

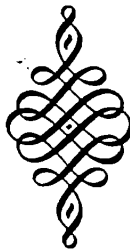


**SIMON'S TOWN HISTORICAL  
SOCIETY**

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**BULLETIN**



**PRICE TO  
NON-MEMBERS**

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**VOL. VII. No. 1.  
JANUARY, 1972**

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### SIMON'S TOWN HISTORICAL SOCIETY

The Annual Subscription is R1, payable on 1st January each year.

For married couples desiring only one copy of the "Bulletin" between them the Annual Subscription is R1.50.

To non-members the charge for the "Bulletin" is 75c per copy.

The "Bulletin" is issued twice a year, in January and July.

Please address correspondence to

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Telephone 86-1195

PROJECTS ON HISTORICAL BUILDINGS BY PUPILS  
OF THE SIMON'S TOWN HIGH SCHOOL

T. B. Vincent  
English Master

Certain Simon's Town young people have a new interest in their town since embarking on projects organised by the local high school. The projects involved a study of certain historical buildings of Simon's Town by groups of Standard VIII pupils who had to present talks for their English examination. Their research emphasised the part that Simon's Town has played in the history of South Africa. Both the study-groups and the audience of fellow-pupils, to whom they presented their projects, were impressed to hear the names of leaders from their history books being associated with buildings of Simon's Town. Here was the ideal learning situation - pupils themselves making the connection between the theory of school books and their environment.

The starting point was the oral examination of the Junior Certificate English course. The interesting brochures of the Historical Society inspired the idea of using the history of certain local buildings as the basis of the talks. I mentioned the idea to Miss P. Price of the Historical Society and her advice and encouragement helped start the scheme. Each of the five groups into which the class was divided chose its own building to study. This was done at the end of the second term so that activities could start during the holidays. Some wasted no time. With the help of Mr Gain, the headmaster, one excited group of girls were extended an invitation to visit the Admiral's Residence (formerly Admiralty House), the object of their study, on the first day of the holidays. Others made their way to their buildings, scouting round them, some clicking cameras while others did the knocking and arranged for formal visits with the occupants. What the pupils observed and discovered for themselves was to form an important part of their talks. Most of the historical facts of the buildings were obtained from visits to the local library and the office of the Simon's Town Historical Society. Here the collections of old photographs and maps, and also the brochures, provided the material for the pupils' own maps and sketches. Scrupulous care in detail was evident in the reproductions, and the sketches indicated quite high artistic skill of at least one member of each group.

The first of the talks was to be presented during the third week of the new term, and the first couple of weeks after the holiday were hectic. The English classes hummed. Leaders of the groups collected their members' contributions, organised the information under different headings, and then divided up, and distributed, the work of rewriting the information to the typists, in some cases, or in others, the neat writers of their groups. Others willingly took on the job of preparing pieces of hard-board, roughly two metres square, and arranging the pictures and notes on them. The puzzled Woodwork master, Mr Basson, found himself the target of repeated requests for pieces of hard-board, to which, when he learnt the purpose of their enquiries, he gladly acceded. The leadership, co-operation and industry displayed in all this activity was very encouraging to see. Creating the need for such qualities and presenting pleasant opportunities for the development of them is what school really is about.

It need hardly be said how successful the talks were; the nature of the projects

and the eager activity of the pupils ensured success. But the high marks accorded the speech of each member of each of the groups and the praise of the Headmaster confirmed what everyone felt. A more indefinite benefit received was conveyed by remarks like, "We hope our talk proves as interesting and enjoyable to you as the preparation of it was to us," or, "The St George's Church was just an old building like any other, before this project, but now it is a joy for me to visit it every Sunday." Or who can assess the value of the excitement of discovery of the little museum in the old house, called Studland, that the one group experienced? The children who took part in these projects have started, in a small way, to discover for themselves the excitement of life. Such people learn to value life and help to communicate this appreciation to others.

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**LIST OF OFFICE BEARERS**

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<b>EDITOR</b>	F. P. Chapman

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**BACK NUMBER OF THE "BULLETIN" WANTED**

Dr C. Pama is desirous of obtaining a copy of the January 1970 "Bulletin", Volume VI No. 1. His address is P.O. Box 4839, Cape Town, and his Telephone Nos. are 6-8463 (home) and 2-9009 (office).

## A RIDE ON THE ENGINE (1908)

I have been to Simonstown on the engine of the train, and just now I am feeling rather proud of the trip. When I think of all the jolting and rattling and clanging; of the white roaring fire which was constantly swallowing mouthfuls of black coal; of myself standing with a piece of cotton waste in my fist, between the driver and the fireman as they urged the obedient monster along the shining iron road - I flatter myself that I have had a rare adventure. Comparatively few people have ridden on a locomotive; few have enjoyed the sensation of seeing and feeling the huge mass of bolted metal spurting forward at a movement of a lever; tearing along the road, past houses and fields, lakes and roads, under the shade of a wood, across the open flats, around the shoulder of a mountain, over the rocks of the coast; slowing down and stopping dead at another movement of the shining lever. I enjoyed my first trip of this kind on Saturday, through the courtesy of the Railway Department and the kindness of a sturdy driver - formerly a London Brighton and South Coast man who has driven as many trains into Victoria Station as he has driven into Capetown.

### The Engine and the Train

The outstanding impression that I have brought away from the trip is that the engine is not part of the train. It is a thing separate and distinct. It turns its back upon the line of carriages and has no place in the life and the traffic of the station platform on the route. It recognises neither guards nor porters nor stationmasters. It utterly ignores the passengers. It is indifferent to all the sights and sounds of a railway journey. It takes not the slightest notice of the platform full of people who gaze up at it as it thunders along into a station. Nor has it the slightest regard for those elderly passengers who rush across the station bridge at the last moment; it would not wait one second to save them from breaking their necks. Only when it is tearing along the track and when, with its great brass-rimmed eyes, it perceives little mortals stepping along a level crossing does it condescend to utter a sound. Then it gives one piercing shriek and it is death to ignore the warning. After my trip on Saturday, I begin to wonder how it is that the permanent way is not constantly strewn with the mangled corpses of reckless wayfarers, stupid dogs and terrified fowls.

### "Number Thirty"

My train was, in railway parlance, the "153 Down"; to you outsiders it was the 5.3 p.m. train to Simonstown. I passed you as you got into your carriages with your bundles of newspapers and parcels, and the porters banged the doors on you. I went to the top of the train and waited; and just as the clock chimed five in the City Hall tower the engine with its dark-green tender and the figure 30 in shining brass on an oval shield of red, steamed slowly down from the direction of the sheds. At 5.2 it was harnessed to the train with a bump and a clang; and I climbed up into the cab, where the driver in his peaked cap and blue-and-white jacket welcomed me and pressed the lump of waste into my hand. No sooner had he done so than his assistant, the fireman, who had been leaning over the side of the "cab" called out "Right"; the driver pulled the lever; the engine lurched forward with a clang, sent up puffs of

smoke, and gathering speed with every puff rattled over the points and took to its twenty mile road to Simonstown.

### Fuel for the Monster

How it finds its way out of the tangle of rails I know not. Looking through the round window I can see, past the funnel of the engine, a spreading net-work of lines; and the monster rocks and stumbles across these until it finds its way to the "down" suburban line, and is rattling past the sheds towards Woodstock. Clang! - the fireman flings open the furnace and I who am trying to find my balance and who am shaken with the swerving and jolting and the trembling of the steel plates under my feet, find myself almost blinded and roasted by the white flames that are roaring inside. He flings in shovelful after shovelful of coal which seems to disappear in the white flames and then with a lever he pulls the iron doors together again. The driver with his hand on the lever never takes his eyes from the window. He is watching the signals. When I have grown a little accustomed to the motion, I take the cushioned seat which is fixed to the side of the cab, and holding on to the steel bar I lean out over the side of the cab and taste the intoxication of rushing breathlessly against a cold, rainy wind. Of the train itself I see nothing. Indeed through the whole journey I see no more of it. The windows in the back of the engine look out upon a mountain of coal and only at a bend in the road do I get a fleeting glimpse of the carriages following helplessly along. This is utterly unlike the ordinary journey. The feeding and the guiding of the engine, the numerous attentions that these blue-coated men pay to it, the pulling of the levers, the twisting of little brass wheels, the opening and shutting of the furnace doors, the scraping of the shovels among the coal, the roaring of the flame in the body of the monster all combine to keep one's attention from the scenes through which the train is passing. The floor of the engine is much above the level of the railway carriage and looking through the window as the train is approaching a station one imagines that the engine is making straight for the platform and that instead of running alongside, it will rush up the slope and crush the station buildings and the waiting passengers to pulp.

### Roar and Rattle

At Woodstock - the first station - we stop and the driver takes his gaze from the window and relaxes his attention, like a captain who has brought his steamer alongside the pier. The fireman leans again out of the side of the cab watching for a sight of the guard's green flag and before I have time to make a remark he shouts "Right" and away we go again. Away over the shining road, with a rattle and a roar, the funnel throwing clouds of dark smoke towards the leaden sky. The windows, which resemble portholes, are splashed with rain, which disappears in a moment as the sun comes out and irradiates the landscape, lighting up the raindrops on the trees and covering with sparkling emeralds the fields where the cricketers are playing. But we observe these things only vaguely and intermittently. Our minds are inside the engine. The driver is looking straight ahead at the red and white signals which drop one by one as soon as they come in sight. The fireman is feeding the coals into the roaring ravenous mouth of the fire. I am lost in wonder at the mechanism of the

engine - the shining array of brass rods and levers, the brass wheels, the clock-like indices, the wonderful, mysterious parts which go to create the life of this obedient servant of man, which give animation to this huge structure of steel - things of which I know nothing. But I begin to understand something of the affection of a driver for his engine of which we have often read in books; how it becomes to his mind something living and sentient which responds to care and affection and resents neglect and ill-treatment. At his touch it stops and goes. He knows its capabilities, its failings, its eccentricities. It is his docile and faithful servant.

### The Level Crossings

This engine carries me through a strange land - a land of signals and wires and little stopping places where crowds of people are assembled on the edges of little platforms. Standing behind the driver and looking through the window I see figures crossing the line in the distance; and the driver's hand stretches across my face and touches a little black lever. The engine utters a piercing shriek of warning. The figures who are apparently deaf move slowly and I am constantly in a state of terror lest they may be cut to pieces. In reality they have heard us and are running quickly; but the speed of our engine has deceived my unaccustomed eyes and what appears to me to be a terribly narrow escape is really nothing of the kind. I am so absorbed in the life of the engine and intoxicated by its motion that I do not recognise these level crossings and I fail to remember that I have been one of those figures who run the risk of horrible death. Nor do I fully recognise the scenery: my eyes, like the driver's, are on the long perspective of posts and wires and the dropping signals. Nor the stations, where it appears to me the same people are always waiting on the same platform to be swallowed up by the coaches which, I remember vaguely, we are dragging behind us and which we never see. Occasionally we see a white puff of smoke ahead and a moment later a train rushes past us.

### Over the Flats

And so we pass station after station, our iron steed keeping its eyes upon the road, watching the distant signals, running into stations on the stroke of the appointed hour, moving away again at the waving of the green flag. I begin to reflect that ours is only one of hundreds of steeds that travel over the land, following the shining steels, arriving and departing with scientific punctuality, obeying implicitly the mysterious language of signals and flags. I am roused from this reflection at Wynberg by seeing the fireman climbing to the tank to supply the engine with water. From Plumstead to Lakeside there is a series of breathless runs over the flats. I am hanging out over the side of the engine, grasping the rail, watching the pigs and the fowls flying before the train, my breath taken away by the wind, my face covered by sea mist. From Retreat onwards it is a single line and so we dispense with signals for the most part, and work on the "tablet" system - the tablet being a small disc which is locked into a small purse-like case, attached to a large ring. We cannot pass a station from here to Simonstown without exchanging rings with the station staff. As the train rushes into the station our fireman flings the ring on the outstretched arm of a porter and before he leaves he has to get another tablet. By this ingenious contrivance, I hear, it is impossible for two trains to be in the same section at the same time.

### On the Coast

There is a heavy mist over the False Bay coast and we drive through it - under the shadow of the mountain, over the rocks, across the sands. Sometimes it appears as if we were making straight for the open sea - until the engine gives a lurch and with a shriek of the whistle turns round the shoulder of a headland. The waves rush in by the side of the cab, but the noise of our progress completely deadens the sound of the sea. In and out our engine goes, the fireman still piling on his coal, the driver every now and then pulling the whistle; until at last, just as the rain clears off, we turn into Simonstown, where the light coming from behind the dark clouds throws a mysterious radiance on the houses of the mountain side and where the battle-ships are swinging slowly against a rainbow in the southern sky.

### The "6.38 Up"

No sooner have we reached Simonstown than we are uncoupled and move away to the top of the station yard where we drop on to a turning table. As we are slowly turning we see the passengers whom we brought down from town climbing up the slope from the station. In less than ten minutes we have taken our place again at the top of the train, waiting the guard's whistle. We are "the 176 up" - in ordinary language the 6.38 p.m. to town. We have not a minute to lose. The tireless fireman is shovelling more coals into the furnace and the driver, whilst his coffee is warming in a blue enamelled pot over the boiler, is touching up the brass wheels and levers. "Six thirty-eight!" says the clock. "Right!" cries the fireman again and with a whistle we are off, heedless of the agony of a gentleman who is tearing down the hill from the north and who has certainly missed his train and Little Tich. The rain has ceased and the sun comes out from behind banks of clouds. I doubt if there is anything in our part of the world more beautiful than the evening sun after rain, at False Bay. I take my old seat on the engine, this time at the ocean side, and I lean out to enjoy these pictures of green hills and white sand, dark clouds and golden sunshine, and a sea whose surface is dark and stormy but whose waves break into white spray in the sunshine of the coast. We go tearing, rattling along with renewed speed - past the rocks of Glencairn, over the sands of Fish Hoek, past the roads and the villas of St James and Muizenberg, round the bend of the mountain to Lakeside, where we wait for a down train to pass. The vlei looks dark and stormy - a sad and desolate stretch of water. There is a wonderful cloud effect over the Tokai mountains - purple masses of vapour on the peaks; in a kloof, a golden cloud, shining as if someone were holding up a light behind it. Darkness is falling over the landscape. The red-and-white signals look like dark arms pointing down upon the rails. Lights begin to twinkle among the trees ahead of us and after leaving Wynberg, we see parallel rows of white lights ahead - Kenilworth station.

### Express from Rondebosch

Darker and darker. We no longer see the arms of the signals; but instead we see red lights which change to green as we approach telling us that our way is clear. The fireman lights his lamp by the engine fire and waves it as he leaves a station. On in the growing darkness - over water; under dark bridges which, as we approach

them, seem to be in danger of being smashed to pieces by the funnel of the engine; past lighted houses and shadowy fields. Then, under a tunnel of firs where the flames of the furnace light up the engine cab and show me in the darkness of the window the reflection of the driver's face. And so into Rondebosch station with its rows of bright lights and its crowded platforms. This is our last stop. From here we have a straight run to town, guided by the green lights and the white lamps that are swung from the signal boxes at the stations as we thunder past their crowded platforms. From the ticket-collecting station we move slowly into the terminus over the network of rails which is now sprinkled with countless lights, white and red and green. Under an arch of red lamps, past the dark sheds and then into the white glare of the electric light. We puff under the glass roof, between the lighted platforms and, with a final grunt, "Number Thirty" comes to a halt at the barrier under the clock. The fireman lays aside his shovel; I surrender my piece of waste to the driver; and with hands as black as coal and the face - I fear - of a chimney sweep, I step down from the engine and find myself surrounded by a moving mass of people in evening clothes and opera cloaks. These are the passengers whom we have brought to town. I had forgotten all about them.

D.

[ "The Cape", 6th March 1908. ]

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WARNING. Some Stranger from Simon's Town having in January last, left at the Moravian Institution, Gnadendal, a black Gelding, the Owner is requested to send for the same within a Month, or it will be disposed of to defray Expenses.

15th June, 1827.

[ "The Cape of Good Hope Government Gazette", 15th June 1827. ]

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Naval Yard, Simon's Town, 14th June, 1837.

NOTICE is hereby given, that Tenders will be received at this Office, until 2 o'Clock, on Friday, the 30th instant, for the supply of STINKWOOD TIMBER, 70 to 80 Tons, to be delivered into this Dept, for the Naval Service.

J. DEAS THOMSON, Jr.,  
Naval Officer.

[ "The South African Commercial Advertiser", 17th June 1837. ]

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APPOINTMENT. - We notice in yesterday's "Gazette" that Mr George Gain is duly licenced, according to the 36th Section of Act No. 20, 1856, to practice in the Courts of the Resident Magistrates of Cape Town, Wynberg, Simon's Town, Malmesbury, Stellenbosch, Paarl, Piquetberg, Tulbagh, and Worcester. This is a great advantage to residents in the country districts who may have business in the several Courts, as they not only can now obtain the services of an able advocate, but have also the right, if they gain their case, to charge all expenses to their opponents. [ "The Cape of Good Hope Daily Times", 24th April 1858. ]

THE ESTABLISHMENT OF THE METHODIST CHURCH  
 IN SIMON'S TOWN  
 H. C. Willis

For the last 150 years one of the most conspicuous buildings in Simon's Town has been the Methodist Church, or, as it was originally called, the Wesleyan Chapel.

It is perched in a commanding position on the slope of the hill, overlooking the West Dockyard. It can be approached either from St George's Street by way of Chapel Hill, a steep road running up between the Prince Alfred Building and the Petty Officers' Mess, or from Cornwall Street by the continuation of Chapel Hill between the Naval Tennis Courts and Water Tank.

Methodism in South Africa was first introduced in the year 1806 by a Sergeant J. Kendrick of the 21st Yorkshire Light Dragoons, who formed a Society of Methodists among his fellow soldiers in Cape Town. In the following year he was put in charge of the detachment of dragoons conveying the mails to and from Simon's Town.

Sergeant Kendrick records in his diary:

"Sept. 22nd, 1807. Arrived at Simon's Town in charge of a letter party to convey the mails to and from Head Quarters. Thus I am again brought out of the hurry and confusion of the world to a place of retirement, to breathe a purer air and to recruit my spiritual, as well as my bodily, strength."

and again:

"Oct. 4th, 1807. The Lord has enabled me to speak a few words occasionally in Simon's Town."

It is probable that he conducted these services in the building known as the "Company's Stables". The horses of the Dragoons were normally stabled there overnight and he with his party would be quartered in the guardhouse, contained in the building.

The seeds sown in the town by Sergeant Kendrick germinated and grew into a flourishing congregation. When the Revd Barnabas Shaw came to Wynberg in 1816 his attention was drawn to Simon's Town, where he found that Services were being conducted in private homes. He learned, too, of a Settlement on the top of the mountain, then known as Else's River, where he recorded:

"On proceeding to the top of the mountain behind the Town, I met with a Mohammedan and also an aged heathen, with whom I entered into conversation, and found them altogether ignorant of spiritual things."

The Revd Shaw left in the same year to go to Namaqualand. His assistant, the Reverend Robert Snowdall, remained in the Cape to carry on the Ministry. He devoted much of his time during the next ten years to procuring a permanent place of worship in Simon's Town, since it was becoming increasingly difficult to find sufficient space in private houses for the growing congregation.

His endeavours bore fruit on the 13th October 1826, when four of the most prominent citizens, Messrs C. M. Lind, Notary and Landowner, J. C. de Wet, Butcher and General Merchant, P. J. Arendse Raven, Wardmaster and one of the Pachtors of the Liquor Licence, and William Anderson, Clerk to the Collector of Customs and

Warehouse-keeper, waited upon the Government Resident, Lieutenant Colonel M. G. Blake. Unfortunately he was out and they accordingly left in his office a Memorial with a request that he would be so kind as to forward it to Government with his support, and if possible by the next day's post.

The wording of the Memorial gives such a clear picture of the prevailing conditions leading to the requirement of a second place of worship in the town that it is reproduced in full:

To His Honor Major General Richard Bourke, C. B. Lieutenant Governor of the Colony of the Cape of Good Hope, etc. etc. etc.

The Memorial of the Undersigned Inhabitants of  
Simon's Town and its Vicinity  
Humbly Sheweth.

That your Memorialists are anxiously desirous of enjoying the Ordinances of the Christian Religion, in the Dutch, as well as the English Language; and also promoting the Religious Instructions of the Free Coloured People, Slaves and Hottentots; and divine Service not having been performed in Simon's Town in the Dutch Language; and as by far the greater part, being Native Inhabitants, have been deprived of the Ordinances of Religion in their Vernacular tongue That your Memorialists can now have the Evil removed, by the labours of a Wesleyan Missionary, if a suitable place of Worship be erected. The ground in front of the Barracks appearing most eligible for the above purpose.

Your Memorialists respectfully pray that your Honor would be pleased to grant a small piece of that Ground or any other place in a central part of Simon's Town For the erection of a Wesleyan Chapel and such other Buildings as may be necessary for the purpose of preaching the Gospel and deseminating (sic) the Doctrines of the Christian Religion among all Classes of People.

There were seventy-two signatories to this Memorial, most of them resident in the town but others from as far afield as Muizenberg, Kalk Bay, Noordhoek, Olifants Bosch and Silvermine. As might be expected, the Non-Conformist movement was at this period rather frowned upon by the "gentry" and the Establishment in general. The majority of the signatories were of the middle and lower classes, the merchants and shopkeepers, the government clerks and wardmasters, and, strangely enough, the "farmers" of the wine licence, the tavern and hotel keepers.

The Government Resident, Lt Colonel M. G. Blake, forwarded the Memorial to the Secretary to Government, Sir Richard Plasket, on the 17th October, not quite so promptly as requested but with a strong recommendation for its favourable consideration by the Lieutenant Governor.

He further recommended that the Grant should be made of land, "to the extent required, contiguous to Mr Heurtley's [now Prince Alfred Building] at the back of the front Streets - and in a line with the back part of the Building formerly occupied by the Dutch Admiral, prior to our being in possession of the Colony [now the Naval Tennis Courts]." Even though Colonel Blake was prepared to recommend the grant of land for it to be built upon, a non-conformist chapel was something to be kept in the background and not displayed for all to see on the most prominent site in the town.

The Lieutenant Governor's mind evidently ran along the same lines. He instructed the Government Secretary to reply that he had no objection to acceding to the Memorialists' request, provided that a good site be left for an English Church and provided also that the Trustees in whose favour the Title to the land would be prepared would pledge themselves "to cause a Building to be erected of such dimensions and within such a given time as the Resident should judge right to suggest to the Governor." Meanwhile the names of the proposed Trustees with the diagram of the land to be granted were to be forwarded to the Colonial Office.

The Secretary to the Residency, Mr J. F. Goodwin, duly sent a copy of this reply to Mr Lind on the 7th November, at the same time informing him that the Land Measurer, M. Ruysch, would be in attendance on the following Friday or Saturday when the site to be granted would be marked out.

Now that they were assured of a site for their chapel, Mr Lind and his colleagues lost no time in starting their drive to raise funds for the building. The following day Mr Lind again waited on the Resident to lay before him "for his countenance" the proposed form of subscription list. The Resident did not altogether agree with the causes assigned for the proposed subscription in the preamble to the list, and set out his own observations in a further letter to Mr Lind. Although he was aware that the place now appropriated for Divine Worship was not sufficiently spacious for the accommodation of all the Inhabitants of the Town he conceived that before they were called upon for their contributions, the inhabitants should be made acquainted with the intention of Government to erect a Church according to the Established Religion of England at a very early period, which would be of ample dimensions for all purposes. While he by no means intended to interfere with any subscription for erecting a Wesleyan Chapel where Divine Service may be performed in the Dutch language as well as the English, such a subscription should not be called for on the grounds of language. As the greater part of the Inhabitants were English, the reason for erecting a Wesleyan Chapel should not be that the majority of the People are Dutch.

It is unlikely that either of these arguments carried any weight at all. The older residents would be well aware, which the Resident, as a newcomer, would not be, that Government had been promising a permanent church building at any time during the past fifteen years. Also, while it was probably true that the majority of the European residents were English speaking, all the non-Europeans, "the Free Coloured People, Slaves and Hottentots," for whom the Chapel was primarily intended, spoke either pure Dutch or some variation of it.

The Colonial Chaplain, the Reverend George Sturt, must have found this increasing enthusiasm for a rival church somewhat disturbing to his peace of mind. It constituted a serious threat to the established order of things and was making serious inroads into his own congregation. His conscience also must have pricked him a little as he had recently been rather neglecting his duties as rector of the parish. A long protracted illness from gout had obliged him to try the baths at Caledon, where he remained nearly six months without deriving much benefit. He was now living at "Rocklands", a long way from his parish, as the medical gentlemen considered that exercise would be beneficial.

Whatever the cause of it, this non-conformist nonsense must be nipped in the

bud before it got out of hand. There were no real grounds on which he could make a frontal attack on the Wesleyans, so he tried oblique methods. On the 25th October he addressed a letter to the Government Resident, asking him to obtain the Lieutenant Governor's opinion as to "how far a Dissenting Minister has the right to solemnise Marriages, and administer the two Sacraments, as established in the Church of England, without some previous settlement in a Parish and also where there is no enclosed place of Worship."

The Lieutenant Governor was not easily to be drawn into an argument on the finer points of ecclesiastical law, and merely asked the Revd Sturt to state the particulars of the case, if any exist, which suggested his present application.

Mr Sturt explained that "the person, who was baptised by a Dissenting Minister, from the Established Church of England is named Hendrik Lawrence, a Slave, the property of Mr van Renen at the Brewery, at whose House [now "Studland"] the ceremony was performed, there being no Chapel or any Public place of Worship, where Registers are kept, and as Hendrik Lawrence is a Parishioner of this Parish, I consider it my duty to make known this transaction to His Honor the Lieutenant Governor."

His Honor was at this particular time not particularly pleased with the Reverend Sturt for other reasons and did not miss this opportunity of administering a gentle rebuke. The Government Secretary replied on his behalf that the right of Dissenting Ministers to Baptise such children, whose Parents call upon them to do so, has been acknowledged by H. M. Government, and by the first Law Authorities in England. The Lieut. Governor could not therefore interfere in the matter, but had no doubt that, if asked nicely, the Dissenting Minister alluded to, but whose name was not stated, would cause the Certificate of any Baptism which he might perform to be entered in the Registry of the Colonial Chaplain.

Whereupon the Colonial Chaplain gave up the unequal struggle and applied for leave to return for another three or four weeks to the Caledon Baths, where he could be sure of finding congenial and sympathetic company, which would commiserate with him in his troubles.

This unsuccessful attempt by the Reverend Sturt to interfere did not hinder the progress of the Wesleyan Chapel in the slightest degree.

M. Ruysch, the Sworn Surveyor, duly forwarded the diagram of the ground allotted to the Chapel to the Resident. He used as the basis of his survey the boundary line of the ground on the north-east or seaward side which divided it from a property owned by a Mr John Osmond. This boundary line had been marked by Mr Osmond himself, and, as happened in some other cases where Mr Osmond's property was concerned, it was soon found that he had enclosed more land than he seemed entitled to. The correction of this error left a narrow strip of government ground between the two properties, which later proved to be a fortunate circumstance.

Mr Lind also had not been idle, and on the 30th January 1827 was able to submit the names of the Trustees. These were, in addition to the four who had presented the memorial originally, the two Wesleyan missionaries, Barnabas Shaw and Robert Snowdall, John Osmond, Senior, Gerrit Hurter, William Cooper, Pieter Andreas Wikboom and Pieter Francois Hugo.

The Resident duly forwarded the letter containing the names to the Colonial Secretary on the 14th February together with the diagram of the land.

There the matter rested until it occurred to somebody that no provision had been made for access from the main street to the land on which the chapel was to be built. It would be most awkward, especially for the elderly and infirm, if they had to climb the hill by a circuitous route and then descend it again to get to church. Once again therefore a deputation of the Trustees waited upon the Resident with yet a further request that a footpath from the Public Street to the grant of land as shown on the plan provided might be allotted to them. Once again the Resident on the 1st June transmitted these to the Secretary with his recommendation that the request be granted.

This request put the whole business of the grant back to where it began. The Government Secretary promptly replied saying that it would be necessary to make out a new diagram including the additional extent of land recommended for a footpath. He pointed out at the same time that he had not yet received the information, which he had asked for in October of the previous year, regarding the size of the building to be erected on the site and how long it would take to complete.

By this time the Reverend Snowdall was getting impatient with the repeated delays and made a personal application to the Governor for permission to proceed with the erection of the Chapel forthwith without being confined to any particular dimensions.

The Governor was impressed by the representations put forward by Mr Snowdall, and on the 26th July instructed the Resident to inform him that they were accepted, and to submit the diagram of the land as soon as possible. Things now began to move. The Resident sent in the diagram on the 1st August and on the 13th August the Reverend Haddy was able to record that "they have commenced digging the foundations of the Wesleyan Church at Simon's Town."

It was now a question which would first reach completion, the building of the Chapel, or the formalities for the grant of the land on which it was being built. It was the latter which won the race by a narrow margin. On the 2nd August 1828 the Lieutenant Governor, Major General Richard Bourke, signed and sealed a Deed of Grant in Freehold to the eleven Trustees of a piece of land 352 square rods 26 sq. feet and 88 sq. inches in extent, for the purpose of erecting thereon a Chapel of such dimensions as they may consider necessary. There were several conditions attached to the grant. The Trustees were not given any right or authority to dispose of the land or to appropriate it for any other purpose. The waterpipes for the supply of water to the Town, which were laid across part of the land granted, were not in any way to be disturbed and the Government should have the right to repair them from time to time. Finally, no Roads were to be made nor Arches or other works constructed on the ground which might in any way interfere with the necessary repairs to the Waterpipes or obstruct the free course of the water.

Meanwhile, construction of the building was completed and the Chapel was formally opened for Divine Service on Thursday, October 9th, 1828.

Three sermons were preached on that memorable day: the first in the morning at 10.30 a.m. by the Reverend J. H. Beck in the Dutch language, the second at 3 p.m. in English by the Reverend W. Elliott and the last at 7 o'clock in the evening by the

Reverend R. Miles. The Chapel during all three services was filled with the most respectable inhabitants of the town and district and the collections taken at the end of each service amounted to nearly five hundred rix-dollars.

Thus it was that when the Reverend Barnabas Shaw returned from England in May of the following year, he could, with every justification, remark that "the building reflects credit upon all who were concerned with it and the conspicuous situation in which it is placed may remind the weather beaten traveller, on entering the Bay, that a House of Prayer is open for his reception."

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#### HARD TIMES

#### SALE OF SIMON'S BAY ROCKS!

In these times of hardships and hard roads, Government do not see why the public should not have the benefit of a few hard bargains; and whether the wind is raised in the North-west or South-east, at Saldanha Bay or Simon's Bay, matters but little. The following lots will, therefore, be sold without reserve on the 7th instant; and although the first is the only lot advertised, yet the remainder will follow in succession at certain Simon's Bay upset prices.

Lot 1. Sober Island and Rocks contiguous. - Public attention is particularly invited to these rocks, which, - should the future possessor make any use of them, - must inevitably be resumed by the Colonial Government, or purchased by H. M. Navy, at any price, from the injurious effects to the Town Jetty and Dock Yard which, it must be obvious to any person not wilfully blind, any erection upon them must create. - Ergo, a good spec! [The purchasers were not permitted to erect any structure on or adjoining the Island. In 1859-1860, though, there was built across the Island the first provision on the Cape coast for the underwater repair of ships without heaving them down. This was also the first great marine undertaking on the Cape coast, and that by private enterprise. See "The Start of the Sober Island Slipway" in the January and July 1967 "Bulletins".

Lot 2. The Whittle. - For particulars respecting this Rock, application must be made to the Whittle-ing Department of the Dock Yard; H. M. Navy having the credit of keeping the buoys in good condition.

Lot 3. The Phoenix. - A sunken rock, which has remained under water so long, that Government have at length determined on putting it up.

Lot 4. Noah's Ark. - A noble foundation for a Light House (which is not an absolute impossibility!) and quite arge enough for any Government edifice of the kind in Simon's Bay, which, if built at all, will be light enough for any purpose.

The "Bellows" and other minor rocks off Cape Point would be disposed of; but they are found to be rather a disadvantage to Simon's Bay than otherwise.

The above Rocks will doubtless contribute towards the proposed Breakwater in Table Bay, before the constructing of which Government deem it advisable to remove all impediments in the way of Simon's Bay.

Diagrams will be waved, as there is no rule for surveying rock, which is certainly very hard. ["Sam Sly's African Journal", 5th December 1844.]

## ROMAN ROCK LIGHTHOUSE

B. B. Brock

(This article is based on extracts from documents in the Cape Archives, transcribed by H. C. Willis from references by F. P. Chapman.)

The Roman Rock Light is a landmark familiar to anyone around the 60 mile perimeter of False Bay, as it keeps its watchful eye on the approaches to Simon's Bay. The lighthouse is based on a rock which is exposed at low water and virtually awash at high water. The light winks at us once every five seconds throughout the hours of darkness, and the tower defies the weather's many moods. Except on calm days there is some white water from the breaking of the ground swell, but during the Southeasterly gales the impact of the breaking seas sends green water as high as the light itself, 57 feet above sea level. To most people the lighthouse is merely part of the backdrop and taken much for granted.

It was not always taken for granted. For 35 years it was a theoretical idea tossed back and forth in a stormy bureaucratic stagnation. The concept that bureaucracy is an invention of the Twentieth Century is forcibly dispelled by a study of the early history of the Lighting of the Approaches to Simon's Bay. But against the background of the interplay between the Admiralty or Secretary of State and the Colonial Authorities, it is the Southeaster that is the villain of the piece. The heroes turn out to be the engineers and workers engaged in the amphibious operation of constructing the tower in the face of natural adversity, with tools of their own devising.

Commodore Nourse in 1823 addressed the Admiralty, the Governor Lord Charles Somerset, and the Committee of Lloyds, London, recommending a lighthouse on Noah's Ark. Apparently he thought Lloyds would be sympathetic because of four recent near-disasters resulting from the lack of a light in False Bay. Major Holloway, Royal Engineers, having looked at Noah's Ark, reduced his initial hypothetical estimate of £5000 to £500 because of the solidity of the base, out of reach of the breaking seas. A brisk exchange of letters reveals that Commodore Nourse himself in the ANDROMACHE narrowly escaped an encounter with this rock. (A subjective element creeps in.) It is revealed also that there had been previous correspondence on the same subject, with an alternative but unnamed site which Nourse dismisses summarily. Nourse dismisses also the trivial expense of maintaining the lighthouse: 'there being two Whale Fisheries in False Bay, oil could also be procured for the light at a very reasonable rate.' Lord Charles Somerset, 'wholly restricted from incurring expense without a previous sanction' was being something of a wet blanket, and he sounded a note of warning about the quality of the local lime. Major Holloway proceeded with plans and optimistic estimates (£450 for the construction and £25 per year for maintenance). The joyful inhabitants of Simon's Town offered to supply the best shell lime as a gift. Sir John Barrow, on behalf of the Admiralty, informed Commodore Nourse that Their Lordships do not think it proper to adopt the proposition of a Lighthouse on Noah's Ark.

### Four possible sites

The matter was quiescent for fifteen years. In December 1838 the C.-in-C. Admiral G. Elliott asked the Governor Sir George Napier to approve the idea of a light on the projecting rock south of Noah's Ark (now called 'the Pebble') as a site on the mainland would be more economical. The Governor, in a letter to the Secretary of State, endorsed the need for a light, but laid the emphasis on safety rather than economy in the choice of a site.

By 1841 the situation was complicated by two further proposed sites. Roman Rock was mentioned for the first time, but Miller's Point was favoured by Rear Admiral Elliott whose choice was still governed by economic considerations. The lighthouse could be the pilot's residence with a light on top; and there is a farm close by for all the creature comforts.

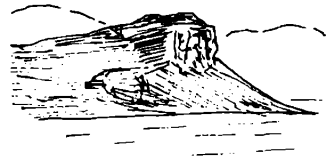
The advent of Rear Admiral Josceline Percy as C.-in-C. seems to have brought with it a fresh perspective, and a new incentive to do something.

### The choice of a site

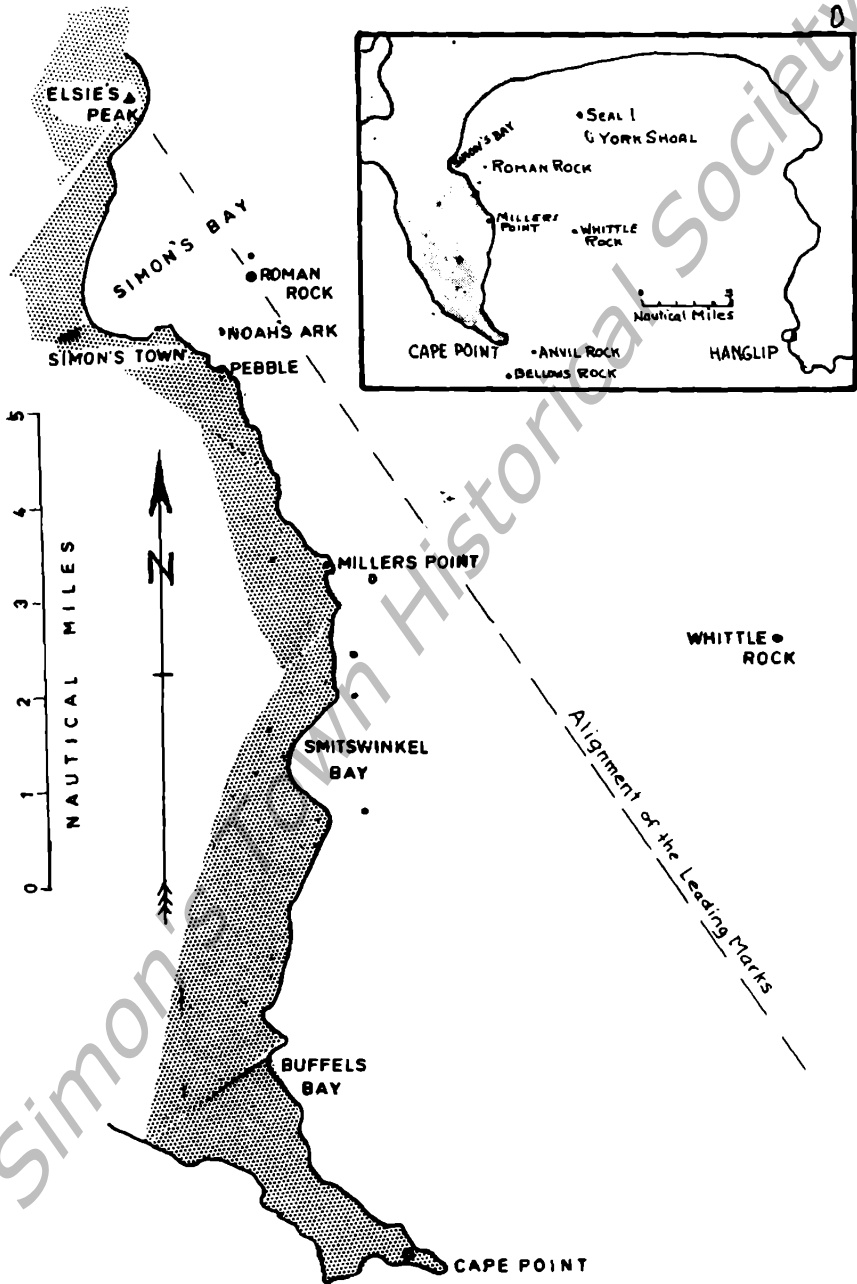
Here it is appropriate to comment on the tactical considerations of siting a lighthouse. A ship rounding Cape Point, giving it a wide berth because of outlying rocks, normally does not think of altering to a northerly course until well clear of Anvil Rock. The arc of a guiding light should extend between the danger points - Anvil Rock on the one side and York shoal south of Seal Island on the other. Whittle Rock lies within that arc, and the avoidance of that hazard would be independent of any help from three of the proposed sites. Roman Rock, in alignment with Elsie's Peak, the most prominent and distinctive of the mountain landmarks flanking Simon's Bay, marks a course bisecting the open water between Whittle Rock and Miller's Point. From the broad mouth of False Bay any ship, whether eastbound or westbound, can pick up these landing marks before a sharp alteration of course into False Bay on a safe course for the approaches to Simon's Bay.

The Pebble would be masked by Miller's Point for a ship rounding Anvil Rock. Noah's Ark is conspicuous except on the darkest night, and a light on it would not help in discerning Roman Rock, the greater hazard because less conspicuous. The channel between the two is navigable, hence it is the less conspicuous one that warrants a light.

The old mariners' adage 'Outward bound, don't run aground' is a multi-purpose tag: it can mean don't worry too much about a final fix on a receding coast, but it can also mean don't be overconfident about the pilotage out of the harbour. The Simon's Bay anchorage is virtually hemmed in by rocks which serve to break the force of the Southeaster, making it a quiet and safe anchorage. A lighthouse on the approach should serve also as an aid to getting safely out of harbour. It was noted that a lighthouse on the Pebble would have to be a tall one to serve that purpose.



Elsie's Peak



● ANVIL ROCK

### The choice reduced to two

Elliott's case for Miller's Point included the suggestion that during the Southeaster a ship bound for Simon's Bay should 'lie-to' until daylight in the outer part of False Bay. The nights are short during the Southeasterly season. During the winter westerlies the Miller's Point light would 'enable ships to haul close round the Anvil Rock, so as to keep the western shore on-board where water is smooth and the winds moderate and where there is good anchorage.' Elliott's opinion as late as 1843 was supported by the Hydrographer of the Admiralty, who appears to have introduced a subtle note of special pleading by the introduction of the name Cape Miller. In no sense of the word does Miller's Point qualify as a cape, even if it had a lighthouse on it.

Percy, with the Surveyor General, Col. Michell, inspected Roman Rock and without hesitation recommended that site in spite of expense (he visualised importing all the materials from England). The Cape Point lighthouse was advocated at the same time. There was no argument about the latter.

Col. Michell, who shared Sir Josceline's opinion, was presumably acting under orders from elsewhere when he produced plans for the Pharos at Miller's Point, reproduced on page 107 of the January 1971 "Bulletin". The frivolous 'comic strip' lighthouse keeper and his personal belongings in the cross section seem to suggest ridicule as a stratagem. A pencilled footnote on Michell's plan (over the initials J. M., which are probably those of the Secretary to the Governor) is worth recording as a most delicate expression of doubt: 'I presume Col. Michell is the best judge, and having every confidence in his great experience in such matters, I hesitate not to approve.' That the choice of Miller's Point was not Michell's pins this doubt on an unnamed but high level target. An unacceptably high estimate for the Cape Miller Lighthouse, £799-9-9, 'thought to exceed by far the sum contemplated by this Government,' may also have been a matter of tactics.

The Master of H. M. S. WINCHESTER stated bluntly 'the prevailing opinion among Naval Officers on the station was that a light on Miller's Point would be of little use.'

### A lightship as a tactical weapon

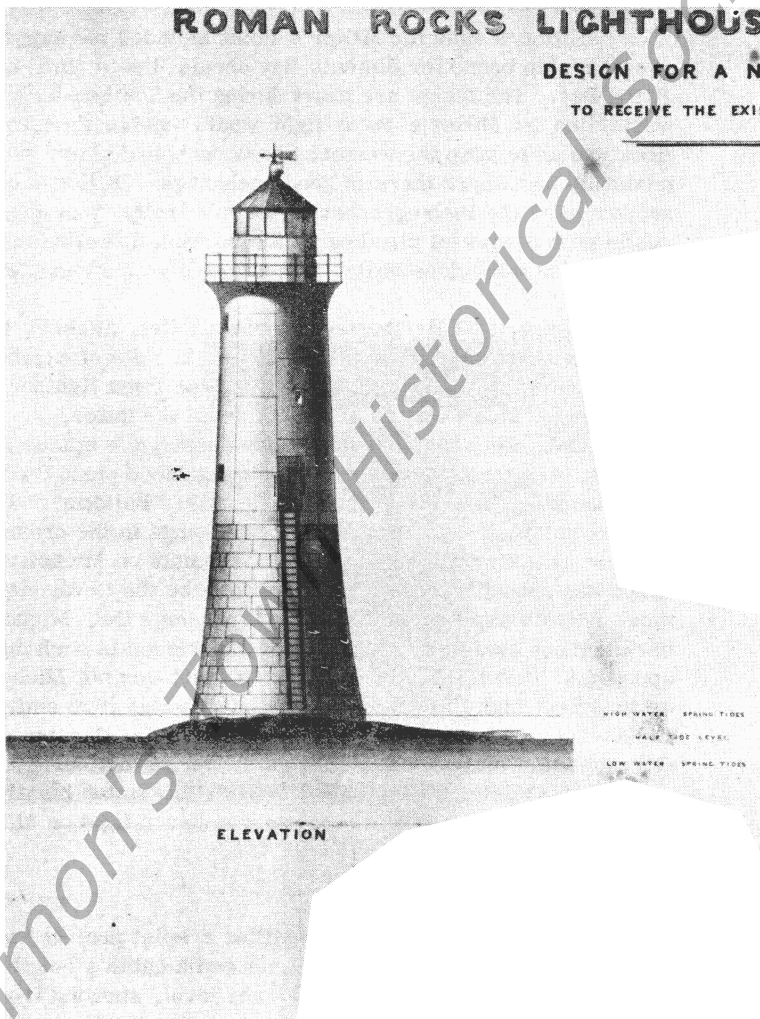
When the pressure of the Miller's Point project had eased, Sir Josceline Percy, in 1845, ordered a lightship to be moored a cable's length north of Roman Rock, a bright revolving light 37 feet above sea level, showing from sunset until half an hour after daylight. The bright red ship hoisted a red flag when a sail came into sight.

The lightship was not wholly satisfactory because she was often adrift from chafing her cables through, and also in heavy weather the light had to be lowered to the extent that it was obscured by spray when it was most needed.

The lightship, however, seems to have attracted attention (of the most useful sort) to the need for a lighthouse on Roman Rock. The expediency of a practical seafaring man would seem to annul any possible charges of machiavellianism.

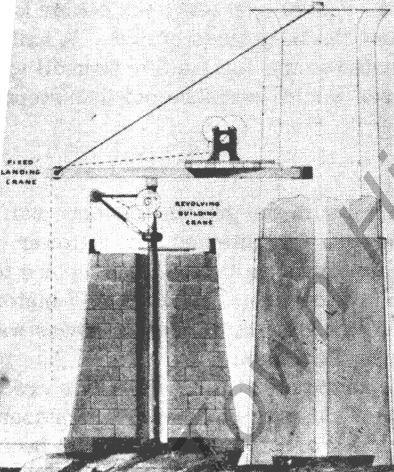
### More estimates

The Skerryvore Lighthouse (Scotland) cost £100 000. 'I would have built - and

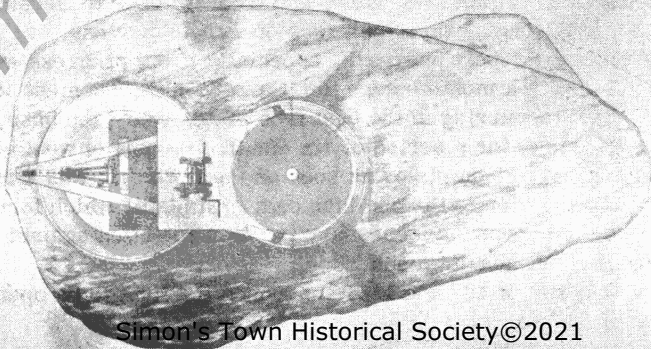


# CAPE of GOOD HOPE.

GRANITE BASE  
SUPERSTRUCTURE



SECTIONS OF EXISTING TOWER AND PROPOSED NEW BASE  
SHOWING BUILDING MACHINERY



hope to build - in Simon's Bay, a lighthouse in as difficult a position for one tenth part of the money' said the British lighthouse authority, Alexander Gordon, in a letter to Joseph Hume. In 1851 he is quoted as estimating £3000-£3500. The Governor Sir Harry Smith put it to Earl Grey, Secretary of State, that the matter is one of Imperial not Colonial importance. H.M. Government were on record as being opposed to any scheme for lighting Simon's Bay approaches, but might be more amenable if the Colony showed any willingness to pay for the upkeep. (We are pretty well back where we started, except that prices have gone up.)

1852. Geo. Pilkington, Civil Engineer, in a letter to the Secretary to the Government, said he thought the estimate of £3500 too low, chiefly because of the Southeaster. In an estimate of running expenses of £370 per year, the senior keeper would get £80, but he doubted if that would attract the best class of man. A half-pay officer would accept £120 p.a. £400 was suggested to the Legislative Council who rejected it by a majority of one. H.M. Treasurer would therefore not take steps for providing a lighthouse.

### The construction

A change of heart arose, perhaps connected with the proven economy and effectiveness of Alexander Gordon's streamlined 'pre-fab' method of iron tower construction. The Colonial Government possibly consequent on this in 1855 agreed to defray the cost of maintenance on the completion of the light. By May 1857 materials from England were dispatched in the Barque ROYAL SAXON. Robert Cousens was appointed Clerk of Works and W. F. King, Working Engineer.

The "Cape of Good Hope Daily Times" reported on 26 April 1858 'the erection at Simon's Bay of one of the great necessities to a shipping port, viz. a lighthouse. We learn, however, that such a construction is being erected; and had it not been for unfavourable weather experienced, it would have been long ere now completed.'

Towards the end of 1859 questions were being asked about the delay. The Lieutenant Governor Lieut-General Wynyard deputed the Colonial Engineer Mr Scott Tucker to make enquiries, a difficult undertaking because 'the Roman Rocks are only accessible at distant and uncertain intervals.'

Mr Alexander Gordon, the brain behind the works, was not quoted until his Ninth Progress report, dated February 1861. From September 20 to October 20 the weather allowed only seven opportunities for work, and from October to December 14 only eleven, 59 hours in all, averaging three quarters of an hour per day.

Scott Tucker continued to report progress, especially if the progress was in the wrong direction. On May 14, a month before the 'Gazette' announcement about its opening, he reports cracks occurring in the cast iron plates round the base, and the impossibility of adding cement for a period of six months because of weather; and of further cracks developing in the iron plates as soon as more cement was laid. His *cri de coeur* reads, 'Some protection to the one inch cast iron plates which form the lower half I apprehend to be indispensably necessary for the protection against corrosion and speedy decay if not absolute ruin.'

The 'Government Gazette' of 18 June 1861 announced the light to be operative from September 16 next.

Gordon's Tenth Report, 5th August 1861: No landings were possible between December 14 and January 7. Between January 7 and June 8, fifty landings were effected. The concreting was completed. The expansion of the concrete was expected to crack the plating, and the design allows easy replacement. (So, pooh to you, Mr Tucker!)

None the less, Mr Cousens saw fit to add eight wrought iron hoops as 'pre-cautionary additions'. 'A tenth crack led me to discontinue preparations for lighting.'

By December, after the light was in operation, there were 24 binders in position. 'Erosion is active, and fresh cracks are reported' says Mr Tucker. Pitch, as recommended by Mr Cousens, seemed an inadequate precaution against the disintegration of the lighthouse.

From the letterbook of Sir Thos. Maclear (the Astronomer) we learn (1862) that while the Cape Point light is the admiration of all beholders, the Roman Rock light caused 'sad trouble to be entertained as to the stability of the tower.' 'The hollow cone of wrought (sic) iron began to crack as the concrete became dry, in fact the latter seems to have expanded in volume much like Plaster of Paris.'

Mr Gordon continues to be unconcerned about the cracks, but merely about the expense of the wrought iron hoops which he never ordered. 'If the cracks had been patched with boiler plate the work would have been stronger than ever.'

During the four years of work, says Mr Gordon, only 962 hours, the equivalent of 96 working days, could be spent on the rock.

A depressing report from the Governor, Sir Philip Wodehouse, to the Secretary of State says that 'the lighthouse although by means of precautions may be preserved for two or three years is as a building quite worthless.'

### The reinforcement

Mr Tucker's detailed report of February 1862 says that at low water springs only an occasional swell lapped their knees while on the rock. They climbed the 20 odd hoops and inspected the tower in minute detail after taking the precaution of having the barnacles and weed scraped off. The pitch had peeled and run, and served no purpose. Some of the cracks were big enough to threaten the corrosion and erosion of the concrete 'hearting' by the sea. A test of the concrete showed it to be damp and loose. Only the hoops made for stability, temporary at best. 'We cannot but recommend a new tower of stone' in substitution. A less amount than £6500 should not be calculated upon,' but he thought that local granite would effect a saving. His plan was a new tower on the same rock in close juxtaposition so that the upper floor of the existing lighthouse could be slid over on to the proposed granite base.

Mr Gordon's fallacy (suggested Cousens) was his design for a tower 'in a bay within a bay' (quoting Gordon's words). The Southeaster had not taken that geographical configuration into account.

Inevitably there was a to-do about the expense of maintenance. The light was operating, the lightship had been removed, but the lighthouse was unfit to be officially turned over to the Colony, and Mr Cousens had been sent home. The Governor had unhappy visions of having to maintain an unwanted child, and having to ask the House of Assembly for funds. His Grace the Duke of Newcastle replied, in effect: the light

is working efficiently. What is all the fuss about? - The Committee of Privy Council for Trade confirmed that My Lords, while having no intention of billing the Cape for repairs, regarded the running expenses as the Colony's affair, as it was never budgeted for by Their Lordships. The amount involved for that first year 1863 was £344-9-11, which would seem like chicken feed for Downing Street. But a matter of principle was involved.

In the meantime, Their Lordships' conscience dictated that the lighthouse should be made right without delay. A Mr W. Parkes C.E. recommended casing the lower portion of the tower with granite to protect the internal core from the destructive action of the sea. A further examination of the concrete filling however seemed desirable.

But, added Mr Parkes, would such a patch-up job be worthy of its position in the approach to an important naval station in a progressing colony? He supported Tucker's view that a new granite tower be constructed. The local granite although inferior in some ways to Cornish or Scotch granite would be equally durable, and cheaper withal because the masons when not on the Roman Rock could be usefully employed in the quarry.

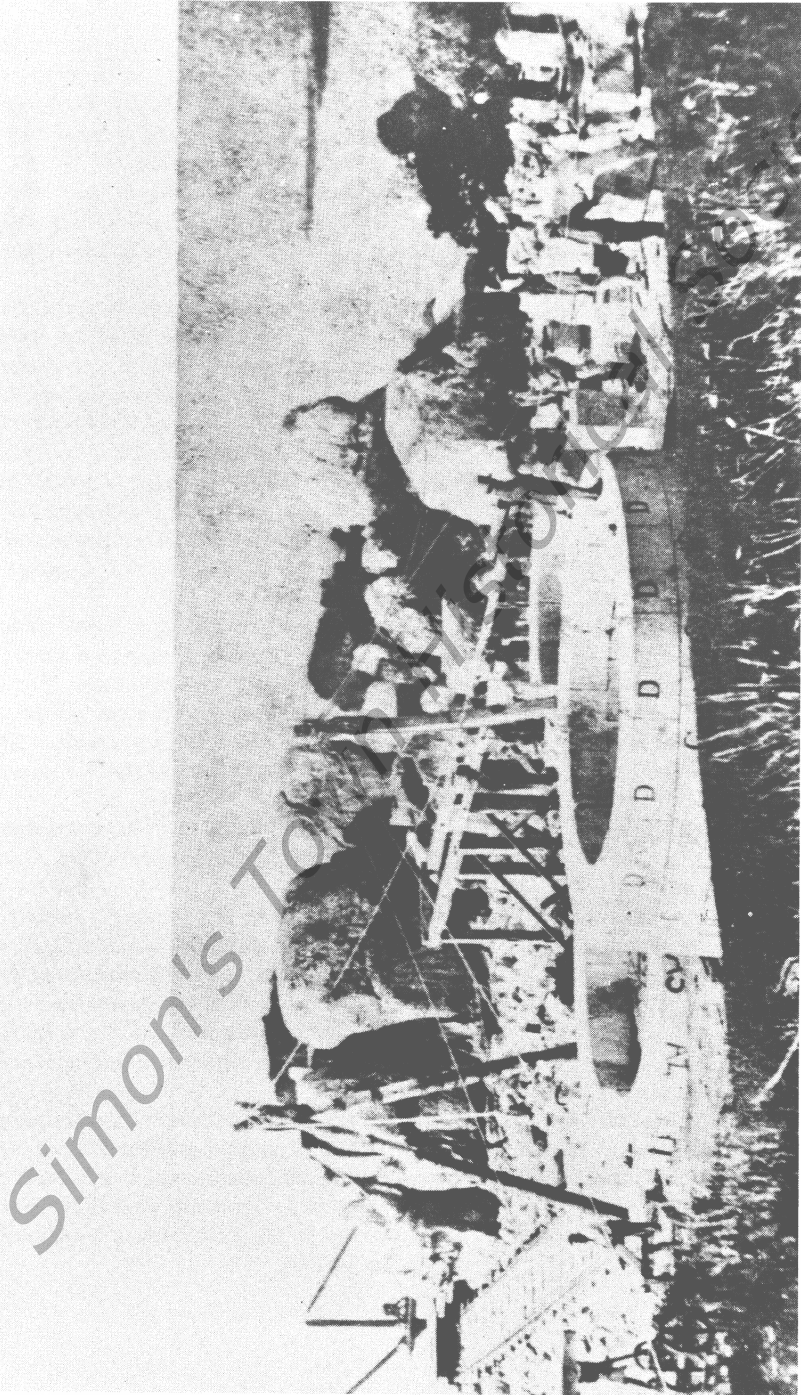
Yet another consultant was called in, J. F. Bourne the Colonial Railway Engineer, who conferred with the Slipway Engineer Mr Mair, as a possible contractor. Mr Mair wisely took a firm line that he could undertake the task but NOT under contract. Mr Bourne introduced a new factor: the present lighthouse is in the optimum position with a minimum of 8 feet in any direction to the abrupt drop away. The remaining portion of the flat rock had a diameter of only 22 feet to accommodate the 19 foot diameter tower. There was not in fact room for two towers. Even more alarming was the intelligence that the edges are overhanging, undermined by the sea, and vulnerable to breaking off with any weight near the lip.

A further important constructional difficulty in the shifting of the top portion of the tower lay in the 'herringbone' or en echelon emplacement of the plates. Cutting horizontally through this continuum would deprive the structure of much of its inherent strength.

The present structure, its concrete 'so-called, nothing but rubbish' could be made as durable as a new tower at far less expense, by the construction of a granite wall around the lower part and the replacement of the rubbishy 'concrete' by granite rubble masonry in Portland cement. The granite sheathing would need to be four feet thick to give it the weight to resist the shock of waves. The cost of restoration would be £5180 (Mair) to £5674 (Bourne).

This workmanlike report was weighed up against Mr Parkes' and Their Lordships asked for the latter's comments. Parkes, although he still preferred his own alternative plan, was big enough to acknowledge the merit and competence of his rival, and would not stand in his way.

Mr Bourne's plan was therefore accepted (January 1864) and Mr Mair was appointed Superintendent of the Lighthouse Works. The death of Mr Mair within a very few months was a blow. He was replaced by our old friend W. F. King whom we met away back in 1857 when he was Working Engineer. He measured up well and Bourne recommended his promotion to Resident Engineer of the Works.



In Mr Bourne's report of August 1864 he said *inter alia*, 'I was on the Rock with his (King's) men for nearly four hours yesterday. In this time although the seas were playing over the surface of the rock during nearly the whole time, 31 holes measuring altogether 151 inches were bored by the gang of men.' There would have been no compressed air nor pneumatic drills at that date.

Sir Philip Wodehouse was embarrassed at having to ask Parliament in November 1865 for a further credit of £2000, a demand 'not attributable to any special disaster or shortcoming or neglect . . . but . . . entirely from the unfavourable weather.'

Bourne's report of the same date leaves little doubt about the unfavourable weather - 'from Mr King's journal of work done on the Rock, it appears that the weather this year has been far more unfavourable than last, the average of working time each day in 1865 being only half an hour, whilst in 1864 it was an hour and a third.'

These adverse circumstances were actually exploited by Mr Bourne. He was able to use the extra time on shore in refining and perfecting the quarry and masonry work at Seaforth. Without changing the basic design he made smaller stones to simplify transport and masonry problems on the rock. Although not mentioned in his report, the photograph on page 24 clearly shows the lower portion of the tower being assembled, fitted, and marked on shore at Seaforth Beach, to ensure a correct fit in minimal time on the rock.

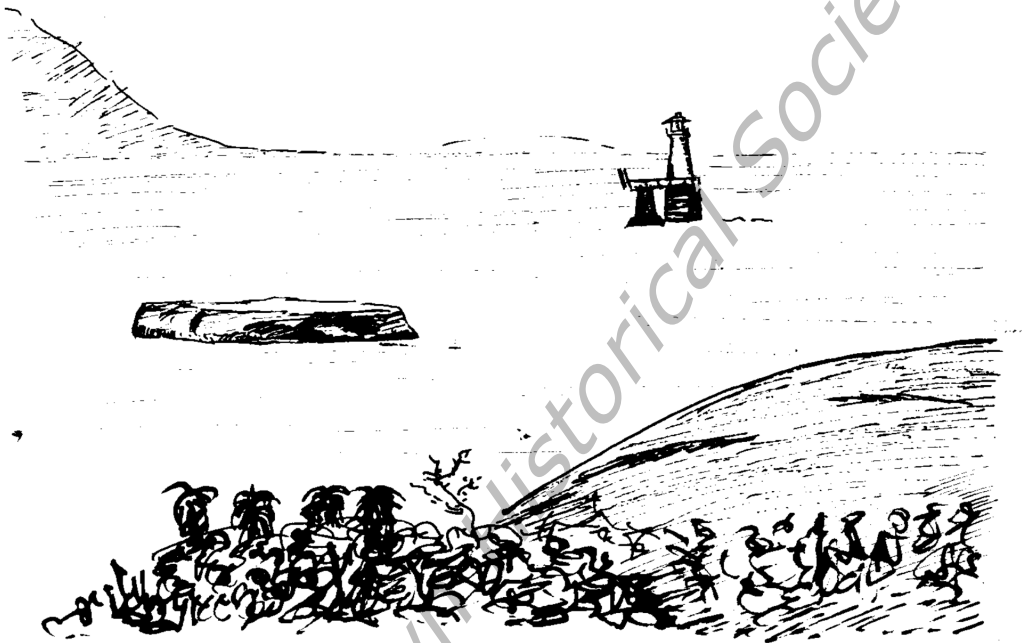
Other details of the construction work revealing the resourcefulness of Messrs Bourne and King can hardly help giving the modern engineer a vicarious uplift, considering the streamlined labour saving devices we have today. For instance, the transport of four-ton stones in a small punt designed for the purpose with watertight compartments, a 'platform and traveller' on the Rock for landing the stones, a 'circular suspension railway' for carrying the stones to their respective sites round the circular tower.

The landing stage, complete with derricks, is still in existence as an extra-neous structure on the lee side of the tower. It is supported by piles at the elevation of the top of the stonework.

One more quotation from a postscript to Mr Bourne's report, 'The existing building continues to be perfectly safe, although if the gales we had in the earlier part of the year had continued or been repeated it might have been difficult to have found men to remain in the lighthouse as those now employed there have complained very much of the great risk which the incessant vibration of the building betokened.'

In parenthesis, the lighthouse has been automatic and unmanned since shortly after the outbreak of World War I.

In March 1867 Wodehouse had the great satisfaction of reporting the completion of the repairs and the turning over of the Lighthouse to the Colonial Government. This letter to the Earl of Carnarvon seemed anticlimaxed by a host of details of expenditure and petty debts and obligations. The total cost of repairs, £7780, is the significant figure, but a handsome bonus to Mr Bourne was a suitable finale, even if 'payment must be deferred until next season.'



NOAH'S ARK, ROMAN ROCK LIGHTHOUSE, THE "PEBBLE"

### Conclusion

The lighthouse a century later looks utterly complacent, with never a suggestion of the turmoil of its early years. The peril of the sea, greatly reduced by the advent of steam power, and still more so by the advent of radar might tend to make any stalwart but sensitive lighthouse feel somewhat unwanted at the beginning of its second century. Forget it! In spite of radar being a momentous breakthrough, one of its weaknesses (a 'blind spot' if you like) is that it cannot pick up a submerged rock on its screen. What a prophetic choice of a site for a lighthouse on the approaches to Simon's Bay, a century before the invention of radar! Any of the other three choices would have left Roman Rock as a peculiarly vicious hazard to navigation.

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WANTED. A small VESSEL, on freight to transport Goods, &c. from False Bay to Table Bay. For particulars, apply to Mr MAITLAND, at Messrs HAWES & Co. Europe Wine and General Agency, No. 3, Berg street. [“The Cape Town Gazette”, 14th May 1814.]

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The Recent Past: No. 4

SOME REMINISCENCES OF EDWIN GEORGE BOWERN

BY HIS GRANDDAUGHTER

Mrs Nessie Hutchings

My grandfather, Edwin George Bower, was born in London in 1826 and came to Simon's Town in the late eighteen-forties.

He married Margaret Strachan round about that time and they settled on a property, part of which was on the land now occupied by the Standard Bank in St George's Street.

According to my mother, one of his daughters, there was a big house, onto which her father built further accommodation to meet the needs of his large family of nine children.

There was an upper storey, in which the family lived, and a lower one consisting of a large storeroom and several smaller ones, in which merchandise was kept.

A number of the rooms in the upper storey opened out onto the long wooden balcony by french doors, which were protected by wooden venetian shutters, which gave the name "Venetian Lodge" to the house.

My grandfather carried on the business of a merchant - buying and selling ships' cargoes, supplying ships with all necessaries, etc. He also had a small boat business.

My mother used to tell us of different kinds of merchandise stored in the room below the house. At one time a cargo of jute was bought by her father, and, as the jute overflowed from the storerooms, bales of it were stacked along the main street, causing great fear of fire to the household. Another cargo consisted of riding saddles, which were strung out on ropes, and the young children had a wonderful time riding on these and pretending they were on horseback.

At one time in his life my grandfather was asked to stand for Parliament, - he being very interested always in politics, but he refused as he felt this would be too much for his wife to cope with, she being a rather delicate woman and of a very retiring disposition.

He had a dislike of British Naval personnel, but used to entertain many Dutch Naval officers, one of whom married a daughter of his, who lived and died in Holland.

My mother used to tell us of shopping expeditions into Cape Town. The family used to drive up to Wynberg in their carriage, her father always doing the driving as he did not like to leave them in the care of their coachman on such a long and sometimes dangerous drive. They used to go along the beaches, Elsie's beach, where Glencairn now stands, Fish Hoek, where they were always a bit apprehensive of the quicksands near the present Clovelly station, which area was called "Die Trappies" from an ancient set of steps leading down to the beach. Here there was a very steep pull up from the beach to the main road, - a pretty rough one according to my mother. They drove on to Wynberg, where they always had refreshments at the old Cogill's Hotel, and then caught the train to Cape Town, where they had a great shopping occasion, spending the night at the "Thatched Tavern Hotel" run by a relative, and returning the following day by train and carriage to Simon's Town.

In his business my grandfather came into contact with various seafaring people, and, as E. G. Bowern, or Ned as he was called, was much liked and respected by all with whom he carried on business, the family received many interesting gifts, from the East especially.

My mother and her younger sister paid a visit to the clipper ship BLAIR ATHOL, where they were entertained to tea in the Captain's cabin, which was done out in red plush, and they were both given a classical novel by the Captain when they left.

Besides the property, on which they lived in Simon's Town, my grandfather also owned land in Klaver Valley and the farm "Dassenberg" in Noordhoek, to which the family used to go for holidays.

After his death at the comparatively early age of fifty-four on 25th January 1881, his family left Simon's Town to live in Rondebosch and the properties in Simon's Town and Noordhoek were sold, none of them fetching much money, which was usual at that time. He had built up the nucleus of a good prosperous business, which with the valuable land he owned should have ensured that his heirs would have inherited a great deal more than they eventually did owing to the very bad management of his estate by his wife and sons.

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Mr Bowern notifies for the inhabitants of Simon's Town, that they intend to apply to Parliament during the ensuing session, for an Act to appoint a commission to undertake a permanent supply of water to the town, and to the merchant shipping frequenting the harbour of Simon's Bay; - granting said commission full powers to levy rates, and adopt all other necessary measures for that purpose. ["The Cape Mercantile Advertiser", 9th April 1862.]

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**MELVILLE'S  
SIMON'S TOWN STABLES**

The above Establishment will be re-opened after the 1st January next, when CARTS, GIGS, and SADDLE HORSES will be kept, of the best description; and PHAETONS will be kept in the Winter Months.

JAS. MELVILLE.

["The Cape of Good Hope Government Gazette", 18th December 1865.]

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**THE SIMON'S BAY ROAD.** - A traveller by yesterday morning's passenger cart draws our attention to the state of the Simon's Bay road. At the second beach from Simon's Town a metal roadway has been laid down at evidently considerable expense, but in consequence of imperfect drainage the road has been so cut up by the heavy rains that the carts are compelled to take again to the sand. ["The Standard and Mail", 19th July 1870.]

THE TRADE THE EXILED NAPOLEON BROUGHT  
TO SIMON'S TOWN

F. P. Chapman

Not every schoolboy knows, nor every schoolgirl neither, that Napoleon Buonaparte might not have stepped ashore at St Helena Island from the H. M. S. NORTHUMBERLAND taking him into exile, but right here in Simon's Town. What to do with him was the problem that faced the British Cabinet in the last week of July 1815. He must not be allowed again to disturb the tranquility of Europe as he had done after escaping from Elba. Lord Liverpool and his Ministers became of opinion "that the best place for the custody would be a distance from Europe and that the Cape of Good Hope and St Helena would be the best places for this plan." The choice of St Helena brought trade to Simon's Town that his presence would not have done, for had he landed at the Cape's Naval Base Napoleon would hurriedly have been taken inland well away from the sea and ships.

The Island of St Helena would permit the Prisoner being given comparative freedom without jeopardizing the object of his detention. Six hundred miles from Ascension Island, the nearest land, twelve hundred from Africa, and almost two thousand from America, the Island's very isolation offered security from escape. Nevertheless three Regiments were stationed there, and Jamestown instead of Simon's Town became for the time the headquarters for the Africa Station Squadron. With also the British Governor and his staff and Napoleon and his entourage at Longwood House the population rose from about 4 000 to almost double that.

The part played by the English East India Company's Agency at the Cape in providing for the needs of this greatly increased population aroused the interest of a Senior Lecturer in Economic History at the University of Cape Town, Dr Marcus Arkin, who had already written an account of the Agency here. A stay in London enabled him and Mrs Arkin to examine the Company's St Helena and Cape records in the India Office Library. Largely from these Dr Arkin produced a most interesting paper, "Supplies for Napoleon's Gaolers: John Company and the Cape-St Helena Trade during the Captivity, 1815-21", published in the "Archives Year Book for South African History", volume I for 1964, pages 157-230. It is almost entirely from this and from advertisements in "The Cape Town Gazette, and African Advertiser" that these notes have been prepared on the supplies sent to the Island by both the Company and the Navy as far as this affected Simon's Town.

The Island's needs obtained from the Cape were mainly Wine, Barley, Forage, Oxen and Sheep. The Company supplied those for the Islanders and Garrison, and the Navy's Agent Victualler at Simon's Town those for the ships. The Navy would not cooperate with the Company in buying supplies, but neither did they compete and cause a rising of prices. Napoleon and his entourage were at least at the start catered for by private traders.

The Navy in the beginning had little difficulty in getting supplies to St Helena, for besides having ships here, there were those at the Island coming in for refit or repair and those others returning home from Mauritius or the East. With the Company

it was quite otherwise. So great was the fear of the consequences should Napoleon escape again that by a British Act of 11th April 1816 the only ships besides those of the Navy allowed to call at St Helena were those of or engaged by the United Company of Merchants of England trading to the East Indies, alias the Honourable (or English) East India Company, authorised to do so. The Cape Agency's one vessel, the 200 ton schooner ST HELENA, was inadequate even in ordinary times. Company ships homeward bound with cargo space available were rare.

An agreement by the Navy that two-thirds of the freight on their ships would be made available to the Company brought many difficulties. While the latter's offices and stores were in Cape Town, the Navy operated from Simon's Town and were reluctant to load in Table Bay and would not do so in the winter months when the Bay became so dangerous. The Cape Agency was recommended by its Head Office in London not to have anything to ship in winter, for there was also the fact that in Table Bay Insurance on Merchant Ships increased on 15th March.

Getting the stores to Simon's Town was a difficulty in itself, for the road was bad, wagons were scarce and their hire costly. Indeed the expense of this 23 or so miles of land transport often exceeded that of the 1 700 nautical miles sea freight from the Cape to St Helena. A woeful lack of care by some wagoners caused to be inserted in an advertisement in the "Gazette" of 29th June 1816 calling for tenders for the carriage of Wine in Pipes and Half-Pipes to Simon's Town the stipulation that security would have to be given for the due and careful performance of the contract. Three years later, on 14th August 1819, the Company provided for an alternative means of transport for the journey, this time in the reverse direction. Tenders were asked from "all such Persons as may be willing to Transport from Simon's Town to Cape Town Two Hundred Pipe Packs by Sea or Land Carriage."

Having got the goods to Simon's Town was not the end of the difficulties. They had still to be loaded. Although previously told that space was available the Company might find the Navy had used it or had allocated it to the provisions of private merchants for Napoleon's table. Whereas labourers could always be obtained on the Table Bay waterfront, this was not so at Simon's Bay. When they were not, the master of a transport ship might supply labour and on rare occasions the use of sailors or troops might be obtained. However the loading was done, it was always more expensive than in Cape Town. Because of the uncertainty about whether there would be wagons, labour, and cargo space the Company found it necessary to hire a large store here from John Osmond, ship repairer and business man. They wanted it only for the winter months but had to take it on a yearly basis from 1st June 1816.

In 1817 there came changes in the trade the exiled Napoleon brought to Simon's Town. That year the Navy ceased to maintain Stores Magazines in Cape Town and it became increasingly difficult to induce their vessels to call there. This should have caused the Company to ship from Simon's Town more often, but the reverse became the case. The shortage of Naval transports to take stores to St Helena became so acute that the Company were permitted to engage private vessels and the following year to send off stores in homeward bound British ships. These all loaded in Table Bay whatever the season. By the middle of 1819 the Company rarely used Simon's Bay and the hire of Osmond's store was not again renewed.

The Company obtained their requirements for the Island by calling for tenders in the "Gazette", the only Cape periodical until 1824. The main export seems to have been Wine. The 150 000 gallons of Cape Wine asked for on 16th December 1815 had to be not less than 18 months old and warranted to keep for 6 months from the date of delivery, which was to be in such quantities as required. Probably part of this was carried over to the following twelve months, for then only 95 000 gallons was wanted. This had to keep for 12 months and to be delivered in Cape Town or Simon's Town as instructed from time to time. Probably the first wine was poor, for in the second and subsequent advertisements it is specified that samples must be submitted with the tenders. Later good Cape Madeira Wine was ordered for the Garrison, but for the Islanders the best such Wine and even the best Old Cape Madeira Wine prepared with French Brandy.

On 11th November 1815 the Company asked for the immediate supply of 50 Firkins of Butter and 170 Muids of Barley. Thereafter the Island obtained its Butter from private traders. Barley was ordered in large quantities, such as 500 000 lb for the Garrison on 29th November 1817, to be delivered from time to time in Cape Town or Simon's Town as required, or 7 000 Muids of Barley and Oats a year later, to be similarly delivered. For Hay and Best Oat Hay, pressed or pressed in Lashings, the quantities were those for 12 months certain and then until the expiry of 6 months' notice by either side, delivery again to be made on the wharf at Cape Town or Simon's Town.

A "Government Advertisement" on 21st March 1818 announced that those licensed to export Corn (Wheat) would not be allowed to do so when the average Market Price exceeded 130 Rixdollars the load of 10 Muids (about R23 per 30 bushels). The Governor wished "to give every practicable facility to the Export of Corn from this Settlement, (a measure upon which the Prosperity of the Agriculture so greatly depends, and for which the Settlement is so peculiarly adapted,)" yet it appeared there should be no exports "until the resources of the Colony for the supply of its Inhabitants be more completely known." Lord Charles Somerset made one exception to the ban, that of corn for St Helena. The Company did not make use of this exemption though they had twice previously advertised for flour for shipment from Cape Town. This commodity was normally supplied the Island from Great Britain.

The Company do not appear to have shipped any meat from Simon's Town, and very little at all. On 18th November 1815, shortly after Napoleon's arrival on the Island, tenders were hurriedly requested for the supply or part supply of 150 Tierces of Salt Provisions warranted to keep eight months after delivery. Then on 27th September 1817 from three to four hundred Tierces of Salt Provisions that would keep good 12 months were advertised for, each Tierce to consist of forty-two 8 lb pieces, English weight. What the Company did sometimes ship from Simon's Town was Livestock. Almost one thousand Sheep were sent from a hired farm near the Berg River up to the middle of 1817, when they ceased using it, of which some will have left from Simon's Town. On 6th September that year tenders were invited for the supply of such numbers as required for 12 months certain of Cape or Spanish Sheep (wethers) for delivery on the Cape Town or Simon's Town wharf as demanded. The animals had to be not less than 2 years old, the Spanish sheep to weigh at least 65 lb

and the Cape sheep at least 80 lb. The advertisement of 20th November 1819 requiring European Oxen of the short-horned breed to be embarked at one or other of these wharfs stipulated that they were to be not less than 4 nor more than 6 years old and to weigh 350 lb when slaughtered, clear of the offal.

Before Napoleon's arrival private traders had no interest in dealing with St Helena despite its Governor's encouragement to do so and the Company's offer of space in their schooner. This all changed when they were permitted to sell their wares to the exile and others of the entourage of 38 at Longwood House. By then, however, the Company could no longer carry the stores of others in the ST HELENA, so that until the position changed in 1817 the traders had to rely on Naval transports, even though this meant largely shipping from Simon's Town. In the allocation of cargo space available the private traders received preference over the Company, much to their annoyance. One of the first three of these Cape Town traders supplying Longwood had a branch here in Simon's Town. His story is told by Mr H. C. Willis in the July 1968 "Bulletin", pages 47-54, "Thomas Talbot Harington, Founder of Seaforth".

The Navy generally did not state in their advertisements that any of the requirements were for St Helena, but would use wordings such as "for the service of this Department," "to be delivered into His Majesty's Victualling Magazines at Simon's Town," and "for the use of His Majesty's Ships and Vessels on this Station." The articles and quantities given must obviously have included any such wanted for the Island. Advertisements for Livestock were an exception, and so were two others, one of 24th March 1821 for one hogshead "of good Port Wine for the use of His Majesty's Naval Hospital at St Helena," and an earlier one of 12th August 1820 "to such Persons as may be willing to furnish this Department for the Hospital Service of St Helena, Two extra good Milch Cows, with their Calves."

In thinking over the procuring of the ships' victualling requirements the Resident Commissioner at Simon's Town, Sir Jahleel Brenton, had been struck, as an advertisement announcement on 25th September 1819, by "the capability of many parts of the Colony, remote from the Capital, but near the Coast, to furnish Grain for the Supply of the Navy, provided Transport could be sent to receive it, whereas the Farmer, not possessing within himself the means of sending his Produce to Market, is under the necessity of limiting the extent of his Cultivation." Brenton therefore proposed that a contract be entered into with some one person for the supply of flour, bread, biscuit, grain, wine, and other articles of Cape produce used by the Navy. The contract would be for 3 years instead of the usual 18 months, "provided the prices demanded be such as justify the measure." Since it was no use shipping grain to St Helena as it lacked a mill, he recommended one be sent out from England and delivered free of expense to wherever in the Cape the contractor required it. He was to be charged only with the prime cost of the mill, to be paid in quarterly instalments from the sums due to him for supplies furnished. Those interested were to submit tenders through their agent to the Victualling Office, Somerset House, London, during February 1820, the contract to begin on 1st January 1821. Judging by advertisements for supplies after this date satisfactory tenders were not received or, more likely, the Resident Commissioner's proposal was not approved by his superiors. This was

a more elaborate scheme than his of four months earlier whereby farmers in the vicinity of Saldanha and St Helena Bays on the west coast delivered their good marketable wheat to Magazines to be erected there by the Navy, whence it would be fetched by their ships, from St Helena Bay only in the summer. This would eliminate the heavy expense of land transport to Cape Town and the labourers would not be taken from their tasks on the farms. Probably all that resulted from this was the more elaborate scheme already described.

For the ships at St Helena the Navy advertised on 13th April 1816 for Oxen of the Bastard European or Vaderland Breed, Sheep of the Bastard Spanish or Merino Breed of the Crosses best adapted for Slaughter, together with the necessary proportions of Fodder for them. The contract was to be for 12 months certain and thereafter until the expiry of 6 months' notice by either party. Delivery was to be made on the wharf either at Cape Town or Simon's Town.

Such was the condition in which the animals arrived at the Island that something had to be done about it. The sheep were like skeletons and in such a state of exhaustion and consumption that they could not be fattened on the poor pastures there. The trouble was the state they and the cattle were in when loaded at the Cape. For nearly a week and sometimes much longer the latter "had been driven from the great cattle farms in the eastern districts of the Colony, through a long sandy desert, where little was to be found for their support but the acrid hottentot fig and other similar plants." Many of the animals died during the voyage of only twenty days.

To try to reduce this loss and improve the condition on arrival an advertisement of 7th November 1818 stipulated that the Sheep to be supplied by the contractor must have been "fed upon good Oat Hay six days previous to embarkation." A similar advertisement on 7th August 1819 said the Oxen were "to be dry fed upon good Oat Hay for Six Days previous to delivery." About three months earlier, on 29th May, a different plan appeared in the "Gazette". Farmers and others in the vicinity of Saldanha Bay who felt disposed to supply Vaderland or Short-horned Oxen, Sheep or Hay for embarkation in Transports at the Bay for St Helena were to send in proposals with prices. It appears doubtful from subsequent advertisements for livestock if anything came of this.

The Naval Resident Commissioner went even further to improve the condition of the Cattle shipped from Simon's Town as is shown in this second extract from the "Memoir of the Life and Services of Vice-Admiral Sir Jahleel Brenton, K. C. B.", pages 433-4, by Rev. Henry Raikes:

"To remedy this, a cattle yard was constructed in Simon's Bay, where they were kept and dry fed for several weeks, and then shipped on board the transports; and the wind being almost always fair, and the water smooth, they continued to improve on the passage, and arrived at St Helena in high condition. Sheep were still more improved, and the quick demand for all the articles of supply, gave great animation to the boors; while it rendered the Naval Establishment at the Cape of very great importance, and shewed particularly how sound was the judgment which had induced Commissioner Shield to remove it from Table Bay to Simon's Bay, as there was scarcely an instance during the period of nearly seven years that Sir Jahleel Brenton was there, in which a cargo might not have been shipped on board the men of war, and transports."

It was in 1820 that the Navy went into the cattle fattening business. The 1 500 bushels of good Oats, English Measure, to be delivered into the Victualling Magazines at Simon's Town in as short a time as possible asked for on 25th March seem likely to have been for shipment to St Helena for cattle on arrival there, where a Naval Stockyard had been erected. Still the improving of the cattle right here in Simon's Town had definitely started by August. On the 19th tenders were invited for the purchase for 12 months certain from 1st September of all the Manure produced from the cattle, stall feeding at the establishment, to be taken away during the first week in every month. Apparently there was too much uncertainty about the yield of manure for tendering, for the advertisement was repeated on 9th September, the removal to begin on 1st October, but this time the price was to be per wagonload.

The cattle the ships received became so obviously better in condition and weighed so much more than the animals for the Garrison and Islanders that now the Company had to do something. At first they bought cattle that had been stall-fed for six days, paying for further feeding themselves if the animals were not immediately shipped. Then towards the end of 1820 the Company erected stalls for about 100 cattle in Cape Town and did the stall-feeding themselves. The sheep were also stall-fed, and Cape Sheep (wethers) were bought instead of the Spanish, which were less hardy. Despite improving the condition of the animals sent out both Company and Navy lost many on the voyage.

On Saturday evening, 5th May 1821, after a great storm had quietened down, the exiled Emperor passed away. The "Gazette" of 16th June containing the report of the arrival four days earlier of H.M. Sloop BEAVER at Simon's Town with the news contained also an advertisement by Thomas Drury, Acting for the Agent Victualler. With the total reduction of the Victualling Establishment at St Helena no further supplies were required there. "Live Oxen, (Stall fed,) in most excellent condition; also, a quantity of bruised Barley, Hay and Flour, all perfectly good" were to be sold on 21st June. Then on 4th August there appeared this advertisement:

Victualling Yard, Simon's Town, Cape of Good Hope, 26th July 1821.

NOTICE is hereby given, to such Persons who may be desirous of Hiring the House and Premises, lately occupied by this Department, as a place for dry-feeding Cattle, and known by the name of Admiralty House, consisting, (besides the Dwelling House,) of a large Enclosure, the covered Sheds, with Mangers for dry-feeding Cattle, and a large Yard, completely fenced in, which can be used as a Cattle Kraal.

Any Persons desirous of Hiring the same, will be pleased to send in Tenders, addressed to me, under cover to Commissioner Sir JAHLEEL BRENTON, Bart. and K.C.B. stating their Terms in Words at Length, on or before Tuesday, 14th of August next, at 11 o'Clock in the Forenoon; when the Parties Tendering, or some Person on their Behalf, are requested to be present to answer thereto, when called for.

On the said 14th August, will be offered by Public Sale:-

- 100 Iron Hurdles, (new,) Screws, Bolts, and Gates, complete,
- 1 Weighing Machine, for Live Cattle,
- 4 Chaff-cutting Machines,
- 53 Bushels of Linseed, for feeding Cattle,
- 1 Water Cart, can be drawn by either Horses or Oxen;

Also a quantity of serviceable Provisions, Forage, &c. consisting of Flour, bruised Barley, Hay, &c. &c.

THOMAS DRURY,  
Acting for the Agent Victualler.

N. B. The Iron Hurdles form a complete Enclosure or Fence, and are worth the attention of Gentlemen, who may have Gardens or Pleasure Grounds to enclose.

The Sale apparently failed to attract the attendance of Gentlemen with Gardens or Pleasure Grounds to enclose, for on 22nd October were put up for sale without reserve the 100 Iron Hurdles, 3 Chaff-cutting Machines, 20 tons of Oil Cake, and other items that had not been sold. Offered on 30th October were the whole of the Sheds and Fences of the Cattle Kraal, to be removed by the Purchasers, all the Managers, and the Fence of the large garden annexed. On 30th September the following year there was offered for sale "a quantity of Linseed Oil Cake, particularly well adapted for fattening Cattle," and on 15th November the remainder of it. The Cattle Kraal Fences seem not to have been sold when offered in 1821, for on 6th November 1824 there was advertised "to hire, the Cattle Kraals at Simon's Town, belonging to His Majesty's Victualling Department, possession of which can be given on 1st December next."

Here we must go back to the long advertisement of 26th July 1821 copied out in full. There is a problem to be solved, how the Victualling Department were able to use Admiralty House in connection with the dry-feeding of cattle. First it can be stated that the building could not instead have been that way up the hill on the site at the corner of Arsenal Road and Cornwall Street, now occupied by the Naval Tennis Courts. The Admiral's House of the Dutch was never known as Admiralty House. At this time the Commanders-in-Chief lived aboard their flagship and those during the Captivity were stationed at St Helena, though two at least of them, Rear Admirals R. Plampin and R. Lambert, spent about a fortnight each in Simon's Bay getting to know the Base.

Admiralty House was used as the residence of the officer commanding the Naval Establishment ashore. When, however, Resident Commissioner Sir Jahleel Brenton and his family arrived in 1815 the house required considerable alterations to make it comfortable. They were therefore lent the Government quarters near Simon's Town, the Commandant's House that is now the Annexe to Rhodesia-by-the-Sea. Lady Brenton's health was such that the family frequently moved into Mr Colyn's house "Hoop op Constantia". Rather than continue to impose on their friends the Brentons hired a cottage near Wynberg. After Lady Brenton's death in July 1817 Sir Jahleel Brenton and his sister Mary do not appear to have taken up residence at Admiralty House. On the death of Napoleon in 1821 the Simon's Town establishment was reduced, Commissioner Brenton being recalled and not replaced. Thus it was apparently that the Victualling Department were able to use Admiralty House when they started fattening cattle for St Helena.

The Garrison was not immediately withdrawn from the Island after Napoleon's death, though it may have been reduced. Four years later and possibly longer the Company were still sending them good Cape Madeira Wine and other provisions. All the stores would now have been sent through Table Bay, even during the winter months

when so many ships had been wrecked there since beginning of the Settlement in 1652 and where seven more were to be the very year 1822 following the end of the Island of St Helena as a place of exile.

With the Company shipping for the Island from Table Bay and the Navy not shipping for there at all, an end came to the trade the exiled Napoleon Buonaparte brought to Simon's Town.

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His Majesty's Naval Yard,  
Simon's Town, 21st March, 1825.

WHEREAS various applications were made to His Majesty's Naval Department during the last Winter Season, for Supplies of Naval Stores to Merchant Ships, it is hereby notified, for the information of those whom it may concern, that in pursuance to recent directions received from the Honorable Navy Board, Stores are only to be supplied when it can be done without the least risk or inconvenience to His Majesty's Service; then it is permitted only in cases of urgent necessity, and when it may be found impracticable to obtain the Articles wanted elsewhere in the Colony.

W. PENNELL, Naval Officer.

["The Cape Town Gazette, and African Advertiser", 26th March 1825.]

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#### GOVERNMENT ADVERTISEMENT

Notice is hereby given, that at the recommendation of the Colonial Instructor of Midwifery, Mrs M. PATTERSON has been permitted to practise as a Midwife in the Residency of Simon's Town.

Cape of Good Hope, 27th April, 1827.

By Command of His Honor the Lieutenant-Governor [Major General Richard Bourke].

(Signed) R. PLASKET,

Secretary to Government.

["The Cape of Good Hope Government Gazette", 4th May 1827.]

## BOY SCOUTS OF SIMON'S TOWN

L. J. D. Gay

After returning from Wales after three years' absence from Simon's Town, where he was born, the 1st Simon's Town Troop of Boy Scouts was formed by the Late L. C. Gay in 1907. He was ably assisted by William Pinkham, eldest son of a Master Rigger in H. M. Dockyard and later in charge of the Admiralty Coal Hulk NUBIAN.

William Pinkham served his time with the Master Builders Messrs Jenkin Bros., whose workshops and two trading shops were at the corner of Seaforth Road and Main Road. The two old shops are still there today. Jenkins closed down on the completion of the Docks and the two brothers emigrated to Rhodesia. Pinkie, as he was known to us all, left for Canada around 1910-11, and I met up with him again as a Captain in the Canadian Army during the Battle of the Somme at a place called Poziers. I believe he again enlisted in World War Two and rose to a much higher rank.

The first Scout Hall was part of a large builder's shed belonging to his father, where Gay's Holiday Camp now stands. The builder was a Mr Hansen, who in after years was Steward in Charge of the Royal Navy Club for many years. All the wood-working machinery was bought by the Woodwork Master, Mr Taffy Jones, an ex Naval Shipwright, and installed at Zonnebloem College, Cape Town. The Troop was made up of young apprentices from the Dockyard with a number of young lads whose parents were employed by Sir John Jackson in the building of the East Dockyard Complex. Simon's Town was the third Troop of Boy Scouts to be formed in Southern Africa. The first one was at Observatory; a Mr Eaton was in charge. The second was at Claremont and the Scout Master was the well known Naturalist at the time, Mr French, assisted by his son Cyril; the former was the Head Master of the local Public School at Claremont. Cyril later emigrated to Australia to take up a Government position which included a Snake Park and where he died after being bitten by a poisonous reptile.

Of the many young lads trained by L. C. Gay and William Pinkham in leadership many reached very high positions in after life. Bert Meager, son of the Chief Writer of the Armament Depot, served in both World Wars, first on S. A. Hospital Ship EBANI and then as a Commander Engineer R. N. during World War Two. For many years between the Wars he was a Chief Engineer in the service of the Union Castle Company. The latter years, before retirement, he was a Senior Engineer at the famous Battersea Power Station on the river Thames. Frank Gibson, son of a Chief Constable of the old Cape Police, later erected and took charge of the large Pre-Cooling Fruit Plant at Port Elizabeth. Percy Emmerson, son of one of Sir John Jackson's senior mechanical engineers, became a Senior Chief Engineer of the Clan Line of Steamers. The Holwill brothers reached high rank in the service of the Railways and Harbours of S. A. Three other lads, one of them Charles Baker, after serving their apprenticeship with Jackson were sent to Singapore, where Sir John's firm built the Naval Base for Britain, as supervisors of their respective sections. A number of the boys served in World War One and several were killed at Delville Wood, including the only son of Taffy Jones.

All the boys led a very active life with weekend camps at Miller's Point and

the Easter camps at the farm of Mr De Villiers at Noordhoek. This grand old gentleman, who loved having the boys around him, met with a tragic death when a large tree fell on him while he was in the process of removing it in front of his property. All these journeys were made on foot and all the camping gear was stacked on a trek cart and pulled by the boys. Another popular outing used to be to Cape Point, when each and every one carried his share of the camping gear, by a gravel road to Miller's Point and then the Bridle Path the rest of the way. One path led over the side of Paulsberg and along the shore to the Simon's Town side of Buffels Bay, where on the hillside were some man-made caves. A standing and unwritten law of the day was "Please leave the Cave Clean and Tidy and Replenish the stack of wood for the use of the next to camp there". The other path was to Cape Point Lighthouse and the use of the Visitors' Room and more often than not three or four fat Galjoen fish from the Lighthouse Keeper to braai for a late supper. If the Visitors' Book of before World War One is still preserved the names of many of the Simon's Town boys are there for evidence of their visit. We often met with Trooper Bob Brown on his horse doing his usual Police patrol of the Cape Point and Smitswinkel farming areas.

Several times when Military Manoeuvres took place with the Batteries manned by the Royal Garrison Artillery and the Line Regiment from Wynberg we Scouts were used for scouting out the attacking force and reporting back to H.Q. at Simon's Town. On several occasions a party would be put aboard one of Runciman's steam launches after dark or in the large military rowing boat, maintained by the Royal Engineers and which was housed in a large shed just below the house now occupied by the Amlay family where the Yacht Club enclosure now stands, and landed on the beaches below the Batteries where we were instructed to penetrate through the line of sentries and reach the Main Gate of either Lower or Upper North Battery, and by so doing register a victory for the attacking force.

Behind all this was a Major Hanna R. G. A. attached as Senior Officer Cape Garrison Artillery, who never lost an opportunity of assisting our Scout Master in the uplift of the youth of the Town. When he returned to U.K. he presented the Troop with a Bugle as a parting gift. The Boy Scouts of those days were also highly honoured when they were asked to line the road from Wynberg Camp for the funeral of Gen. Scoble, Officer Commanding Imperial Troops, Cape Area. The last rites and service were conducted in the Garrison Church of Wynberg Camp.

These events took place before World War One and a very happy reunion took place between Major Hanna, now a full Colonel in Charge of an Artillery Brigade, Gunner Arthur Holwill and myself behind the front lines on the La Basse sector of the Western Front in 1918. We who were brought into the Scouting movement by men like L. C. Gay, Easton, French and William Baker have much to be thankful for and what a grand free and studious life we enjoyed on our many expeditions into the land of nature. One could always tell who was a Boy and who was a Girl, No Bioscopes, No Drink, No Drugs or Dagga. All that was good, kind and useful was instilled into our minds for which we forever remained most grateful to those who gave hours of their time to guide us along the Right Road.

We All Remember them with Deep and Sincere Heartfelt Gratitude.

## SNIPPETS ON OLD SNOEKIE

Under this heading on page 139 of the last "Bulletin", that for July 1971, an error was regrettably made when it was stated that the Mother of Rev. Mr Charles Pinkham of Somerset West, Mrs Charlotte Pinkham (nee Kettley), was buried in the old country. This should have been in the Old Cemetery at Simon's Town.

"Juta's Directory of Cape Town, Suburbs, and Simon's Town" for 1900 is of particular interest, for it is the first of them to list the people and trades here. Pages 427-431 are taken up by a "Simon's Town Directory", and pages 432-433 by a "Simon's Town Trades, Professional, and Business Directory".

On going through the addresses one finds that there were then these streets in the town and possibly a few more named streets or lanes, the residents in which did not attain mention in the Directory:

Cornwall Road (now Street)	Jubilee Terrace Kloof Road	St George's Street Station Street
Cornwall Terrace	Pembroke Terrace	Waterfall Road.
Devon Street	Red Hill Road	
Green Terrace	Rickett's Terrace	

Six irregular areas of mainly scattered houses had names:

The Brook	Good Gift	Paradise
Cole's Point	Mount Pleasant	Steenbras Bay.

Mount Pleasant had its Devon Street, otherwise the houses were probably served by irregular tracks, as were mostly likely the nine "off St George's Street". Clearly our main street has been St George's Street for a long time.

Shortly before the opening of Rust en Vreugd as a gallery the late Dr William Fehr took me to see the wonderful collection of watercolours and prints he had given the Nation. From my reading it appeared that one was wrongly labelled, A 52, a watercolour of Simon's Town "by Lady Mary Brenton, Wife of Sir Jahleel Brenton." Reference to page 240 of Mr A. Gordon-Brown's "Addenda to Pictorial Art in South Africa" in the September 1957 "Africana Notes and News" showed that the artist was Brenton's sister. This Dr Fehr confirmed from his copy of the "Memoir of the Life and Services of Vice Admiral Sir Jahleel Brenton" by the Rev. Henry Raikes. Some months before his death Dr Fehr told me he had not yet had the error corrected. This was not surprising considering the work involved in making the elaborate labels. So when our Members who have the opportunity enjoyably spend a morning or afternoon at Rust en Vreugd, they should know that the watercolour A 52 was by the Naval Commissioner's sister, Miss Mary Brenton. - FPC.

## THEATRICALS IN A TENT

MR C. FRASER, whose performance at the Cabinet Theatre [in Cape Town] last Thursday evening went off successfully, intends giving two performances at Simon's Town next week, and has secured the patronage of Admiral and Lady Grey. This will be a treat to the good folk there; and we hope Mr Fraser will reap an abundant reward for his enterprise. ["The Cape Monitor", 28th March 1860.]

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Vincent's Hotel [Simon's Town]  
April 3rd 1860.

To G. W. Browning, Esquire,  
Resident Magistrate,  
Simon's Town.

Sir,

Would you kindly give me permission to erect a marquee on the ground near the beach opposite Dickson and Nairns store, for a few days for the purpose of giving one or two theatrical entertainments to be under the patronage of the Admiral. By ceding this favor you will greatly oblige,

Sir  
Your humble servant,  
Charles Fraser.

[Cape Archives, SMT 10/28, 60 of 1860.]

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THESPIAN CAMP AT SIMON'S TOWN. - Under the patronage of Admiral and Lady Grey, Mr Fraser and his company perform next Tuesday and Thursday evenings at Simon's Town. Theatricals there are somewhat of a novelty, and we hope Mr Fraser will be amply repaid for his venture. ["The Cape Monitor", 7th April 1860.]

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SIMON'S TOWN

THESPIAN COMPANY  
Manager, Mr Charles Fraser.

Under the Patronage of Lady and Admiral Sir F. GREY, and the Officers of the Royal Navy in the Bay.

On Tuesday next  
APRIL 10,

Will be presented, the beautiful Drama in two Acts, replete with splendid dresses and appointments, entitled,

A WONDERFUL WOMAN,  
To be followed by  
A VOCAL INTERLUDE,

The whole to conclude with the very laughable farce of  
**THE CROKER!!!**

Or the Miseries of Human Life.

Tickets to had and seats secured at Mr Williams', at the Store of ANDERSON & CO., next VINCENT'S Hotel.

Vivat Regina!

["The Cape Argus", 7th April 1860.]

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**THEATRICALS AT SIMON'S TOWN.** - Mr Fraser having been unable till yesterday to erect his tent, at Simon's Town, through the high state of the wind, had been obliged to postpone the performance till this evening. [Ibid., 12th April 1860.]

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**THEATRICALS AT SIMON'S TOWN.** - A correspondent sends us the following:- "Mr C. Fraser's performance took place on Thursday, the 12th, and Friday, the 13th instant. The place where the tent was pitched was between Morden's and Cozens' can- teens - not a very exalted neighbourhood. The first night the pieces were 'The Wonder- ful Woman' and 'The Misfortunes of Human Life,' and on the second night, 'The Momentous Question' and 'Villikins and his Dinah.' On both occasions the tent was crowded by sailors and marine, many of whom, I understand, got in surreptitiously. What the performances might have been I cannot say, for the jack-tars were so up- roarious, and interrupted the actors so often, that it was scarcely possible to hear a word, and at last the respectable townspeople present had to leave. The 'salts' then took possession of the stage, several of them sang songs, and they kept up, what I suppose they would term, 'a jolly spree,' till daylight. On the following Tuesday, the 17th, Mr Fraser gave a reading, 'Othello,' interspersed with songs. It was respectably attended, but as for the 'reading' the less said about that the better. In the hurry of leaving two of the Company were left behind without funds, and upon this becoming known, a concert was got up on their behalf. It took place on Friday evening in the School House, and I am happy to say, for the credit of our town and folk, it was well supported. The attendance was both numerous and respectable, and I must say that Mr Jones and Miss Somerville did their best, affording the company a very pleasant evening's entertainment." ["The Cape Monitor", 25th April 1860.]

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**SIMON'S TOWN**

(From our Correspondent).

Dr Silke, of Wynberg, has made arrangements with the Town Council for his using a room at back of Municipal Office once a week, either Mondays or Tuesdays, for consultation with patients. ["The Wynberg Times, 10th October 1885.]