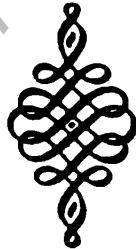




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



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JULY
2020

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OUR BULLETIN OF 48 PAGES IS PUBLISHED IN JULY EACH YEAR

BULLETIN 2020

EDITOR'S NOTE :

Our Bulletin this year includes three fairly lengthy obituaries, taking up quite a large proportion of the publication. However, the three gentlemen have had interesting lives and have contributed to the history of our town so their obituaries are considered to be well worth the space they occupy.

SIMON'S TOWN HISTORICAL SOCIETY 1960 – 2020 : HOW IT ALL BEGAN :

Following a request by Mr. D. St.Clair Wagner that steps should be taken to collect and preserve old records of Simon's Town the Town Council appointed a small committee to investigate the best means of achieving this objective.

This committee recommended the formation of an Historical Society which would be an independent body with membership open to anyone interested in its objectives, whether resident in Simon's Town or elsewhere. The Town Council adopted this recommendation and promised to give the Society its support and assistance wherever possible.

The Inaugural Meeting of the Society was held on 22 February 1960 and the new Society received a warm welcome from the Historical Monuments Commission, the Simon van der Stel Foundation and various libraries and individuals. Since that inaugural meeting, regular Committee and General Meetings have been held and a valuable collection of documents, photographs and artefacts has been amassed.

One of the first general meetings, held on 20 April 1960, the Society was addressed by Mr. R. F. M. Immelman, Librarian to the University of Cape Town, who stressed the importance of recording and publishing aspects of local history as it made the general public aware of the all-important fact that history is made by people.

The first "Museum," housing and displaying local documents and artefacts, was situated in what had been the Headmaster's House, at the Eastern end of the Simon's Town High School Complex, which now houses the Municipal Library. The artefacts and documents then moved across the road to the "Warriors Room," adjacent to the present day Civic Centre, and moved again to their current, and hopefully permanent,

location in the Residency, which became available when the new Magistrates Court was built.

In 1976 a hard cover book of 217 pages, entitled "Historical Simon's Town," was published. The authors were B. B. Brock PhD, FRGS and, following his death, his widow B. G. Brock, in association with H.C Willis, the first Chairman of Simon's Town Historical Society. This historically valuable and much sought-after book was a compilation of articles which had appeared in the Bulletin during the previous sixteen years.

The following Chairpersons have successfully guided Simon's Town Historical Society during the past sixty years:

H. C. (Dumps) Willis	- 1960
J. B. Scott	- 1961
H. C. Willis	- 1962 to 1965
Cdre. D. K. Kinkead-Weekes SAN (Retd).	- 1966 to 1968
H. C. Willis	- 1969 to 1976
Cllr. G. J. Wilson	- 1977 to 1981
G. B. Read	-- 1982 to 1994
N. K. Farquharson	- 1995 to 1997
Capt. T. M. Korsten SAN (Retd)	- 1998 to 2000
Mrs. A. E. Read	- 2001 to 2003
Capt. T. M. Korsten SAN (Retd).	- 2004 to 2007
Prof. B. Dommissie	- 2008 to 2010
E. W. Mawhinney	- 2011 to 2013
D. J. Eriksen	- 2014 to 2016
E. W. Mawhinney	- 2016 to 2020.

FROM THE CHAIRMAN : ERIC MAWHINNEY :

Dear Members,

It seems only the other day that we gathered on the verandah of the Simon's Town Museum for the unveiling of the plaque to commemorate the Society's fiftieth anniversary and here we are reaching our sixtieth. The committee had planned to hold our Annual General Meeting on Friday the 17th of April after which we would have enjoyed a celebration together, but with the current situation in which the World finds itself and the enforced lockdown we must postpone any further meetings until further notice. The Committee members have all agreed to carry on as best as possible until we are again in a position to hold the

AGM. In the interim I have prepared a short report on the activities of the Society.

Over the past sixty years the Society has accomplished many of its objectives with the enthusiastic support of its members, but as with numerous other historical societies, with many of us growing older and a changing community not steeped in local history, together with increased costs, we are no longer able to arrange many tours or fund raising functions. However, we will still concentrate on the challenges set out at the time of our fiftieth anniversary, many of which have been progressed. We continue with building a register of all the buildings in the town that are over sixty years old and in addition are adding historical artefacts such as cannons and anchors to the list.

We still endeavour to engage with Heritage Western Cape and Municipal Authorities regarding the preservation of Simon's Town's built environment but due to increasing non co-operation of these bodies the task becomes ever more difficult.

The Wall of Memory is now under the umbrella of the Society and the sub-committee has several new panels in hand that include the Methodist Church, Catholic Church and Dockyard Church / Mast House. Simon's Town Traders, Local Beaches and the Anglo Boer War have been identified as subjects for potential future panels, providing that the necessary sponsors can be found.

Maarten Mauve is keeping our Register of Traders in the town up to date and has done a great job of converting these records into electronic format while Roger Bagshaw has produced a wonderful display of maps, photographs and text illustrating the history of Simon's Town's water reticulation system that we are in the process of enclosing in a protective case in preparation for display.

The map at the entrance to the Old Burying Ground at Seaforth has been renewed together with the sign on the Forest Hill entrance gate. The plaques at the lookout point at Klein Vishoek have also been renewed. We have ring fenced funds for approximately twenty new blue plaques and are identifying suitable sites for these.

New hardware for the Museum digitisation project has been purchased and the software has been integrated, thus completing this phase of the project.

As the Friends of the Simon's Town Museum have formed their own committee completely separate from the Society, they have taken over their function of fund raising for the Museum and we will now be able to focus our attention on protecting and preserving Simon's Town's heritage by doing more research and recording history. As a result of this new arrangement the Society no longer does Saturday morning duties at the Museum and the Log Book, which used to be updated every Saturday with snippets of information about events in and around the town, is now being maintained by Audrey Read. Audrey Read and Bill Rice carry on compiling, editing and producing the Bulletin and are always on the lookout for articles from members.

I would also like to remind you that a unilateral decision taken by the new Friends of the Museum Committee has resulted in the discontinuation of the automatic membership of this body conferred on Society members by virtue of a portion of your Society subs being paid into the Friends bank account. You are also probably aware that as for many years there has been no separate Friends of the Museum committee, the Historical Society organised and ran the monthly lectures, the proceeds of which were paid into the Friends account.

We take this opportunity to express our sincere thanks to all those who volunteered their time in the form of lectures, assisting in setting up the hall and showing their support by attending. Future monthly lectures will be run by the Friends of the Museum. The Society Committee is of the opinion that trying to run a separate lecture series would be asking too much of our supporters.

Membership:

As there are still quite a number of members whose subscriptions for 2020 are outstanding, we kindly ask that you advise Audrey Read, the Membership Secretary, if you no longer wish to remain a member. To avoid wastage, the number of printed copies of the annual Bulletin is determined by the number of members so if you are unsure of your membership status please contact Audrey on 021 786 1805 or email aread@telkomsa.net to check as soon as possible as the 2020 Bulletin is nearing completion. If you have paid and not received your receipt and membership card, please advise as this year we have again received several anonymous payments made into our bank account and without a name we are unable to reconcile our membership. **Please always ensure that you put your name on any payment made to the Society.**

We are pleased to report that our financial position is sound and the annual accounts have been audited.

Committee:

Roger Bagshaw has volunteered to serve on the committee and I have, in my capacity as Chairman, co-opted him. I trust you will find this decision acceptable.

Our Committee consists of a dedicated team who give of their time and expertise to keeping the Society ticking over behind the scenes –

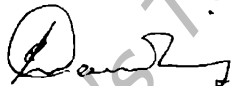
President of the Society :	Audrey Read
Chairman :	Eric Mawhinney
Acting Vice Chair :	Nicki Holderness
Honorary Secretary :	Cherry Dilley
Honorary Treasurer :	Roy Burnie
Membership Secretary :	Audrey Read
Additional :	Roger Bagshaw
	Yvonne Mawhinney
	Diana Reekie
	Arné Söderlund
	Ann Thomas

If anyone would like to assist with any of our projects, their participation would be welcome. Please contact me at maws@cybersmurt.co.za or by telephone at 021 786 4404.

We have worked in harmony and a spirit of friendship and supported the Museum Manager, Cathy Salter-Jansen and her Staff as and when needed.

Thank you most sincerely to the Committee and our members for your loyal support which is greatly appreciated.

From myself and the Committee to all of you, take care and stay safe.



(E. W. MAWHINNEY : CHAIRMAN)

CORRECTION :

On page Nineteen of the 2019 Bulletin the caption to the photograph of the former Glencairn Glass Factory states: "*The Glencairn glass factory was purchased from the Simon's Town Historical Society*".

Alderman L. H. M. Dilley advises that, in fact, the Glass Factory was donated by the late Alderman Gordon Wilson to the Simon's Town Museum and not to the Simon's Town Historical Society. As the Board of Trustees owned the Glassworks, there had to be a formal request (in line with the Museum Ordinance) to the Minister of Cultural Affairs and Sport for disposal of the site. Once the Minister approved disposal, the Board of Trustees put the property on the market. At the request of the Board of Trustees the income generated from the sale of the Glassworks was put into an investment account for the ongoing maintenance of The Residency.

The Honorary Editor regrets the error and thanks Alderman Dilley for setting the record straight.

OUTPOST DUTY AT SIMON'S TOWN DURING WORLD WAR I :
Commander W. M. Bisset SAN (Retired).

During both World Wars, Simon's Town was a restricted area and access was strictly controlled. The school cadet in the photograph accompanying this article is Guy Fraser Tennant Watson who was then a pupil at Diocesan College Rondebosch (Bishops). After that he joined the British Army and served as a Lieutenant in the Argyll and Sutherland Highlanders in France. During the Second World War he served in the Durban Light Infantry and rose to the rank of Major.

Those who did Outpost Duty at Simon's Town included personnel from the local Defence Rifle Associations from Cape Town, Claremont and Rondebosch.

On 16 September 1919 Sir Thomas Smart asked the Prime Minister, General Jan Smuts, in the House of Assembly, whether he was aware of the considerable dissatisfaction among certain forces including the Cape Garrison Artillery and Staff Officers stationed in the Cape Peninsula who under Imperial Regulations were not entitled to receive a medal for their services. The Prime Minister replied that he had heard the news which 'seemed really incredible' and added that he doubted whether it could be correct. The information was correct and British personnel (except those in the Royal Navy) and Australian personnel who never left their homeland received no medal.



CADET G. F. T. WATSON
ON DUTY AT THE
GLENCAIRN OUTPOST
DURING WORLD WAR I

The injustice was rectified and South Africa General Order 3162 governing the award of the British War Medal dated 17 September 1919 was amended in General Order 3502 to include all ranks of the Union Defence Force who were employed within the Union of South Africa for a period of not less than thirty days between 4 August 1914 and 11 November 1918 on Coast Defence or other special military duties directly connected with the War.

Commander Bisset was for many years, the Officer in Charge, S A Naval Museum. He recently drew the attention of the Hon. Editor to an article entitled "Notes on the Great War," by Colonel T. E. Fowle, which contains the information that a depot for Imperial regular soldiers was set up at Simon's Town in 1916 to accommodate a large number of New Zealanders and certain "selected" Australians.

JUST NUISANCE IN THE NEWS

In May 2019 the bronze collar and cap forming part of the memorial to Just Nuisance on Jubilee Square were stolen and Simon's Town Historical Society offered R 5000 for information leading to their recovery.

When it was accepted that the items would not be seen again a local company, Jock Dog Food, offered to fund their replacement.

Jean Doyle, who created the original sculpture in 1985, was contracted to replace the missing items. Simon's Town Museum Collections Manager, Vicky Mlanjeni, took an R N matelot's cap and Nuisance's original collar to Jean Doyle's studio at Doyle Art Foundry in Wynberg, where patterns were made and the replica items cast in bronze.

The replacement collar and cap were securely attached to the rock on which the statue of Just Nuisance stands and the restored memorial was unveiled on Heritage Day, 24 September 2019.



This photograph of Just Nuisance's grave at the top of the Redhill steps was taken in October 2019 after the grave had been repaired and the seats added by Warrant Officer Harry Croome, S A Navy (Retired).

At a pageant held on Jubilee Square in the 1970s Just Nuisance was represented by his grandson (name unknown). The Great Dane was led by National Service Seaman Trevor Rabkin, who served under Commander Bisset at the Naval Museum, wearing the uniform of a Royal Naval Junior Rating.



NATIONAL SERVICE SEAMAN
TREVOR RABKIN, WEARING A
ROYAL NAVY MATELOT'S
UNIFORM, LEADING JUST
NUISANCE'S GRANDSON AT THE
SIMON'S TOWN PAGEANT.
PHOTO : SHEILA RICE..

Sadly the birthday of Just Nuisance, on 1 April, was not celebrated publically this year because of restrictions on public gatherings imposed because of the risk of Covid-19, or CORONA Virus.

OBITUARY : S Lt ROBIN RICHARDS RNVR : Mrs Audrey E. Read

It is with sincere regret that we advise of the passing of Historical Society member Robin Richards (ex S Lt RNVR) in Hermanus on Friday 19 July 2019 at the age of 81.

Although Robin was not a career naval officer, he certainly had a unique naval upbringing and close association with Simon's Town. Shortly after he was born in March 1938 and with war clouds looming, his father, retired Lt Cdr Robert Richards RN (a victim of the 'Geddes Axe' wielded in 1922) volunteered to return to service and was appointed as assistant to the King's Harbour Master – succeeding to the post in the rank of Commander in August 1939. The family moved into Boulders House and it was there that Robin grew up.

As a young child he often accompanied his father on exciting harbour tasks and gained his early sea legs in False Bay and well-remembered the laying of the Whittle Rock buoy as well as trips to Seal Island for the building of the top secret radar tower. At the time, all service members attended Sunday services in uniform and Robin would wear his very authentic sailor's suit specially made for him by the tailor aboard the cruiser HMS MAURITIUS.



KING'S HARBOUR
MASTER COMMANDER
ROBERT RICHARDS
RN AND SON ROBIN

In January 1945 the family moved to Portsmouth although Robin's father was soon sent to Germany as part of the occupying force to serve as Naval Officer in Command (NOIC) at Eckenforde, in Schleswig Holstein. With the end of hostilities, his father was demobbed and at the end of 1945 and the family returned to Boulders House, their home in Simon's Town. Robin then attended Diocesan College (Bishops) and after completing further studies, completed his National Service in the Royal Navy with the rank of Sub Lieutenant before taking up a successful career in the financial sector in South Africa.

Robin's father had retired to Hermanus in 1958 after serving in Southern Rhodesia as the General Manager of Vacuum Oil in Central Africa and Robin followed in his father's footsteps, retiring to the family home there. We offer deepest sympathy to Deidre, Judy, Lucinda, John and their families. A memorial Service for Robin Richards was held in the United Church in Hermanus at 11h00 on Friday 26 July 2019.

THE LOSS OF HIJMS NIITAKA :

According to the daily "On this day" column in the Cape Times, 26 August is the anniversary of the loss of the Japanese Protected Cruiser HIJMS NIITAKA, which, together with her sister HIJMS TSUSHIMA, was based at Simon's Town during World War I to patrol the waters around the Cape.

On 26 August 1922 the 3 366 ton cruiser had just landed a small shore party on the Kamchatka Peninsula, in the North Pacific, when she was hit by a typhoon and was blown onto the lee shore and wrecked with the loss

of 284 lives. The Captain survived but drew his sword and committed Seppuku, more commonly referred to as Harakiri, afterwards.

A photograph of HIJMS NIITAKA in False Bay, together with her sister HIJMS TSUSHIMA and HMS BRITANNIA, appears on Page 13 of the July 2018 issue of the Bulletin.

ESKOM – IS WIND POWER OUR SAVIOUR? : Mrs Audrey Read

Recently Mercia Grimbeek current chair of the South African Wind Energy Association and several other bodies connected with Wind Energy gave a talk to Simon's Town Men's Probus Club in which she claimed that wind will be the largest South African power source by 2040. A very interesting claim which I hope will mean no more power cuts or outages. This is particularly important given the monumental failure of South Africa's two newest coal-fired power stations – Medupi and Kusile. At the moment wind turbine generators provide 2 020 MW of operational capacity to the grid. Ms Grimbeek claims that according to the current draft update of the Integrated Resource Plan there is no need for any new nuclear power to be added to South Africa's grid. She also claimed that the country can reduce its reliance on coal plants by using other clean forms of power such as wind power which is expected to constitute 15% of installed power capacity by 2030. She added that while wind power has the potential to provide even more grid capacity than the planning currently predicts, South African Wind Energy Association recognises that issues of social and economic development are as important as successful energy transition.

Ms, Grimbeek also claimed that wind and solar are the two fastest generation systems today as it takes just one to two years as opposed to ten or more years for coal and nuclear plants. Ms. Grimbeek reminded us that wind is often available during evening, which is the time of day with the highest demand. This means wind power is particularly well-suited to helping Eskom deal with peak energy usage periods that are most likely to otherwise necessitate load-shedding. She also said that other benefits of wind power include:

- Low cost power generation;
- Construction that happens on-budget and on-time while creating jobs;
- Advancing the transformation agenda;
- Attracting foreign direct investment;
- Contributing to national emissions reduction targets;

Wind energy is also one of the cleanest and safest means of generating power. The S.A. Council for Scientific and Industrial Research (CSIR) and other research institutes have conclusively demonstrated that the option of new wind, solar photo-voltaic and flexible generation capacity delivers the least-cost electricity price trajectory in the years ahead to 2050 and beyond as well as least water consumption, lowest carbon emissions and the most jobs. However, there are three key issues to take into account, namely batteries, electric vehicles and flexibility on the demand side.

According to William Mathis, Siemens Gamesa Renewable Energy SA, the Spanish wind turbine manufacturer, is to build what will be the World's biggest windmill, by the thinnest of margins. The 14-megawatt machine with rotor diameter 222 metres (728 feet) will be just two metres longer than General Electric's monster turbine. – Captain News May 2020.

As a matter of interest the mailships EDINBURGH CASTLE and PRETORIA CASTLE had a length of 227,8 metres. – Ed.

IS WIND POWER OUR SAVIOUR ? : ALAN MITCHELL RESPONDS.

With reference to the article by Audrey Read in your bulletin, herewith comments from Alan Mitchell, who worked all his life on energy matters connected with Southern Africa's regional grid, of which South Africa's grid forms by far the major part.

Describing Medupi and Kusile as monumental failures is by no means technically accurate. Despite not achieving their tendered capacities, they are perfectly capable of base-load operation and have already demonstrated what they are actually capable of.

It is really not kosher even to suggest that wind or solar power can be used instead of nuclear power. Two units at Koeberg, with energy availability factors of 80% will always look, like Medupi and Kusile, at least twice as good as wind, with only 40% (if they are lucky!) and at least four times as good as solar, with only 20% (if they are lucky!).

To invoke climate change as a reason for choosing a generation technology is sheer nonsense. And if you insist, it is not logical to ignore nuclear and plain ignorant to say wind and solar are better and it is simply wrong to insist that wind and solar are quicker to deploy than coal and nuclear. Two Koeberg units add up to 2000 megawatts. That cannot be matched by twenty wind or solar farms of a hundred megawatts each.

I submit that twenty wind farms that supply mostly intermittent electricity will never replace two Koeberg units that will generate continuously for eighteen months or so before a short shutdown to replace a third of their fuel. The same goes for solar. As a result wind and solar are just hopeless as a solution to any energy crisis.

The only thing wind avoids is generating anything continuously. The same goes for solar. Wind and solar are no help for load-shedding and diesel-burn. Wind may be available during evening hours when electricity demand is highest but, more often than not, wind is absent during evening hours when electricity demand is highest.

Thanks to a comparison of energy availability factors, as pointed out above, as well as the incredible cost to the grid of back-up plant and load-following and rapid start-up diesel plant, there is no way that wind is of any benefit at all.

To claim that wind and solar farms create jobs is cynical in the extreme. Look at a project like Koeberg or Medupi or Kusile if you want to see not jobs that last a couple of years, but whole careers for everyone from tea-ladies to nuclear physicists in an organisation like Eskom. And not just for South Africans alone, but also for original equipment manufacturers in the countries of origin of the equipment. Compare that with the scandalous way the wind and solar farms installation workers have flown in and flown out after two years, exporting all the work and earnings to places like Denmark, Spain, and Germany.

For “Attracts foreign direct investment” read the following: “Exports profits to the OEM (Original Equipment Manufacturer) countries”. “Reduces national emissions” is better translated as “Increases dirty mining practices in the countries of origin, poisoning the atmospheres locally”.

It is unarguably true that the safest, cleanest, and most environmentally acceptable technology for generation, as proved in the case of Koeberg nuclear power station, is actually nuclear power generation. Wind and solar do not come close.

The CSIR and others are simply disingenuous to state that renewables have the lowest carbon emissions and most jobs, as outlined above. It is of course true that lowest water use is not disputable.

Finally, the DoE is way off the mark in their forecasts, as Minister Gwede Mantashe keeps insisting. It is particularly wrong to ignore the problems with batteries, electric vehicles and to make unrealistic assumptions about the imagined flexibility of most customers when it comes to the demand side management. There are not many customers who can afford to try and keep the Sub-Saharan grid in operation with their puny inputs.

I am afraid the whole question of which technologies Eskom should be looking at has been very poorly addressed by the Green Energy Lobby. What Eskom should be looking at is converting from coal burning to gas fired boilers, or oil-firing and then getting cracking on nuclear, whether modern pressurised water reactors with 3000 rpm generators like the Russians and Chinese are building, or the logical designs emerging for pebble bed modular reactors. Forget batteries (especially electric vehicle batteries or molten salt batteries) as storage. Hydro technology and pumped storage are the only serious contenders for storage.

Alan Mitchell, who lives in Seaforth, spent almost 40 years at Eskom and ended up as their Corporate Consultant Electrical Machines at Head Office (Megawatt Park) before retiring at the age of 56 with a "Space Creation Package". He served as National Service Officer in the South African Navy.

THE FAMILY OF LT CDR F.E.C. JUDD RN: Mrs. Audrey E. Read.

We wrote about Lt Cdr Francis Elton Christopher Judd (1921) in the Bulletin of July 2018 and it is not often we receive comment about any article we have written but one of our members, Dick Riley, drew our attention to this wonderful family and sent us further information for which we are very grateful. Through marriage the Judds were connected to the Molteno family and it is very unusual to find so much talent in two families.

Francis' father, Colonel B.C. Judd served with the Cape Mounted Riflemen at the Battle of the Somme during the First World War and received an OBE for services rendered. As stated in our previous article Francis Elton Christopher Judd served in the Fleet Air Arm and Harry Bertram Hallam Judd in the Royal Air Force. During the nineteen thirties Harry was sent off to the United Kingdom to study Aeronautical Engineering at London University and specialised in engine design and while studying for his degree he joined the Royal Air Force Volunteer

Reserve, in which he learnt to fly. At the outbreak of war in 1939 he was called up and served in the Royal Air Force for the duration of the War and was twice mentioned in despatches while serving in Bomber Command. Harry returned to South Africa after the war. He was obviously a very talented man. His civilian career started with him working for Gearing and Jameson in the ship repair industry. Following this he and Jameson went pineapple farming in the Eastern Cape for fifteen years. He then returned to the Cape and started the Kaolin mine with Fred Jameson at Noordhoek. Harry retired to Kommetjie and died aged 92.

In 1937 their sister Margaret Dorothy May Judd (1912 – 1985) married Peter Molteno (1907 – 2000) and they had two sons and four daughters. After the war Peter and Margaret spent many years in Chile where Peter was appointed by the Food and Agriculture Organisation to advise the Chilean fishing industry. Later on Margaret inherited Foxwold Farm, where she and her siblings and later the Judd children, spent many happy holidays. Margaret and Peter retired to the farm where Peter developed an olive oil business. The farm is now in the hands of their son Martin and his family.

FRIENDS OF SIMON'S TOWN MUSEUM :

In the past members of the Simon's Town Historical Society were automatically members of the Friends of the Simon's Town Museum by virtue of the fact that a portion of the annual Society subscription was paid into the Friends' bank account.

Many of you will be aware that after the last Annual General Meeting a group of people formed a new "Friends of the Simon's Town Museum" Committee which has advised that it wants to collect its own subscriptions. We regretfully advise therefore that as of 1 January 2020 membership of the Society will not include membership of the "Friends" and should you wish to remain a member of this organisation, you will need to pay separately whatever annual fee may be applicable.

Information on Friends' membership and subscriptions may be obtained at friendsofsimonstownmuseum@gmail.com.

THE FANSHAWE FAMILY – 300 YEARS OF DISTINGUISHED
NAVAL SERVICE : Mrs. Audrey. E. Read.

From: Edition 58 of 2019 of SCUTTLEBUTT MAGAZINE

The first Fanshawe to join the Royal Navy was Charles Fanshawe early in 1713. He commanded a number of ships including HMS PHOENIX in which he took part in a failed attack on St Augustine in Florida, and he eventually achieved the rank of Rear Admiral.

Captain Robert Fanshawe commanded HMS CARYSFORT covering the defence of New York during the American Revolution in 1776, HMS MONMOUTH off Grenada in 1779 and then HMS NAMUR at St Lucia in 1782. He then became Member of Parliament for Plymouth and was Commissioner of the Dockyard from 1789 until 1816. His eldest son Robert died in 1804 aged only 20 having been promoted to Post Captain at 18 and having commanded HMS CASTOR and his father's old ship HMS CARYSFORT.

His third son Admiral Sir Arthur Fanshawe, had the distinction of having once "stirred Nelson's coffee," an experience which "decided him to become a sailor!" After years at sea he was appointed Admiral Superintendent of Portsmouth Dockyard before he became Commander-in-Chief in the Mediterranean and then Plymouth.

Admiral of the Fleet Sir Edward Fanshawe commanded HMS DAPHNE on the Pacific Station from December 1848 until August 1852. From 1870 to 1874 he was Commander-in-Chief North American and West Indies Station flying his flag in HMS ROYAL ARTHUR and being based during the summer in Halifax, Nova Scotia, and in Bermuda during the winter. He was appointed Commander-in-Chief Portsmouth in 1878.

Edward's third son, Admiral of the Fleet Sir Arthur Fanshawe, completed his naval training in 1861, the year in which HMS WARRIOR was commissioned. He was appointed Commander-in-Chief Australia 1903-05, after which he was appointed President of the Royal Naval College at Greenwich on 1 October 1906. His father, Admiral of the Fleet Sir Edward Fanshawe died on Trafalgar day of that year. Arthur's son Robert joined the Royal Navy and achieved the rank of Captain.

General Henry Fanshawe (1756 – 1828) went to Russia where he served Catherine the Great (1729 – 1796) and her successor and grandson Czar Alexander. Henry's grandson Captain Lionel Fanshawe was born in the Crimea in 1880 and entered the Imperial Russian Navy in 1898. He fought in the Russo-Japanese War and was taken prisoner in 1907 at Port Arthur. After a short spell as a prisoner-of-war he qualified as a submariner. During the following year he joined the Russian submarine service and commanded the submarines KARAS, in 1912, and KRABBE,

in 1915, in the Black Sea. He was successful in June 1915 in laying sixty mines at the entrance to the Bosphorus one of which badly damaged the German cruiser SMS BRESLAU, putting her out of action for ten months. For this he received the D.S.O. In March 1917, following the Russian Revolution, he was serving as a Captain in Odessa. After being warned by a subordinate that a gallows was being erected for his execution he managed to escape, in disguise, and make his way to the Caucasus. From there he managed to get to the United States where he died, aged seventy eight, in 1958.



THREE GENERATIONS OF
NAVAL FANSHAWES :

ARTHUR (1847– 1936),
EDWARD(1814– 1906)
& GUY (1882 – 1962).

Photo : Scuttlebutt Magazine.

Captain Peter Evelyn Fanshawe, son of Captain Guy Dalrymple Fanshawe RN, was an Observer in HMS ARK ROYAL flying in a Blackburn Skua during an attack on the SCHARNHORST and GNEISENAU at Trondheim in June 1940. He was shot in the shoulder by a German Messerschmitt fighter and the pilot landed his damaged plane on the waters of the fjord. The pilot and observer were rescued by Norwegian fishermen and Fanshawe was a POW for the next five years and became very involved in the “Great Escape” tunnels.

Captain Tom Fanshawe was also in the R.N. His naval career was nearly cut short in 1939 when HMS ROYAL OAK was torpedoed in the Fleet anchorage at Scapa Flow. Fortunately for him he was aboard the ship’s drifter, heading back from a “run ashore” when his ship sank. Despite this brush with death, he decided, in 1944, to make the Royal Navy his career. In that year he married Joan Moxon, with whom he had a son and two daughters. His final sea command from 1964 to 1966 was as Captain (D) 29 th. Escort Squadron, in command of the ROTHESAY

Class frigate HMS PLYMOUTH in the post of Senior Naval Officer Persian Gulf. It was HMS PLYMOUTH which made the first move in the Beira Patrol, set up by Harold Wilson's government to prevent oil reaching Ian Smith's regime in Rhodesia via Mozambique, when she intercepted the 12,000-ton Greek-owned tanker IOANNA V in April 1966. Promoted Commodore he held the posts of Senior Naval Officer, Persian Gulf, in 1966 and Commander Naval Forces in the Gulf in 1967. From 1969 until 1971 he held the post of Senior British Naval Officer South Africa (SBNOSA) and Naval Attaché. His Headquarters was in the Military Base at Youngsfield and he and his family lived at Admiralty House on Wynberg Hill, which has since become a training centre for Old Mutual staff. He was appointed ADC to the Queen in 1970 and was awarded a CBE and retired from the Royal Navy in 1971. In retirement, Tom Fanshawe was Naval Assessor to the House of Lords and Captain of the Sea Cadet Corps. Tom Fanshawe died at the age of 81 on 27 June 2000.

Lt Cdr Edward Fanshawe attended the Royal Naval College at Dartmouth. He qualified as an Anti-Submarine Warfare Officer and commanded H M Ships HURWORTH, CLEOPATRA and FEARLESS. He then spent two years at U.K. Permanent Joint H.Q. before commanding the UK Task Group, including a spell in Bahrein and then with Devonport Flotilla.

At the moment there are three Fanshawe brothers in the British Armed Forces. Edward is a submarine weapons engineer officer; Harry is in the Royal Marines and Basil is in the Parachute Regiment.

LES WILLIAMS AND THE CAPE TIMES FRESH AIR CAMP :

On Friday 20 December 2019 the Cape Times carried an article on the retirement, at the age of eighty, of Les Williams, who had been involved with the Cape Times Fresh Air Fund for many years, staying on as Chairman after his retirement as General Manager in 1999.

The fund was inaugurated in 1919 to establish a campsite where under privileged children could enjoy a brief holiday. In 1934 the camp was moved to Froggy Pond where children were accommodated in wooden bungalows. During World War II the facility was taken over as a transit camp for naval personnel awaiting drafts to ships and by 1968, when Les became a Trustee, the bungalows had deteriorated and were structurally unsafe. The problem was exacerbated when a construction lorry in

Froggy Pond suffered brake failure and crashed down from the road above on top of one of the huts. Over a period of about twenty years the wooden huts were replaced by eighteen new brick buildings. Over the years Les Williams took an active interest in the running of the camp, which provided around 1000 children with a seaside holiday every year. He recalls meeting a postmaster at a year-end function at the General Post Office who had been a child at the camp and still remembered the food, the most delicious that he had ever tasted as an impoverished child.

OBITUARY : ALFRED WILLIAM GLOVER (1927 – 2020) : Mrs. Karin Glover :

Alf was born at 21 van Eyssen Street, Parow, on 4 May 1927. His parents were both English, his father having moved to South Africa at the age of ten years and his mother having come out as a working member of the Salvation Army. Unfortunately Alf's father died of a heart condition in 1935 and his mother was left to bring up the children.

Although the family moved around Cape Town frequently during his childhood, most of Alf's schooling took place at SACS in the Gardens.

Alf was too young at the outset of World War 2 to sign up for duty but in 1944 at the age of 17, he volunteered. As he was an apprentice (with Robb Motors in Cape Town) and considered essential manpower he could not be sent up north and had to be content with local duties and exercises.

Alf met Olive Carstens at a dance in about 1947, announcing immediately to his friends that he was going to marry her. They married in October 1949 and settled in their home on Belvedere Road in Claremont, later moving to Hamilton Road. Alf and Olive had three children: Michael, and twins Alice and Roy. He also brought his mother to live with them for the last 17 years of her life. Alf and Olive were very involved in the East Claremont Congregational Church. Among other duties he was a Sunday School teacher, a deacon, ran the Church Fête and was actively involved in the men's group and the planning and building of the Church which was opened on his birthday in 1968.

While working for Robb Motors Alf had applied for a position at Old Mutual to start and run a facility for the servicing and repairs of Old Mutual and staff vehicles. His application, one of several hundred, was successful and he set up and ran a very successful venture for 29 years.

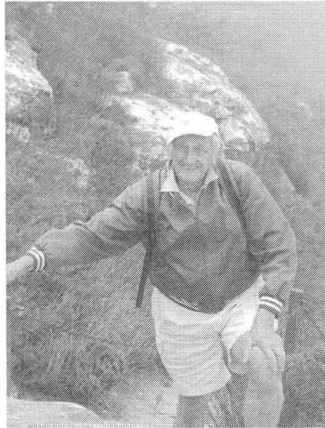
While there he started participating in the Big Walk on 10 October every year, and even organised an Old Mutual walking team.

Alf had always loved the outdoors and as a young boy spent many happy hours on the slopes of Table Mountain, above their Glover home in the Gardens. After he joined Old Mutual he began hiking and climbing and

was persuaded to join the Mountain Club in 1962. He also became involved in the search and rescue division and took part in many mountain rescues in the peninsula and further afield.

After their children had grown up Alf and Olive started looking for a new home to which they could eventually retire. They settled on Seaforth, although after their first viewing of the house neither could remember how many rooms were in the house, having both been captivated by the views of sea and mountains. They moved in May 1977 and Alf commuted to Pinelands for the last seven years of his working life, taking early retirement as he had been diagnosed with a heart condition and wanted to enjoy some leisure time. An aortic heart valve replacement was performed in 1986 and gave him a new lease on life. He was actively involved in the Simon's Town Historical Society and the Museum, the Methodist Church, St John Ambulance and municipal matters. He was made a Field Officer by the Town Clerk as he wandered far and wide on the local mountains and could report any matters of interest to the Town Council. He and Olive also started and ran the Indigenous Flora Conservation Group which was formed in 1980 to hack alien vegetation.

Sadly Olive died unexpectedly in July 1996 and for several years Alf was on his own until he married Karin. He had by then scaled down on many of his activities but still enjoyed his regular hikes on the local mountains. On a few occasions he led flower walks for the Garden Club but mostly walks were done with a group of friends. He had a wide knowledge of the plants and flowers and hikes were interspersed with many pauses to identify and admire the fynbos and the beautiful views.



ALF GLOVER DOING WHAT HE LOVED TO DO. - Photo : Karin Glover.

During this time Alf and Karin started raising money to restore the Methodist Church and various projects were undertaken. These included providing new roofs for the Church and Manse, refitting of the Church kitchen, re-leading the Church windows and revamping the toilets. He finally decided to hand over the reins to Don and Jean Olsen in 2002, and after a year's rest joined the boot sale at Phoenix Lodge, at Glencairn, raising money for a variety of charities.

Following knee surgery in around 2004 Alf could no longer hike and as time passed more and more time was spent at home but he kept busy gardening or doing home maintenance.

In 2011 Alf and Karin decided they had done enough and that he could reclaim his garage which had been used for storage and the repair of donated goods.

By August 2019 Alf was suffering from heart failure. He had two stints in hospital and on discharge the second time in November he was in a much weakened state and spent the last few months of his life at home, until his death on 25 January 2020.

Mrs. Audrey Read adds :

In his younger days Alf was a very active member of the Historical Society Committee. Always active and keen on outdoor activities he discovered traces of the mule track to the Blockhouse neck in 1980 and worked hard to make a contour path southwards to connect it to Churchill Avenue in Seaforth. During the celebrations on 1 December 1990 to mark the centenary of the opening of the railway line to Simon's Town

Alf Glover led the VIP guests, including the Chairman and Deputy Chairman of the Historical Society, from the Railway Station, where they had arrived aboard a steam train, up the main street to the Warriors Room where they were to have lunch. Alf often helped with Public Relations Tours of our Town.

THE ALGAR FAMILY : Mrs. Audrey E. Read.

This talented family gave their talents to serving South Africa. The first member to arrive was Charles Henry Algar, who served in the Guard Ship HMS FLORA. A blacksmith by trade, Charles was born 1824 in Pelynt, a village in Cornwall. Charles was obviously talented as when given the task of making the gates for the West Dockyard he felt overwhelmed but nevertheless made two wonderful gates which are still in existence. Just to remind you – before the main road was widened the West Dockyard gate was opposite Runciman Building but before any traffic could leave the Dockyard the Dockyard policeman had to come out into the main road and stop all the traffic so that vehicles leaving the Dockyard could turn right. So when the road widening took place the gate was moved to the position where it is today – almost opposite the British Hotel. Later on that entrance had to be widened and again the Dockyard was involved. Sadly recently lorries have increased in size and due to damage to the supporting pillar, one section of the gate has been removed and is now in the care of the Naval Museum. Charles Henry died in 1892 and is buried in the Old Burying Ground at Seaforth, as is his wife Maria (nee Cole) who died in 1901.

At the beginning of January 2020 about twenty members of the family assembled at the family grave and three crosses were laid in memory of Charles' descendants. These were Captain Basil Algar 1923-2019, his wife Christa (nee Stehr) 1932-2017 and their daughter Charmain (King) 1947-2017. The gathering was organised by Basil's son Ulrich.

Captain Basil Algar (1923-2019) was the son of Oswald Tall Algar, the grandson of Charles Henry. Oswald, with his wife, travelled widely in the Cape Province, ranging as far as Prieska, on the South bank of the Orange River, visiting farms and showing off his wide selection in various catalogues at outlying farms and farm stores. Basil attended Durban Boys High School before entering the Training Ship GENERAL BOTHA in 1939 and staying on until 1941.



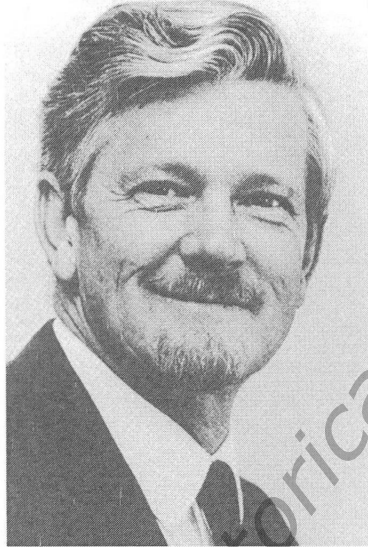
The Algar Family and friends at the grave of Charles Henry and Maria Algar in 2020. From Left to Right: Mia Chaplin, Anthony King, Robyn Shepstone, Lincoln Le Feuvre (back), Bianca Le Feuvre (back), Kennedy Algar (front), Susan King, Rob Young (back), Phoenix Le Feuvre (front), Zara Le Feuvre (front), Giles Algar (middle), Craig King, Ulric Algar, Clive Algar (back), Geraldine King, Aoibhinn King (front), Lauren Algar, Hunter Algar, Erin Chaplin : *Photo courtesy of Ulrich Algar.*

Rob Young, who is a member of the above group, is the son of the late George Young who was, for many years, the Shipping Editor of the Cape Times. Rob took over from Basil Algar as Marine Director of Unicorn Lines. – Ed.

Whilst he was a Cadet aboard the T S GENERAL BOTHA Basil won prizes in the Essay Competition and for Heavy Weight Boxing. He was a very competent cellist and also a talented artist and his painting of the T S GENERAL BOTHA is on display in the S A Naval Museum in Simon's Town.

He then joined the Union-Castle Line as a Deck Officer Apprentice and in March 1942 he was appointed to S.S. SONTAY. She was a former Vichy French vessel which had served as a French Foreign Legion troopship, and was managed by the Union Castle Line after being captured and taken as a prize on 26 January 1941.

Basil qualified as a Second Mate in 1944 and passed for Master in August 1951.



CAPTAIN BASIL ALGAR (1923-2019):
S A T S GENERAL BOTHA CADET
No. 1022. – Photo : Brian Ingpen.

After World War II Basil worked for a spell in a bank but was lured back to the sea and he joined a small Greek company trading out of South Africa. He then joined the S S ALPHA ORANJE, built in 1930 as CLUMBERHALL by Wm Gray & Co at West Hartlepool for the West Hartlepool S N Co. She was sold in 1946 to Goulandris and was renamed ORMOS. They sold her to Alpha Steamship Co (Managed by Moller Line of Durban) in 1947 and she was renamed ALPHA ORANJE. In 1951 she was sold to Nichiro GKK of Japan and renamed EIKO MARU, being sold to Japanese shipbreakers in 1963 for demolition at Sakai.

During his time at sea Basil learned about marine salvage, and service aboard S S LOUISE MOLLER, a tanker operating in the Far East, gave him more valuable experience. As a “Bothie Cadet” he would have known this ship as the Royal Fleet Auxiliary RAPIDOL, which served as the Station Oiler at Simon’s Town from 1929 until the outbreak of World War II. Unusually for a tanker she had her machinery and accommodation amidships.

Leaving the Moller Line Basil joined Smith's Coasters as Marine Manager and the way he conducted his job there earned him much praise. In 1966 Smith's Coasters became part of Unicorn Lines of which Basil Algar was appointed Marine Director in 1975. He retired in 1984 and died in Durban in March 2019.

By coincidence your Hon. Editor's father-in-law, Captain Kenneth I R Macleod, sailed as Chief Officer aboard S S SONTAY from 22 April 1941 until 3 November of that year, after being released from a P O W Camp in Italian Somaliland. He spoke of having to scour the jails of Natal to find qualified seamen who would prefer to join the ship rather than sit out their sentences. He also related that at sea he slept with his cabin door locked and a loaded pistol under his pillow.

COMMANDER ALAN R. ALGAR R.N. (1926 – 1996) : GENERAL BOTHA CADET No. 1146. – Bill Rice.

Alan Richard Algar, the son of Hugh Stanley Algar, was born on 10 January 1926 in Broken Hill, Northern Rhodesia (now Zambia). He attended Rondebosch High School and, having completed Standard 8, joined SATS GENERAL BOTHA in 1941; starting just after Basil had left to begin his seagoing career. They were not directly related but presumably both were descendants of Algar, who held the Manor of Penlynt from Robert Earl of Montain in 1086.

Alan joined the Royal Navy as a Cadet in 1943 and was promoted to Midshipman in 1944, serving aboard the battlecruiser HMS RENOWN. In the same year he was promoted to Sub Lieutenant and the following year was serving aboard the "Hunt" class destroyer HMS PENN, one of the gallant ships which, in 1942, had helped to ease the crippled tanker OHIO into Grand Harbour at Malta during Operation Pedestal.

In 1946 he was promoted to Lieutenant and was serving aboard HMS NEREIDE, based at Simon's Town. During the following year H M Ships ACTAEON and NEREIDE were despatched to meet and salute the battleship HMS VANGUARD with H M King George VI and his family on board and escort the ship to Table Bay, where the S A Navy would take over. They left Simon's Town in a Force 8/10 which reduced their speed by two knots after rounding Cape Point. The navigators had to guess where they would find HMS VANGUARD and in heavy seas with visibility only two miles achieving a rendezvous was difficult to say the least. The ships arrived at the rendezvous fifteen minutes late and managed to fire a twenty one gun salute. NEREIDE then had the difficult

and dangerous task of going around the stern of VANGUARD and coming alongside to transfer mailbags in very difficult sea conditions. Fortunately they managed to carry out the evolution and the two frigates escorted the Flagship to Table Bay, handing over to ships of the S A Navy off the coast of Robben Island. A detailed account of this operation, written by Alan Algar, may be found the General Botha Old Boys Association publication "Old Salts' yarns – the legend lives on."

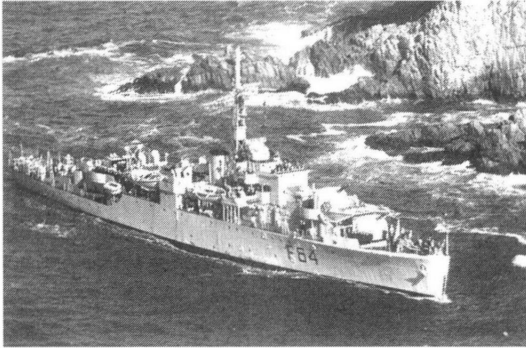
Alan Algar held various appointments ashore and afloat before retiring at his own request, as Commander RN, on 4 September 1971. He died at his home in Hastings and Rother on 12 March 1996 at the age of seventy.

HMS NEREIDE :

HMS NEREIDE, named after the sea nymph of Greek mythology, was a 1 350 ton sloop (designated "Frigate" when the term "Sloop" was discarded by the R N) of the "Modified Black Swan" Class. She and her sister MODESTE were built side by side on No. 8 Slipway at H M Dockyard at Chatham and both were launched into the River Medway on 29 January 1944; although according to reports the tide was so high that they virtually floated off, one at a time, when the triggers were released. They were followed on the slipway by a pair of similar ships, to be named NYMPHE and NONSUCH. However, the end of World War II caused them to be cancelled on 15 October 1945 and their hulls were cut up for scrap on the slipway.

NEREIDE (F 64) commissioned for service in the Royal Navy on 6 May 1946 and joined the South Atlantic Squadron based at Simon's Town. With a standard displacement of 1 350 tons and a length of 91,4 metres she was one of the largest ships to visit the Lagoon port of Knysna.

In 1953 NEREIDE was transferred to the Seventh Frigate Squadron, based in the West Indies and her short active career came to an end when she joined the Portsmouth Reserve in 1955. She was broken up at Bo' Ness, on the South Shore of the River Forth, in 1958.

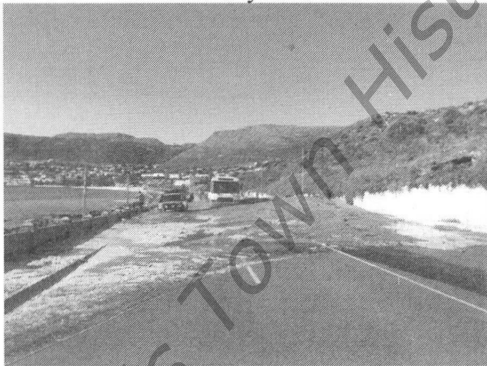


HMS NEREIDE (CDR. D. J. B. JEWITT RN), PASSED THROUGH THE KNYSNA HEADS IN 1948 IN COMPANY WITH HER SISTER HMS ACTAION (CDR. G. R. CARVER RN).

LANDSLIDE :

On the morning of 10 January 2020 a burst water main on the mountain side above Lower North Battery caused a mudslide which suddenly blocked the main road and trapped a passing car and a Golden Arrow bus.

Fortunately the lady in the Toyota Tazz was uninjured although her car was overwhelmed by soft mud.

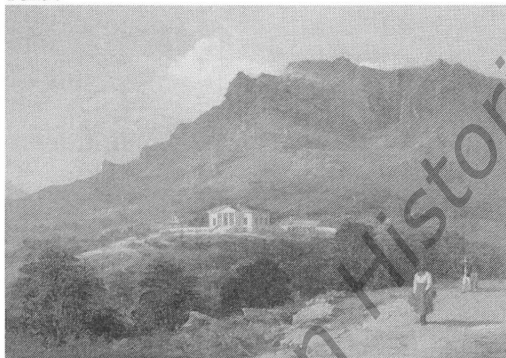


THIS VIEW DEPICTS THE MAIN ROAD TO SIMON'S TOWN JUST AFTER THE MUDSLIDE SHOWING THE TRAPPED GOLDEN ARROW BUS. THE TOYOTA TAZZ IS BETWEEN THE BUS AND THE EMBANKMENT AND IS COMPLETELY HIDDEN BY MUD.

For a day or so, while earth movers scooped up mud from the road and dumped it over the wall on the seaward side of the road, traffic in both directions was rerouted via Redhill Road and the naval road past the NBCD School and Dido Valley Road. Parts of the naval road are single track so traffic had to be controlled to allow a reasonable flow in each direction. This task was undertaken very effectively by members of the South African Naval Police.

SEAFORTH HOUSE :

On 26 February 2019, following a talk by Simon's Town historian David Erickson entitled "Captain Thomas Talbot Harington : His Extraordinary Life and Spectacular Demise," a colour print of a hitherto unknown painting of Captain Harington's mansion 'Seaforth House' was publicly unveiled by the speaker. The painting, which is displayed at Simon's Town Museum, by courtesy of the Fine Art Society of New Bond Street, London provides the only accurate rendition known to exist of the mansion, which is believed to have been situated between Belmont and Jackson Roads and was once a feature of Seaforth. This area was, apparently, named by Harington, whose first wife, Jemima (nee Douglas) claimed to be connected to the Earls of Seaforth. The mansion was demolished in the early/mid 1830's, following Harington's bankruptcy in 1829.



SEAFORTH HOUSE
FROM A
CONTEMPORARY
PAINTING BY EDWARD
DUNCAN, A COLOUR
PRINT OF WHICH MAY
BE VIEWED AT SIMON'S
TOWN MUSEUM BY
COURTESY OF THE FINE

Edward Duncan (1803-1882) was a painstaking artist. In addition to his early training as an engraver he was skilled in oils, lithography and etching. Duncan's drawings comprise a wide range of subjects but his best known works depict coastal and river scenes with shipping and other marine craft.

LEONARD MARCHANT 1929-2000: MEZZOTINTER AND PAINTER : Mrs. Audrey E. Read.

In Bulletins XVI & XVIII we wrote about artists in the early days in Simon's Town. In this issue we wish to bring to your notice an outstanding artist who lived in Seaforth during World War II and who went on to excel overseas. Leonard Marchant was born and educated in Cape Town and spent his military service in the Cape Town Highlanders from 1948 to 1950. He taught himself to paint while working as a

Parliamentary Messenger in the Mother City, where he held a one-man show at the age of 19. Leonard then went to London where he gained admittance to St Martin's School of Art and the Central School of Art and Design. Leonard's father died during the Second World War and his mother lived on in Simon's Town until the 1970s.



THIS PHOTOGRAPH OF LEONARD AND HIS WIFE TERESA WITH BROTHER MICHAEL (RIGHT), WAS TAKEN IN 1954 IN LONDON.

Leonard's brother Michael worked in the Middle East and at London Airport. He and his wife live in Worthing, in Sussex, and come out every year for a holiday in South Africa.

The following is a list of exhibitions in which Leonard participated:

One-Man Exhibitions: 1950 Argus Gallery, Cape Town
1957 Argus Gallery, Cape Town and
the Lidchi Gallery in Johannesburg
1970 Studio Prints Gallery in London
and the Wolpe Gallery, Cape Town

Between 1962 and 1970 Leonard Marchant took part in thirteen Group Exhibitions including exhibitions in Florence and in Yugoslavia. He held public collections at the Victoria & Albert Museum in London, at the Museum of Contemporary Art in Skopje, Yugoslavia, at the

National Gallery of South Africa in Cape Town and across the Atlantic at The Museum of Fine Art, Boston in the U.S.A.

He then went to live in London and for some years was a lecturer at the Central School of Art. In 1970 he was a prize winner at the International Graphic Biennale at Florence. His work was in great demand (*sometimes by the wrong people – Ed*) and in 1988 two of his works of art were stolen from the Pretoria Art Museum, situated in the suburb of Arcadia.

Leonard was a heavy smoker and, sadly, suffered from emphysema which finally caught up with him. For a time he and his wife Teresa ran a shop called “Quercus” in Primrose Hill, London, which sold oak furniture, Quercus being the genus which includes the many species of oak tree. Leonard and Theresa then moved to Shrewsbury, in Shropshire, where he died on 9 January 2000 and where his widow still lives.

In his obituary, columnist Denis Herbstein described Leonard Marchant as “A brilliant artist and teacher who revived the neglected craft of mezzotinting, reinventing the infuriatingly slow method in a modern idiom.”

THE FLU EPIDEMIC OF 1918.

It seems appropriate to remind folk of this serious epidemic at a time when we are suffering another epidemic worldwide so we are publishing this article which was originally published in “Nongqai,” a newsletter of the South African Police, in November 1918.

The terrible havoc Spanish Influenza is making among the general community at the naval port is indeed appalling and eclipses anything of an infectious nature ever heard of in these regions. Every class of the public is affected, with the result that practically all the little services etc. have considerably been curtailed and in some cases absolutely closed down altogether. The housewives who are still able to move about are to be seen at almost all hours of the day loaded with parcels containing the necessaries of life.

There has been a tremendous strain at the two local chemists' shops and crowds are in evidence outside the premises from the very beginning of the epidemic awaiting their turn to get in and be served, and, very fortunately, both shops kept open all through the crisis. The same

remarks apply to the chemists at Kalk Bay and Muizenberg, though perhaps in a more congested state at the latter place, due to the whole of the assistants at one of the establishments having been stricken down with the disease at an early stage in the campaign. It was very fortunate that the District Surgeon (Dr. T.P. Hayes) the only civil medical man in Simon's Town, 'held out right through' and rendered excellent service.

Not alone are the coloured people and the natives falling victims to the plague, which seems to be the correct designation for it, but the Europeans are practically all down as well. There is hardly a business in the district that has not at least one or two of their employees down, as well as others on the point of collapsing. At the time of writing these notes several Naval ratings had already succumbed to it, notwithstanding the very best care and attention meted out to them at the local Naval Hospital. The whole of the Post Office staff excepting one Junior officer were laid up. The local troop of Boy Scouts came to the rescue at the Post Office and attended to the correspondence as well as delivering telegrams etc which efforts were favourably commented upon in the CAPE TIMES and CAPE ARGUS by Mr G. Rossouw,

The Clerk of the Court also came under its sway and was obliged to keep to his bed for a week. As a matter of fact the Magistrate (Mr E. Graham Green) and Miss Green, his daughter, the typist, were the only two who escaped, of the Court establishment. Fortunately only one of the Police in the district has contracted the infection, which happy state of affairs enables the usual service to be kept up, plus rendering assistance to the sick, poor and helpless.

The Government is dropping in for it on all sides for their apathy in regard to this national danger, which threatens practically the whole community. It is contended that it was due to culpable negligence that the ship which conveyed the disease from Sierra Leone was not quarantined until the details on board her were able to present a clean bill of health.

All schools, bioscopes and public meetings have been closed down for the present – probably the right thing to do.

NONGQAI was first published in 1907 as the Natal Police Magazine. The name is believed to be derived from the Zulu word nongqua meaning "one who is continually on the move" and was used to describe the peregrinations of the Natal Mounted Police. – Source : A short history of SERVAMUS by Elna Botha, published in the January 1997 issue of the magazine.

THE FISH MARKET IN WHARF STREET : Mrs Audrey E. Read

The Fish Market was originally, circa 1886, on the site where our Post Office Building, now part of the Waterfront development. On 2 July 1886 the Simon's Town Council at its regular monthly Council Meeting was asked by the Town Clerk where he should now place the fish market. A committee consisting of Messrs. Runciman, Budge and Frederick Hugo convened after the meeting and visited the Market Place and recommended that the Fish Market should be placed at the rear of certain trees immediately to the right of the Town Pump. Hugo was the Chairman of the Committee and he also requested that gravel should be obtained to improve the surface of the Market Place.

Before 1886 the fish market had been owned by Wm. Anderson and was a corrugated iron shed almost on the beach alongside the jetty on the Cape Point side thereof. It was behind the Customs House which was then on the corner of Wharf Street and St George's Street. The area was lit from 1906 by two streetlamps, taking electrical power from the generating station in the adjacent Dockyard. The illumination of Wharf Street, at eight pence per kilowatt-hour was estimated to cost the Municipality £ 15 per annum.

The Health Inspector Mr E.J. Holloway reported on 4 July 1925 that a new Fish Market had been erected. It was a brick structure, much cleaner and with ample running water. For many years one of the main sellers there was Mrs Holland who about 1967 moved out and re-located to Checkers on the Main Road in Fish Hoek. Also there for a short while was a Mrs Vandre but she had great difficulty in obtaining fresh fish so she closed down.

From 1967 Councillor L. H. M. (Harry) Dille operated his business from the wood and iron building below the fish market (formerly an old pump station). When the Town Council decided to demolish this in 1977 he moved into the empty fish market premises where he stayed until 1996 when he transferred his headquarters to the S S CABLE RESTORER. When Councillor Dille first rented the old fish market the rent was R 25 per month! According to the Cape Times of 30 April 1996 the rent asked at that time was R1500 per month!

The building stood vacant for almost a year then André Duraan, who had recently retired as Magistrate of Simon's Town, refurbished it and

opened the SALTY SEA DOG, a restaurant, where for many years Simon's Town's populace has enjoyed fish and chips and mushy peas. The restaurant still operates today under the same name but under different ownership.

AARON DE PASS: THE SLIPWAY MAN

While the Sober Island Slipway was certainly not the work of one man-Aaron de Pass had a lot to do with it, as De Pass, Spence & Co initiated, built and for a time operated the slipway. Captain John Spence was de Pass' partner.

Aaron was the son of Daniel De Pass, a Sephardic Jew of King's Lynn, in Norfolk, and was born on 4th July 1815. His father had a tannery and made boots and shoes as well as acting as a local agent for a London shoe manufacturer. Later on Aaron worked as a commercial traveller for the business, travelling throughout England. He also went to Jamaica with his uncle Abraham and married Ester da Costa, at the age of 21, on his return from the trip. He subsequently opened shops in Gloucester and Brighton.

In 1846 Aaron immigrated to South Africa with Ester and his younger brother Elias aboard the MARY ANN, arriving on 27th April 1846 at Cape Town. On board were crates of boots and shoes and the brothers proceeded to open a shop under the name A. & E. De Pass & Co at 11 Keizergracht, now Darling Street, before moving to 31 St George's Street.

A plot of land was bought at Hondeklip Bay in Namaqualand to which Aaron and Ester travelled by ox-wagon. Aaron's interest now extended to the guano islands off the South-West African coast. This was when Captain Spence became Aaron's partner. Captain Spence had worked on the islands for some time before this and soon the firm of De Pass, Spence & Co seems to have controlled the guano market in South-West. In 1863 and 1864 Captain Benjamin Sinclair concluded treaties with the local chief, David Christian, on behalf of De Pass, Spence & Co. The resultant grant of the coastal stretch from Angra Pequena (now known as Luderitz) to Baker's Cove and 50 miles inland was to have enormous consequences when August Stauch in January 1909 found diamonds on

the Pomona Mine which had been awarded to Aaron's son Daniel under the Anglo-German ANGRA PEQUENA SETTLEMENT in 1886.

In 1849 Aaron was elected President of the Hebrew Congregation at the Cape, the first synagogue there having been consecrated during that year, and arranged for the first Rabbi, Isaac Pulver, to come out to the Cape. Also in 1849 he was one of the four-man delegation which visited the convict ship NEPTUNE which had arrived in Simon's Bay. Following the successful campaign of the local anti-convict association to prevent the convicts being landed, Aaron seconded a motion at an association meeting for the victualing of the NEPTUNE so that she could depart.

De Pass' erection of a slipway on Sober Island in 1859 encountered numerous difficulties. Originally the imported slipway had been intended for laying down at Table Bay and was only offered to Simon's Bay Dock and Slipway Co as a cheaper solution to the problem of providing repair facilities for ships than the originally proposed dry dock.

It was now proposed to lay down a second slipway at Table Bay by de Pass, Spence & Co, with a further partner Captain R.A. Granger. In 1861 they set up the first ice-making plant at the Cape near the slipway and sold the ice from this plant at 1½d per lb. Before that ice had been brought from America.

The Table Bay Slipway had eventually to be removed because it stood in the way of the new harbour. The Company was given compensation for the original costs involved and for surrender of the lease by extension of their lease from the Government for the exploitation of the guano islands off the coast of South-West Africa. This proved to be of great significance later when the great Anglo-German controversy occurred in the 1880s. Thank goodness he was spared this for he had retired to England and died there in 1877. The Cape Argus stated in its obituary that "a more energetic man never came to South Africa".

Aaron's portrait was handed to the Jewish Museum on loan from the local hospital board, having been hanging in the Eaton Convalescent Home in Plumstead, where Aaron's son Daniel funded a new wing in his memory. Daniel's son Alfred de Pass presented paintings by Thomas Baines to the South African Library in memory of his grandfather.

This article previously appeared in our Bulletin Vol. 8 No.4 (Published in 1974), written by John A.S. Phillips, Aaron's great, great grandson who at that time was teaching at Bayreuth University in West Germany. He had been researching his de Pass ancestors and hoped to publish his

findings in a book. One of his great pleasures was to find that the Simon's Town slipway was still in use!



A "TON" CLASS COASTAL MINESWEEPER OF THE S A NAVY (POSSIBLY SAS KIMBERLEY) BEING POSITIONED ON THE CRADLE PRIOR TO BEING HAULED UP ON THE WEST DOCKYARD SLIPWAY BUILT BY DE PASS, SPENCE & Co. - Photo : Simon's Town Museum

Over the years the West Yard Slipway gave birth to the Dockyard Mooring Lighter, which is still in service, and a number of non-propelled (the expression "dumb" is possibly not PC these days) lighters which were shipped out from Europe in kit form. From the mid 1970s minesweepers and other minor vessels started using the East Dockyard Synchrolift and eventually the slipway cradle and rails became redundant.

THE CONVICT SHIP NEPTUNE AND THE RECEIVING SHIP SERINGAPATAM : Bill Rice.

In 1849 Earl Grey, Britain's Secretary of State for War, proposed to settle a group of time-served convicts at the Cape of Good Hope. These men were not hardened criminals but poor Irishmen who had fallen foul of the Law while attempting to feed their families during the Potato Famine of 1845. They were not to be allowed to return to their native land on completion of their sentences.

The Settlers at the Cape were not prepared to accept these men and mass protest meetings, involving thousands of Settlers, took place, resulting in the formation of the Anti-Convict League and when the Convict Ship NEPTUNE (III), which is mentioned in the previous article, dropped anchor in Simon's Bay on 19 September 1849 with 289 convicts on

board, the Settlers refused to let them land and refused to supply them with food during their stay. As a result the Cape Government was forced to set up a bakery and butchery manned by unskilled Army and Naval personnel. In order to improve conditions on board 120 convicts were temporarily transferred from NEPTUNE to the Receiving Ship SERINGAPATAM, moored in Simon's Bay. This 38-gun (later reclassified as 46 guns) frigate was launched at the Honourable East India Company Shipyard in Bombay (Mumbai) to a design based on that of the French Frigate PRÉSIDENT, captured in 1806 but fitting out was completed on 19 April 1819 at H M Dockyard at Plymouth. She was a "one-off" but her design was modified as the basis for the Royal Navy's DRUID and ANDROMEDA Class frigates.



HMS SERINGAPATAM IN SIMON'S BAY . Photo : Simon's Town Museum

In July 1847 SERINGPATAM became a Receiving Ship in Simon's Bay, to be used to accommodate recruits and men being transferred from one ship to another. The prisoners from NEPTUNE lived aboard until their ship left Simon's Bay for van Diemen's Land on 19 February 1850.

In 1852, with an increased number of steamships based at the Cape or just passing through, the old frigate was converted to a Coal Hulk and served the Royal Navy until she was broken up locally between 1873 and 1883.

*History of the Hottentots Hollands – Peggy Heap – A. A. Balkema 1970.
Information on HMS SERINGAPATAM - Wikipedia.*

LAWHILL HOUSE SIMON'S TOWN : THE END OF AN ERA.

For a significant portion of Brian Ingpen's forty six years in Education he has been the driving force behind the very successful Lawhill House Maritime Centre at Simon's Town High School.

The facility developed from a small group of students accommodated aboard S S CABLE RESTORER a quarter of a century ago to a group of classrooms and an accommodation facility built with standard ISO Containers and eventually to a State of the Art Maritime Studies Facility with accommodation for male and female students and an enviable academic record. The present impressive facility was financed by T K Tankers, courtesy of Sean Day, one of Brian's school chums from Pinelands.

Brian recently retired and his contribution to Maritime Education in South Africa was recognised and celebrated on 16 March 2020 with a luncheon held in his honour by the General Botha Old Boys Association, the General Botha Bursary Fund, the Cape Town Sailors' Home, the Society of Master Mariners of South Africa and the Lawhill Educational Trust.



SEEN AT THE LUNCHEON ARE, FROM LEFT TO RIGHT : CAPTAIN TONY NICHOLAS, JOHAN SWART, CAPTAN KEITH BURCHELL, BRIAN INGPEN, CAPTAIN COLIN FLOCKHART, HUGH JONES and CAPTAIN SIMON PEARSON. Photo Courtesy of Debbie Owen.

Although officially retired, Brian Ingpen continues to keep the Citizens of Cape Town apprised of matters maritime by means of his "Port Pourri" column in the Cape Times every Wednesday. He is also working on a couple of maritime history books which should be available to us before too long.

HM SHIPS EREBUS AND TERROR : Bill Rice.

In 2014 the wreck of Captain John Franklin's ship HMS EREBUS was discovered on the bottom of Queen Maud Gulf, in the Canadian Arctic, using sidescan sonar. A couple of years later, on 20 September 2016 her sister HMS TERROR was discovered on the sea bed South West of King William Island. Both had been lost in 1848 during Franklin's ill-fated attempt to discover the North West Passage linking the Atlantic Ocean to the Pacific.

In happier times, both ships called in at Simon's Bay on their way to the Antarctic via Van Diemen's Land, under the command of Captains James Clark Ross and Francis Crozier. They were cheered out of Simon's Bay on 6 April 1840 by sailors manning the yards of Rear Admiral George Elliot's Flagship, HMS MELVILLE, a third rate ship of the line of 74 guns. This ship was named in honour of Robert Dundas, Second Viscount Melville, who was the First Lord of the Admiralty from 1812 to 1817 and again from 1828 to 1830. He also gave his name to the suburb of Melville, in Knysna, adjacent to what was, for a few years, the Royal Naval Dockyard. In 1841 HMS MELVILLE took part in the First Opium War and in 1857, forty years after she was launched at Bombay Dockyard, she was converted to a Hospital Ship. In 1873 she was sold at Hong Kong and the money obtained was used to build her long term replacement, the R N Hospital at Mount Shadwell.

Returning from three years in the Southern Oceans H M Ships EREBUS and TERROR dropped anchor in Simon's Bay on 4 April 1843 to take a three week "breather" before sailing home to England. Everybody on board was ill and "felt the heat intensely" in spite of the autumn weather at the Cape. The two captains, Ross (EREBUS) and Crozier (TERROR) were reported to be nervous wrecks "quivering so badly that they could hardly hold a glass or cup." "You see how badly our hands shake?" Ross told the daughter of the Commander in Chief, Rear Admiral the Hon. Josceline Percy RN, "One night in the Antarctic did this for both of us." He was probably referring to the night of 12 March when EREBUS had collided with TERROR while avoiding an iceberg described as "a massive slab-like mountain of ice" and caused severe damage to both ships. The two ships paid off at Woolwich on 23 September 1843, having been away from home waters for four and a half years.

Sources : Barrow's Boys by Fergus Fleming - Granta Publications 1998 and Admiralty House Simon's Town by Boet Dommissie - CTP Book Printers, and Wikipedia.

THE HATHORN ALTAR IN ST. GEORGE'S DOCKYARD
CHURCH, SIMON'S TOWN: Doctor Sydney Cullis.

Why is the altar in the South African Naval Dockyard Church in Simon's Town dedicated to a soldier from Pietermaritzburg (PMB) who was killed in action at El Alamein?

David Alister Roy Hathorn (pronounced Hawthorne) was born in PMB on 3rd October 1915, the younger son of Roy and Vere Gynnydd Hathorn (known as Gyn). His great-grandfather, John Piper Hathorn, had come to Natal from Ayrshire in Scotland as one of the Byrne Settlers in 1850.

David was educated at Cordwalles Preparatory School in PMB, Malvern in Worcestershire and in 1934 he went up to read Law at Sidney Sussex College, Cambridge. Despite his sporting and social commitments he still managed to obtain his B A (Law) degree in June 1937- although it was an "Ordinary" degree rather than the Tripos which his father, then the Judge President of Natal, thought he should have achieved. He returned to Natal where he became secretary to his father, living with his parents at Dunsfold, next door to Cordwalles School

At the outbreak of World War II, David enlisted for war service on 14 May 1940 at PMB and was accepted as a private in "B" Company, 1st Battalion, Royal Natal Carbineers (RNC). He was subsequently posted to East Africa with the 1st South African Division and, arriving in the Middle East at the conclusion of the East African Campaign in 1941, David was transferred to the Union Defence Force General Headquarters, Middle East, in Cairo and only rejoined the RNC during March 1942 as they were withdrawing from Libya.

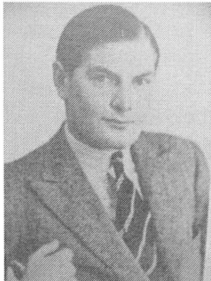
With the fall of Tobruk on 20th June 1942 and the inadequate defences at Sollum and Halfaya, the British Eighth Army (including the 1st South African Division of which the RNC formed part of its 1st South African Infantry Brigade) had no alternative but to withdraw back into Egypt, taking up positions in the defences of the El Alamein line prepared earlier in 1941 by the 2nd South African Division. By 26th June 1942 the RNC, together with the rest of the brigade found themselves astride the coastal road.

The final battle of El Alamein was only to open on 23rd October 1942 but from the 1st July, for four long months, the men of the British 8th Army stood their ground in the face of increasingly hostile enemy activity.

On the night of 26/27 July 1942, A Company of the RNC was tasked with the capture of a local strategic objective. One platoon soon ran into intense, accurate anti-tank, machine-gun, shell and mortar fire. Only the personal heroism on the part of three men saved numerous lives,

especially when Allied supporting artillery fire fell short onto the RNC positions. In recognition of their heroism Sergeant Percy Sperryn and Privates T.D.T.Carter and R.J. Mc Millan were awarded immediate Military Medals.

One of those fatally wounded by shrapnel from the “friendly fire” was David Hathorn. His body was buried in a temporary grave near the El Alamein Station and his remains were later removed and concentrated into the El Alamein War Cemetery by the Military Graves Registration Unit - where he now rests in Plot 4, Row H, Grave 25.(1)



David as Secretary

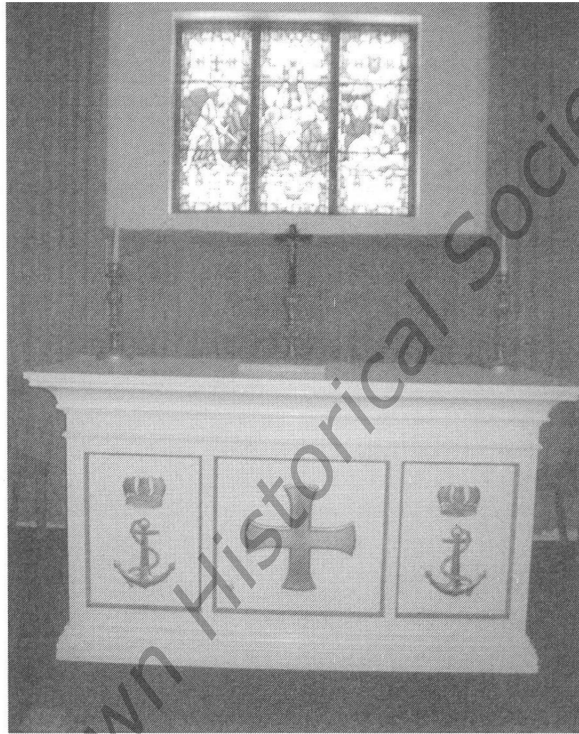


Scattering David's mother's ashes on his grave at El Alamein War Cemetery.



David's gravestone

At the time of David's death, his mother, Gyn, was Chairman of the Maritzburg Navy War Fund and, as a tribute to her as well as to David's memory, the Navy War Fund workers donated an altar to the St Nicholas Chapel at HMS ASSEGAI, a Royal Navy shore establishment located on the Bluff, where the Wentworth Hospital is now situated. They also donated sheepskin hassocks and pew covers which they had made themselves. They also made very good sheepskin coats which were greatly appreciated by sailors on watch during the war. The Chapel was dedicated by the Bishop of Natal, the Right Rev. Leonard Fisher, on 3rd January 1944. When HMS ASSEGAI was paid off in May 1944 arrangements were made to have the altar transferred to St George's Dockyard Church in Simon's Town where it can be seen today.



THE HATHORN ALTAR IN ST. GEORGE'S CHAPEL, WEST DOCKYARD, SIMON'S TOWN. – Photo: Dr. Sydney Cullis.

When David's mother died in 1954 her ashes were scattered to by a member of a British Empire Service League (BESL) deleg To commemorate the 150th Anniversary of the RNC (now The Carbineers) additional battle honours were featured on the new Regimental Colour – one of the new honours was "Quattara Track" which included this action.

From the "Circumstantial Report" extracted from the Union D Force Casualty Lists and Unit War Diaries lodged with the SANDF Documentation Centre in Pretoria.

Dr Sydney Cullis' wife Catherine is a niece of the late David H

Editor's Note : Until 1957, when the Royal Navy handed over, the Dockyard Church had the status of "Chapel Royal." As a result the lady and girl choristers (including Audrey Read) wore purple cassocks and the men and boys (including Eric Mawhinney) wore red.

THE BLUE FUNNEL LINER TYNDAREUS (1916 – 1960) : Bill Rice.

At the beginning of the twentieth century Alfred Holt's Blue Funnel Line (known as "The Blue Flue" among mariners) took over the China Mutual Shippers Steam Navigation Co. Ltd. and with it the Company's Round-the-World trade. Cargoes of logs were often loaded at Far Eastern ports and, to give maximum outreach, some of the ships' derricks were supported by structures resembling goalposts rather than by single masts on the centreline. A class of eleven fairly large so-called "goalpost ships" was built between 1905 and 1922. The ninth and the longest serving of these was S S TYNDAREUS named after a King of Sparta who was married to Leda and was the father in law of the beautiful Helen of Troy.



TYNDAREUS

TYNDAREUS, with a gross register tonnage of 11 347 and length of 154,33 metres, was launched into the River Clyde by Scott & Co. Ltd. at Greenock in December 1915 and was completed some three months later.

Being a fairly large ship with a service speed of twelve knots she could readily be adapted to carry troops and on completion was taken over by the British Government, in terms of the Liner Requisition Scheme.

In January 1917 she embarked 30 Officers and 1000 men of the 25th (Garrison Service) Battalion of the Middlesex Regiment and sailed for Hong Kong via the Cape of Good Hope and Singapore. The 25th Middlesex was a territorial regiment and the soldiers were to take over garrison duties in Hong Kong in order to release regular soldiers to fight at the Western Front.

At 19H00 on 6 February, while crossing the Agulhas Bank, TYNDAREUS struck a floating mine laid on 6 January by the German

Raider WOLF. The ship started to flood from the damage forward and the troops paraded on deck wearing lifejackets and took to the boats in an orderly fashion and rowed to the Blue Funnel steamer EUMAEUS and H M Hospital Ship OXFORDSHIRE, a converted Bibby Liner. No lives were lost and the scene was captured in oils by Welsh-born Artist Stanley Llewellyn Wood, who was better known for his paintings of cowboys and horses.

Help was on the way in the form of the powerful harbour tug LUDWIG WEINER, which had been returned to the Railways and Harbour Service after spending seven months as the Tug/Patrol Vessel HMS AFRIKANDER. The tug's stokers did a sterling job and she raced from Table Bay to Danger Point at fourteen knots. The cruiser HMS HYACYNTH arrived from Simon's Town and her Officer Commanding ordered Captain George Flynn to run his ship aground as she presented a danger to shipping. Captain Flynn refused and LUDWIG WEINER took the damaged Troopship in tow.

Down by the bow, TYNDAREUS was a difficult tow and the steam tug battled for twenty one hours to cover the fairly short distance to Simon's Town, which had the only dry dock in Southern Africa capable of taking her.

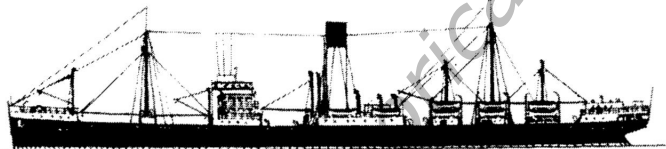


The Dockyard Superintendent at the time was commander Stephen Bowes-Evans RN who was also the Acting King's Harbour Master. Sadly Commander Bowes-Evans did not live to enjoy life in the post-war era as he contracted an illness and died on 15 October 1918. He is buried in Dido Valley Cemetery and his name is engraved on the Bowes-Evans family gravestone in Cheltenham in Gloucestershire.

Water and fuel had to be removed from the ship to get her as light and as level as possible for dry docking and additional docking blocks were required to take the load as the ship was to be much heavier that she would normally have been when entering dry dock. She was eventually docked on 22 February, still down by the bow but fairly level, drawing 9,88 metres forward and 9,07 metres aft. This gave a mean draught of 9,48 metres, which was only slightly less than her fully loaded draught of 9,98 metres. Following repairs, supervised by the Assistant Constructor in Charge of the Constructive Department, J. F. Walker RCNC, TYNDAREUS was undocked on 25 May 1917 drawing 5,49 metres forward and 6,89 metres aft.

In 1927 TYNDAREUS was again “called up” together with another Blue Funnel Steamer, BELLEROPHON, to transport troops and horses to China following the outbreak of the civil war between the ruling Kuomintang Government and the Communist Party which was to last intermittently until the Communists achieved victory in 1949.

During World War II she was again requisitioned to transport troops and war materials in support of allied forces, returning to the Blue Funnel service in 1945. Four years later she was converted to carry Moslem pilgrims from Indonesia to Saudi Arabia. The ‘tweendeck space which had accommodated 1000 troops was converted to carry 2500 pilgrims and a dozen more lifeboats in davits were fitted aft of the amidships deckhouse. When not transporting pilgrims she was laid up in Singapore.



THE DRAWING ABOVE, SHOWS S S TYNDARIUS CONFIGURED AS A PILGRIM SHIP WITH ADDITIONAL LIFEBOATS AFT. - DRAWINGS BY DUNCAN HAWES.

In 1960 the Blue Funnel Line acquired the 16 662 grt troopship EMPIRE ORWELL, previously managed by the Orient Line as a British Government troopship. She was launched as PRETORIA and was a sister to WINDHUK of the Deutsche Ost Afrika Line which was a regular visitor to South African ports from 1936 until the outbreak of World War II. EMPIRE ORWELL was converted to carry 106 First Class passengers and 2000 pilgrims and was renamed GUNUNG DJATI. TYNDAREUS became redundant and was sold for demolition, arriving at the ship breakers yard in Hong Kong on 9 September 1960, having survived two world wars and many storms during her eventful life of forty four years. Had it not been for the availability of a large dry dock and skilled ship repair workers at Simon’s Town Dockyard her career might well have been very much shorter.

Sources: *MERCHANT FLEETS 6 – BLUE FUNNEL LINE – DUNCAN HAWES.*

IN SOUTH AFRICAN WATERS – PASSENGER LINERS SINCE 1930 – D. HUGHES and P. HUMPHRIES – OXFORD UNIVERSITY PRESS.

SIMON’S TOWN DOCKYARD DOCKING REGISTER – COURTESY OF JOHN SUTHERLAND.

25th (Garrison Service) Battalion of the Middlesex Regiment WEBSITE – INTERNET.

VARIOUS DETAILS WERE OBTAINED BY CONSULTING WIKIPEDIA.

SAS SOMERSET ex HMS BARBRAKE : IZIKO MUSEUMS
MOTIVATION FOR DISPOSAL :

Intended disposal of the SAS Somerset Vessel in terms of Section 9(3) of the National Heritage Resources Act 25 of 1999 :

Expanded Motivation:

South African Navy donated the SAS SOMERSET (built in 1941) to the then SA Cultural History Museum in September 1988 as a permanent display at the V&A Waterfront. The historical significance of this seventy-seven-year (77) old vessel is well known; dating from the Second World War, she is one of only four (4) museum ships currently afloat in South Africa. In terms of Section 9(3) of the NHRA, SAHRA requests that Iziko submit, on SAHRIS, a notice of proposed de-accessioning of the SAS SOMERSET in accordance with Section 9(3) of the NHRA. The Department of Public Works previously maintained the SAS SOMERSET as she was considered to be a museum site, but later the DPW advised that the vessel would be viewed as a large museum object and that DPW would no longer be responsible for repair and maintenance. A vessel such as the SAS SOMERSET should be sent to the synchrolift every five years for major repairs, but this is costly, so Iziko Museums of South Africa (Iziko) has not been able to maintain the vessel. Iziko has been approached by several companies to lease or purchase the SAS SOMERSET for various business ventures, but once the vessel was surveyed the business proved not to be financially viable. Iziko had also approached the South African Navy Museum in Simon's Town to take over the SAS SOMERSET, but the museum was not in a position to take on another naval vessel. Two independent surveys conducted earlier this year highlighted the environmental risks posed by the SAS SOMERSET and recommended that she be scrapped. The SAS SOMERSET is berthed in the V&A Waterfront Marina next to the Two Oceans Aquarium which pumps seawater from the Marina into tanks housing sea life. Iziko informed the DAC immediately and an independent assessment from the South African Maritime Safety Authority (SAMSA) was obtained by the DAC. On 3 August 2018 Iziko was informed that ministerial approval had been given to de-accession the SAS SOMERSET in terms of Section 10(2) of the Cultural Institutions Act, 1998 (Act No. 119 of 1998) which states that "any movable property

transferred under subsection (1) to a declared institution may be alienated only with the approval of the Minister". When oily water was observed around the SAS OMERSET, the V&A Waterfront advised that the following urgent work needed to be done:

- conduct an underwater hull survey;
- seal the sea chest; and
- pump oily water from the vessel.

The SAS SOMERSET has now been stabilised. Approval was also granted to scrap the SAS SOMERSET, hence the scrapping process. Asbestos and fuel must be removed from the SAS SOMERSET before she can be moved to another berth to be scrapped so these processes are underway. As the SAS SOMERSET is a military object older than 75 years, processes are being followed in terms of the National Heritage Resources Act, 1999 (Act No. 25 of 1999). Smaller heritage objects will be removed from the SAS SOMERSET before she is moved to Quay 700 where the scrapping process will commence and larger heritage objects will be removed by service providers procured by Iziko at Quay 700. The scrapping process will be completed on the synchrolift. The scrapping process is compliant with the Transnet National Ports Authority (TNPA) Scrapping Procedures.

Application Date:

Wednesday, January 30, 2019

OBITUARY : CAPTAIN WILLEM VAN DER MERWE SAN (RETD) :
Rear Admiral (JG) A. G. Söderlund SAN (Retd).

Willem Jacobus van der Merwe was born in Calitzdorp on 22 January 1926 and on completion of schooling joined the SANF on 7 January 1943 as an Ordinary Seaman, serving initially in our 'little ships' in Cape waters before being seconded to the Royal Navy and drafted to the Flower class corvette HMS THYME. THYME served as a convoy escort in the Indian Ocean, visiting ports in Ceylon (now Sri Lanka) and thus at the end of hostilities, he qualified for the Atlantic Star as well as the Burma Star. On 5 March 1946 he was discharged from the Navy and studied Afrikaans and teaching at UCT, being awarded a B A and Senior Onderwys Diploma.

He then joined the staff of St Andrew's School in Bloemfontein as Afrikaans teacher and, having naval experience, was commissioned as a

Sub Lieutenant in the school naval cadet corps in January 1951. In 1953 then Lt Cdr Bob Grindley was sent by the Navy to conduct the unit's annual inspection. On completion and apparently very satisfied, he suggested to Willem that he join the South African Navy as an Instructor Officer. Thus he resigned from the school on 11 December 1953 and the next day was appointed to the SA Navy Permanent Force.

His initial appointment was to the Naval and Marine Gymnasium at Saldanha (later SAS DROMEDARIS) where he became paymaster in addition to his instructional duties. In 1955 the Navy commenced the translation of nautical terminology and basic handbooks into Afrikaans and Willem became heavily involved in this task. In 1957 the Navy moved to Simon's Town and with the acquisition of new vessels with modern technology the Naval Terminology section, later changed to the Naval Language Bureau, was established on a permanent basis and he was appointed to it.

While he was in charge of this section, it expanded considerably, especially from 1969 with the acquisition of submarines and the mammoth task of translating all the French documentation.

During his service, his interest went beyond his translation and language responsibilities and he was an accomplished herald, taking over the design of SAN ships' badges from Lt Cdr Morris Anderson MC (who designed the badges of the Ton class minesweepers amongst others) in the early sixties.

He not only designed most of the unit badges but also amended the design of a number of existing badges to make them compliant with the rules of heraldry, albeit not always popular with the ships' companies who had to repaint their badges. He was also an excellent craftsman and carved the badges of many of the Royal Naval vessels which had visited Simon's Town. These adorned the walls of his study at his home in Rondebosch but most were, sadly, destroyed in a fire after he and his wife Angela had moved to Pearly Beach to live near their daughter and her family.

In 1978 his post was transferred with Naval Headquarters to Pretoria and Captain van der Merwe took early retirement on 30 November 1978.



HERE ARE A FEW OF THE SHIPS' BADGES DESIGNED BY CAPTAIN WILLEM VAN DER MERWE.

Captain Willem van der Merwe SAN (Retired) was, sadly, the last survivor of the generation of South African Naval Officers who saw active service during World War II.
