

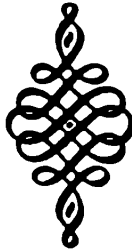


**SIMON'S TOWN  
HISTORICAL SOCIETY**

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**BULLETIN**



PRICE :  
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JULY  
2018

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

ERRATUM

The item in italics on the bottom of Page 43 of last year's Bulletin contains an error. Thomas Bain and Thomas Charles John Bain were, in fact, one and the same person; namely the son of the famous road builder Andrew Geddes Bain. The Editor is grateful to Mr. John Wilson of Sun Valley for having drawn his attention to the error.

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SIMON'S TOWN HISTORICAL SOCIETY CHAIRMAN'S ANNUAL REPORT  
FOR THE YEAR TO DECEMBER 2017: DELIVERED BY MR. ERIC W  
MAWHINNEY

Mr. President, Madam Vice President, Committee Members and Members, the following is my report of the Society's activities for the year April to December 2017.

Membership:

Our membership stands at 319. The Society sincerely appreciates their continued support. The committee has decided not to increase membership fees for the coming year but regret to advise that we can no longer accept cheques as payment because bank charges on a R50 cheque are now over R40.

Friends of the Museum:

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

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

The customisation of the software for computerising the Museum's accession records is complete and is being trialed.

Website:

The site received in the region of 20000 visitors in the last year but this can be misleading as the average time on site was 73 seconds. I would welcome any suggestions as to how we can improve the site.

### Bulletin and Chronicle:

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

### Plaques:

No new plaques were erected during the year but two plaques for the Simon's Town Library Building are in progress.

### Heritage Resource Survey Project:

This project is ongoing and the survey of the buildings in St George's Street is complete. The survey of other artifacts in this precinct such as anchors and cannons is in progress and we also intend to include significant trees.

### Conservation:

#### Old Burying Ground:-

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.

#### Historical Mile

Of late there seems to be somewhat of an onslaught on the very heart of old Simon's Town in the form of inappropriate alterations to buildings and new development proposals. The list is too long to cover in this report but I assure you that the Society, in conjunction with the Architectural Advisory Committee continues to oppose these schemes. Unfortunately we are not always successful. Here I must thank David Erickson for all the hard work he puts into this aspect of our conservation efforts.

#### St George's Street

As reported some time ago the Society compiled a set of guidelines intended to control the proliferation of street furniture and pavement advertising along the Historical Mile. Unfortunately nothing seems to have changed and attempts to re-engage the Simon's Town Civic Association and Business Association in this regard have failed.

#### Dockyard Clock

As a result of the sterling efforts of David Erickson and Stewart Neville the Dockyard Clock is now working again. More work on the restoration of the clock face and tower is required but at present the Navy has no funds available for this work.

Thank you David and Stewart.

#### Traders List:

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

### Closing:

I would like to take this opportunity to express my thanks to the members of my committee, Audrey, Ann, Nicki, Cherry, Yvonne, Eddie, David, and Roy for their support during my year in office and for all that we have achieved together. There is

still much to be done and I would ask anyone wishing to give of their time as a committee member or researcher to come forward and join us.

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

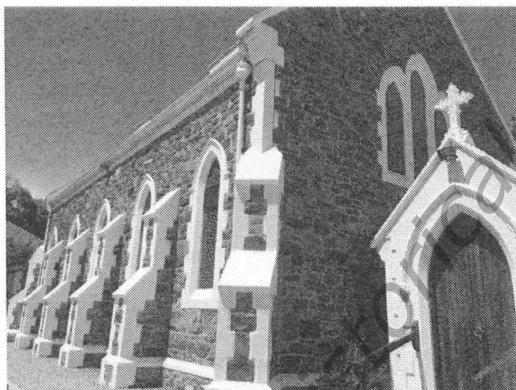
Thank you sincerely one and all.

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RIGHT REVEREND BISHOP JOHN ROONEY (1844 – 1927) : MRS. A.E. READ

John Rooney was born in Edenderry, County Offaly, Ireland on 10 June 1844. He attended school in Dublin, offering himself as a candidate for the Priesthood to serve as a missionary in the Cape of Good Hope. He was related to the Egans of Tullamore through marriage. Francis Egan, son of Patrick Egan, had married Helen Byrne of Dublin whose mother Anne Byrne was a sister of Bishop John Rooney. After his death his Bishop's ring and consecration cross were handed down to the Egan family. After school in Dublin he went on to All Hallows College in Drumcondra, then to the Pontifical College of Propaganda in Rome where he obtained the licentiate of Doctor of Philosophy and Doctor of Theology. He was ordained Sub Deacon on 11 June, Deacon on 12 June and Priest on 15 June 1867. He then set sail for South Africa where for a very short time he was Priest in charge of Oudtshoorn in the Cape Colony. Thereafter he was transferred as Colonial Chaplain to Simon's Town to replace Rev. Dr Dunne. He remained in Simon's Town until 1886 after which he was professed Bishop of Sergiopolis and Co-adjutor Vicar Apostolic of Western Cape. To be nearer Vicar Apostolic he exchanged Chaplaincies with the late Father Meagher of Rondebosch. He occupied this position for nearly 22 years until about 1903 when he became Vicar Apostolic. He resigned in 1924.



Bishop Rooney's hobby was architecture. And he designed and had built several schools and fine churches, especially those in Simon's Town and nearby St James. While at Simon's Town he had charge of the Mission at nearby Kalk Bay and rode on horseback each Sunday along the rather rough "road". The present Roman Catholic Church at Simon's Town, the St James Church and the smaller Kalk Bay church bear testimony to his skill. Much of the stone came from Sir John Jackson's quarries on the Simon's Town mountainside and he had the use of Sir John's Italian stonemasons. He also built St Patrick's College (Swellendam), St Michaels Church and Presbytery (Rondebosch), St Agnes School and Church (Woodstock), St Boniface Church (Knysna) and St Dominic's Presbytery and Parish Hall (Wynberg, Cape).



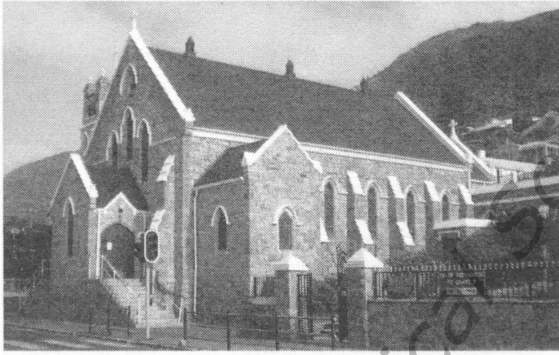
THE CATHOLIC CHURCH OF SAINTS SIMON & JUDE, SIMON'S TOWN.

On the occasion of the death of the Prince Imperial of France in the war in Natal Bishop Rooney was in Simon's Town and he was chosen as Chaplain aboard HMS BOADICEA which was sent to the East Coast to collect the Prince Imperial's body. He designed the Chapel Ardenne on board the vessel which was to continue to Britain with the Prince's body. The Prince was interred at Chislehurst in the presence of the Mother Empress. Rooney then returned to South Africa. The Empress later visited South Africa to see where the Prince Imperial had been killed. He attended mass at St Mary's Cathedral in Cape Town on the 9<sup>th</sup> Sunday after Pentecost and Rev Dr McCarthy preached on the Gospel of the day – the Widow of Naim.

Right Rev. John Rooney died on Saturday 26 February 1927 aged 82 years and 8 months at "The Monastery" at Sea Point. At the time a fellow patient was Rev Father Lallemand who watched over him and administered the last rites to the dying Bishop. His sister Mrs Cowen (of Stellenbosch) spent much time at Simon's Town when he was there. He left a further sister (Mrs Anne Byrne) in Dublin.

In January 1885 the foundation stone of the current church was laid. It has served the local community and the large mainly transient Naval population ever since. The present church replaced the original Chapel of 1850 built of stone from the local quarry. The builder of the new church was Mr Patrick Martin whose face is portrayed in the stained-glass window dedicated to St Patrick which he presented to the church. As already mentioned in the article on Rev. Rooney, he designed the new church. To raise money Father Rooney opened a subscription list. Many R.N. Ships and their crews donated. Links between the Church and the Royal Navy were

strengthened by the appointment of Vice-Admiral Sir Edward Charlton (1916-1918) and Vice-Admiral the Hon. E.S. Fitzherbert (1918-20) both of the Roman Catholic faith. During Admiral Charlton's time Lady Charlton and her butler took charge of the Sacristy. Earlier in 1869 Cdre W. Dowell (1869-71) had offered hospitality to Bishop Leonard whenever he visited Simon's Town.



ST JAMES ROMAN CATHOLIC CHURCH

The parish was established in 1859 mainly to serve the Filipino settlers who had settled at Kalk Bay and whose descendants are still there today. The 1st Church (referred to as the Filipino Church) was situated where the present St James Railway station has been built and the land was sold to the railway company on condition they named the new station ST JAMES. In 1874 Father Duignam (from Mullingar in County Meath) became the first Priest to reside at the Parish. The present Church opened in 1901. As already said it was designed by Right Rev. Bishop John Rooney and was consecrated by him in 1901. In 1947 the present entrance to the church was opened and was consecrated by Archbishop Henry in 2000. The year 2009 marked the 150<sup>th</sup> anniversary of the Parish. There are two schools attached to the Parish, namely St James at Kalk Bay and Star of the Sea next to the present St James Church.

#### THE SOUTHERN CROSS WEEKLY NEWSPAPER AND THE CATHOLIC NEWSPAPER COMPANY, CAPE TOWN.

The Catholic Newspaper Company was floated in June 1920 with the Roman Catholic Bishops as founders (also holding 51% of the shares). The first issue of the Southern Cross was Sunday 17 October 1920 with a circulation of 3,500 and priced at threepence per copy. Within a few weeks circulation was 6,000. Bishop Rooney together with Father Kelly established the paper. Bishop Rooney learned how to set up a newspaper from his good friend and Anglican Priest Rev. Frederick York St Leger, who had established South Africa's oldest daily THE CAPE TIMES as a limited liability company in 1898.

In 1876 St Leger (an Irishman from Limerick) teamed up with two prominent men of the Roman Catholic faith to form the Irish Association. St Leger, the Association's first Chairman, was formerly an Anglican Priest and had been Rector of St Andrews College in Grahamstown. Bishop Rooney was one of his supporters and co-founders

and the third co-founder was Cape Town Rabbi A.P. Bender who hailed from Dublin and is believed to have had the Muizenberg synagogue built.

*Sources: Southern Cross No. 334, Vol.Vii of 2/3/27. Story of Bishop Rooney by Very Rev Monsignor O'Reilly V.D. Website of St James Parish Church and The Cape Times, an informal history by Gerald Shaw (published by David Phillips 1999)*

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#### THE DOCKYARD POLICE : MRS. A.E. READ

In 1686 Samuel Pepys, Secretary for the affairs of the Admiralty of England, ordered the formation of a force of civilian wardens to protect Royal Dockyards. Members were sworn in under a form of oath.

"To enquire after and make use of all means for preventing the embezzlement of any of our Stores, and to that end... to be frequent in visiting the Workmen at their departure out of our said Yards, keeping a Strict and Severe Eye upon the respective Porters of the same, and to the attendance given at the Gates... and lastly to be as frequent as he may, and the distance of Places will admit, in his nightly rounds in and about each of our said Yards, for discovering any unfaithfulness or neglect that may be found in the Watch, charged with the safety of our Stores during that Season". Members were sworn in under a form of oath.

As a result of Pepys' instructions a force of "Porters, Rounders, Warders and Watchmen" was formed to guard the Naval Yards.

The roles performed by the first force of "Porters, Rounders, Warders and Watchmen" were as follows: Porters were responsible for identifying visitors and escorting them to the appropriate heads of departments; Rounders patrolled the Yard or, as their name implies, "did the rounds"; Warders were responsible for the keys and backed up the Porters at the gates; Watchmen, who were employed at night only, guarded or watched important buildings or areas. The latter were part-timers, being Dockyard employees who remained in the Yard, on a roster basis; every fourth night after carrying out their normal work and received an extra shilling for the duty. The Rounders appear to have been the senior branch of the force as they kept an eye on the other three bodies and frequently reported their misdemeanours to the Commissioner in charge of the Dockyard.

From 1904 the force became known as the Dockyard Police and a Metropolitan Policemen was seconded as Officer in Charge of the Force. The Admiralty Constabulary known as the Royal Marine Police from 1934-1949 was a police force in the United Kingdom formed under the Special Constables Act. In 1934 this force became the first dockyard police with full police powers.

Simon's Town:

After 1957 and the Handover from Britain to South Africa of the Dockyard at Simon's Town, the Dockyard Police were incorporated into the South African Navy. The old Dockyard Police (some with pensions from their old service) were taken up into the Permanent Force. Shortly afterwards there was a recruitment of younger local blood. About 1970 the name was changed from Dockyard Police to NAVAL POLICE and they were Military Police in standard naval uniforms. Sometime after 1994 it was

decided that all Military Police functions would be handled by the South African Army for all the services. All the present MPs in Simon's Town hold army ranks.

***In the UK the Dockyard Police were integrated into a Ministry of Defence Police Force, known affectionately (or otherwise) as "MoD Plods" after Noddy's policeman friend Mr Plod. – Ed.***

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REHABILITATION OF THE MAIN ROAD BETWEEN MUIZENBERG AND CLOVELLY : MRS. A.E. READ (from a media release by Brett Heron the City's Mayoral Committee Member for Transport & Urban Development – 2 November 2017)

Although this is outside of the Society's normal report on the area it is considered of great importance in recording such an event for posterity.

The City of Cape Town commenced the first phase of the project – from Casa Labia at Muizenberg to St James in March 2008. The next phase from Leighton Road, St James to Kalk Bay Harbour entrance began in January 2011 and was completed in August 2013. The last phase from Kalk Bay Harbour to the traffic lights at Clovelly turn off was completed on 1st November 2017. Work is still in progress on the parking area at Kalk Bay Harbour and it is hoped that this will be completed before 15 December 2017. So far the work in all has cost approximately R340m. This has included replacing the 100 year old sewer pipes and 50 year old water mains as well as building a retaining wall on the sea side of the main road at Clovelly at the old and now disused Clovelly Railway Station. This wall serves as a support structure for the slightly wider main road at Clovelly. Here a handrail has been fitted at the same time. Use has been made where possible of sandstone from on site and the wall is also buttressed at 5 metre intervals.

Considerably more parking is now available all along the route and is clearly defined. Where necessary street lights have been replaced. It is estimated that this main road is used daily by approximately 20,000 vehicles. It is also estimated that the life cycle of the road has been extended by another 20 years.

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HMS BOSCAWEN / T S WELLESLEY :

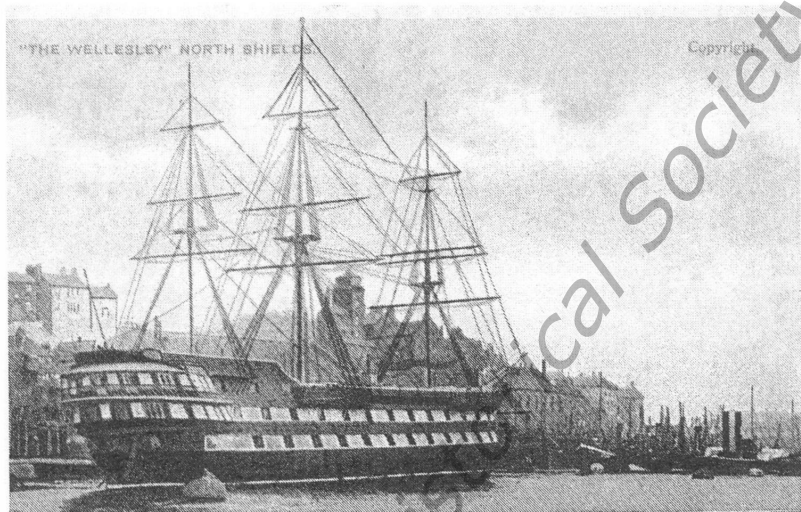
The third rate 70-gun ship HMS BOSCAWEN, of 2212 tons (builders' old measurement), was launched at the Royal Dockyard at Woolwich, on the River Thames on 3 April 1844. She was named after Admiral Edward Boscawen (1711 – 1761) who, famously, signed the execution warrant for the unfortunate Admiral John Byng.

After a spell as a Guardship on the River Medway BOSCAWEN served as Flagship on the North American Station and also served in the Baltic during the war with Russia.

On the first of May in 1857 she hoisted the flag of Rear Admiral Frederick William Gray RN, Commander in Chief of the Africa Station, based at Simon's Town. Her commanding officer was Captain Richard Ashmore Powell RN. Rendered obsolete by the advent of the steam warship she returned to British Waters at the end of her African adventure and in 1862 she served as a Training Ship, based at Southampton.

She was sold out of the Service and in 1874 was transferred to the River Tyne to become a civilian Training Ship. Her name was changed to WELLESLEY in honour of the Duke of Wellington.

In March 1914 T S WELLESLEY caught fire, was damaged beyond economical repair and was broken up on Tyneside.



T S WELLESLEY MOORED AT SOUTH SHIELDS IN THE RIVER TYNE.

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#### N.S.R.I. – THE FIRST FIFTY YEARS : MRS. A.E. READ

Today South Africa has one of the best Sea Rescue organisations in the world. It began as an Inshore Rescue Service in 1966 as the result of letters written by a retired schoolteacher, Miss Pattie Price, who was an active member of the Simon's Town Historical Society. Her letter was prompted by the wreck in April 1966 of three fishing boats in a storm off Still Bay (with the loss of seventeen lives). Pattie was also at that time a committee member of the Society. Pattie herself had been rescued in 1942 by a British Lifeboat after the ship she was on was wrecked in the English Channel. In gratitude she became the organising secretary of a fund which raised money to replace three RNLI lifeboats lost in the evacuation of British forces from Dunkirk.

The first person to be rescued by the new Rescue Service was Bernard Domancie, in February 1966 together with his son Paul, in False Bay. It was a grim rescue which occupied five hours and resulted in John Church, of Bakoven, being awarded the Saint John Life Saving Rescue medal. Following on this rescue Pattie undertook a letter-writing campaign to the newspapers. This caught the eye of Captain John Payn, a former Port Captain of Table Bay and a member of the Society of Master Mariners and led in August 1966 to the launch of the Institution and on 26 September 1966 SAISRS (South African Inshore Sea Rescue Service) came into existence. In June

1967 the name was changed to NSRI – a less cumbersome name and fund raising began in earnest with Captain Bob Deacon (retired Port Captain) as Honorary Chief Admin. Officer.

During the past fifty years NSRI has grown from an organisation with one station to one with thirty six stations (including five on inland dams) and more than one thousand volunteers. Station 10 in Simon's Town was formed due to the efforts of Commodore Paul Dryden-Dymond SAN (Retd). It began operating in 1969 and was officially commissioned on 14 February 1970 with Cdr Allan Boyle M.B.E., SAN as its first Base Commander. The first rescue launch was a wooden six-metre craft sponsored by False Bay Round Table and named GUINEVERE, after the wife of the legendary King Arthur.



FROM LEFT TO RIGHT: COMMODORE R P DRYDEN-DYMOND SAN (RETD), MR.H A FARROW, CHAIRMAN OF FALSE BAY ROUND TABLE 139 AND COMMANDER A.D. BOYLE SAN. – PHOTO : CDR. HERB FARROW.



ADMIRAL H H BIERMANN SSA OBE, CHIEF OF THE SOUTH AFRICAN NAVY ADDRESSES THE INVITED GUESTS AT THE HANDOVER OF THE NSRI LAUNCH GUINEVERE WITH THE LAID-UP FRIGATE SAS VRYSTAAT IN THE BACKGROUND:

Sadly in the last year Station 10 , operating from a well equipped Boathouse on the foreshore at Simon's Town which was opened in 1981, has lost two of its long time members in Captain Bill Damerell and John "Chops" Craig. Somehow someone always steps in to fill the breach and the Station continues to thrive.

References : S.T.H.S. Bulletin Vol. XI No. 2 (Pattie Price)

S.T.H.S. Bulletin Vol. XVIII No.1 (History of Station 10)

Sea Rescue Magazine Summer 2017.



THE LAUNCH GUINEVERE IS LOWERED DOWN THE SLIPWAY INTO THE WATERS OF SIMON'S BAY.

Cdr Boyle was well qualified to be the Station Commander, having served in the SAAF Air Sea Rescue Service during World War 2. GUINEVERE was in service until 1973 during which year she broke her back while taking part in an exercise with the S.A. Navy, the R.N. and the SAAF. During her service with NSRI GUINEVERE was involved in eighty operations, recovering twelve boats and rescuing twenty people.

NSRI was fortunate to receive considerable encouragement and sponsorship from Caltex in the early years of its operation.

Sadly in the last year Station 10, operating from a well equipped Boathouse on the foreshore at Simon's Town which was opened in 1981, has lost two of its long time members in Captain Bill Damerell and John "Chops" Craig. Somehow someone always steps in to fill the breach and the Station continues to thrive.

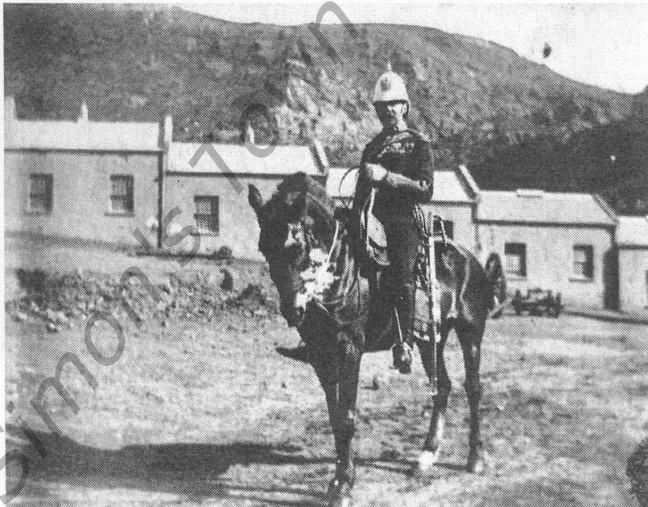
References : S.T.H.S. Bulletin Vol. XI No. 2 (Pattie Price); S.T.H.S. Bulletin Vol. XVIII No.1 (History of Station 10); Sea Rescue Magazine Summer 2017.

100 NOT OUT : MRS. JOAN WRIGHT.

Sprightly Simon's Town resident Mrs. Joan Wright celebrated her one hundredth birthday on Saturday 2 June 2018 and entertained her family and friends with reminiscences of her life in England and the former Southern Rhodesia. Mrs Wright is the mother of Trish, the wife of Captain Bob Harrison SAN (Retired).

MAJOR JAMES RICHARD FRANCE LIGHTOWLERS R.A. (1850 -?) : MRS. A.E. READ

Major Lightowlers served in Simon's Town from 1891 until 1904. He obtained his commission on 10 August 1889 when he was promoted from Sergeant Major to Lieutenant. Lightowlers was, at that time, stationed in Edinburgh where his first wife Lucy died following childbirth. From records we believe this was with the birth of Lucy Jane born 4 June 1890. Also from his first marriage there was George William (born 1884, died 1918), Ernest (born 1886 died 1903 of TB and heart failure) and Victor (born 1888). In 1891 Lightowlers married Annie Maria who accompanied him to Simon's Town. They went on to have three more children: Herbert Stanley born 1892; Edythe Blanche born 1893 and Dorothy Maude born 1895). George William instead of joining the Army joined the Civil Service and became Assistant Resident Magistrate at Hopefield near Malmesbury. He married Muriel Beatrice Clarke and they had a son George William Francis born 1916. Sadly his father died when he was just 2 years old.



MAJOR LIGHTOWLERS IN UNIFORM AND ON HIS HORSE ON THE PARADE GROUND AT MAIN BARRACKS, SIMON'S TOWN.

The origin of his surname is interesting. The family originally came to Britain from France around 1270 and settled in Hundersfield in Lancashire. This is now known as Littleborough, Rochdale, and the original spelling of the surname was *LIHTOLRES*. It is believed by the family that the surname refers to the light colouring of the bark of the Alder tree. A local variant of the name is *OWLER*. Nearby there are places called Great Owler and Owler Clough.

Lightowlers farm is just a couple of miles away from Blackstone Edge the ridge on top of the Pennines which marks the boundaries between the counties. According to Phillip Lightowlers, a descendant of James, his in the 1600s his branch of the family moved to Staithwaite in the Colne Valley in Yorkshire, close to Huddersfield during the 1600s.. This is where Major Lightowlers was born. His family were mostly butchers.

While in Simon's Town the family lived in the house *IBEKA* which is very old – built in about 1750 and is close to what was then the Army Barracks in Arsenal Road, now occupied by the S.A. Navy and originally the site of the D.E.I. Co. Hospital. *Ibeka* is the name of a river in the Eastern Cape.



THE FAMILY ON THE VERANDA OF *IBEKA* IN CORNWALL STREET, SIMON'S TOWN IN 1897. LEFT IS GEORGE, CENTRE IS ERNEST AND RIGHT IS VICTOR.

During the Second Anglo-Boer War 1899 – 1902 Ernest and Victor were members of the Town Guard. Ernest died in 1903 on 2<sup>nd</sup> June and is buried in the Garden of Remembrance in the O.B.G. at Seaforth. In 1904 the family returned to England.

When the Major was leaving South Africa Col. Lawton and officers of the Cape Garrison Royal Artillery presented him with a spirit stand on behalf of the people of Simon's Town. He received the South African Medal in 1901 with 4 bars

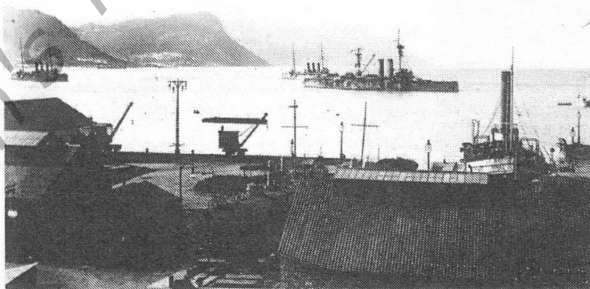
*Info. From Philip Lightowler, great-grandson and Museum files.*

ARMISTICE DAY, 11 NOVEMBER 1918, IN SIMON'S TOWN : AN ARTICLE BY MR. MURRAY BISSET M.L.A. WHICH WAS PUBLISHED IN THE CAPE TIMES ON 13 NOVEMBER 1918 UNDER THE HEADING "CELEBRATIONS AT A NAVAL PORT."

The news of the signing of the Armistice was heralded in Simon's Town yesterday afternoon about 1.30 by the firing of one of the flagship's guns which had been placed on the breakwater for the purpose.

Three shots were fired which was the signal for the cessation of all work and the closing of all shops. Instantly the streets were filled with a rejoicing crowd of sailors, soldiers and civilians. The cruisers H M S HYACINTH and H M S TALBOT and the Japanese cruiser H I J M S NIITAKI dressed ship and were gay with bunting. The official celebration of the event took place this morning in front of the Municipal Building. The rain which fell in the early morning cleared off about 10.30 and the remainder of the day was fine.

At 11.30 there was a large gathering on the ground including contingents of sailors and soldiers. School children lined up under the platform on which were assembled the Mayor (Mr. W Runciman) and Town Councillors, Rear Admiral the Honorable E S Fitzherbert C.B., Commander-in-Chief; Rear Admiral Marcus Rowley Hill, Senior Naval Officer Simon's Town; Lieut. Col. Hart R G A., Officer Commanding the troops, Simon's Town; Capt T Nagoya of the Japanese Navy; Mr. Murray Bisset, the local Member of Parliament; the Captains and officers of His Majesty's Ships; Clergy and the Heads of the several Departments of the Dockyard.



THE BATTLESHIP HMS BRITANNIA IS SEEN ANCHORED IN SIMON'S BAY WITH THE JAPANESE CRUISERS HJMS NIITAKI AND HJMS TSUSHIMA DURING THE FIRST WORLD WAR. THE WRECK OF THE STEAMER CLAN STUART CAN BE SEEN IN THE BACKGROUND. – PHOTO : SIMON'S TOWN MUSEUM.

The Hundredth Psalm (*Make a joyful noise unto the LORD all who are his people. Ed*) was sung to the accompaniment of the band of the Flagship, after which the Mayor referred to the good news, and expressed the hope that the Armistice would be the forerunner of a lasting and honorable peace. The Mayor proceeded to outline some of the phases of the great struggle and paid tribute to the memory of those who had made the supreme sacrifice.

Mr. M Bisset moved the following resolution: "That the Mayor be requested to cable His Majesty the King and expression of loyal congratulations from the people of Simon's Town upon the Armistice accepted by Germany, and the heartfelt gratitude to our brave sailors and soldiers and the Allies for the great sacrifices made and endured on behalf of civilization and liberty."

In moving this resolution Mr. Bisset referred to the splendid deeds of the British Navy, its sailors and those of the Mercantile Marine; also to the soldiers and to the great and magnificent army which had been built up from the very small one which existed at the commencement of hostilities. Referring to the good work of our Allies, he made particular mention of our alliance and friendship with Japan, which nation was represented on the platform that day.

In conclusion the speaker said they must never forget the suffering and sorrow of those who had cheerfully sent their loved ones to the field of battle, where they had lain down their lives.

The motion was seconded by Mr. E. Graham-Green, R.M. who warmly supported the remarks of the Mayor, and it was carried with great enthusiasm. The Flagship's band led the singing of Kipling's "Recessional," after which Admiral Fitzherbert called for three cheers for His Majesty the King and for our Allies. These were heartily given and the band played the impressive National Anthem of Japan.

The Mayor then called for three cheers for the Imperial Forces and the Springboks, and after another round for the Mayor, called for by Admiral Rowley Hill, the proceedings closed with the singing of the National Anthem.

This afternoon the Commander-in-Chief held an "At Home" in the grounds of Admiralty House. An excellent programme of music was rendered by the band of the Flagship and an exhibition of fencing was given by men from H.I.J.M.S. NIITAKI.

*Advocate Murray Bisset M.L.A. (Member of the Legislative Assembly) was the brother of the grandfather of Commander W. M. (Mac) Bisset MMM, S.A.N. (Retired) who kindly provided the information for this article. HMS BRITANNIA was a unit of the KING EDWARD VII Class of pre-Dreadnought Battleships and was sunk by UB-50 in 1918. She and her sisters had such difficulty maintaining a straight course that they were known collectively as the "Wobbly Eight."*

**SIMON'S TOWN MUSEUM - THE FUTURE AS SEEN BY Mr ERIC MAWHINNEY, CHAIRMAN OF SIMON'S TOWN HISTORICAL SOCIETY :**

## **INTRODUCTION**

DCAS = Department of Cultural Affairs and Sport

STM = Simon's Town Museum

BOT = Board of Trustees of the Simon's Town Museum

From feedback received after the last community meeting held to discuss and ostensibly make a decision on the way forward for the Simon's Town Museum, it seems that there is still confusion in the minds of some as to what they were supposed to vote for.

This is quite understandable as this whole saga has been going on for some years now and has been mired in rumours, speculation, promises and moving of the goal posts and there is no clear cut yes or no answer.

I will attempt to put things into perspective but emphasise that what follows is my personal view on the matter.

***PLEASE BE ADVISED THAT THIS IS THE SITUATION AS I SEE IT - IT COULD CHANGE.***

### **CURRENT STANDING OF THE MUSEUM**

The Museum is currently a Province Aided Museum governed by the Museums Ordinance 8/1975.

What are the key issues arising from this Ordinance?

1. DCAS decides on the staff complement of the museum
2. DCAS pays the salaries of appointed staff
3. DCAS provides the Human Resource management of the staff
4. DCAS, based on the annual running budget compiled by the Museum Manager, gives a monetary grant to the Museum.

What are the advantages of this arrangement?

1. The STM has a full time staff complement
2. The STM gets an annual grant to cover the essential cost of running the Museum

What are the disadvantages of this arrangement? Because taxpayers money is used to provide the above there are strings attached in the form of rules that must be complied with. (Museums Ordinance 8/1975).

1. Although ownership of the Museum building and the Collection is vested in the BOT they cannot alienate either without the permission of the Minister. (Some are of the opinion that this means the Minister owns everything; I am not convinced of this).
2. Managing of finances and accounting must be in accordance with Government policy.
3. Not only do we need to pay an auditor every year but everything is then re-audited by the Auditor General at a huge cost (in the region of R100k for the STM alone) which because none of the Museums can afford to pay comes from DCAS' budget.
4. There is a tremendous amount of bureaucratic reporting required to be submitted to DCAS every month. This has led to what used to be a Curator's position becoming that of an Administrative Manager.

The above has resulted in the strings becoming a very thick rope.

### **WHAT ARE THE PROPOSED CHANGES TO THE MUSEUM ORDINANCE 8/1975?**

The major reasons for amending this Ordinance are threefold -

1. The existing Ordinance was brought into being pre 1994 and contains a lot of terminology that is now outdated. For example it references the Province of the Cape of Good Hope, and there are numerous other instances like this that need to be rectified.
2. As these amendments must be passed by Parliament DCAS wishes to take this opportunity to include legislation for the creation of a Regional Museum.
3. Write the Auditor General out of the legislation thus achieving a considerable cost saving.

A draft amendment to this Ordinance was submitted to Museums for comment, the comments were collated and where there was a consensus of valid inputs these were incorporated in a "final draft".

At a DCAS workshop held on 22 November 2017 it was brought to the attention of the BOT that there are somewhere in the region of 170 odd legal irregularities with the "final draft" and my recommendation is that the BOT need to see that if and when any of these irregularities are resolved, that they don't have any material effect on the status of the STM as understood in the current final draft provided (Amended Museums Ordinance 8/1975) .

### **WHY CREATE A REGIONAL MUSEUM?**

Of all the Provinces the Western Cape has the highest number of museums. These range from Provincial Museums, Province Aided Museums, Community Museums to private museums.

DCAS funds Provincial Museums and Provincial aided Museums. Community Museums, many of which are struggling to survive, may get some crumbs from the table on application/motivation.

This arrangement has considerable duplication of administration with attendant costs. The concept of the Regional Museum was to establish an overarching body that could provide centralised administration, e.g. Accounting, Human Resources, Technical Services etc., for all museums within its fold with the idea (in theory) that this would remove a lot of the workload for Museum Managers and allow them to revert to spending more of their time as Curators.

Should legislation for the creation of this Regional Museum be included in the amendments to Ordinance 8/1975, scheduled for around April 2018, it will give DCAS the go ahead to start formulating a new Museum Policy for the governance of this new museum and all other museums that opt to become part of the Regional Museum.

### **WHAT IS THE REGIONAL MUSEUM GOING TO LOOK LIKE?**

In a nutshell -

1. The Regional Museum will not be a physical museum.
2. The Regional Museum will be governed by a Board of Trustees on which each opted-in Museum (Satellite Museum) will have one sitting member, namely the Chairperson of the controlling body of the opted in Museum.
3. The Regional Museum **will in theory** absorb much of the current administrative burden placed on Province and Provincial Aided Museums.
4. The Regional Museum will provide a centralised accounting service.
5. The Regional Museum will provide technical services to all opted in Museums.

### **WHAT WILL HAPPEN TO THE SIMON'S TOWN MUSEUM IF IT DECIDES TO OPT IN TO THE REGIONAL MUSEUM CONCEPT ?**

1. The Museum status will change from a Provincial Aided Museum to a Satellite of the Regional Museum.
2. The BOT of the STM will be dissolved and a new legal entity will be created, the name and type of which is still to be determined but could be "Management Committee".
3. The Chairperson of the new entity will be appointed to the Board of the Regional Museum.

(The possible downside of this is that the STM would have only one voice on this Board).

4. The ownership of the Museum property, buildings and collection will be vested in the new legal entity managing the STM (a non negotiable condition of opting in to the Regional Museum).
5. Staffing and an annual running budget will be provided by the Regional Museum.

#### **WHAT WILL HAPPEN TO THE SIMON'S TOWN MUSEUM IF IT DECIDES TO OPT OUT OF THE REGIONAL MUSEUM CONCEPT?**

1. The STM would be on its own, no staff or subsidy will be forthcoming from Province.
2. The STM could apply to become a Community Museum that would provide affiliation to the Regional Museum, nothing else.
3. Funding and management of the STM would be in the hands of the community.
4. As I indicated at the Public Meeting a ball park figure for the annual costs of running the STM would be in the region of R500K. This figure is based on a slightly pared down budget based on the annual budget prepared by the Museum Manager. It also includes, based on typical current day salaries, provision for two permanent staff at the Museum.

This is a first stab at compiling a STEXIT budget but I do not believe that the figure I have arrived at could be substantially reduced unless the Museum is run entirely by volunteers.

It is interesting to note that the STM has been a Province Aided Museum since 1976 and that a previous BOT and interested parties considered unchaining the Museum from Provincial shackles but came to the conclusion that this would not be financially viable.

#### **WHY DOES DCAS WANT A DECISION FROM THE STM NOW?**

Setting up legislation to cover the drafting of a new Museums Ordinance will be an expensive and time consuming exercise. DCAS do not wish to undertake this exercise and incur the costs involved unless the majority of Provincial Aided Museums **agree in principle** to become part of the Regional Museum. (Provincial Museums do not have a choice). Existing Community Museums are also invited to opt in.

Essentially it is a numbers game, the more Museums that opt in the more viable the concept becomes.

#### **CONCLUSION.**

Up until the DCAS Workshop of 22 November all concerned were under the impression that an "in or out" decision was required by the end of November and was the reason why the Public Meeting was called.

My understanding gained from attending the Workshop is that only a decision in principle was required at this stage and that this would be required by end December 2017.

This in essence is what was put to the Public Meeting albeit somewhat confusingly and it was finally resolved that :

*"The BOT can agree in principle to STM becoming a Satellite Museum with the understanding that it will only do so if certain guarantees and stipulations are put into any agreement to be signed between the two parties."*

Several guarantees immediately come to mind -

- A legal entity will be created to replace the existing STM BOT.
- Members elected to the new managing entity should be appointed from the local community e.g. Ward 61 - this is to say people who have a genuine interest in their local Museum.  
(These appointees are distinct from the person or persons representing the Municipality and/or the Regional Museum).
- Ownership of the Museum buildings and the Collection will be vested in this new entity.
- The Museum name will remain Simon's Town Museum.
- The underlying theme of the Museum will remain unchanged.
- The Collection will remain in the STM - (possible short term loans of artefacts to other Museums will be considered on a case by case basis).

There are other issues to be addressed - as they say the "devil is in the detail".

Some may think it prudent to prepare to become a Community Museum in case a suitable agreement to become Satellite Museum is not concluded. If you are of this opinion would you be prepared to be part of a work group that would put together a sustainable business plan for running the Museum as a Community enterprise and if necessary be available to assist in implementing any such plan?

The above, although you may consider it lengthy, is an overview of my take on what is proposed and is written in my personal capacity and is not intended in any way to represent a legal opinion on the subject.

If anyone has a substantially different interpretation to what I have written, suggestions for improvement or objections, please feel free to communicate them to me and I will circulate to the same addressees to whom I addressed this document.

I hope this blows some of the smoke away.

Eric Mawhinney Tel: 021 786 4404; Email: [maws@cybersmart.co.za](mailto:maws@cybersmart.co.za).

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***The letter below was received from Mr Mik Cass, who lives in England but often contacts Simon's Town Museum when he finds items of naval interest relating to our Town.***

Dear Cathy,

Whilst reading one of my Christmas presents - a book on 'Plymouth's Hidden Railways' - I came across the following little snippet I thought might be of interest to you. One of the local shipping wharves had an engine which had been used in Simon's Town way back in the days of yesteryear. The details are as follows:

Name/previous ID - BARRY  
Wheel arrangement - 0-4-0 Saddle Tank  
Engine type - outside cylinders

Manufacturer - Andrew Barclay, Sons & Co, Ltd, Kilmarnock, Scotland  
Works No – 687 ; Built – 1891  
Gauge 4ft 8.5ins  
Named 'Barry'  
By 1932 it was in Plymouth, but prior to that was used by Sir John Jackson on the Simon's Town Naval Base Contract in 1906. Unfortunately there appear to be no pictures available of the engine.

***The East Dockyard was built using a UK-gauge railway system which was torn up and replaced with a standard Cape Government Railways 3 ft - 6 ins rail system before the hand-over in 1910.***

#### PATENT FUEL :

A feature of old plans of the Naval Dockyard (now the West Dockyard) at Simon's Town is the "Patent Fuel Store."

Patent fuel was first manufactured around 1846 in the coalfields of South Wales in order to make use of dross and "small coal." Coal which was too small to be sold was pulverised and mixed with coal dust and hot bitumen before being cast into slabs which were then sold to feed furnaces ashore and afloat. In 1874 the Star Works made and improved block with dimensions 11 inches by 7 inches by 7 inches (280 x 178 x 178 in metric terms). This weighed 22.5 pounds – one hundred to the ton (near as dammit).

South African coal has a relatively low calorific value and high ash content which, presumably, is why Patent Fuel was stockpiled at Simon's Town.

Unfortunately the Austro-Hungarian Navy was one of the major consumers of Patent Fuel from South Wales so sales fell drastically with the outbreak of World War I and the industry dwindled and died in the 1920s.

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#### SIMON'S TOWN GARRISON ORDER : PROMULGATED ON 22 MARCH 1813

Many accidents having happened in consequence of people shooting birds from the shore. No Officer (is) to shoot a gun on the beach from the Blockhouse (*Martello Tower*) to North Battery Simon's Town.

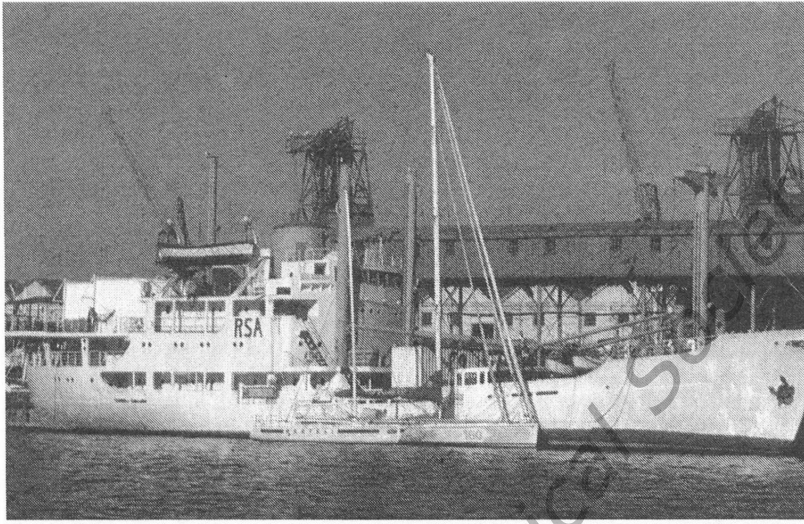
Signed : *Edw. Renwick*,  
Brigade Major

By Order of Major General Baird.

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#### CAPTAIN KENNETH T Mc NISH (1923 – 2008) : POLAR MEDALLIST - CAPTAIN BRAD WALLACE-BRADLEY

In 1961 Captain Mc Nish brought the newly built 1573 grt Motor Vessel RSA from the Fujinagata Shipyard in Osaka, Japan, to South Africa and early in the following year he took her on the first of his thirteen voyages to the Antarctic. At least once every year he commanded her on the relief voyages to the Islands of Marion and Gough and also on voyages to Tristan da Cunha.



THE PHOTO ABOVE, WHICH WAS PROVIDED BY THE NAVAL HERITAGE TRUST, SHOWS THE MOTOR VESSEL RSA IN HER HEYDAY, ALONGSIDE IN CAPE TOWN DOCKS.

Kenneth Mc Nish was the grand-nephew of Captain Shackleton's "Chippie" on the incredible voyage his ship ENDURANCE took southwards so perhaps it was inevitable that he would end up following in his ancestor's footsteps, having probably heard many times stories of what they had endured. He was born at Somerset East in the Eastern Cape in 1923 and attended Marist Brothers School in Cape Town and Cambridge High School in East London. He did two years pre-sea training in the SATS GENERAL BOTHA in Simon's Town during 1939 and 1940 and in 1941 Mc Nish went to sea with the Union-Castle Line, serving in cargo ships and the troopship ARUNDEL CASTLE as Fourth Officer for the Sicily and Italian troop landings. In 1944 he sailed as 4<sup>th</sup> and then 3<sup>rd</sup> Officer in tankers carrying High Octane fuel.

At the end of World War II he went back to the Union-Castle Line and then joined the newly-formed South African Marine Corporation (Safmarine) for a short while during which he passed for Master (Foreign Going). In 1956 he joined the South African Navy and was appointed to the frigate SAS TRANSVAAL as Navigating Officer which was when he first visited Marion and Gough Islands and also went to Tristan. Until the arrival of the RSA the South African Navy had always done the relief voyages to the southern islands. He later transferred to the Research Ship AFRICANA II as Master until in 1961 he took command of the RSA.

In 1971 he published his book "THE ETERNAL ICE" recounting his first voyage to the SANAE Base in Queen Maud Land with the Third South African National Antarctic Expedition (SANAE). After being beset in the pack-ice he returned safely with the Second SANAE team. Still in the Marine Division of the Dept of Transport, he relinquished command of the RSA in 1975 and was posted to East

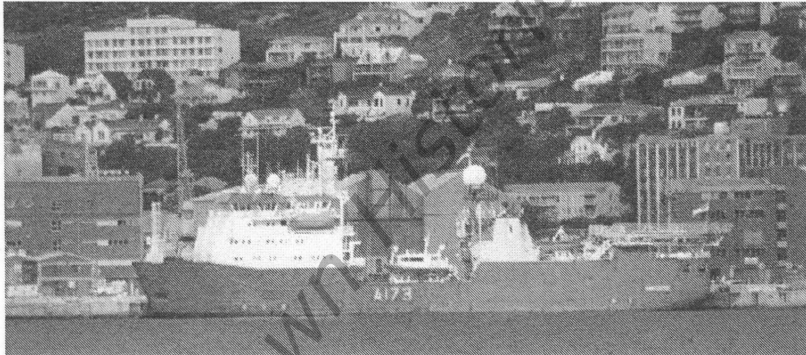
London as Principal Officer and Examiner of Masters and Mates. In 1990 he began a new career and passed the Estate Agent Board examination in Cape Town.

*The ship tended to pitch and roll considerably on passage to and from Antarctica and some passengers claimed that the letters of her name stood for "Rolling Slowly Along."*

*In 1978 RSA was taken over by the South African Navy and commissioned as S A S A 331 under the command of Commander Godfrey Schlemmer, now retired from the SAN and performing a very important function as lecturer in Navigation at Lawhill House, Simon's Town High School. Officially A 331 was a Hydrographic Survey Ship but in fact she was involved in highly classified communications operations around the Coast. In 1980 she was de-commissioned at Simon's Town and was towed to Cape Town to spend the rest of her days as a static training ship for Merchant Seamen.*

*Captain Wallace-Bradley was at one time navigator of the RSA and is a member of the Historical Society and the nine inch rifled muzzle loader gun team.*

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HMS PROTECTOR :



HMS PROTECTOR ALONGSIDE THE DOCKYARD WALL ON 10 JUNE 2018: PHOTO : MIKE LOVEROCK

The Royal Navy's Antarctic Patrol Ship HMS PROTECTOR, formerly the Norwegian M V POLARBJØRN (Polar Bear), arrived in False Bay during the evening of Friday 8 June and secured alongside the Dockyard Wall on the following morning.

The 5 000 tons displacement 89 metres long ship, built in Norway in 2001, sailed for her patrol area in the South Atlantic on the evening of Monday 11 June. The ship replaced HMS ENDURANCE, which used to visit the Cape en route to and from her South Atlantic patrol area.

HARBOUR BAY VILLAGE :

For years after the Glencairn Marine Oil factory closed down and was demolished Simon's Town residents heading for Glencairn, Fish Hoek and beyond, drove past a derelict site with a huge pile of dirt and gravel which was said to be contaminated with fish oil.

A couple of years ago contractors, equipped with a variety of heavy machines, moved in and things began to happen on the site.

Work is now in full swing on a comprehensive development which includes residences, shops, restaurants, cafés and a Medical Centre offering frail care facilities. The first phase, involving the commissioning of Woolworths, Pick 'n Pay and Clicks stores, is due to take place on Thursday 14 June 2018, just in time for the Youth Day Public Holiday.

All who use the road past Harbour Bay must be looking forward to the day when the seaward side of the project is completed and the flow of traffic between Simon's Town and the rest of the known World is back to normal.

The Simon's Town Historical Society wishes this addition to our Town every success.



THIS IS A COMPUTER GENERATED IMAGE OF THE COMPLETED HARBOUR BAY DEVELOPMENT COPIED FROM THE COMPANY BROCHURE.

LOCAL EVENTS (Source Unknown) :

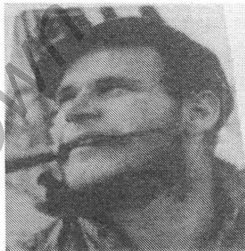
Another great attraction was a successful whale hunt. At times the odour was not good but to watch the experts busy with their proper knives and the huge cast iron cauldrons being made ready to receive the fat and blubber was most interesting. After rendering down, the fat “kaiings” were in great demand by the Coloured and Malay Communities.

*According to the Dictionary of South African Usage (Page 96) the word kaiings is the Afrikaans equivalent of greaves, which means pieces of solid materiel left behind when “trying out,” or making tallow, and resemble and taste like pork crackling. – Ed.*

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OBITUARY : CAPTAIN WILLIAM JOSEPH (BILL) DAMERELL : 10 MAY 1925 to 17 JULY 2017

Former Simon’s Town resident Captain Bill Damerell was born in East London on 10 May 1925 and died in St James in July 2017. He was educated at Grey School in East London and aboard the S A Training Ship GENERAL BOTHA in Simon’s Bay. After matriculating, Bill joined the four-masted barque LAWHILL, which had been taken as a prize because her home country, Finland, was allied to Germany against the USSR. He spent two years on board, during which time he rounded both Cape Horn and the Cape of Good Hope on more than one occasion, and stated that his most memorable experience at sea was standing on the truck of the mainmast as the ship passed under Sydney Harbour Bridge.



YOUNG BILL. SYDNEY 1944

In 1944 Bill joined another war prize, the motor vessel SELANDIA and later sailed as a qualified watchkeeping officer aboard the freighter PENTRIDGE HILL. After the War he sailed with the Union Castle Line and then joined the South African Harbour Service, being appointed as mate and later master of a dredger in his home town of East London. He had a long and successful career with SAR & H culminating in his appointment to the prestigious post of Port Captain at Cape Town. During this appointment he famously took the Argentinean Sail Training Ship A R A LIBERTAD from her berth out into Table Bay under sail without the assistance of Tugs.

After retiring from the Harbour Service Bill and his wife Madge took up residence in Sugar Bird Close, in Simon's Bay Estate, from where Bill would walk daily to the SAN Warfare School at Seaforth, where he lectured in Navigation. During his retirement Bill was an active and popular member of the Simon's Town Probosc Club.



THIS PHOTOGRAPH SHOWS BILL AS WE WILL REMEMBER HIM, PROUDLY WEARING HIS GENERAL BOTHA OLD BOYS' TIE

Following his funeral service Bill's coffin was carried by General Botha Old Boys and Simon's Town High School students from the Maritime Centre at Lawhill House. Bill was predeceased by his wife Madge and leaves three children, of whom he was very proud.

*This obituary is based on Brian Ingpen's Port Pourri article which was published in the Cape Times on Wednesday 26 July 2017.*

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#### THE EARLY INHABITANTS OF THE SOUTH PENINSULA AND SURROUNDS : Ms. C. SALTER-JANSEN – SIMON'S TOWN MUSEUM MANAGER.

Heavy hand axes dating to the Early Stone Age have been found in archaeological sites along the Peninsula; on the Cape of Good Hope plateau, for example. It is thought to date from between 600,000 to 200,000 years before the present, maybe even to 1 million years ago. As the people evolved their tools became more finely crafted and those dating from the Middle Stone Age (200,000 to 30,000 years ago) grew gradually smaller and lighter. Archaeologists say the Late Stone Age began about 30,000 years ago. Interestingly Middle Stone Age tools often appear amongst the toolkits of Late Stone Age people.

The last ice age 18,000 years ago did not reach Southern Africa, but the sea level dropped 120 metres. False Bay became a grassy plain and hunters along the Peninsula had a good view of game grazing on the plain below. In addition to meat, people gathered plant foods to supplement their diets. Round bored stones are

believed to date from 15,000 years ago and were used to add weight and leverage to the digging sticks used to unearth roots, bulbs and tubers.

Shell mounds were created over thousands of years by people eating shellfish and dumping the shells in huge middens. Burials dating to more than 10,000 years ago have been found in association with shell middens and show a population indistinguishable from the Khoisan – the Khoikoi and San (Bushmen) people. Bows and arrows were developed for hunting around 8,000 years ago and rock paintings show a distinctive double-curved bow that may have been used in the South-Western Cape at one time.

Scientists believe the Khoikoi and the Bushmen or San were one people at first. Then about 2,500 years ago some groups in Botswana acquired sheep and later on cattle from southward-moving Bantu agriculturists. They called themselves the Khoikoi which means “men of men”. A regular diet of meat and milk led to the development of a people bigger in stature than the Bushmen. The Khoikoi slowly migrated down from Botswana with their livestock, into the Cape, which until then had probably been occupied by hunting-gathering Bushmen. Different clans laid claim to various parts of the South-Western Cape. They trekked with their animals in a seasonal round within their territories, in a pattern dictated by the availability of grazing and water. The Khoikoi made ceramic pottery and sheep bones are found in rock shelters all along the Peninsula, in sites like Smitswinkelbaai and in places within the Cape of Good Hope Nature Reserve. The Bushmen were probably influenced to make pots by the Khoikoi as their ceramic tradition only began less than 2,000 years ago. The presence of sheep bones in rock shelters indicates trade between the Khoikoi and the Bushmen or conflict, as the Bushmen raided Khoikoi flocks at times. Some Bushmen probably acquired livestock and became pastoralists themselves.

The Portuguese rounded the Cape of Good Hope in 1488. They called at the Cape for some time to barter with the Khoikoi for fresh meat, until fierce skirmishes with the indigenous population left many Portuguese dead. Thereafter they avoided the Cape. Dutch settlers arrived at Table Bay in 1652 and met three main Khoikoi clans in the surrounding area. They were the Goringhaikona, the Goringshikwa and the Gorachokwa. Small bands of Bushmen still lived along the Peninsula. The Dutch considered any uninhabited land available for occupation. This misconception arose as Khoikoi pastoralists had to migrate around their territories with their herds in order to find grazing. The Khoikoi saw themselves as the owners of the land. If one clan needed to use another’s grazing or water, they had first to make a payment of prescribed gifts. (We know that this social etiquette still applied in Bushmen societies of the Kalahari until at least the 1960’s and 70’s.) At first the Dutch presented the prescribed gifts, believing this to be “payment” for the land itself, and not realising it was solely for its use. When the Dutch stopped all access to the land they had “bought”, the Khoikoi realised both that the Europeans intended to settle permanently and that they had lost their land.

Wars broke out between the Dutch and the Khoikoi in 1659 and 1673 and were waged as far south as the Cape of Good Hope. Faced by a superior weaponry, Khoikoi losses in both wars were high. Around 1,700 Khoikoi groups left the area in disgust

and trekked north. The resistance of those remaining was finally shattered by the smallpox epidemic of 1713 which killed 9 out of 10 Khoikoi. Having lost their livestock and thus their wealth and independence, they were forced to become labourers and slaves for the colonial settlers.

The Southern San/or Xam Bushmen, as those who lived here are known today, were named Soaqua/Sanqua by the Khoikoi and the Dutch and like "Bushmen" it is a derogatory term meaning "the rubbish / vagabond people". The Bushmen do not have an all-encompassing name for themselves, although there are many groups, each with their own clan names and varying social and cultural traditions.

The Bushmen remaining in the Peninsula probably lived as coastal hunter-gatherer-fishers until the beginning of the 1700's. Interestingly a sailor's diary of the 1790's says indigenous people still regularly fired on the sentries posted above Simon's Town with bows and arrows. It is probably these were the remaining Peninsula Bushmen. As a result of their fierce and unrelenting resistance to colonial rule the Bushmen were officially declared vermin by the Dutch. As with wild animals, commandos were organised to hunt and eradicate them. At first Bushmen children were killed by smashing their heads on rocks to save ammunition. Later it was preferred to take them alive and make them slaves for the rest of their lives. Initially the purpose of commandos was to retrieve livestock stolen by the Bushmen raiders. Later the sole aim of the commandos was to enslave Bushmen children (preferably) and women, particularly after the abolition of slavery in 1834. By this time people living a "traditional" Bushman lifestyle in the Peninsula had all but disappeared. Surviving Bushmen moved north or became assimilated into the Simon's Town community as servants or subsistence farmers. In the rest of South Africa the wholesale eradication of these people continued into the 1920's and there were even isolated occurrences in farming areas in the 1940's.

Descendants of the indigenous people of the South Peninsula lived in the Simon's Town area until the Forced Removals under the Group Areas Act of September 1967.

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*Note: This article first appeared in OUR SIMON'S TOWN published by the Simon's Town Historical Society in 1999. This book is now out of print. If you are interested in learning more about this subject please visit Simon's Town Museum where you will be able to see articles salvaged from a "dig" on the Golf course circa 1944.*  
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#### LAND MEASUREMENT AT THE CAPE : BASED ON RESEARCH BY THE LATE H C WILLIS

In 1657 a high official of the Dutch East India Company, Rijckloff van Goens the Elder, arrived at the Cape of Good Hope as a Commissioner, to report on and improve the Establishment, begun five years earlier by Jan van Riebeeck as a refreshment station for the Company's ships outward bound and homeward bound.

One of the products of his one month's stay was a long set of instructions to van Riebeeck, drawn up in the Fort of Good Hope. Instruction number seventeen stipulated that in the allocation of land to the Burghers, Rhyndland measure was to be

used as was customary in Holland and Zeeland. No foreign measures were to be introduced.

Despite the coming of the British the Rhymland measures continued to be used for the measurement of land at the Cape until the introduction of the Metric System during the nineteen seventies. English measures were used in some parts of the country, particularly in Natal.

Since 1000 Cape Feet equal 1033 Imperial (English) feet the difference between the two "feet" is small and only becomes important where great lengths and large areas are involved. Strangely the Imperial Acre has never found favour as a measurement of land, possibly because the larger morgen, containing 2,117 acres, is better suited to the measurement of the large farms in the spacious veld.

For convenience and easy reference the various measures are set out below.

12 Cape Inches      1 Cape Foot    1,033 Feet      0,315 Metres

12 Cape Feet    1 Cape Rood    12,396 Feet    3,778 Metres

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#### THE MALAY COMMUNITY OF SIMON'S TOWN : MRS. A E READ

With the declaration of Simon's Town as a white group area in the mid 1960's the town lost a great deal of its past.

Eric Walker in his "History of South Africa" wrote: The Malays were the real skilled workers of the Colony and the makers of the lovely Cape Dutch Gables, who ranked themselves highly. As skilled artisans up to the present day Malays have held their own in the building trade, such as masons, carpenters, painters and decorators; in the textile industry as tailors and dressmakers. In handicrafts they have emulated the most skilful craftsmen. In other spheres they have equally excelled themselves. The first non-European in South Africa to qualify and practice in the medical profession was a Malay, Dr. Abdullah Abdurrahman M.P.C, who graduated in medicine at the University of Glasgow in 1893. In the teaching profession and in commerce they did not lag behind either.

We think the first Malays came to Simon's Town in 1743 to erect a landing station for ships of the Dutch East India Company. In the course of time a small village came into being which was occupied by fishermen and people who depended for a living upon shipping. In fact the main occupations of the Malays in Simon's Town were fishing and laundering. (in fact where the yacht marina is today used to be occupied by their fishing boats until they were moved out of the town in the mid-1960s).

Of all the factors contributing to the homogeny of the Malay group, the Religion of Islam has been the dominant force in spirit. They were Monotheists commanded to observe the five pillars of Islam :

- (a) Belief in the Unity of God and Divine Messengership of the Prophet

Mohammed

- (b) Prayer
- (c) Alms-giving
- (d) Fasting
- (e) Pilgrimage to Mecca

The Articles of Faith are six in number

- (a) Belief in God
- (b) His angels
- (c) His Holy Books
- (d) His Prophets (Moses, Abraham and Jesus included)
- (e) The Day of Judgement
- (f) The Pre-measurement of Good and Evil.

Islam is an all-embracing religion. Moslems are commanded to accept all Prophets of God and believe in the divine origin of all sacred books.

The Mosque in Thomas Street (rebuilt in 1926) served as the community centre of the Malays, around which most of their homes were. It became the traditional Malay-quarter of the town. They are a very law-abiding and industrious people. A fair number were also employed in the Dockyard. Many a naval officer in the British Navy will recall the firm of A.T. Manuel & Son who were contractors to the Admiralty and provided them with their uniforms. There was a Moslem School adjoining the Mosque which was in existence from 1923 but sadly had to close as it became too small to accommodate their numbers and had inadequate play-ground area.

The exotic Khalifa Display of swords and other sharp instruments characteristic of the Malays has always held audiences spellbound. One of the chief exponents of the cult in Simon's Town was the late Imam Abdul-Kariem Jarley who was held in great reverence by his folk. Tifley Manuel took over from him. Malays became very good at all kinds of outdoor sport such as rugby, soccer, cricket and tennis. Many a British naval team has met with stiff opposition from Malay cricketers and soccer players in Simon's Town.

Simon's Town has its own Kramat or resting-place of a holy man. It is on Plot 3562 of what is now known as Simon's Kloof Estate above the area which is known as Goede Gift. Buried here are Ismail Dea Malela (1753-1833) and his son Abdul Jalil (1793-1816). There are many kramats round the peninsula but perhaps the most important one is that on the farm ZANDVLEIT at the mouth of the Eerste River across the Bay. Buried there is Tuanse, generally known as Sheikh Joseph, or Yussuf. He was a Macassar nobleman who had married the sister of the former king of Bantam. In the Bantam war of 1683 the Dutch had sided with the young king and placed him on the throne. Yussuf became a prisoner in 1694 and exported to Ceylon to serve his sentence. He was sent to the Cape soon after in the ship VOETBOOG together with forty nine of his followers, including several wives, to prevent him from making further trouble. He was treated with great respect by the Governor, Willem Adriaan van der Stel, and when he died in May 1694 and was buried on the farm ZANDVLEIT. Nowadays with the improvement in the road system it is easy to get there but when the Prince of Wales visited here in the 1920's it must have been quite

difficult but there is a plaque to commemorate his visit affixed to the wall outside the kramat.

*The information is from "A Souvenir of Simon's Town" published in 1952 and books by E.A. WALKER and Dr. I.D. du Plessis; as well as information supplied by Rev. Hendrik C V Leibrandt (1837 – 1911) who was appointed Chief Archivist in Cape Town in 1881, and information to be found in the Encyclopaedia of Southern Africa by the late Eric Rosenthal.*

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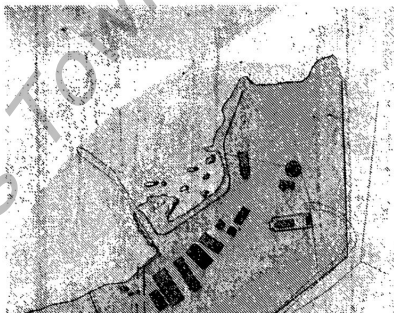
#### THE SAILING VESSEL CARPENTERIA :

CARPENTARIA, a wooden vessel of 1472 tons, built in Quebec, sixty days out from Bombay on passage to Liverpool, put into Simon's Bay in a leaking condition on 14 August 1858.

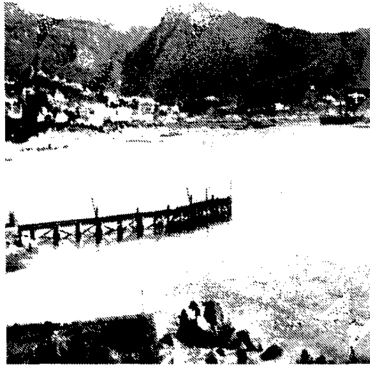
The Master put his sinking ship ground at the earliest opportunity – right across the end of the Naval Ordnance Depot Jetty, just below the Martello Tower at the Eastern end of Simon's Town. The vessel was abandoned and gear including the masts, sails and anchors were sold off.

The jetty, used for loading lighters with shot and shell to supply ships out in the anchorage, was unusable due to the wreck. After being sold and stripped of serviceable fittings and fixtures CARPENTERIA was cut down and the Naval Ordnance Jetty was extended over the top of the hull into deeper water.

The remains of the hull came to light in 1905 when the Selborne Graving Dock was being excavated by Sir John Jackson's men.



THE NAVAL ORDNANCE DEPOT AND (CIRCULAR) MARTELLO TOWER CIRCA 1898. THE WRECK OF CARPENTERIA LIES BELOW THE BEND IN THE JETTY.



THE BLACK JETTY AS REBUILT TO COVER THE REMAINS OF CARPENTERIA, SHORTLY BEFORE IT WAS DEMOLISHED TO MAKE WAY FOR THE SELBORNE GRAVING DOCK.  
PHOTO : SIMON'S TOWN MUSEUM.

One of the streets in Glencairn Heights, where streets are named after ships of local interest, was to have been named CAPENTARIA STREET but was named GLASS FURNACE STREET instead.

*Some months ago Simon's Town Museum was offered a painting of CARPENTERIA grounded across the end of the Ordnance Depot Jetty but the price asked was considered to be well beyond the historical value of the painting and the offer was not taken up. – Ed.*

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EXTRACT FROM THE SOUTH AFRICAN ADVERTISER OF 26 AUGUST 1829 :  
FROM A FEMALE CORRESPONDENT AT SIMON'S TOWN :

It might bestir the Old Bachelors with which this Colony abounds to hear the particulars of a wedding that took place here yesterday. Early in the morning it was announced that Hymen had something to do in the Dockyard, by a beautiful garland of ribbands appearing at the head of H M Sloop YORK\*. About eight o'clock P M the youthful happy pair arrived and immediately afterwards blue lights and rockets were set off from the YORK; a large bonfire also appeared opposite the British Hotel, where with the many cheers of the people, fireworks etc. it could easily be seen that what joy a wedding gives.

Now, what really can be the matter that Bachelors will put off that good day so long: is it that they suppose we Ladies are to be trifled with? No, Mr. Editor, place these few hints in print, as a memorial against the Old Bachelors,

*\* According to the records there was no sloop named HMS YORK at that time but presumably the other details are correct. - Ed.*

## VISITORS TO SIMON'S TOWN: MRS. A E READ

### LADY ANNE BARNARD – SEPTEMBER 1797

Lady Anne Lindsay born 12 December 1750, eldest daughter of the Earl of Balcarres, is known to posterity as the author of the famous Scots ballad "Auld Robin Grey". Intelligent, witty and accomplished, Lady Anne had made a name for herself in the glittering London Society of the day. She was an intimate friend of the Prince Regent and his Secretary for the Colonies Henry Dundas (later Lord Melville). Her name figures frequently in the diaries and memoirs of the period, but it was only when she married Andrew Barnard, many years her junior, and came to the Cape that her qualities as a hostess and diplomat flowered to their full extent.

On 4 May 1797 Lady Anne Barnard arrived at the Cape with her husband Andrew, who had been appointed Colonial Secretary to the Cape of Good Hope, which was under the Governorship of Lord MacCartney, the first English Governor of the Cape. Then over 60 years old and in indifferent health he had had a long and illustrious diplomatic career and was one of the most widely travelled men of his time. As MacCartney's wife had declined to accompany him to the Cape it had been agreed that Lady Anne, now 47 years old, would act as his official hostess. She was coming to an unknown land, one rife with dissension, in which it was essential for the British to maintain cordial relations with the Dutch inhabitants. No one could have been better equipped for this task than Lady Anne with her vast experience of life and people. During her four years at the Cape of Good Hope she chronicled every detail of her life and experiences in a Journal and letters which have a perfect picture of the settlement and the times.

Taking advantage of the arrival of her sailor brother Hugh, the brother and sister went out to False Bay (now Simon's Town) on 24 August 1797. In view of the naval mutiny, which was later to convulse the Cape, Anne's observations on their visit are of the highest interest: "there is sadly little room for the poor sick fellows, the honest Tars, multitudes of whom have been lost for want of air and wholesome accommodation, they having been so closely packed in their hospital with scurvy, ulcers etc. it was certain death going into it....what a pity that more places are not erected for them! With the expenditure of a very little money hundreds, aye thousands, of people would have been saved in this hot climate. What fools, or what nasty calculators some of the contractors for the public must be....I have been trying to persuade some of the wise people to give a great lump of the mountain behind the house at False Bay to some old honourable seamen to become gardeners and raise vegetables for the use of the Navy, selling them at a small price yet getting a good livelihood too."

Anne felt that the mutiny in Simon's Town was not only caused by news of the recent mutiny of the British Fleet in home ports but was due to the unhealthy conditions in Simon's Town, which despite its promises the Admiralty had not been able to improve. There were identical demands in both mutinies. They complained of the unfair treatment from the officers in command, being oppressed by young and inexperienced officers, by being given mouldy bread, bad beef and no fresh greens

supplied to the crews for broth on fresh beef days. The mutiny simmered on for some time and was eventually quelled by negotiations on much the same terms as Lady Anne had suggested.

#### SIR JOHN HERSCHEL 1834

Sir John came to the Cape with his wife and family in 1834 to complete the sky atlas he had been working on in England with his father. His observatory was at Slough on the outskirts of London. He completed his southern sky observations in 1838 and returned to England, having "extended to the southern skies his father's star counts, with counts of some 69,000 stars in 3,000 areas." It took Herschel the better part of a decade to get the "Cape Observations" to press, but the resulting volume is perhaps the greatest single-handed publication in the history of observational astronomy according to Professor Brian Warner of U.C.T. (The Herschel Obelisk at FELHAUSEN now the site of Grove Primary School in Claremont marks the spot where he erected his 20 foot telescope). Herschel and Maclear by their measurements confirmed that the Earth was indeed an oblate spheroid.

In his travel diary Herschel describes "en route from Simon's Town in a waggon with 10 Bullocks for the Extreme Point of South Africa" he meant the Peninsula the Party, the gents on horseback and the ladies in waggon – ascended the Red Hill above Simon's Town, a rugged and steep activity with this a comparative tableland covered with sand and swampy flats – with occasional looks out to sea on the west (top) over very desolate rocky ground.....till we were in full view of the Cape Promontory." On Monday 2 November 1835 he paid another visit to Simon's Town – this time he put up at the Clarence Hotel (now known as The British Hotel) and then dined with Admiral and Mrs Campbell. On 4 November the party visited Rocklands Farm. On 6 November he again dined with the Admiral. On the next day at 9.30 a.m. they left the Clarence Hotel in Hugo's bullock cart drawn by 12 oxen for the salt pans at Noordhoek. At 1.30 p.m. they lunched at Farmer Pecks Inn (at Muizenberg) and reached home in time for dinner.

#### ANTHONY TROLLOPE 1877

Trollope, the author, visited Simon's Town in 1877. He wrote "all these places Rondebosch, Wynberg, Constantia and the rest lie on that promontory which, when we look at the map, we regard as The Cape of Good Hope". "Beyond and around Wynberg there is a little world of lovely scenery". "Simon's Town is about 12 miles from Wynberg, the road passing by the now growing bathing place of Kalk Bay. It is to Kalk Bay that the ladies of Cape Town go with their children when in summer they are in search of fresh air and sea breezes, and greatly improved sanitary arrangements. A most delightful spot if only there were sufficient accommodation. The accommodation of course will come as the years roll on." He came to visit Commodore F.W. Sullivan CB CMG who was then in command at Simon's Town. Together they rode out for six or seven miles along the side of the hill and through rocks till they could see the lighthouse at the extremity of the Cape (Cape Point). He remarked that "it was impossible to imagine finer sea scenery or a bolder coast than is here to be seen. There is not a yard of it that would not be the delight of tourists if it

were some accessible part of Europe – not a quarter of a mile that would not have its marine villa if it were in England.”

In his description of the Cape Trollope wrote: “The Dutch had once an idea of piercing a canal across the isthmus from sea to sea, from Table Bay to False Bay, in which lies Simon’s Bay where is our naval station – and maintaining only the island so formed for its own purposes, leaving the rest of South Africa to its savagery. And since the time of the Dutch, it has been suggested that if England were to cut off the Table Mountain and its adjoining land, England would have all of South Africa that it wants.”

Note: These three descriptions and remarks by the visitors first appeared in ‘OUR SIMON’S TOWN’ drawn up and published by the Society in 1999. Unfortunately the book is now out of print.

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*These, of course, are just a few of the host of notables who have visited Simon’s Town over the years. Rudyard Kipling was entertained at the Officers Club, where he met the young Naval Officer who inspired him to write the short story “Judson and the Empire.” Edgar Wallace served as a sick berth attendant at the army barracks before becoming famous as a writer. Agatha Christie dined with Admiral and Mrs Goodenough at Admiralty House in 1922 and swam in the Bay from the Admiral’s Pier. There have been several royal visitors including Prince Alfred, one of Queen Victoria’s sons; HRH the Duke of Windsor in 1923, his brother HRH the Duke of Kent during the 1930s and King George VI and his family in 1947. More recently H M Queen Elizabeth II paid a second visit to Simon’s Town accompanied by HRH the Duke of Edinburgh. A few years ago while enjoying a glass of beer at the Seven Seas Club your Hon Editor happened to see the American actress Halle Berry who had just come ashore from a boat at the Yacht Club while filming “Dark Tide.” – Ed.*

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#### JAN HOETS of MILLER’S POINT

He was the only son of Rynier Hoets (1775-1853). The family originated from Loon-op-Zand in Holland. His father and grandfather had both been ship owners and a relative Charlotte was married to a sea captain George Robb, under whom Jan made his first voyage. He sailed a couple of times to England and also had made a voyage to Mauritius and to South America. It is thought that during his voyage to Mauritius he may have called at Port Elizabeth and this is how he met the daughter of J.C. Chase, a leading merchant there, whom he married. In the Cape Almanac of January 1852 he is shown as living at 75 Strand Street, Cape Town. However, in 1853 he is shown as a licensed pilot of Simon’s Town.

In 1858 he bought Miller’s Point (80 morgen 309 square roods) and Rocklands (62 morgen 274 square roods) from Carl Watermeyer (1815-1901) for £1,500. Here he operated his whaling pits and his fleet of whaling boats. There are slipways for boats at Miller’s Point and a little further south at Partridge Point which he may have used.

Hoets' eldest son had been born in Green Point in 1850 but most of his 13 younger children were born either in Simon's Town or at Miller's Point. It is known that Hoets and his family attended many functions in Simon's Town which must have been quite an arduous task for the road in those days from Miller's Point to Simon's Town was merely a track, was very rough and there was swampy ground, particularly at Rocklands, where a stream in those days crossed the road. They preferred to travel to town in one of their boats and normally rode home on horseback after the function.

The family seem to have lived mainly at Miller's Point, with the children going daily to school in Simon's Town. Hoets himself maintained a lodging in the Town. This was run by a Miss Anderson whom we think was one of three daughters of local shipping agent and ship's chandler William James Anderson (1826-1897). Hoets is listed as a licensed pilot for the last time in 1858 and from then onwards his shore-based activities were much increased. He was a member of the court which granted wine and spirit licences in that year and he was on the Simon's Town Harbour Board from 1859-1874. When HRH Prince Alfred, the second son of H M Queen Victoria, arrived in command of HMS GALATEA and landed on 15 August 1867, Hoets was a member of the deputation which welcomed him ashore. Captain Hoets had time for yet other business, serving as Vice-Consul for the United States, for Turkey and for Denmark and later for Portugal and Norway! He became a Justice of the Peace in 1872.

Hoets' wife died in 1871 and was buried at St Paul's Church in Rondebosch where his grandmother and other relatives are also buried. He left for Cape Town about three years later to become marine surveyor of the Table Bay docks. He made his home first at 43 Church Street, Cape Town and then at 89 Waterkant Street. He died on 14 February 1881 in his new house in St Andrews Square after an accident at the docks and was buried beside his wife at St Paul's.

A little more detail about Hoets life. He had married his wife on 29 September 1847. The wedding took place at her home Cradock Place in Port Elizabeth. In total they had 14 children of whom 10 grew up to be adults. Their daughter Blanche died young in 1860 and her gravestone was in Simon's Town's Old Burying Ground, as well as that of another daughter Amy, who died in 1867. George the second son went to sea but was washed overboard and drowned in the Bay of Biscay on a voyage from Australia to Europe. The other children seem to have remained on dry land!. The eldest son John Centlivres Hoets was a clerk to the Resident Magistrate of Simon's Town from 1872-1877. He is shown in the Almanacs as also a member of the Matrimonial Court and for one year its president; as a commissioner of protocol and as secretary of the Licensing Board. Julian, a younger son, was born at Simon's Town in 1868. Captain Hoets had a good many descendants and for many years one of them was a member of the Historical Society.

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JAMES HOWELLS (MAYOR OF Simon's Town 1907-1909) : A.E. READ

James was the son of James and Morella Howells and was born in Llandenny in Wales on 20 April 1854. He qualified as a fitter when he left school and was

employed by an iron works near Pontypridd. He was fairly short in stature at 5ft 5½; was dark haired with brown eyes and a dark complexion.

On 15 May 1878 aged twenty five he signed on in the Royal Navy at Portsmouth for 10 years service and was assigned as an Engine Room Artificer to HMS ASIA which was an 84 gun 2<sup>nd</sup> rate ship launched in 1824. From 1858 she was guardship at Portsmouth and by the time Howells joined her she was a depot ship for ERAs. R.N. sailors could only be paid if they were serving in a ship so Howells would have had no particular employment (later in VICTORY ii) to await their next draft. Meanwhile they would have been employed carrying out maintenance on ships of the Base Reserve Fleet. His next ship JUMNA was a troopship running to and from the East. (Kipling wrote about her and the MALABAR). He served in various ships during his early RN years. In 1894 he joined HMS ST GEORGE which was Flagship on the Africa Station from 1894-1898 and in this ship he was action in the Expedition to Benin (for which he received the Brass River Medal). He had already earned a medal for action in Egypt (probably in HMS FEARLESS) and at Suakin south of Port Sudan.

His first wife (maiden name O'Neil ) died in 1891 leaving him with one son, named Gustavus. James re-married at St John's Church, Cape Town to Mary Maria Parry (1864-1944) daughter of Mary Rebecca Parry (1835-1889). We do not have any information about the Parry family in Museum records save that they were connected to several Simon's Town families. James and Mary Parry had four children: Ivor James (1896-1910), Daphne Gwendoline Mary (1899-1995) who married A. Willett, Brinley John Caradoc (1903-1951) married Gladys Cole and Evan Robert Austin (1905-1991) who married Dorothy Lee.

In 1878 James was serving in HMS DEVASTATION in the Firth of Forth. HMS DEVASTATION was the first "mastless turret ship" in the RN and was commanded by Captain Frederick Richards, after whom Richards Bay in Natal is named. Richards took the famous William Froude with him on a cruise to the Mediterranean to examine the ship's seakeeping qualities. Later on William Froude was staying at Admiralty House, Simon's Town with Admiral and Mrs Richards and died there. He is buried in the Old Burying Ground, Seaforth, Simon's Town. In 1889 Howells was in HMS FEARLESS at Port Said in Egypt and as mentioned previously has medals for Egypt and the Sudan. He was here in HMS ST GEORGE which was the flagship until 1898. Next he is shown as being in HMS MONARCH. She commissioned in Chatham in 1869 and modernised in 1890. She was also a Flagship at Simon's Town until 1902 when she was decommissioned and became a Depot ship here and in 1904 was renamed SIMOON.

Howells is also mentioned in HMS PENELOPE in Simon's Town May 1896-1897. She became a tender to MONARCH and thereafter was referred to as "Naval Prison". During October and November 1899 she was home to Boer Prisoners of War from Glencoe in Natal who were in transit through Simon's Town before leaving for Boer prison camps overseas. When Howells retired from the RN as a Chief ERA he opened a general store at the corner of Alfred Lane in St George's Street. With the building of the East Dockyard which began in 1900 and the increase in the number of workmen it brought to the Town and the development of housing at Seaforth, James Howells moved to a new building at the corner of Queens Road and Belmont Road,

which was very much larger. He had a very commodious flat above the shop and lived there till his death on 1 February 1934. His widow continued to live in the flat till her death on 15 March 1944. His funeral was from St Francis Church and he was buried in Dido Valley Cemetery at Glencairn. Members of the Royal Alfred Lodge of Freemasons attended his funeral. He was also one of the oldest members of that Lodge and had been Master on several occasions. He was also a foundation member of Claremont Masonic Lodge. Also he had been a member of the school committee of Simon's Town School (which was then in what became the Municipal Offices – opposite the Dutch Reformed Church) and actively interested in the work of False Bay Hospital (which was then in Simon's Town).

***Howells shop at Seaforth became a second hand/antiques shop named "Au Vieux Bruxelles," owned by André and Jacqi Hecq and for some years has been owned by a Couturier, Dave Foster-Maxwell.***

Note: Information from Ships' Cards in Simon's Town Museum

Howells file at Simon's Town Museum

Howells Service Papers. (His medals are now owned by someone in Natal)

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#### SAILING YACHT VOORTREKKER : SAIL NUMBER SA 1 :

Design and construction of the sailing yacht VOORTREKKER was commissioned by the South African Ocean Racing Trust in order for the RSA to participate in the first Trans Atlantic Single Handed Race in 1968.

The design chosen was for a 15 metre ketch submitted by Ricus van der Stadt and the hull was to be of laminated timber construction. The order to build was placed on the Thesen Family boatyard at Knysna, with funding guaranteed by Anton Rupert. Her hull, constructed of three layers of Meranti timber from Malaysia, glued rather than clenched, weighed a mere 6.5 tons.

The boat, carrying sail number SA 1 and skippered by Bruce Dalling (16 August 1938 – 7 July 2008), won the 1968 Trans Atlantic Race on handicap, putting South African Yachting well and truly on the map. The boat returned to Cape Town from the USA as deck cargo aboard the Saffmarine cargo vessel S A WELTEVREDEN.

In 1969 the boat was handed over by the Rembrandt Group the South African Navy for use as a sail training vessel.

The yacht was refitted in Simon's Town Dockyard in order to take part in the first (1971) Cape to Rio Race. Originally a ketch, she was re-rigged to sail as a sloop, with a sail plan designed by the late Brian Lello. She was also fitted with a small diesel engine, with a single horizontal cylinder, to meet the entry requirements for the race. VOORTREKKER had a Naval crew and was skippered by Commander Matt Heyns. The boat became well known as an international racer, skippered by the late Warrant Officer Bertie Reid and in 2009, aged 41, she took part in the Cape Town to Bahia (Brazil) Race.

VOORTREKKER is about to become a feature of the South African Naval Museum, situated in the West Dockyard at Simon's Town and is sure to become another of our Town's many attractions.



VOORTREKKER UNDER SAIL IN SIMON'S BAY : PHOTO COURTESY OF THE S A NAVAL HERITAGE TRUST.

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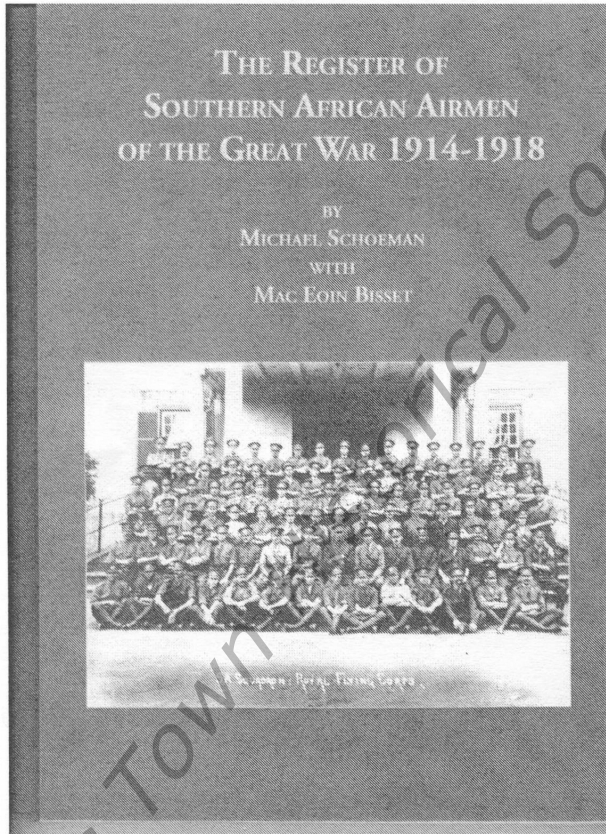
THE REGISTER OF SOUTHERN AFRICAN AIRMEN OF THE GREAT WAR  
1914 – 1918 :

Your Hon. Editor recently had the opportunity to look at this incredibly comprehensive work of reference compiled over a period of several years by Michael Schoeman and Mac Eoin Bisset (aka Commander Mac Bisset MMM SAN (Retd), of S A Naval Museum fame).

The layout and typesetting of this A 4 format 352 page book are the work of Rear Admiral Chris Bennett SAN (Retd) and the book was printed by Lithotech, Print-on-Demand, of Cape Town.

This soft cover book has the personal details of South Africans, some two to three thousand in all, who served in the Royal Air Force during the 1914 -1918 War and is extensively illustrated; a must for military aviation enthusiasts and the grandchildren

and great grandchildren of those magnificent men who fought in the air wearing leather helmets and goggles.



The book costs R 450 and is available directly from Commander Bisset (021 686 6309); from City Coins or from Clark's Book Shop.

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#### TOKOLOSHE ENCOUNTER : SHEILA RICE

My husband and I arrived in South Africa in late 1969 and settled into a little cottage in Murdock Valley. I was expecting our first child and had been a little unwell, probably not helped by the stresses of moving to a new country. Bill went off to work at Naval Headquarters every day fairly early and came home at around 4.30 in the afternoon so I was alone quite a lot with not much to do. The cottage was small and we didn't have a lot of furniture so even housework didn't take up much time. The

house was quiet, with a lovely sea view and I would read and listen to the radio and occasionally have tea with one or other of our new neighbours.

The cottage was brand new, with no garden, just bare earth and a few scrubby bushes around it. Just before we moved in, while the cottage was still empty, it had been broken into and someone had stayed there overnight. It turned out to have been a local labourer who hadn't been able to get home after work one evening, but we didn't know that at the time. Because of this and as Bill had to be away on night duty occasionally we decided to get a dog, Shona, a golden labrador. We didn't have much furniture but we did have brand new, full length curtains, made by Garlicks in Cape Town. We were still using a table lent by the Navy which stood in the corner of the sitting room just in front of one of the curtains. Puppy and I were sitting on the sofa one evening when Bill was on duty when she suddenly jumped down on to the floor and started barking at "something nasty" in the corner behind the table, backing away and then bravely edging forward towards whatever it was and growling and barking with an unhappy tail between her legs. Well, she obviously thought there was something scary there so I, very hesitantly, thought I should check. I am really afraid of spiders and being in Darkest Africa I was very afraid that there would be a ghastly one lurking in the corner or on the curtain but there was nothing there. This happened a few times and there was never anything to account for the dog's behaviour – no draft, insect or spider monster.

At the same time that this was happening, one day while sitting quietly in the sitting room, I heard a stone land on the roof and roll down and although I listened carefully, waiting to hear it land on the hard ground somewhere outside the cottage but there was nothing – no noise at all; odd perhaps but I didn't think much about it – it was just one of those things. Anyway, it also started to happen more often and eventually I assumed one of the neighbour's children was throwing a stone on to the roof just for a bit of fun. I once or twice rushed to the door to see who was there, but there was never anyone to be seen.

I used to walk down to the beach occasionally where I sometimes met a lady who lived nearby. We would sit together and chat. She had grown up in locally on the farm that the Froggy Farm area is named after and had a fund of stories about her childhood and I enjoyed chatting to her. She was good company and was a little eccentric – what would be called "alternative" nowadays. One day, for lack of something to talk about I told her about the stones landing on the roof but not landing on the ground. She immediately said "You've got a tokoloshe!" Well, being newly out from UK I hadn't the faintest idea what she was talking about, so she gave me a rough introduction to what this little, African imp, the tokoloshe, was that she thought was up to mischief in our cottage. Then she told me how she thought I should deal with this. When (not "if") it happened again I had to, as quickly as possible, open all the windows and doors in the house, put all the lights on and play music on the radio as loudly as possible.

Well, of course, it did happen again so I rushed around the house opening all the windows, turning on the lights and playing music on the radio. At first nothing happened and then there was a noise from the attic like a pile of bricks being pushed over! That was the end of the tokoloshe – at least in that house.



**A TOKOLOSHE. THEY ARE OFTEN HAIRY  
AND DON'T USUALLY LOOK AS FRIENDLY!**

Our son was born in the March of that year and a few months later I fell pregnant again. The cottage was quite small so when we had the chance to move just across the road to a larger cottage, we took it.

Once again, the dog found something nasty in the sitting room – this time in the fireplace. A friend's dog was also very upset with whatever it was lurking there and the two of them would “back and fill” growling and barking at it.

Then a little while later – guess what – a stone landed on the roof, rolled down but never landed on the ground! When it happened again, I repeated the process of opening the windows and doors, putting on the lights and playing loud music. This time, there was no crash (perhaps because there was no attic in this house) but the tokoloshe didn't return, hopefully having been scared away by the lights and noise! The fireplace also seemed safe for dogs again which was a bonus!

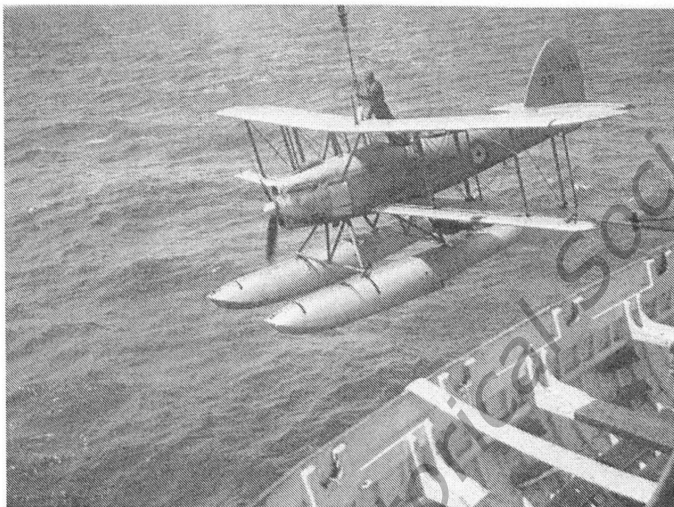
The other odd thing about these episodes was that I never thought of any of it as being odd, which is a bit odd in itself!

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**LIEUTENANT COMMANDER F E C JUDD RN :**

One of several South Africans who served in the armed forces of Great Britain during World War II was Francis Elton Christopher Judd, who enlisted in the Royal Navy on 15 September 1922. Following his basic training Francis Judd served in the battleship HMS MALAYA (May 1926 - October 1927) and the cruiser HMS EFFINGHAM (October 1927 to May 1929). He undertook flying training with the Royal Air Force during the 1930s and became pilot in the Fleet Air Arm. In 1939 he was appointed as Squadron Leader for Fleet Air Arm Squadron No. 716 Catapult flight, attached to the light cruiser HMS AMPHION, based in Simon's Town. On 29 April one of AMPHION's aircraft, Hawker Osprey K5751, piloted by Francis Judd, was landing on the waters of Simon's Bay when it encountered turbulent air. The nose of the port

float collapsed and the aircraft overturned causing severe damage. Fortunately Flt.Lt. Judd survived the incident.



ONE OF HMS AMPHION'S HAWKER OSPREYS (K 8590) BEING HOISTED ABOARD : PHOTO : SIMON'S TOWN MUSEUM.

From 1940 to 1942, he commanded Fleet Air Arm Squadron 880 on board HMS INDOMITABLE.

Francis Judd was killed in action on 12 August 1942 while HMS INDOMITABLE and her squadrons were involved with Operation Pedestal which involved delivering vital supplies to the beleaguered island of Malta in the central Mediterranean. On that fatal day HMS INDOMITABLE's 880 Squadron FAA Sea Hurricane fighters had been in heavy aerial combat with Axis forces, with some losses and during the evening HMS INDOMITABLE was hit by two 500 kg bombs, one of which penetrated the un-armoured portion of the flight deck, killing 50 men and wounding a further 59 and causing damage that required her to withdraw from the fight.

*This article is based on information contained in the Seven Seas Club Tattler, Issue 1.13 of June 2018, edited by Johnathan A Golding.*

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#### KELP PRODUCTS – SIMON'S TOWN

During the mid 1970s a small group consisting of a mechanical engineer, marine biologist and botanist began investigating the potential for the utilisation of the Cape's seaweed resources. The focus of the research was to identify an opportunity whereby value could be added to the raw resource, via the manufacture of end products which could be introduced into niche and specialised South African markets. This approach identified a high level of plant growth hormones inside the nucleus of the seaweed cells, which if able to be extracted without degrading the raw material would give rise

to the production of an organic plant growth stimulant having application in the agricultural, horticultural and home garden markets.

A mechanical process of cellular burst was developed and internationally patented in 1978. During this year the company started the manufacture and marketing of this hormonal product into the South African market under the trade name KELPAK.

The factory was initially sited in Athlone Industria, as this was central to Strandfontein, Melkbos Strand and Kommetjie which were the three areas from which the company was able to source its raw material. In 1980 the Company undertook, under the direct control of the Seaweed Research Unit: Department of Environmental Affairs, a detailed Ecklonia Maxima harvesting research program at Soetwater, Kommetjie. This program referred to as CHEKS, was designed to measure the potential for commercial harvesting of the Ecklonia beds, to determine the rates and to identify optimal regrowth of the local ecology.



THE FACTORY AT GLENCAIRN. – PHOTO COURTESY OF KELPAK.

The experiment identified optimal regrowth patterns, harvesting methodologies and proved that the harvesting program in no way disturbed the local environment. As a result of the sustainability of the harvesting program, the experimental status of the program was terminated in 1989 and harvesting rights were granted to the company.

At approximately this time the decision was made to relocate the manufacturing operation closer to the raw resource. The current Simon's Town site was identified, tendered for and building operations commenced. The factory was officially opened at a function on 1 March 1991. This is the building adjoining the bus depot. A second building was completed some years later on the opposite side of the road leading to the town's Waste Disposal site.

Kelp Products has product representation on every continent in the world. The plant growth hormone product KELPAK is a successful agricultural chemical and enjoys market leader status in South Africa and various countries abroad. The company's patents have been extended and the "Kelpak cold cellular burst process" is now internationally known and accepted for its unique ability to burst the cells of vegetable matter without denaturing the constituents found naturally inside these cells. The

company also supplies products into the animal feed, alginate and Hydroseeding and slope stabilisation sectors.

The company method of bursting the kelp cells without heat, chemicals, freezing or dehydration allows it to release auxins and cytokinins – plant growth hormones – without damaging them. The result is a clear green liquid (marketed as KELPAK) which is said to enhance root development, help plants absorb nutrients, promote plant health and increase crop yields.

The cells of the giant kelp *Ecklonia maxima* are burst by first putting them under extreme pressure at between 11,000 and 12,000 pounds per sq. in. and then releasing the pressure. But the key to the patented mechanism is that it removes the extraneous air and water that would preclude the bursting of the cells.

Kelp Products also has a traditional seaweed business. Kelp is collected from the shore and dried and milled for use in the international alginate industry, which produces binding agents for everything from cloth dyes to pharmaceutical products. But it is KELPAK more than half of which is exported, that has been behind the rapid turnover growth each year. The products needs fresh kelp, which is nourished on the south-west coast of Africa by the cold Benguela current. Kelp is one of the world's fastest growing organisms and within two years can be re-harvested at the same location. Kelp products has since begun to use its technology in new lines of business. It makes products called EARTHBOUND – a white liquid used for binding seeds to earth embankments that need to be stabilised – by putting starches through its cellburst process.

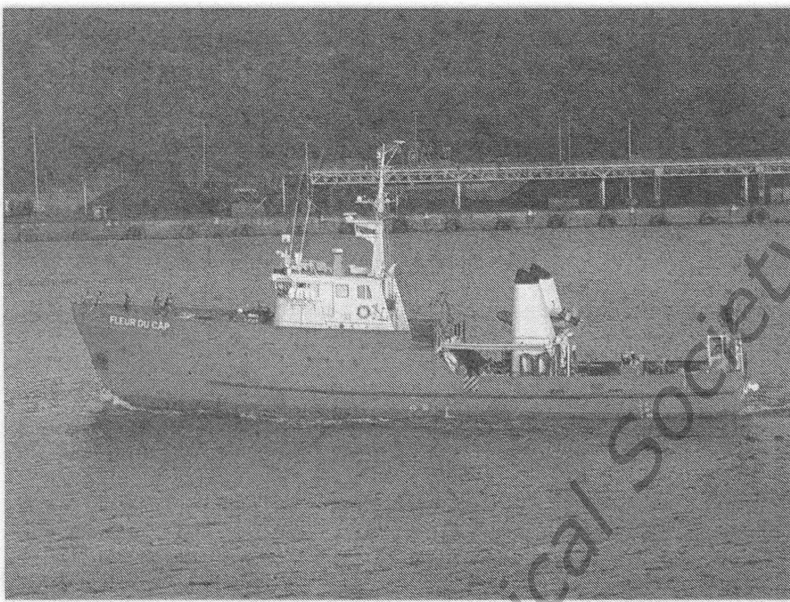
This article first appeared in our Bulletin in 1999 and was taken from an article which appeared in the Financial Times of London on 17 February 1999. The next time you drive past the factory you will know a little more about what goes on inside.

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#### ANCHORS AWAY VILLAGE: A HOME AWAY FROM HOME :

In last year's Bulletin (July 2017) Brian Puchert wrote about the opening of Anchors Away Village in Welcome Glen after years of fundraising and planning. This facility has proved to be so successful that the principal organiser, Ms. Fran Spencer-Smith, has begun fundraising for a similar, and much needed, facility to be built in Ocean View.

***If you wish to assist Anchors Away Village please contact Fran Spencer-Smith on 021 786 1332 / 083 357 5822 or [fran.spencersmith@gmail.com](mailto:fran.spencersmith@gmail.com).***



ONCE A REGULAR SIGHT IN FALSE BAY THE M V FLEUR DU CAP, FORMERLY SAS FLEUR, IS SEEN UNDER WAY IN DURBAN HARBOUR. SINCE CHANGING HANDS SHE HAS ACQUIRED BULWARKS ON THE FORECASTLE DECK WHICH SHE DID NOT HAVE AS THE S A NAVY'S DIVING/TORPEDO RECOVERY VESSEL. SHE WAS BUILT BY DORMAN LONG AT BAYHEAD, IN DURBAN, AND WAS COMPLETED IN DECEMBER 1969.

#### LIGHTHOUSE KEEPING : MRS. A.E. READ

Nowadays lighthouses are usually not manned and their accommodation is no longer required for keepers and is let out as tourist accommodation. How different to the "good old days". Formerly the keepers had to paint the inside and outside of the tower; nowadays this is done by men from "head office". In charge at the beginning of the 1900s was Harry Cooper who set a good example to his men by being a strict teetotaler for he felt that his keepers could be easily led astray in a somewhat lonely job if they imbibed. He was an engineer by profession, born in Devonport UK and had been articled to W.T. Douglas of Eddystone lighthouse fame. No wonder Cooper retired to Lesotho for he could not have chosen to be much further from the sea.

Keepers needed hobbies and some had odd ones. One found endless pleasure in playing the same banjo record over and over; another tamed birds and animals and this keeper kept a group of jackass penguins which left the lighthouse only when they needed fish; consequently he could grow anything – he had plenty of guano available! Some keepers made furniture and some built small boats.

As far back as 1914 the Admiral at Simon's Town sent for Henry Cooper and asked him if he could lay a cable from the shore to Dassen Island. At that time the island used carrier pigeons but these did not like flying over the open sea and were often

attacked by birds of prey. Instead Cooper suggested using a radio transmitter for these had just come into use. During the "flu epidemic in 1918 lighthouse keepers and their families were required to have no contact with outsiders to prevent them falling prey to the disease.

Roman Rock in False Bay was still manned up till World War I. There was no room for exercise and the tower had a diameter of only 9 ft. In olden days the Bunks were curved to save space. There were 3 keepers – two on duty and on shore in Simon's Town. One man changed places with the shore man every week if the weather was favourable. Often it was impossible to land on the rock if the South-East wind was particularly strong. It was decided from about 1915 to make the light automatic and the old glass lantern is on display at the Simon's Town Museum. It was kept going 3 months at a time by having 8 cylinders of acetylene on hand. This was ferried out to the lighthouse but later a helicopter was used and took off from a point adjacent to Glencairn Railway station. Then much later an electric cable was laid from Seaforth to the lighthouse. Nowadays it is done by remote control and Cape Point controls not even its own light but that at Cape Hangklip across the Bay.

Cape Point, Roman Rock and Agulhas were equipped with a strange type of lighting apparatus consisting of many pieces of flat mirror with a small paraffin lamp set in focus to each piece. As the years passed some lighthouses were equipped with diesel engines and generators. This gave an immense increase in candle-power and Cape Point had nearly 20 million. Each lighthouse emits a different signal with its light and has a different frequency and this is published in a handbook. Before Roman Rock came into existence there was a light ship. The stone base of Roman Rock was cut and assembled on Seaforth Beach and each piece was numbered to make sure it could easily be assembled on the rock in due course. With the tides and current as well as the south-east gales it took several years to get it established on its current site for the men could not work in a gale or at high tide.

The lighthouse was extensively upgraded in 1991 to 150,000 candlepower which increases the light from 13 – 21 miles. Hydrographic Survey advise that we should use "candela" instead of candle-power. For more information about the upgrade you might like to see Bulletin Vol. XIX No. 1 a copy of which is housed in the Museum Library.

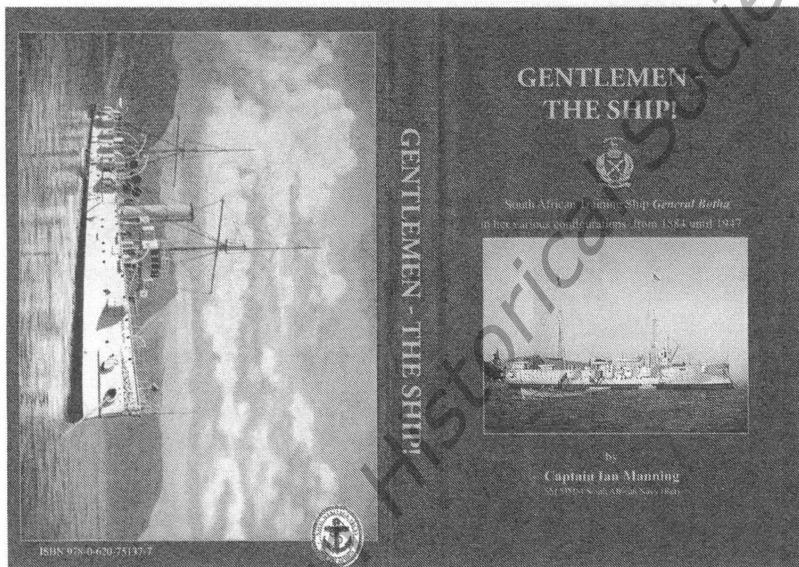
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#### GENTLEMEN – THE SHIP :

These words are spoken whenever former General Botha Cadets, or "Bothie Boys," gather to dine.

The toast is the title of a comprehensive history of the Training Ship GENERAL BOTHA, formerly the Cruiser and Submarine Depot Ship HMS THAMES, which came out to South Africa under her own steam, was a feature of Simon's Town from 1922 until 1947 and which now lies beneath the waters of False Bay.

The book, involving years of painstaking research, was written by Captain Ian Manning SM MMM S A Navy (Retired), who attended the SANC General Botha at Gordon's Bay in 1955 and 1956, is published by the Naval Heritage Trust. The book, in A5 format, costs R 190 (R 130 to members of the Naval Heritage Society), and will be available within the next few months from Simon's Town Museum and selected book shops in the area.



*As a young woman Mrs Audrey Read watched the sinking of the former training ship from the deck of the Admiralty Salvage Tug ST DOGMAEL, which was commanded by her father, Captain Mar-Gerrison.*

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SAS MARIA VAN RIEBEECK / FNS GALATEE COLLISION :

On the evening of 20 August 1970, while approaching Toulon at the end of a day of sea trials, the new submarine SAS MARIA VAN RIEBEECK, with the late Commander J A C Weideman in command, was involved in a surfaced collision with her French sister submarine FNS GALATEE. There was no loss of life aboard the South African boat but six men died and another four were injured aboard the French boat. GALATEE's Captain, Lieutenant Alain Luaga, beached his boat at nearby Cape Cepet to prevent its sinking.

The South African Submarine was absolved of all blame for the collision, as a result of which submarines were fitted with flashing amber lights to be displayed on the surface during peacetime.

A section of the pressure hull of FNS GALATEE was presented to the South African Navy and is still to be seen in the East Dockyard at Simon's Town. In the early 1970s the hull section was used to allow Dockyard welders to gain experience of welding submarine pressure hull plating.

*Information from South Africa's Fighting Ships Past and Present by Allan du Toit (an officer who served with distinction in both the South African and the Royal Australian Navies.)*



FNS GALATEE SUPPORTED BY STEEL "CAMELS" FOLLOWING THE COLLISION WITH SAS MARIA VAN RIEBEECK. - PHOTO : Marius Bar, Toulon.

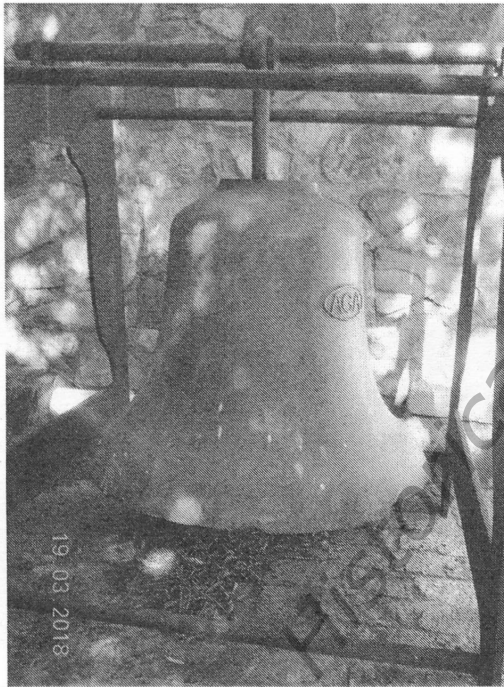
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THE FOG BELL FROM THE WHITTLE ROCK BUOY : CAPTAIN BRAD WALLACE BRADLEY :

In 1986 the bronze, deep toned Whittle Tock bell, minus its clapper, was removed by SATS to be scrapped and melted down. Strictly speaking Whittle Rock is the responsibility of the Lighthouse and Navigation Systems, Transnet National Ports Authority (formerly South African Railways and Harbours) while the Castor and Phoenix buoys are the responsibility of the South African Navy. However, the Navy rescues the Whittle Rock Buoy whenever it breaks adrift. According to Captain Glen Knox, the former S A Naval Harbour Master, this has happened three times in the past eight years. One buoy was recovered; one disappeared and the third was last seen drifting in a Southerly direction.

However the bell, instead of being melted down, was acquired by Simon's Town Museum on 3 September 1986. Its extreme diameter is 700 mm; its height 570 mm and the outer bottom circumference is 2170 mm. The bell was manufactured by AGA.

Having been acquired by the Museum the bell, which had been painted black, was handed over to Simon's Town Dockyard to be cleaned up and mounted in a steel

frame. Too heavy for the Museum itself, the Whittle Rock Bell is currently located in the Museum Courtyard.



THE WHITTLE ROCK BUOY IN ITS DISPLAY FRAME IN THE COURTYARD AT SIMON'S TOWN MUSEUM.  
PHOTO : CAPTAIN WALLACE-BRADLEY.

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#### EDITOR'S FOOTNOTE:

For the annual Historical Society Bulletin to continue your Hon. Editor needs a supply of fresh written material relating to our historic Town, its people and its surrounds. Readers are invited, in fact begged, to submit articles of local interest based on their own experiences or on research carried out at Simon's Town Museum. Our Museum holds a wealth of information on buildings, people and ships in various formats, such as scrapbooks, ledgers and box files. These can be accessed by arrangement with the Museum Manager, Mrs. Cathy Salter-Jansen (021 786 3046).

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