in both legs. He escaped, was captured, escaped again and eventually reached Nyasaland, having operated on his own leg. He went to Pretoria and offered his services to the British but was refused as they thought he was a German spy.

A few weeks later he was asked if he would go into British Government service and was taken to Durban where he went aboard HMS GOLIATH to meet Admiral King-Hall. He landed on Mafia Island with a wireless operator. He marched up the Rufiji River with a party of Africans and located the KOENIGSBERG. King-Hall then asked him to find out the distance from the sea, what guns she still possessed, whether her torpedoes were aboard and the rise and fall of the tide in the main channel and also the subsidiary streams and if the channels were mined. He contacted a local chief whom he knew and discovered that the chief's son was a stoker on the KOENIGSBERG and could be visited if he took a basket of chickens as a present for the Germans. As his skin was brown after years of sun and repeated doses of malaria he disguised himself as an Arab trader and told the German that his "boy" (the Chief) wanted to see his son. The chief asked his son the relevant questions and discovered that all the torpedoes had been

taken off and placed in boats near the mouth of the Rufiji ready to be fired if any British ship came near the entrance to the Rufiji.

Pretorius then spent many days in a dugout canoe investigating the depth of the various channels to determine if the monitors could be used. He was then instructed to put a marked pole in the sea a certain distance from the shore and for a month make an hourly record of the rise and fall of the tide. He was then instructed to commandeer two dhows and try to lure KOENIGSBERG out into the open. This failed as a storm arose and both dhows were wrecked. He was present aboard the flagship HYACINTH at the final engagement.

HYACINTH was on patrol duties off the Cape coast for the greater part of August and on 26 August she and ARISTREA went round the Cape Town. There they met up with 6 transports KENILWORTH CASTLE, GUILDFORD CASTLE, BALMORAL CASTLE, DUNLUCE CASTLE, GOORKA and BRITON who were transporting the greater part of the British Garrison from South Africa back to England. The Garrison comprised 1st Royal Dragoons, 10th Royal Hussars, 3 RFA Batteries, 1 Bat. of 2nd QUEENS, 16th Bedfords, 38th South Staffords and various lesser details. They left on 27 August for St Helena where they were to hand over to HMS LEVIATHON (Captain M.R. Hill) but would accompany the convoy to Sierra Leone before returning to Simon's Town.

Whilst on escort duty on 23 September HYACINTH heard of the sinking of PEGASUS whilst she was at anchor in Zanzibar on 20 September. She had been attacked at dawn and severely damaged with considerable casualties. PEGASUS had been holed and it was planned to beach her, there being no harbour in Zanzibar, and land the crew, but before this could happen she heeled over and sank.

{In 1921 Captain Ingles (ex Captain of the PEGASUS) RETIRED FROM THE Royal Navy and started the Rufiji Delta Trading Company. At the same time the Tanganyika Government put the wreck of the KOENIGSBERG out to tender. Ingles put in a bid of £250 and this was accepted for no other bid matched it. So Ingles bought the one-time pride of the German Navy, went up the delta and climbed onto the deck of the sunken ship that sunk his ship whilst it was at anchor in Zanzibar in 1914. One can but imagine the thoughts that went through his head as he stood there!}

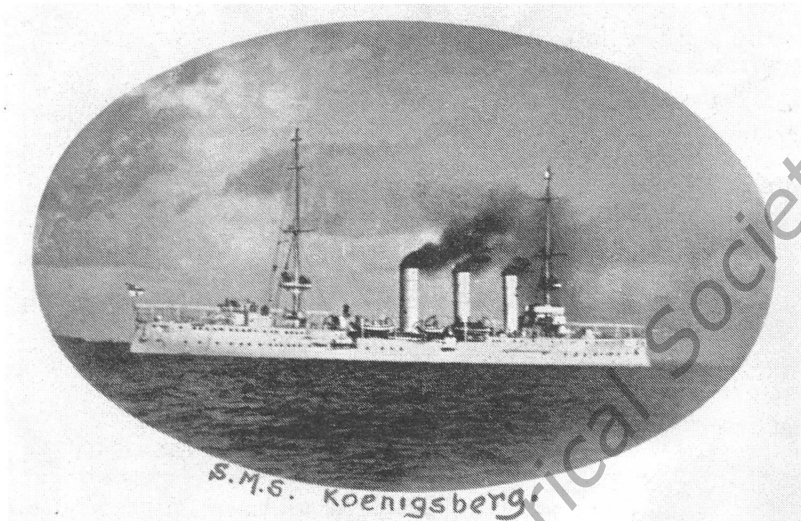
HYACINTH by 29 December had steamed 19,496 miles and ARISTREA a further 200 miles. HYACINTH on 13 January 1915 left for East Africa. They coaled ship at Zanzibar and then proceeded to Mafia Island which had recently been captured from the Germans. It was conveniently situated near the Rufiji River Delta, for this was where KOENIGSBERG had been seen to enter into the Simba Uranga mouth by HMS CHATHAM as far back as October 1914. At the beginning of November 1914 the steamer

NEWBRIDGE had been deliberately sunk at the Simba Uranga mouth by HMS CHATHAM to block the entrance. Meanwhile the Germans had erected at the other delta entrances extensive defence works and redoubts. HYACINTH was joined by PYRAMUS with its New Zealand crew.

On 6 December 1915 an ex German tug ADJUTANT was re-captured by the Germans but she was replaced by the British by 2 armed whalers which had arrived on 10 February 1915 from Durban. Patrol of the Rufiji Delta continued and on 8 February 1915 HYACINTH was joined by the PIONEER from H.M. AUSTRALIAN NAVY of which Admiral King-Hall's brother was C-in-C. By 1 March 1915 the whole of the German East African coast was blockaded and on 8 March 1915 the C-in-C Cape Station arrived in HMS GOLIATH.

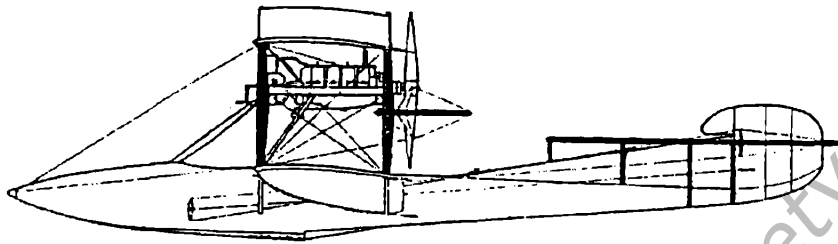
An interesting side issue was on the small island of Songa Songa about 10 miles from the mainland near Kilwa Kavinga. The whaler FLY had stranded on 9 March and the Germans knew of this. A German officer and 15 Askaris came over intent on capturing the vessel. PYRAMUS (Cdr Viscount Kelburn) fortunately turned up and demolished the German boat which had brought the Germans over. HYACINTH, responding to a radio message, arrived and found PYRAMUS could cope so she returned to Songa Songa., found FLY had been successfully got off without any material damage. In a short skirmish the German party were captured with the death of only 1 German Askari and the rest captured with their arms etc. On 25 March GOLIATH left the station and the C-in-C transferred his flag back to HYACINTH.

Blockading continued and in the middle of July 1915 2 Monitors SEVERN (Captain E.J. Fullerton) and MERSEY (Ltd Cdr R.A. Wilson) escorted by the TRENT, an ex Royal Mail liner and accompanied by the collier KENDAL and 4 ocean-going tugs BLACKCOCK, REVENGER,, SARAH and T.A.JOLLIFFE arrived, having come out via the Mediterranean and the Suez Canal. HYACINTH met them in the Pemba channel and escorted them to Karakun Island where the fleet shipwrights took the Monitors in hand and prepared them for their special service.



The Monitor – HMS SEVERN

Just before the outbreak of World War I a Mr Cutler had been giving exhibition flights off Durban beach in two 90h.p. Curtiss Flying Boats, the property of Mr Gerard Hudson, a South African mining engineer. Soon after the start of the war one Flying Boat had been taken over by the C-in-C of the Cape Station and Mr. Cutler given a commission in the Naval Air Service.



An outline of the Curtiss. F Flying Boat

Alas Cutler's plane could not cope with the adverse tropical conditions. Midshipman A.N. GALLEHAWK, his Observer, was rescued from the area but Flight Sub Lt Cutler was taken prisoner (see also – Great Britain: History of the Great War – The War in the Air Vol III by H.A. Jones – Oxford Clarendon Press 1931).

The British force now consisted of HYACINTH, WEYMOUTH, CHALLENGER, PYRAMUS, PIONEER, Armed Merchant Cruisers LACONIA, LAURENTIC and DUPLEX, the Monitors SEVERN and MERSEY, Armed Whalers CHILDERS, FLY, PICKLE, SALAMANDER, RATTLER, ECHO, CHARON and STYX; Fleet Auxiliary TRENT and the 4 aforementioned tugs.

Action began on 6 July at 3.30am HYACINTH proceeded to the Kikunja mouth of the Rufiji River. WEYMOUTH and PYRAMUS crossed the bar so that they could shell Pemba Hill from where an anti-aircraft gun was concentrating on the naval planes. The TRENT remained off range to act as a hospital ship if required. Just before daybreak the Monitors proceeded up at Kikunja mouth, overcame some resistance from the river banks and anchored. They opened fire on the KOENIGSBERG at about 11,000 yards, fire being directed by 2 aeroplanes based at Mafia Island 26 miles away. KOENIGSBERG kept up hot fire from 5 guns. A spotting station in the trees was sighted and knocked out. Alas for MERSEY she received 1 hit in which 4 were killed and 4 wounded – 2 of the latter later passing away. At 3.30 p.m. the Monitors withdrew. The KOENIGSBERG had not been silenced so another attack was planned for 11 July.

On 10 July CHALLENGER mounted a decoy action and sailed North ostentatiously flying the C-in-C's flag. On 11 July the Monitors were towed from Tirene to the Kikunja mouth. They opened fire at 11.30 a.m. and soon, after 45 minutes, established a supremacy. KOENIGSBERG was reduced to 4 guns. Meanwhile the Monitors fired about 150 rounds. A fire had broken out on board the KOENIGSBERG and at 1 p.m. there was a huge explosion. At 3.30 p.m. the R.N. ships withdrew, the KOENIGSBERG being well alight and listing strongly, one mast and one funnel only being visible from the

MERSEY. The planes had been a great help covering nearly 978 miles in 15 hours. One plane was hit and sank but the pilot and observer were picked up by the MERSEY. The 2nd machine crashed on its final landing at Mafia Island. With the destruction of the KOENIGSBERG the R.N.'s work was complete. Now an army had to occupy Tanganyika (German East Africa) but that is another story for another day.

HYACINTH returned to Simon's Town for a refit on 10 December 1915. The C-in-C transferred his flag to CHALLENGER. By 16 September the whalers STYX and ECHO had been up river and destroyed the D.O.A. Liner PRESIDENT with explosives, rendering her unseaworthy, and assisted by SEVERN, they had destroyed the MARKGRAF at Tanga. Here also SEVERN found a lighter full of mines which she fired into and blew it up. This was the end of Admiral King-Hall's tenure and he was due to be relieved by Admiral E.B. Charlton. HYACINTH had steamed 30,417 miles during the year and was underway 244 days with only 63 in Simon's Town.

For a very interesting account of Germany's other Sea Raiders in WWI – the KARLSRUHE (cruiser), EMDEN (cruiser), KRONPRINZ WILHELM (armed liner), PRINZ EITEL FREDERICH (armed liner), LEIPZIG (cruiser), DRESDEN (cruiser), KAISER WILHELM DE GROSSE (armed liner) and their tremendous exploits you should read THE KAISER'S PIRATES published by Pen and Sword in association with the Imperial War Museum by Nick Hewitt of the National Maritime Museum of the R.N. at Portsmouth, UK.

A VISIT TO THE LAWHILL MARITIME CENTRE

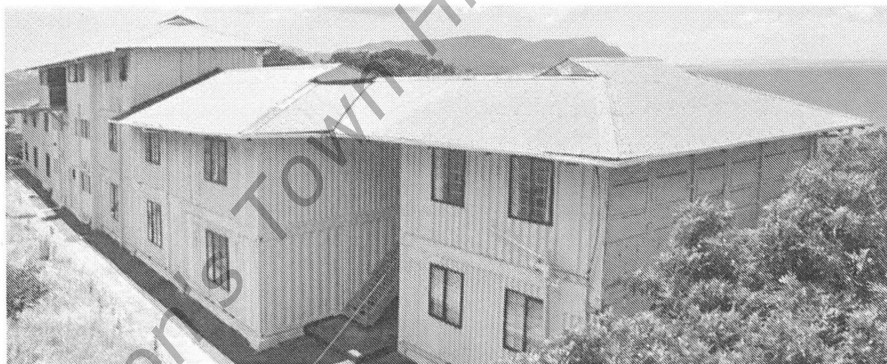
David Erickson

On Wednesday 15th May 2013, 17 members of the Simon's Town Historical Society visited the Lawhill Maritime Centre at Jan Smuts Drive. The visit was hosted by Brian Ingpen, former Headmaster of Simon's Town School and Head of Maritime Studies at the School since the formal inception of the Maritime Programme in January, 1997.



The Lawhill Maritime Centre in March 2010

The Maritime Centre is part of Simon's Town School, but operates semi-autonomously and is separately funded. Established in a converted storeroom in 1996, out-of-town learners were initially accommodated aboard the decommissioned subsea cable repair vessel "Cable Restorer". In 1998 a storm disrupted services to the ship and boarders had to be temporarily relocated to the Gymnasium and other parts of Simon's Town School. Onshore accommodation was then speedily constructed from 47 shipping containers that had been donated by Safmarine. This was named "Lawhill House", opened in 1998 by Cabinet Minister Kadar Asmal.



Lawhill House in January 2009

Despite an electrical fire in 2001, which destroyed 4 cabins, Lawhill House served its purpose well, whilst the educational aspect of the school developed and gained reputation.

In 2007 the TK Foundation initiated correspondence that led to a very substantial grant, which covered most of the cost of constructing the new Lawhill Maritime Centre. The Foundation was named after J. Torben Karlshoej, the Danish



founder of the Teekay Shipping Group, currently with some 151 vessels and \$11 billion in assets. The Foundation is particularly focussed on Youth Development, Disadvantaged People and Maritime issues.

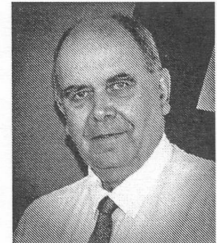
In December 2008, Brian Ingpen and Garth Hamilton of Stauch Vorster Architects appeared before the Simon's Town Architectural Advisory Committee with a set of plans for the new Maritime Centre, which was built on the site of the original Lawhill House after demolition of the containers. Incorporating input from Mr. Mica Naumann on behalf of the School and the TK Foundation, the new complex included additional classrooms, a resource centre and recreation space, also a dining room and galley as well as additional residential accommodation for 20 girls and 34 boys. The Lawhill House dormitories were replaced by twin-occupancy rooms. Two teachers also live on site in single accommodation (one on girls' side, one on boys' side). Work commenced in March 2009 and the completed Centre was formally opened on 17th March 2010 by Premier Helen Zille, Premier of the Western Cape.

Maritime Education Planning for the introduction of a Maritime Stream at Simon's Town began in 1995. Chaired by Mr Brian Ingpen, a committee comprising educationists and representatives of the shipping industry (both shore-based executives and seafarers) and the South African Navy compiled syllabi for two subjects:

- Maritime Economics deals inter alia with maritime geography, port studies, maritime trade patterns, the structure of the local shipping industry, various aspects of ship operation, the bunker trade, ships' agency procedures, ship-broking, cargo clearing, and maritime ecology.
- Nautical Science covers inter alia seamanship, coastal and astro-navigation, ship construction, cargo stowage, and maritime meteorology.

Sponsored by Safmarine, and initiated by Mr Peter James (Safmarine) and Mr Peter Manser (Simon's Town School), the first group of students began an informal pilot programme on a part-time basis in 1996. The Western Cape Education Department and the National Department of Education approved the syllabi for introduction from Grades 10 and 11 in 1997. The subjects were then included in the Simon's Town School curriculum. The three-year course begins in the 10th school year (Grade 10). Currently there are 124 students, including 54 boarders, studying the course.

The Students come from Greater Cape Town and Western Cape, Gauteng, Eastern Cape and Durban. Most of the graduates have found rewarding work in the shipping industry, in liner companies; at sea as officers, ratings; in the ports; shipbroking and chartering; ships' agencies; marine insurance; clearing and forwarding, etc. By accumulating sea time and with further studies, many students have gained high seagoing qualifications in both Navigation and Engineering branches.



Brian Ingpen

In 1999, when 16-year-old South African, Tobela Gqabu, applied for a Safmarine bursary to complete his schooling at the Lawhill Maritime Centre, he'd never seen an actual ship, nor had he any in-depth knowledge about the shipping line Safmarine or the subjects Maritime Economics and Nautical Science. Thirteen years later, in 2012 and at the age of 28, Tobela became the Lawhill Maritime Centre's first internationally-qualified Master Mariner, having obtained his Master's Certificate of Competency or Class 1 maritime qualification.

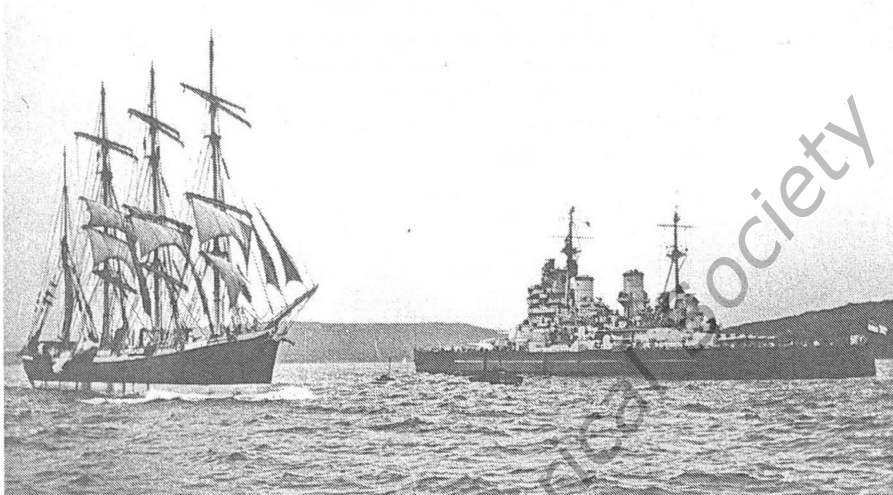
Awards to the Maritime Centre include:

- In 1999 the Lloyd's List Global Award 'Salute to Youth and Training' was presented in London to the Lawhill Maritime Centre.
- On 14th May 2012, the prestigious Seatrade 'Investment in People' Award was made to the Lawhill Maritime Studies Programme, and presented to Brian Ingpen at a gala function at London's Guildhall by the International Maritime Organization Secretary-General, Koji Sekimizu. The Award recognises Lawhill's effectiveness in helping to address youth unemployment and poverty in South Africa by providing students with maritime-related skills while they were still at school.
- The Lawhill Maritime Centre was the winner of an R50,000 Impumelelo Platinum Award for Social Innovation in 2013.

The original "Lawhill" was a steel-hulled 4-masted barque of 2,942 Gross Registered Tons, built at the Caledon Shipbuilding & Engineering Company yard of W. B. Thompson in Dundee, Scotland, and launched on 24 August 1892. Named after the Law, a hill in the middle of Dundee, Lawhill had been ordered by shipowner Charles Barrie for the jute trade, but only made two voyages carrying jute before the business became unprofitable, and shifted to other cargoes. In 1900 she was transferred to the Anglo American Oil Company (later to become Esso, then Exxon and ExxonMobil), carrying case oil to Asia, making nine voyages before tankers took over the bulk trade in crude and refined oils. In 1914 she was sold to a Finnish owner, August Troberg, becoming Finland's largest sailing vessel and engaged in the grain trade. She was again sold – to another Finn, Gustaf Erikson of Mariehamn, but was requisitioned by the French in the last months of WW1. After some twenty years of steady service as a grain carrier, Lawhill was intercepted after a return from Australia by HMSAS Babiana and directed into East London where she was arrested on 21st August 1941, since Finland had entered WW2 on the side of the Axis Powers.

Lawhill was condemned as a lawful Prize of War by the Cape Town Prize Court on 22nd April 1942. Under the ownership of the South African Government and managed by Messrs. Sturrock (Cape) Ltd., but still under the command of her pre-war Captain Artur Alexander Söderlund, she made numerous voyages between 1942 and 1947 under the South African Flag carrying cocoa beans, apples and jam, wheat

and railway sleepers and general cargo, largely between Australian and South African ports.



Lawhill passing HMS King George V in Sydney Harbour, November 1945

During this period, four South African cadets from SATS General Botha joined Lawhill for a six-month voyage from East London to Australia, returning via Cape Horn. Other South Africans sailed in her as cadets, officers or ratings during her time on the local register - functioning as South Africa's first sail training ship.

Because of the rôle the ship played in training South Africans, the Maritime Centre at Simon's Town School proudly bears the name of this sailing ship.

Simon's Town resident Captain Bill Damerell sailed in her, rounding Cape Horn on several occasions. Captain Damerell is an active supporter of the Lawhill Maritime Centre, and personally signs and presents a copy of the "Lawhill Book" to each Matriculant.

The Lawhill was sold on 27th July 1948 to Marcio da Silva, Jr. of Lourenço Marques (Maputo) and laid up at the Matola River area. Lloyd's removed her from Class at this time and she was deleted from the Register in 1957. She was broken up on the Tembe River, Lourenço Marques by Senõr Joaquim Fernandes Coelo of 287, Aveneda 24 de Julio.

VICE-ADMIRALTY COURTS

These were a branch of the British High Court of Admiralty which in time of war set up in various British colonies with power to adjudicate in Admiralty causes and particularly in cases of condemnation in "prize". The name was normally used to describe an enemy vessel captured at sea by a ship of war or a "privateer" – the latter being a privately owned vessel armed with guns which operated in time of war against the trade of an enemy. The ships carried "letters of marque". Notable privateers were Sir Francis Drake and Paul Jones. After the 2nd Hague Convention of 1907 privateers had to be listed as warships. From 1589 these Courts provided for prizes to be condemned at an Admiralty Court and a division of their value made between the Crown and the owner. After a Royal Proclamation in 1708 the value of the prize was divided into eighths. Three eighths went to the Captain (and some became immensely wealthy men), one eighth to the officers, one eighth to the warrant officers and two eighths to the crew. Any unclaimed prize money was allocated to Greenwich Hospital for seamen.

The Vice-Admiralty Court at the Cape was established in 1797 (Theal Vol 2 p.34). The Silver Oar was the official badge in Britain of the High Court of Admiralty before which all maritime cases were judged. In the 19th century the Admiralty Court was merged into the High Court and the Silver Oar became the badge of the Admiralty Marshal, an officer of the Court responsible for serving writs on the owners of vessels by fixing them to the mast, and for carrying out the sale of any ship ordered by the Court. Usually the Oar lay on a table before the judges while cases were being heard. The Cape of Good Hope Oar is thought to date from 1806 and was made by Wm Frisbee of London. The Governor of the Cape was vested with the office of Vice-Admiral until the Vice-Admiralty Court Act of 1863 made further commissions unnecessary. Prize Courts were only empowered during time of war.

In 1797 the Vice-Admiralty Court at the Cape was composed of:

The Governor

The Lt Governor

The Judge of the Vice-Admiralty Court

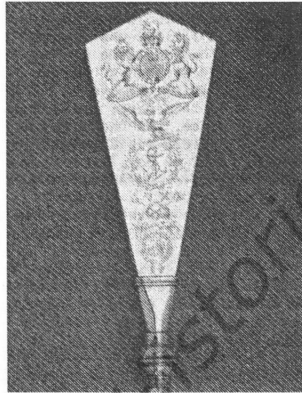
The Secretary of the Colony

The C-in-C of Naval Forces at the Cape and "all Admiralty Rear-Admirals and Commanders of ships of war for the time being who are or shall be within Admiralty jurisdiction of the Colony".

In 1822 the Vice-Admiralty Court at the Cape according to Wm Bird (Comptroller of Customs for 26 years) consisted of a Judge, Registrar, Marshal, King's Proctor and proctors. There was often conflict between the ordinary Court of Justice and the Vice-Admiralty Court such as in 1808 with the ROSALIA a Portuguese ship which had landed slaves illegally (Theal Vo.2 p.32).

Vice-Admiralty proceedings at the Cape appear to have been conducted at Government House in Cape Town. By 1800 the Court had moved to new quarters at the Castle until the Supreme Court was established in 1828. Many cases were heard by the Court during the Suppression of Slavery. Many captured slave ships were brought to Simon's Town.

The Cape of Good Hope Oar reproduced from the Christie's Catalogue When it was offered for sale in London in 1989. Then it was valued At approx. £15,000. Christie's local representative gave us her permission to reproduce this image.



Admiralty jurisdiction was vested in the Supreme Court under the Colonial Courts of Admiralty Act in 1890 and was effected at the Cape in July 1891. The judges who would have used the Oar are following Chief Justices:

Sir John Wylde	1828-1855	
Vacant	1856-1857	
Sir Sydney Smith Bell	1857-1858 (acting)	
Sir Wm Hodges	1858-1868	
Sir Sydney Smith Bell	1863-1873	
Sir John Hendrik de Villiers	1873-1910	He later became Lord de Villiers

Baron Wynberg who became

the

1st Chief Justice of the Union of South Africa in 1910 (SESA Vol.3 p.18)

The oar passed into the hands of his descendants from whom it was acquired in 1989 and put on display in the Old Supreme Court Building (as part of the display of the Cultural History Museum) from which building Vice-Admiralty justice was dispensed in the 19th century. In the days of the VOC

this was the Slave Lodge. The insignia of the Supreme Court can be seen on the Parliament side of the building.

The Oar's length is 84 cm and its weight 1088,50 grams. The blade is engraved with the Royal Arms, the eagle and the thunderbolt of Zeus, the fouled anchor within a wreath, two dolphins intertwined on crossed tridents and a medallion head of George III within an oak leaf wreath.

References: The Oxford Companion to ships & the Sea ISBN 0-19-282084-2 Pages 670, 804 and 914

An article by Mary van Blommestein, then with the South African Cultural History Museum in 1989 and a member of the Simon's Town Historical Society.

THE WRECK OF THE BRITISH EASTINDIAMAN *COLEBROOK*

Dr F.R. RILEY

On 24 August 1778 the ship entered False Bay with 8 other East Indiamen in order to replenish provisions at Simon's Bay. They had left Spithead in April 1778. At about noon the ship struck a submerged rock, Anvil Rock, and was badly holed. With the ship taking water, the captain made for the eastern side of False Bay, eventually beaching the ship in the surf at Kogel Bay. This is a small bay with a good stretch of beach, near Rooi Els and Pringle Bay. A number of passengers and crew managed to reach the shore, others were tragically drowned in the waves. With night approaching and the Cape winter weather worsening, further attempts to rescue survivors were abandoned.

Frederick le Mesurier and John Elliott, first and third officers of the *COLEBROOK* respectively, have left an account of their experiences surrounding the wreck of the ship at Kogel Bay. Frederick le Mesurier was from the Channel Island of Alderney. He was the second son of the governor John le Mesurier. Ship owners and seafarers, the Le Mesuriers had 21 years earlier provided armed privateers in the Seven Years War against France. John Elliot had earlier sailed as a midshipman with Captain Cook in the *RESOLUTION*.

John Elliot spent an uncomfortable night on board the wrecked ship and arrived in Simon's Bay the following day. He immediately took command of one of the three rescue boats and sailed to Kogel Bay. He boarded the *COLEBROOK*, salvaged some navigation instruments, and instructed the survivors on the beach to walk along the coast to Vissers Bay – today better

known as Gordons Bay. He again boarded the ship the next day and established that it was rapidly breaking up. On his return to Simon's Bay he was relieved to learn that the ship's long boat, missing with 57 survivors, had arrived safely ashore at the port.

Three weeks after the stranding, le Mesurier and Elliot walked overland and crossed the Steenbras River to inspect the remains of the ship. The beach at Kogel Bay was covered with debris from the ship. Large sections of the hull, pieces of the bow, stern frames, parts of the deck and the ship's masts, together with two small boats (a pinnace and a yawl) lay high on the beach. Only the ship's stern post protruded from the waves. Little of the Indiaman's valuable perishable cargo was salvageable. The remains of the ship together with the two boats were eventually sold for £177. For some years after the wreck the bay appeared on maps as Colebrook Bay. However the earlier Dutch name has survived. Kogel is apparently Dutch for canon ball or shot – the beach is littered with water-worn round stones and has retained this name until today.

Returning from the wreck site, the two officers were invited by a wealthy local farmer to spend a week on his farm. This was probably Johannes Myburgh of Meerlust on the Eerste River. Treated with greatest hospitality they were taken riding on the farm by the owner's young daughter, Sophia, who would have been 22 at the time and was an excellent horse woman. At the end of their stay the farmer and his daughter guided them towards Cape Town.

Frederick le Mesurier remained in the service of the East India Company. In 1779 he was appointed captain of the Indiaman PONSBORNE. Elliot, after a stay in Cape Town, sailed as an officer in the Indiaman ROCHFORD.

In 1984 the wreck of the COLEBROOK was found by Aqua Exploration and salvage work began in 1993. In June 1993 wine bottles still full were found in the wreck and various other articles were salvaged and exhibited at the then Maritime Museum at the V & A Waterfront in Cape Town

References: Notes by Peter le Mesurier in 2001 when researching his family's history.

The Story of Hottentots Holland p.30-32 by Peggy Heap 1970

Meerlust – 300 years of hospitality pp 10, 48-49 by Phillida Brooke Simons 2003.

He was the son of Frederick William Holloway and his wife Winifred. Frederick William had joined the Royal Marines and came to Simon's Town as a serving member before retiring here. When he died in 1938 his cortege was accompanied by members of the Royal Marines from ships of the Africa Station at the time. After leaving the Royal Marines Frederick had worked in the Dockyard at Simon's Town. His parents lived in London and his mother Harriet died in 1908 in London.

Ewart was born on 27 March 1901 and died in Simon's Town on 4 September 1987. The family lived in Paradise Road and Mount Pleasant. He began his schooling at Simon's town Secondary School until Standard V then went on to Diocesan College at Rondebosch where he matriculated in 1918.

Ewart was the usual young boy – mischievous and naughty without aggression. He and his friends attended Sunday School having taken the precaution of wearing their swimsuits under their Sunday-best so that they could dash off down to Long Beach for a quick swim before lunch. Other “pastimes” were loosening the nuts on the wheels of Mr Black's 4-wheeled wagon and having illicit rides on Sir John Jackson's engine where it was parked overnight and week-ends between Seaforth Beach and the Martello Tower. All healthy activities for young boys. He also, aged 6, began piano lessons with one of his aunts. I think he was a bit reluctant but could not dodge this, as he would often lead her a merry dance by jumping off the piano stool and running around the piano with her in hot pursuit. For this he was given a whack and often sent to bed without supper.

In 1921 Ewart joined the Forestry Dept at Tokai having been for a couple of years a Clerk with the Department of Customs and Excise. He was Assistant Forester at Tokai for several years and did a short course at the School of Forestry after which he was posted to Gouna Forest Station near Knysna. He left there when his father took ill and returned to Simon's Town where he joined Simon's Town Municipality as a Health Inspector in succession to a Mr. Stirling.

As well as Health Inspector he was Meat Inspector at the Simon's Town Abattoir at the corner of Dido Valley and Main Roads, Glencairn where he also supervised the killing of meat for the Muslims. For 3 years he was Superintendent of Loyola Location (above where the Bus garage now is) till a permanent Superintendent was appointed. He also proposed the use of Wicker Refuse Collecting baskets in place of Canvas Refuse Bags and this saved much money for the Municipality.

In 1941 he received a letter of recommendation from the Municipality for his help and ideas in framing the new Voters Roll. With the War on the Council formed a Civilian Protective Service (CPS) and he was appointed Warden of Ward 5. This entailed many hours of work after office hours as patrols had to be undertaken each evening to check blackout regulations were being adhered to. This service was discontinued in March 1946. In 1946-47 he was very busy on the committee concerned with the Royal Visit to Simon's Town and again was commended for his diligence and organisational abilities. He retired from the Council employment on 27 March 1964 aged just over 63 years but was asked to stay on which he did for several years.

We are grateful to his son Peter for this information on his father. From what we gather from Peter, he himself inherited some of his father's mischievous ways and was often punished for being so naughty! Peter and his wife Lorraine live in retirement at Glencairn Heights and are very involved in community matters.

MARION-DUFRESNE Nicholas Thomas (1729-72)

He was a French naval officer who discovered Prince Edward Isles and Iles de Crozet in January 1772 while on a voyage from Mauritius to the south-west Pacific. He mistakenly believed the latter islands to be off-shore islands of a southern continent thus prolonging the belief in the existence of Terra Australis Incognita. He was murdered while refitting his ships in New Zealand in March 1772.

LARSEN Carl Anton (1860-1924)

He was a Norwegian whaler responsible for opening the first land-based Antarctic whaling industry. Between 1892- 1894 he penetrated the Weddell Sea as far south as latitude 68°. In 1904 he founded a Company at Grytviken on South Georgia to exploit whales. In 1923 he obtained a British concession for whaling in the Ross Sea. He died on board the whale factory ship SIR JAMES CLARK ROSS in December 1924.