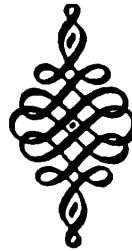


**SIMON'S TOWN  
HISTORICAL SOCIETY**

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**BULLETIN**



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VOL. XVI NO. 4  
JULY 1991

SIMON'S TOWN HISTORICAL SOCIETY  
BULLETIN

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ISSN 0037-5470

## CHAIRMAN'S REPORT

PRESENTED BY THE CHAIRMAN MR. G.B. READ, CBE, AT THE 31ST ANNUAL GENERAL MEETING, HELD IN THE LECTURE ROOM, SIMON'S TOWN MUSEUM, ON 21ST MARCH 1991.

Mr. President, Ladies and Gentlemen

Following the celebrations last year of our 30th Anniversary, marked by an extended meeting and Chairman's Report, we will revert this year to our more normal pattern of a somewhat shorter formal meeting (and Chairman's Report you will be pleased to hear!), a break for Tea provided by Cherry Dilley in aid of Museum Development Funds, and then a lecture by Society Member Dr. Arthur Davey entitled "The Legion of the Lost - The Uncommemorated Sailors, Marines and Soldiers 1795-1913" who must lie somewhere in the Simon's Town area. Dr. Davey's election as a Vice-President of the Society will be sought in the course of the A.G.M. and I am sure Members will be interested in some brief details of his career.

Born at George he spent his early life in Grahamstown and attended Rhodes University. He first became a career Civil Servant, spent two years in the army during the War and completed his first degree at the end of 1945. After working in the Public Service Commission, Union Buildings, until 1953, he was then appointed Archivist in the Transvaal Archives. He joined the History Department of UNISA 6 years later as a Lecturer and became Senior Lecturer in 1961. He moved to UCT in 1966, taught mainly S.A. history and history of the 20th Century. He supervised many research projects. Appointed Associate Professor 1974 and retired in 1982. Doctoral Thesis "The British Pro-Boers 1877-1902", three more books since, last two "Defence of Ladysmith and Mafeking" and "Breaker Morant and the Bushveldt Carbineers". He has served on the British War Graves Committee of the National Monuments Council for the past 10 years and the Council of the Van Riebeeck Society since 1972. A past member of the Archives Commission (1969-84) and for several years Secretary of the Historical Society of Cape Town and its Chairman in 1970.

As is our custom we meet in our dual capacity as Members of the Society and Friends of the Museum. In the course of the Meeting you will have the opportunity to study the Friends' Annual Report and Accounts which reflect a most active and successful year. You will know that 1/3 of your subscription is paid into Museum Funds on behalf of the Friends and this year amounted to the not inconsiderable sum of R1,400.

The past year has been even busier than ever before and highlights of the Society's main activities appear below. Regrettably it was also a year in which the Society suffered considerable personal loss through the deaths of two distinguished members: Vice-Admiral "Flam" Johnson and Dr. Midgeley. An Obituary of Vice-Admiral Johnson which appeared in the January 1991 Edition of the Bulletin records a life of extraordinary achievement by any standard one cares to impose. Members, I am sure, will not be surprised to know that Dr.

Midgeley requested that donations to the Society should be sent in lieu of flowers for his funeral service. With the monies collected, i.e. some R190, the Society was able to purchase on special terms, some reference books for the Museum, from the South African Library and this valuable acquisition is a fitting tribute to a very loyal member. We are also sad to record the death of Society member Captain (Speedy) van Eck, a founder member of the Simon's Town Flora Conservation Group, who played an important and valuable role in their activities.

As anticipated in last year's report there has been a far greater call on the Society's resources, both human and financial, than in previous years, and this trend seems likely to continue.

To deal with the more important subjects of interest to the Society:

**HISTORIC MILE:** The quest to achieve the conservation of the Historic Mile coupled with improved commercial viability continues. Previous reports have highlighted the difficulties encountered by traders in St Georges Street, i.e. creating and maintaining a viable business and in spite of the improvements which have been made, success has often proved elusive, leading to closure and shops standing empty etc. However, the news is not all bad. Perhaps an interesting pointer to the future may be an imaginative development, the Criterion Craft Centre, being put together by Society Member Paddy Starling, in the former Criterion Cinema premises. It will consist of 14 shops covering a wide range of activities including handicrafts, weaving, interior decorating, ceramic tile glazing, screen printing, coffee shop, home preserves etc. and could provide a second focus of visitor attraction in the town hopefully complementing the improvements on Jubilee Square which seem to draw more and more visitors each year. Other improvements worthy of note are the Lord Nelson Cellars in the old Chibba's Building, the attractive office/shop accommodation on the ground floor of the St Georges Building, the face lift to the Civic Centre. A little further down the road is the development scheme for the Foreshore beyond Jubilee Square and the Town Pier, which will not be easy to achieve but once completed should bring increased activity and more profitable utilisation of space in the centre of Simon's Town. Perhaps one of the final hurdles to be overcome is the viable restoration of the British Hotel Building, one of the last remaining eyesores in the Historic Mile; rightly or wrongly one has the feeling that if a solution can be found to that, St Georges Street, and probably Simon's Town, will have turned the corner. It will neither be cheap nor will it be easy. The action of the new owners is awaited - with interest!

**FINANCE:** The Hon. Secretary/Treasurer will present a more detailed report later on. Suffice to say at this juncture, the Society's financial condition is strong and a cash surplus was generated during the year. Members may wonder why we retain the substantial funds we do in cash or near cash. The answer is that we anticipate some very difficult times ahead, shortage of Government subsidies for all activities except those perceived

rightly or wrongly to be of the highest priority. I need hardly remind you of what has happened to the Cape Provincial Hospital Service, of ever-rising inflation and so on. As it is, in addition to the year's subscription to the Friends of R1,400 the Society has converted a loan of R1,500 (originally designed to cover temporary financing of the archeological dig in the courtyard) to an outright grant, following the Museum's success in obtaining a grant from Goldfields of S.A. to cover this work. Last year we thought an increase in subscription would be required this year but bouyant Membership numbers have happily maintained revenues sufficiently to postpone this until next year when rising costs (see BULLETIN & CHRONICLE below) will oblige us to increase subscriptions from R6 per annum per person to R8 and from R10 per annum two adults sharing to R12. This compares favourably with our sister Society i.e. The Historical Society of Cape Town's rates of R18 and R21.

Members will recall that last year the possibility of splitting the post of Secretary and Treasurer was under consideration and indeed it is. However, the future role, particularly of the Treasurer, is so important, the Committee will not make a change until the right candidate or candidates are available.

**MEMBERSHIP:** This has now found a new level at just over 800 - it was 770. There is still an annual change in Membership of approx. 40 members but as noted above the net figure is now 800 which is quite heartening.

**BULLETIN & CHRONICLE:** The costs picture is as follows:

	1990 (Revised)		1991 (Estimated)	
Bulletin 2 x R2.79	R5.58	2 x R3.12	R6.24	
Chronicle 2 x 0.45	-.90	2 x 0.50	1.00	
Bulk postage 4 x 0.25	1.00	4 x 0.35	-.70	
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	R7.44		R7.94	

As we normally aim to recover costs of the Bulletin and Chronicle through the annual subscriptions and as these are now about equal to the level of proposed single subscription for 1992, the time for an increase has arrived. In view of the very uncertain times we face it is probably better (though more cumbersome) to review the subscriptions year by year.

**COMMEMORATIVE COVERS:** The Society issued its 5th cover on 1st December 1990 to commemorate the 100th anniversary of the extension of the Railway line from Kalk Bay to Simon's Town. This is the last of the present series and the Society has no plans at the moment to continue this activity. However, the set of 5 covers makes a very attractive and comparatively inexpensive present particularly for friends who are collectors and interested in stamps. They are of course available from the Museum shop for as long as stocks last. So far the Society has earned some R4,900. Our thanks are due to Nigel Farquharson who initiated and "worked up" the project, and to various members of the Society who helped with its administration, particularly to Liz Biggs and Helen Mathers of the Museum who

currently maintain a detailed interest in its affairs.

**SIMON'S TOWN RAILWAY 100TH ANNIVERSARY:** In conjunction with the Railway Society of Southern Africa and the Simon's Town Museum, the Society chaired a Railway Centenary Committee i.e. Mrs. E.A. Biggs, Mr. N.W. Schluter (RSSA), Mr. Nigel Farquharson and Mr. G.B. Read (STHS) which organised a very successful steam-hauled commemorative train - who will ever forget "Tootsie" which arrived at Simon's Town station almost to the minute of its predecessor's arrival 100 years before. The Mayor of Simon's Town hosted a very successful lunch and among the specially invited guests were inter alia, the MP for Simon's Town, the Administrator of the Cape, the Mayors of Cape Town and Fish Hoek, a Director of the Commuter Corporation and the President of the Society. A very full account of the proceedings appeared in the January 1991 edition of the Bulletin.

**PUBLIC RELATIONS TOURS:** Again the Society in its capacity as a "Friend" assisted in the planning and conducting of One-Day Tours, and Walks, for the Museum Development Fund; this will be fully covered in Cherry Dilley's report but the Society's special thanks go to Audrey Read who spared no effort to make many of these occasions a success.

The 1990 Society Spring Tour took a full coach load of our Members to the Fishing Harbours of the Southern Cape. The Esplanade in Hermanus provided the Tour Party with a comfortable base and the catering was most competently handled as usual by the "A" Team, this time consisting of Audrey, Helen Mathers and Mary Escott. The one outside function held at the Windsor Hotel provided some considerable hilarity when the guests arrived in the Dining Room to discover a dinner menu which referred to a dinner being given for the SIGHT AND SOUND HISTORICAL SOCIETY. It seems this is what the Hotel Secretary thought she heard the Manager say over the 'phone!!

It is hoped this year's Spring Tour planned probably for the week-end of 10th/12th October 1991 will take the Party to the West Coast, an area we have not visited for some time. Again much will depend on our being able to identify affordable but comfortable accommodation for the two nights.

**PUBLICATIONS:** This has been a very active year for the Society. First, we finally managed to acquire some 84 unbound copies of "Historical Simon's Town" which have now been bound and placed on sale at R120 each. The Society has also published a companion volume: "The History of False Bay Up to 1795" by Dr. Anton Bekker of Vista University. This volume is a translation from the Afrikaans of an MA Thesis and fills a surprising gap in the history of False Bay in that there appears to be no well-researched chronological account since the Bay's first sighting by Bartholomew Diaz to the withdrawal of the Dutch East India Company. Copies are now available from The Chairman at R87.50 incl. p & p. We plan to launch the book formally at The Residency at a function to which all members will be invited. The edition is limited to 400 copies.

RESEARCH: The Committee will undertake a survey of the Society's current Research activities with the intention of drawing up a work plan to cover the next 3-5 years. Although the Society has published a great deal of material over the past 30 years, not surprisingly there are several major areas which have received only fragmented treatment to put it mildly. For instance, as the President notes in his foreword to the "The History of False Bay Up to 1795" a comprehensive history of the Bay in the 19th and 20th centuries has yet to appear. There is much to be done!

THE MUSEUM: A full Report from the Curator follows but it is appropriate I think to congratulate the Curator and Staff of the Museum on receiving the Citizen or rather, Citizens of the Year award for 1991.

In thanking the Members of the Committee I begin with the somewhat sad task of thanking Vice-Chairman Gordon Wilson, unhappily for the last time, for his services both as Vice-Chairman and as a Committee Member, as he has expressed a strong wish to retire from both although he will remain a Member of the Society. Gordon joined the Society in 1966. He was Chairman 1977-1982 and Vice-Chairman 1982 onwards. He was also Founder Chairman of the Simon's Town Museum 1977-1990 and, of course, has been involved at one time or another in every major activity in Simon's Town. His extraordinary record speaks for itself and further comment from me would be quite superfluous! To succeed him I am going to propose a candidate, who has kindly agreed to stand in spite of a very heavy current work load. He has of course been involved from time to time in virtually every aspect of the Society's affairs.

It remains to thank Dennis Kinkead-Weekes, Committee Members Cherry Dilley, Margaret Cartwright, Joy Cobern (who incidentally is a very active Chairman of the Fish Hoek Valley Historical Asscn.), Bobby Wise, Liz. Biggs, Jack Wilkinson, Cas Colgate and S.A. Navy Representative Mac Bisset. They have rendered great support during the year. As usual the S.A. Navy have been very helpful as have the Simon's Town Municipality.

It has been a good year and I believe the Society is now stronger than ever before in its history but it will need to be to meet the challenges which lie ahead.

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## ARTISTS IN SIMON'S TOWN THROUGH THE AGES

E. A. Biggs

## Part III

A further category of artists includes those who were in the Government service or the Army or Navy while in the Cape. They included:

## VICE-ADMIRAL SIR JAHLEEL BRENTON (1770-1844):

Born in Rhode Island, U.S.A., Jahleel (the name means "Hoping in God"), returned to England with his parents while still a child. He showed early promise as an artist and his parents hoped to send him to study in Italy, but he elected to pursue a naval career. He joined the Royal Navy as a midshipman in 1787. In 1803, the ship he commanded, MINERVE went ashore at Cherbourg in France and was compelled to surrender. The whole crew were taken prisoner. Jahleel was joined in his imprisonment by his wife and cousin, Isabella Stewart, whom he had married in 1801. He was exchanged in 1806.

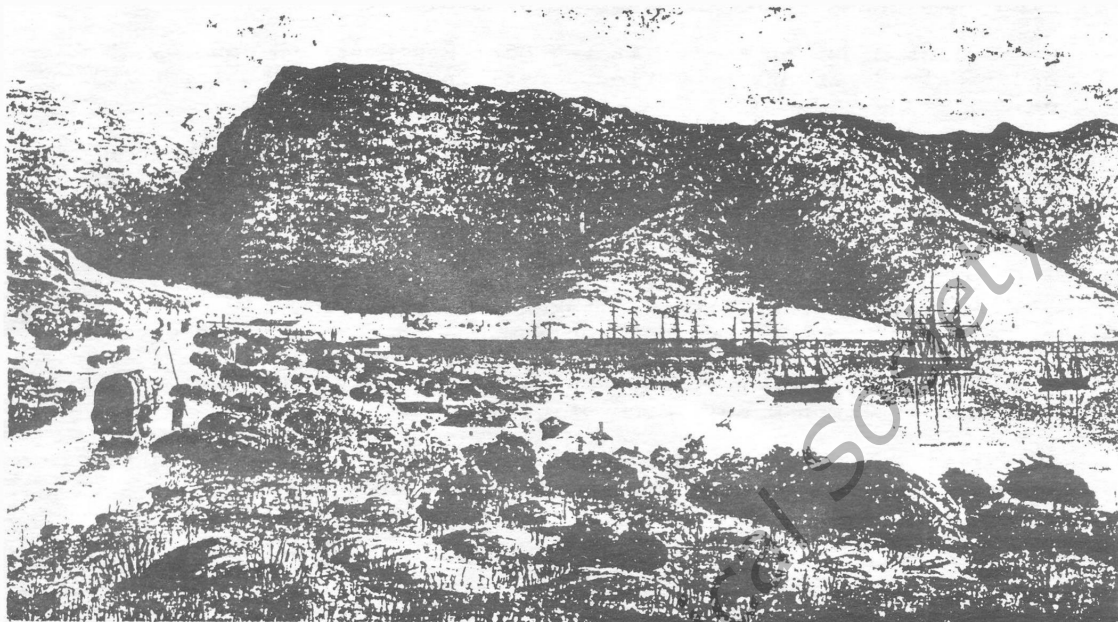
He was stationed in Simon's Town as Naval Commissioner from 1815-1821. In 1817 he went on an overland journey to Knysna to investigate the possibility of shipping timber from the forests there to the Simon's Town Dockyard. While in Knysna he was the guest of George Rex. Many of his best sketches were made on that journey.

He showed strict religious principles and was involved in a number of philanthropic and missionary ventures among them a scheme for the 1820 Settlers' land settlement and a concern for the welfare of the Prize negroes. An incident later on in Paris throws light on this side of his character. He requested an audience with the King, Louis Phillippe. This was granted but on learning that the appointed day was a Sunday, Sir Jahleel declined. Louis Phillippe was much impressed by this and fixed another date for the audience.

Two islets off Port Elizabeth have been named after him, Jahleel and Brenton. A township which is part of Knysna is also named after him. He married twice, first to Isabella Stewart who died in 1817 and was buried in Simon's Town; his 2nd marriage was to his cousin Harriet Brenton. His only son became a non-conformist minister. Sir Jahleel ended his Naval career as the Lt. Governor of Greenwich Hospital from 1831 - 1840. He died in 1844.

He was an artist of outstanding ability using watercolour as his medium. His distinctive treatment of mountains and sky makes his painting immediately recognisable. There is a large unfinished panorama of Simon's Town in the Fehr Collection at Rust en Vreugd.

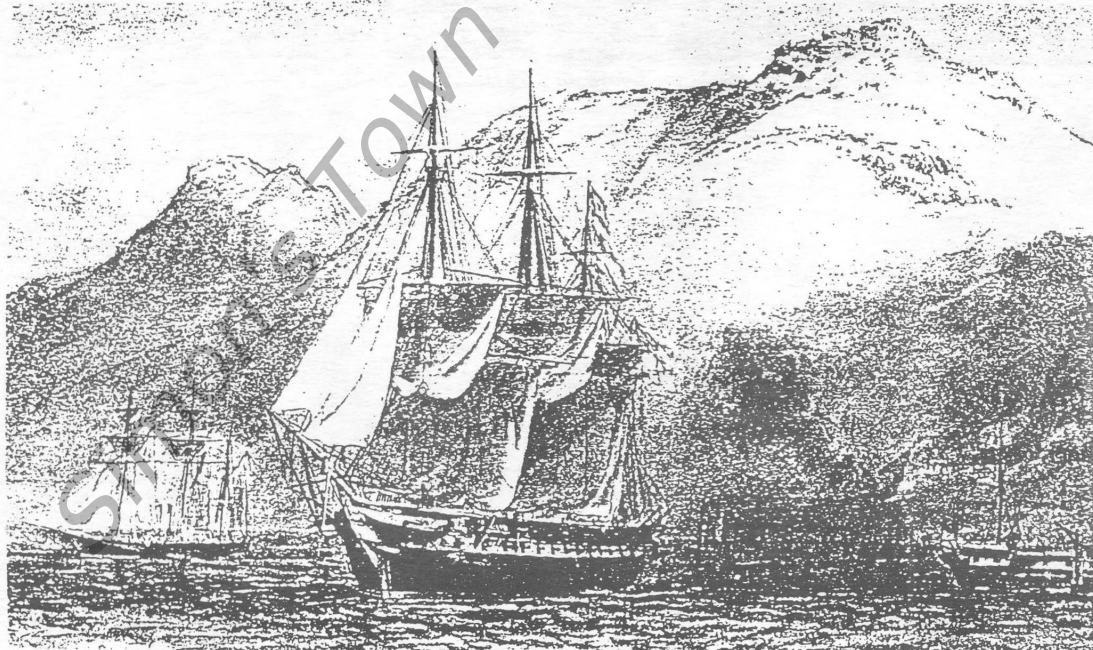
There is a painting by his sister Lady Mary Brenton of Simon's Bay and another of Admiralty House.



Simon's Town as Mary Brenton saw it c.1817

OSWALD WALTERS BRIERLY (1817 - 1894)

He was the marine artist who accompanied the Duke of Edinburgh on his voyage round the world on HMS GALATEA. He was the Official Marine Painter to Queen Victoria.



HMS GALATEA in Simon's Bay - O.W. Brierly

LIEUTENANT HENRY FRANCIS AINSLIE (d.1879)

He is listed as an Ensign in the 83rd Regiment in January 1824 and received steady promotion, retiring as a Colonel on full pay.

He sailed on the ship AMITY from Colombo on 4 December 1828 and arrived in England in April 1829. The ship called at the Cape in January 1829 and he did a number of local sketches. Three paintings of the Simon's Town area are known. They are:

1. View of the port of Simon's Town, Cape of Good Hope, with Hanglip in the distance, taken 1829.
2. View of the country between Simon's Town and Muizenberg on the road to Cape Town, taken in 1829 and
3. View of the country between the villages of Wynberg on the road to Simon's Bay, Cape of Good Hope.

It is thought that he made the sketches to illustrate Ackermann's "Costumes of the Indian Army" 1844-46.

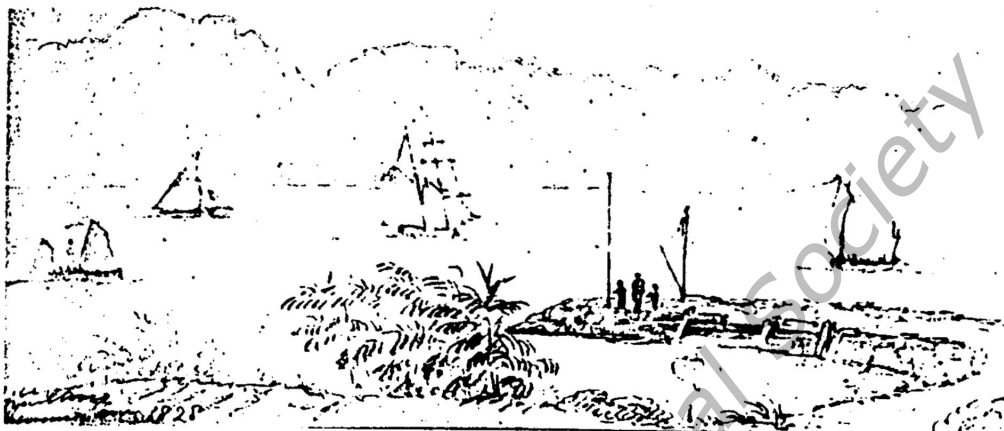


VIEW OF SIMON'S TOWN by HENRY FRANCIS AINSLIE

#### LADY FRANCES COLE

Lady Frances was the wife of the Governor of the Cape, Sir Lowry Cole whom she married in 1815. She was at the Cape from 1828 - 1833. Her album of sketches are now in the possession of the Africana Museum in Johannesburg.

Lady Frances was instrumental in starting the fund to raise money to build a Church in Simon's Town and the church eventually was named St Frances after her. A subsequent minister changed the name to St Francis as there was no St Frances on the church calendar!



Ships in the Bay as viewed from Admiralty House Jetty - Lady Cole

#### CAROLINE AUGUSTA DE HORSEY

Caroline was the daughter of Captain Andrew Drew, the Naval Storekeeper at Simon's Town. She married Algernon Frederick Rous de Horsey in 1861 at St Francis Church, Simon's Town. de Horsey commanded HMS BRISK. They had 2 daughters and 1 son. The son later became a Lieutenant in HMS RALEIGH on the Cape Station in 1891.

For an example of Caroline de Horsey (nee Drew's) work please see article by S. Myers on p.156

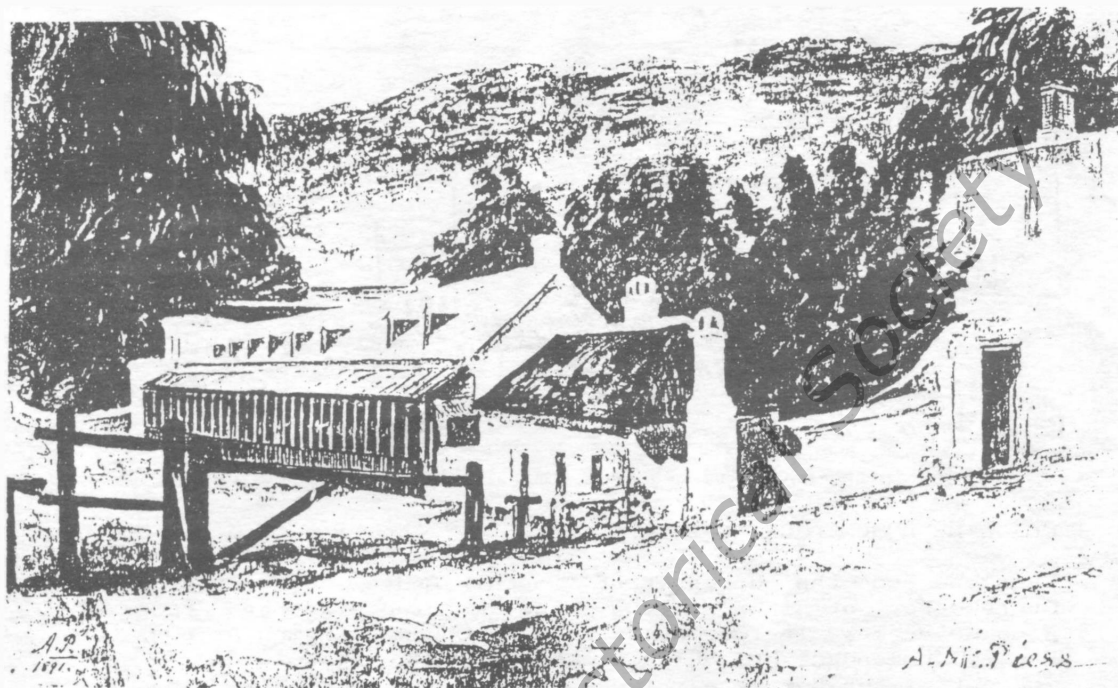
#### H.W.H.C. PIERS (1813 - 1887)

Piers joined the Cape Civil Service in January 1839 as a Magistrate in Paarl. He became Superintendent-General of convicts until he retired around 1868. He painted numerous watercolours.

His daughter, Anna Maria Piers painted two views of Simon's Town: the Toll Gate (in 1891) and Hospital Terrace (in 1886). She married John Montagu son of the then Colonial Secretary.

#### CAPTAIN JOHN TUNSTALL HAVERFIELD (d. 1886)

Captain Haverfield visited the Cape as a Captain in the Royal Marines on board HMS NARCISSUS - probably in 1861. Haverfield was a busy and enthusiastic artist who made many quick, rough sketches with a great deal of subject interest to the student.



TOLL GATE & COTTAGES, SIMON'S TOWN by A.M. PIERS

JAMES PRIOR (1790-1887)

In June 1810 HMS NISUS sailed from Portsmouth for Simon's Town. The ship's surgeon was James Prior who wrote an account of his voyage in a book later published in London in 1820. Prior visited Simon's Town for a second time in 1812 and wrote another book on this journey. He later wrote biographies of Edmund Burke and Oliver Goldsmith and was knighted in 1858.

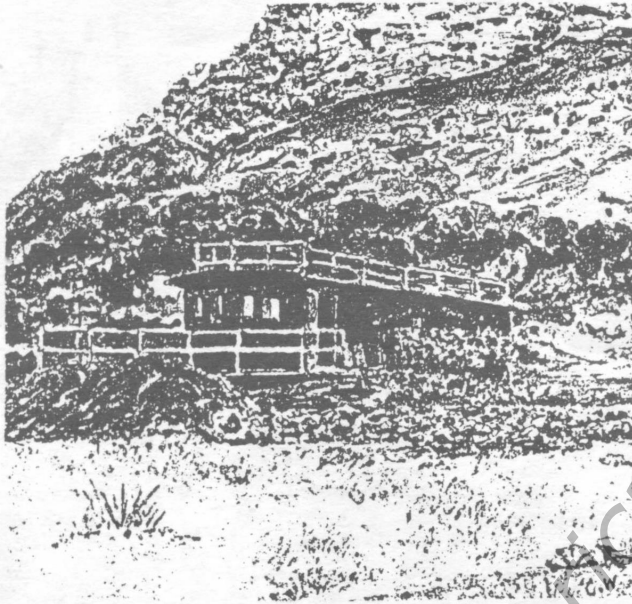
REAR-ADMIRAL CHARLES EDWARD ALLEN WOOLLEY (1863 - 1940)

He was born in Reigate, Surrey, the son of Lt. B. Woolley and joined the Royal Navy in 1878 as an Assistant Clerk. In 1887 he was a Sub-Lieutenant in HMS RALEIGH on the Cape Station and was promoted to Lieutenant in HMS ST GEORGE in 1892. He became Staff Paymaster in HMS DORIS in 1898 and in 1903 became Fleet Paymaster and was promoted to Commander. In 1918 he became a Captain, then Paymaster-in-Chief and retired as a Paymaster Rear Admiral in 1921.

Woolley was married to Julia Marguerite Marian van der Riet (1872 - 1944), the daughter of the Magistrate of Simon's Town, Frederick Johannes van der Riet. They had 5 children.

Woolley was a self-taught water colourist painting mainly ships, Cape mountains and scenery. He used the annexe of the Glencairn Hotel, (formerly the bridge from the wreck of the s.s. CLAN STUART) as his studio. He died in 1940 at Glencairn and is

buried in Dido Valley Cemetary.



The Bridge House of  
s.s. Clan Stuart -  
studio of Admiral  
Woolley - painted by  
the Admiral. It was  
at one time an Annexe  
to the Glencairn Hotel

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"INDIAN" ARTISTS OF THE CAPE

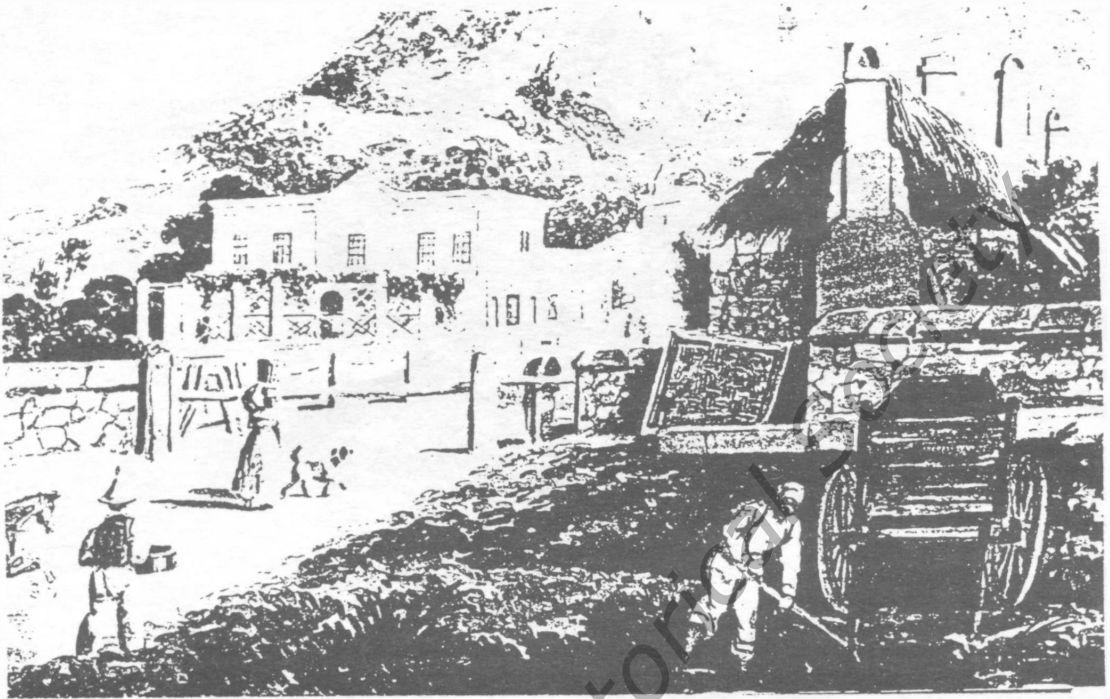
For many years an important part of the society at the Cape consisted of people known locally as "Indians". These were the civil and military employees of the English East India Company who were not paid if they returned to England on sick leave but were allowed to draw half pay if they came to the Cape. This meant that there were always a large number of well-educated and wealthy visitors in Cape Town playing a significant role in the society of the time. The best known of these visitors was Sir Charles D'Oyly.

SIR CHARLES D'OYLY (1781 - 1845)

D'Oyly was born in Bengal in India, the eldest son of Sir John D'Oyly of the Bengal Civil Service. Charles joined the Service in 1796 - then aged 15.

D'Oyly's first wife was Marian Greer who died in 1814. He later married Elizabeth Jane Ross who came with him on leave to the Cape in 1832-33. They stayed in Cape Town where he painted many watercolour sketches of Cape Town and the surrounding areas. He was a competent colourist and draftsman, painting mainly landscapes, street scenes and buildings.

He became a senior member of the Board of Customs and of the Marine Board at Calcutta. He retired in 1838 for health reasons and settled in Italy where he died in 1845.



SIR CHARLES D'OYLY'S PAINTING OF ADMIRALTY HOUSE & THE TOLL GATE

CHRISTOPHER WEBB-SMITH (1793-1871)

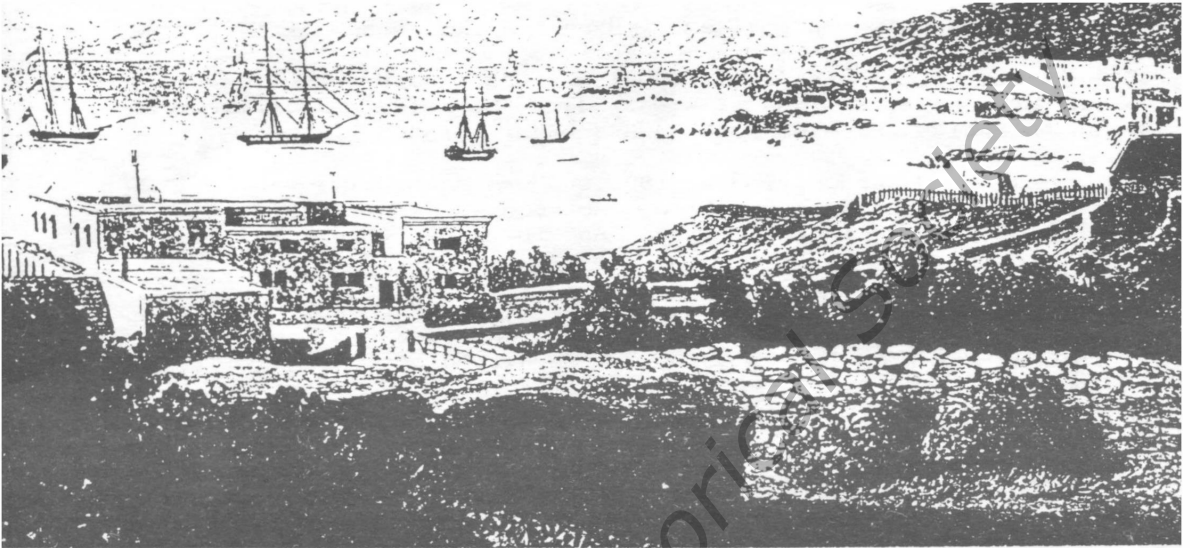
Another of the "Indian" visitors to the Cape. In 1807 he entered the East India Company's Training College near Hertford. He was sent to Calcutta in 1811 where he continued his studies and then started his career as a Magistrate in Bengal. He was granted two years furlough at the Cape in 1837 and returned to India in 1839. He married a cousin of Sir Charles D'Oyly's wife.

During his time at the Cape he journeyed to Caledon with its hot mineral springs. He lived at Rondebosch, occupying Westbrooke for a time. Smith was primarily a fine bird artist but also painted wild-flowers. He painted scenic pictures as well.

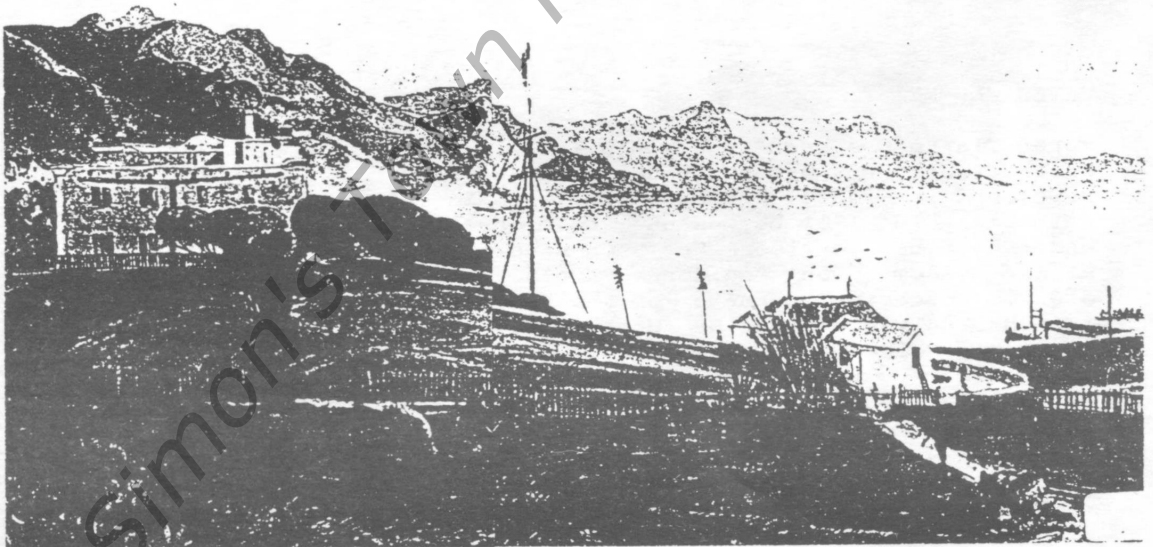
Smith was appointed as a member of the Supreme Council for India in 1841 but resigned and returned to England in 1842. He died in Florence, Italy in 1871.

SCHRANTZ

The only knowledge of this artist is a pencil remark on the back of a watercolour "One of a family of itinerant Maltese artists".



ADMIRALTY HOUSE & THE TOWN AS CHRISTOPHER WEBB SMITH SAW IT



ADMIRALTY HOUSE by SCHRANTZ - WITH "THE SECRETARY'S COTTAGE" & JETTY

Some of the 20th century artists whose works are in the Museum include:

#### EDWARD CHURCHILL MACE (1863 - 1928)

Born in Leicestershire in 1863, he was widely travelled as he had been a sailor and also worked on the gold and silver mines in Australia where he studied art under Rolando.

He came to South Africa in 1901 and was an active exhibitor on all the art shows of the time. He painted descriptive seascapes and landscapes in watercolour and thin oil which looked like watercolour.

He was one of the five founding members of the South African Society of Artists in September 1902 and was the secretary of the Society from 1907 - 1915. He developed an incurable disease and committed suicide in 1928.

#### LEONARD MARCHANT

Leonard grew up in Simon's Town and supported himself by painting from his early High School days. He studied at the St Martin's School of Art in London and then at the Central School of Art and Design. His first exhibition was at the Argus Gallery in Cape Town in 1950. He has since held exhibitions all over the world. Marchant has specialised in graphic art, especially in the mezzotint technique which was popular in the 18th century.

#### PETER CLARKE

Peter Clarke was born in Simon's Town in 1929. He studied at the District Six Art Group under John Coplans 1947 - 1948. He developed an early interest in graphic art as well as in painting. In 1961 he was at the Michaelis School and studied under Katrine Harries. He then studied for two years at the Rijks Academie van Beeldende Kunsten in Amsterdam. He was elected Academico Onorario of the Florence Academy in 1965 and in 1984 he was awarded an Honorary Doctorate in Literature by the World Academy of Arts and Culture in Taipei, Taiwan.

He specialises in wood and lino cuts and has had numerous commissions for periodical and book illustrations. He illustrated the German edition of Alan Paton's work "Too late the Phalarope" and Freda Linde's "Snoet Alleen". The Museum possesses a number of his lino cuts of Simon's Town.

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FLAG OFFICERS OF THE CAPE

Vernon White

- Part VI Rear Admiral Robert Lambert 1820-1821  
Commodore J. Lillicrap 1822  
Commodore J. Nourse 1822 - 1824

Like their predecessors the three Flag Officers of the Cape, who served as C-in-C's between 1820 and 1824 all saw action at sea during the Napoleonic Wars.

The first of these officers REAR ADMIRAL ROBERT LAMBERT served as a Lieutenant in HMS BARFLEUR (98 guns) between 1791 and 1794, and was in the battle of the Glorious First of June in 1794 when Lord Howe defeated the French. Some of the glory of that engagement is diminished when one considers that the French Admiral in Command, Louis Villaret-Joyeuse, was a Sub-Lieutenant until the previous year, and that his two Rear Admiral's were equally inexperienced. One was a Lieutenant until two months previously, and the other a Sub-Lieutenant two years previously.

In 1795 Robert Lambert was appointed to Post Rank and served as Flag Captain to Rear Admiral Peter Rainier in HMS SUFFOLK (74 guns). Admiral Rainier had recently arrived in Madras from England, when news was received of a battle between British and French ships off Mauritius, when the British had to retire hurt. To offset this defeat Admiral Rainier decided that going on the offensive was the best form of defence and organised attacks on the Dutch Colonies in Malacca, and Trincomalee. Both these colonies surrendered, whereupon Admiral Rainier sailed for the Moluccas and occupied the islands of Amboina and Banda. There he found large quantities of stored nutmeg and cloves, from which he and his crew made a fortune in prize-money. After the Moluccas occupation Captain Lambert was appointed to HMS SATURN (74 guns) in command, and then saw action in the Baltic.

In August 1819 Robert Lambert by now a Rear Admiral, was appointed C-in-C St Helena and the Cape, flying his flag in

HMS VIRGO (74 guns Flag Capt. Th. Brown RN). Admiral Lambert remained at the Cape until 1822, when he returned to England. In September 1830 he was promoted to Vice-Admiral and died in 1836.

Whilst in the Cape Admiral Lambert made no particular contribution to local history, but it is interesting to note that between 1826 and 1840 his brother George, who later became Hydrographer of the Navy, surveyed the West Coast of the African continent and it is after George that Lamberts Bay is named.

Lambert's successor was COMMODORE JAMES LILLICRAP (later REAR ADMIRAL) who served as C-in-C Cape for 12 months from September 1821. He had entered the Navy as a Captain's servant in HMS CAMBRIDGE in September 1780 and in the same year transferred to HMS DUNKIRK. Between 1784 and 1793 he served in HMS RACEHORSE, TERMAGENT (as Midshipman), CUMBERLAND, SYREN, ST. GEORGE, WINDSOR CASTLE (Grey Funnel not Union-Castle Line) and in the VICTORY. In October 1793 he was appointed Lieutenant in LA MOSELLE but had the misfortune to be taken prisoner by the French whilst surveying Toulon Harbour in January 1794. The following year he was repatriated to England in an exchange of P.O.W's, and travelled via Genoa from where he carried despatches for the English Government given to him by the British Minister in Genoa.

In October 1795 he was appointed to HMS TRUSTY (Capt. John Osborne RN), which vessel brought Lord Macartney to the Cape. Whilst in command of HMS RATLESNAKE in 1797 James Lillicrap conducted himself with distinction during the mutiny which took place at the Cape, when he placed his ship so close to the Castle in Table Bay that he neutralised the Amsterdam Battery. Early in 1799 James Lillicrap returned to England in HMS TRUSTY, and in April that year was appointed First Lieutenant of HMS VENERABLE when he was in action against the Spanish off Cadiz. As a result of his distinguished conduct he was promoted Commander, and was appointed in command to HMS VERSUVIUS, and was later engaged in the battles of Copenhagen and Boulogne under Lord Nelson in 1804.

Until 1810 Commander Lillicrap held various appointments and was promoted to Post Rank in October of that year. In November 1811 Lord Keith (Admiral Elphinstone) placed him in command of the flotilla of boats in Plymouth Sound guarding HMS BELLEROPHON, in which Napoleon was held prisoner. Captain Lillicrap's next commission was to take Generals Savary and Lallemond, 3 Colonels and other officers of Napoleon's staff in HMS EUROTAS to Malta, where he delivered his charges to the Governor Sir Thomas Maitland.

For the next 5 years Captain Lillicrap was in command of HMS EUROTAS, which paid off in January 1816, after which our Captain did not go to sea until April 1821 when he was appointed to HMS HYPERION. Five months after joining his new command he sailed with Lord Charles Somerset on board, bound for the Cape, where he raised his broad pennant as Commodore C-in-C Cape Station.

During his stay at the Cape Commodore Lillicrap was instrumental in saving an East Indiaman, the ALBION, a vessel of immense value, from being lost in a gale in Simon's Bay on 10th June 1822. For his services the East India Company awarded him the sum of £500, and a similar amount to be shared by his Officers and men.

From the Cape Commodore Lillicrap departed to the West Indies where he was engaged in the suppression of piracy, returning to England in HMS GLOUCESTER in March 1824. Between 1830 and 1833 he was Captain Superintendent in Portsmouth, during which time he received a medallion from the Royal Humane Society for designing life-saving equipment for use at sea. In October 1846 he was made a Rear Admiral in which rank he eventually retired from the Navy.

Following after Commodore Lillicrap, another Commodore was appointed C-in-C, JOSEPH NOURSE CB RN, flying his flag in HMS ANDROMACHE. Like his two predecessors Nourse had seen action at sea. As a Lieutenant in the ROYAL GEORGE he had fought the French off Port L'Orient, in Algeriras Bay in ZEALOUS, and as a Post Captain under Commodore Hood (later Vice-Admiral Viscount Samuel Hood) he saw action in the West Indies.

In 1809 Nourse was Captain of HMS FREDERICKSTEEN in the Mediterranean, followed by command of HMS SEVERN in 1812, and was involved in the occupation of Washington in 1814 for which he was honoured with the CB. In 1821 he was appointed Captain of the ANDROMACHE and arrived in the Cape as Commodore in 1822.

During the period of his appointment as C-in-C Cape one of the ships in his command HMS ESPIEGLE surveyed the African coast and discovered a river which they named the Nourse River, now known as the Kunene River. It was Commodore Nourse who was instrumental in the building of lighthouses along the southern African coast and who made improvements to the pilotage in Table Bay. In 1824 he paid a visit to Madagascar and Zanzibar, when he was taken ill with fever and died at sea in the ANDROMACHE. He was buried in Mauritius.

A nephew of similar name, Joseph Nourse, served in the Royal Navy between 1825 and 1847 when he retired on half pay. Lt Nourse and his wife took passage from Dartmouth to Simon's Town in HMS HERCULES in April 1848 and settled in the Uitenhage District.

[ The writer would be interested to know whether Mrs. Elsie Nourse, a well-known resident of Mombasa, Kenya, who later returned to live in South Africa, had any family connections with the original Nourses of Uitenhage? ]

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EDITOR'S NOTE: With the death of Napoleon, the Cape Station lost some of its importance and the Royal Navy therefore downgraded the post from Admiral to Commodore.

## CAPE TOWN & SUBURBAN CLOTHING GUILD

Audrey Read

The Guild was founded in 1889 with Lady Tenant's work party at her home in Wynberg and in 1903 Lady Juta organised the Guild along the lines of Queen Mary's Needlework Guild in the United Kingdom. At that time subscriptions were 3d. (1948-1985 the subscription was 10 cents). By 1904 the Guild had 500 members and 18 District Presidents supporting 23 charitable organisations. To date over 1/2 million new garments have been donated by the Guild.

In 1989 the Guild distributed its 100th allotment of clothing in April of that year. A total of 12,002 new warm garments, blankets and articles of household linen were donated to 44 welfare organisations in the Cape Town area.

Every year since 1904 St George's Home, Leliebloem House, Nazareth House and the Salvation Army among others, have received allocations. It is estimated that the actual figure since 1889 is something in the region of 530,000 new garments.

Over 2,000 women of all ages, from all walks of life, belong to the Guild, whose membership includes community and service organisations. Members are asked for an annual contribution of at least two new warm garments plus a minimum of 50 cents for administration costs. Money is, however, accepted in lieu of garments. Money is also received from businesses, trusts and legacies. It is used to buy wool for knitters, material for work parties, blankets and the types of clothing not always received in large numbers, such as men's clothing.

The self-perpetuating Guild consists of a President in each of 23 Cape Town suburbs who enrolls one or more Vice-Presidents. They in turn enrol new members. Donations to Vice-Presidents are handed on to Presidents. The Presidents bring the garments to a hall each year at the beginning of winter and the distribution of around 12,000 garments then takes place. They are sorted, counted and allocated to the various welfare organisations.

In March 1989 a letter was written to Queen Elizabeth II from the Guild President, about the Guild's patronesses and connection with Queen Mary's Needlework Guild and a letter of good wishes was received in reply. The philosophy of the Clothing Guild is that "New clothes bought or knitted with compassion give self respect, assist therapy and rehabilitation and are a sign of caring to the neglected".

While 2nd-hand garments are of great use to charitable organisations, only the Clothing Guild seems to give away new garments on a large scale and on an organised basis. The giving of a new garment demonstrates one's respect for an individual's worth and dignity. The Guild hopes that in giving new garments, it contributes in some small way to the work of the welfare organisations which receive them. On the purely practical side, a new garment is quite simply much warmer and will last longer.

In the Simon's Town area Sue Kinkead-Weekes of the Historical Society has worked hard for the Guild for 10 years. Another of our members Mrs. R. Jeffery had been President of the Guild for 12 years before she handed over to Mrs. P. Jeffery in June 1990. Mrs. P. Jeffery is the daughter of Dr. Cullis and sister and neice of 2 members Sydney Cullis and Betty Trainor.

The Simon's Town President is Mrs. Beukes of Ocean View who has 18 members. The total Simon's Town membership is around 80 which includes approx. 25 Naval wives.

On going through the Centenary Report it is estimated that at least 38 of our members belong to the Guild and that two members Mesdames S. Kinkead-Weekes and C.F. Baker are on the Managing Committee. Should any more members wish to become involved they would be pleased to hear from you.

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Information:

Guild Centenary Report/Sue Kinkead-Weekes.

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THE s.s. LISBOA

Bobby Wise

The s.s. LISBOA was a Portuguese twin-screw mail steamer of 7,700 tons built in 1910 by D. & W. Henderson & Co of Glasgow and owned by Empresa Nacional de Navegacao, Lisbon. She was then the largest vessel in the Portuguese Mercantile Marine and was commanded by a Captain Menzes.

During her 2nd voyage, outward bound from Lisbon for Cape Town, she sailed from Lobito Bay on 18th October 1910 with 300 people on board. Shortly before 11p.m. on Sunday night 23rd October, she struck Soldiers Reef near Paternoster, so named from the wreck of the troopship ST LAWRENCE in 1876 at the same spot.

Fortunately the weather was calm and passengers were disembarked into the lifeboats. Due to an unfortunate accident when one of the ropes broke as a lifeboat was being lowered, people were drowned. All the others reached the shore safely. Although the terrain was inhospitable they were able to survive for 3 days with the help of nearby farmers until assistance arrived.

The wreck of the LISBOA is of special significance due to the fact that she was fitted with wireless telegraph (a new invention in those days) and it was the first time in the history of South African shipping disasters that this method of communication played a role in a rescue mission.

A further interesting aspect of this wireless telegraphy was that Captain Menzes had received the news through this new invention that the Revolution had occurred in Portugal. The Monarchy had been overthrown and a Republic established. This information was kept a secret by Captain Menzes and the Marconi operator!

The s.s. LISBOA's cargo of wine, specie and olive oil is reputed to have been plundered by the local inhabitants of the area adjacent to the wreck as she was close inshore and only broke up 3 weeks later. She is also renowned for yielding the largest amount of scrap metal recovered on the South African coast.

On display in the Simon's Town Museum is a washhand stand from the ship.

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## EDGAR WALLACE & AFRICA: A STORY-TELLER'S INSPIRATION

Arthur Davey

Edgar Wallace was a young man when he spent six formative years in South Africa, firstly as an army medical orderly and later as a war correspondent. He was an acute observer with a retentive memory, both strong ingredients in the make-up of someone who was to become such a prolific writer of fiction. The fruits of his experiences in Africa brought him some success at a time when he was down on his luck, with the publication of SANDERS OF THE RIVER in 1911. In this book, which was a collection of short stories, Sanders, a brisk colonial administrator of a remote district in an imaginary West African colony meted out forceful justice to intrusive busybodies, malevolent witchdoctors and rebellious village chiefs. It was the first in a popular series featuring Sanders that must have appealed to uncritical readers of the Empire's noonday.

Our interest centres particularly on the character of Bosambo, a Krooman and adventurer, who had installed himself as a local chief and who served Commissioner Sanders with faithful astuteness. Wallace was familiar with the background of the Kroo people, for in SANDERS he remarks: "But all Monrovia [capital of Liberia] is not made up of the freed American slaves who were settled in 1821. There are people who are described in lordly fashion by the true Monrovia as "indigenous natives", and the chief of these are the Kroomen, who pay no taxes, defy the Government, and at intervals, tweak the official nose of the Republic." In introducing Bosambo, the novelist referred to that shrewd worthy's past: "He had been a steward on an Elder Dempster boat, he had been a scholar at a mission school - he was a proud possessor of a bound copy of THE LIVES OF THE SAINTS, a reward of industry - and among his accomplishments was a knowledge of English."

In 1897 and 1898 when Wallace was attached to the army surgery in Simon's Town, his duties, as he has recounted, were very slight. However, daily shopping was on his work roster. He could not have failed to encounter the Royal Navy's stocky Kroomen who were employed in the Dockyard and on warships of the Africa squadron. The flagship HMS ST GEORGE certainly had its complement of them - usually there were about a dozen in each ship deployed on the African coasts. (Three of ST GEORGE's Kroomen viz. Tom Bowling, Black Travel and John Westlake, died at Simon's Town 1895/1896 and were buried in the naval allotment). Edgar Wallace's character sketch of Bosambo touches on some of the qualities that made the Kroomen a household word in maritime circles. They were sought after as deckhands on naval and merchant ships and their industry was often said to have been superior to those of other African labourers. Wallace could also have said that their sobriety was conspicuous. Of course, after service at sea in British ships, they had some grasp of the English language.

In SANDERS Wallace also describes a naval expedition to West Africa in which he has the warships ST GEORGE, THRUSH, PHILOMEL and PHOEBE sailing from Simon's Town. He is echoing a real

event closely and the ships' names are not concocted, but those of vessels that were on station at Simon's Town during the 1890's. In January 1897 there was an urgent call on the services of the Simon's Town squadron. The focal point of turmoil was Benin (in present-day Nigeria) and Admiral Harry Rawson, flying his flag in HMS ST GEORGE and the other ships sailed to West Africa to undertake what was then known as a punitive expedition. Most of the force that penetrated inland was made up of bluejackets and marines. After the conclusion of this foray the sailors and marines re-embarked, but malaria developed among the crews soon afterwards and 393 men were on the sick-list including Admiral Rawson and his chief-of-staff. HMS PHOEBE, a cruiser, which had been on patrol off the West African coast for several months was particularly hard-hit. When the ships returned to Simon's Town there was a flurry of activity in the small medical surgery, and in view of the numbers, the Drill Hall was converted into a temporary hospital. However, all the patients recovered. Margaret Lane, Wallace's biographer, suggests that his contacts with these casualties of the Benin expedition yielded a fund of second-hand tales of "native warfare in Central [sic] Africa" that went into the making of SANDERS later.

The purposeful mission of HMS ST GEORGE to Benin, must have inspired Wallace to jot down in one of his notebooks a "Kiplingese" jingle of 20 verses. It was entitled "The King of Ooji-Mooji" and began and ended as follows in its original draft:

"We 'ave stowed our ammunition  
 We 'ave taken in our store  
 An 'our very last instruction  
 We 'ave 'ad by semyphore

The flagship's made a signal  
 'We wishes you success'  
 We're off to Ooji-Mooji  
 On the boundin' cruiser 'Bess'

.....

So, we're bound for Ooji-Mooji  
 An' we'll anchor in the creek  
 An' 'e'll think 'e's struck an earthquake  
 As 'e 'ears our 'six inch' speak  
 We'll lay 'is bloomin' palace  
 Like a doll's house 'it with bricks  
 Just to show the little monkey  
 That 'e mustn't come 'is tricks."

The poem in revised form, was published in the "Cape Times", 11 May 1898, was then reproduced in the "Simon's Town and District Chronicle" of 7 October 1899 as reflecting "a characteristic naval incident" and was soon after included in a collection of Wallace's verses, published by Methuen and Co as "WRIT IN BARRACKS" (London, 1900). There had been an earlier punitive expedition in 1896 to Zanzibar in which the Sultan's palace was bombarded.

A third element in the creation of the Sanders series was undoubtedly a journalistic mission that began at the end of 1906 and took Edgar Wallace into the depths of the so-called Congo Free State to investigate well-publicised atrocities perpetrated by the exploiters of rubber in that huge territory. It was there that he travelled up river through equatorial forests, met dedicated missionaries and became acquainted with sinister tales of tribal warfare and cannibalism and saw the effects of tropical diseases. His curiosity was whetted by strange customs and languages and he asked many questions and kept notes. His biographers says that he "had a feeling that this would all be of tremendous use to him some day, though he hardly knew how". Years later Mr. Commissioner Sanders and his ally Bosambo would take the stage as products of an accumulated African experience.

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**BOOK REVIEW by CDR W.M. BISSET, S.A. NAVAL MUSEUM.**

"THE SEA WAS KIND TO ME" by Ronnie Eriksen, Amorique Publishers, P.O.Box 112, Knysna, 6570. Price R19.50 post free.  
This book is the first personal account of life in South African ships during the 2nd World War which has been published. It fills an important gap and provides much fascinating information about our wartime Navy which is not to be found in the official histories. How wonderful if more accounts like this could be written. It is indexed and there are 8 photographs.

It is on sale at the Information Bureau, Simon's Town Museum.

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The Simon's Town Historical Society's 3rd publication "THE HISTORY OF FALSE BAY UP TO 1795" is now available price R87.50 including p & p. It consists of 133 pages and 20 maps, plans and prints. It makes a companion book to "HISTORICAL SIMON'S TOWN" of which we have approx. 50 copies remaining. The latter book is priced at R120 incl p & p. Order from The Chairman (G.B. Read) P.O.Box 56, Simon's Town, 7995, RSA. Cheques please to be made payable to G.B. Read.

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O. Pryce Lewis

THE MAKINGS OF A FORTUNE

Very few have come to wealth at Simon's Town. Osmond is among the first to have that distinction. Whether on arrival in 1799 he possessed a certain capital is not known. If so, it was probably derived from prize money. His marriage certainly supplied a deficiency, if there was one as is testified by his loan of 2,000 gulden (£450) to Endres shortly afterwards. Other than that transaction nothing of his financial affairs aside from his participation as arbitrator in the matter of the JOHANNA MAGDELENA has come to light until 1806 when the events to do with ships as reported in Part I hereof took place.

The dockyard provided Osmond with a firm basis for his business as shipwright and examiner of ships having suffered damage in storms, collisions and strandings as marine surveyor, advisor on repair of ships and issuer of certificates of seaworthiness. (46). Under his personal management the dockyard could hardly have failed to be profitable and for many reasons. First and foremost, there was an abundance of shipping attracted to repair facilities at the Bay when it became known that there was there one who had the expertise born of his former position in the Navy and his experience in the Constructive Department at the Bay. Those positions had carried with them the force of command over lesser ranks and that authority he doubtless brought to the running of his dockyard. He let nothing escape his vigilance we may be sure and considered every project with foresight. These he carried through with efficiency and expedition.

At the Bay, Osmond had competitors but had the inestimable advantage of his greater experience, possession in the dockyard of better facilities and very importantly, his cultivation of good relations with "top brass" in Naval and Governmental quarters who had need of a consultant or a contractor to undertake works or give advice beyond the capabilities of the Naval Establishment at the Bay. His work on naval projects earned him the commendation of the Earl of Caledon and the favour of Sir John Cradock. That was heady stuff and there can be little doubt that he began to throw his weight around even before his behaviour became sufficiently extravagant for notice to be taken in official correspondence, of which more will be said (47).

Whatever may have been the opinion among officials of Osmond as a person the Government continued to admire his abilities in practical matters, probably realising that it was his superiority in that field which stimulated, once aroused, his susceptibility, probably partly innate, to regard himself as superior in other fields. He sent a "bon voyage" message to a departing Governor. He was a big fish in a small pond.

The dockyard was the sheet anchor of Osmond's growing prosperity for unlike any other enterprise at the Bay it was independent of

seasonal variations in custom. We have only to look at the dating of his work on ships and the wharf to realise how frequently these were performed outside of the winter months, Simon's Town's "season". Some of the work, as we have noticed, was done perforce in preparation for that period. For the duration of the Napoleonic wars the dockyard could count on repairs not only to ships of allied nations but on the repair and conversion to other uses of prizes of war. Wrecks know no season. After Waterloo the situation changed. Then Simon's Town became a base of the Royal Navy and consequently self-sufficient. By that time Osmond had other irons in the fire.

In a rating of comparative wealth made by the Deputy Fiscal at the Bay in March 1814, Osmond is shown as "not certain but supposed to be between Rds 20 and 30; J.H. Brand at Rds 18; J.P. Kirsten at Rds 15; Mrs. Hurter at Rds 12; Widow Rossouw (Osmond's mother-in-law) at Rds 10 and a further 20 people at Rds 6 and under (\*). The extent of Osmond's wealth 5 years earlier was already considerable when the events of 1809 are taken in review.

As reported in Part I hereof, Osmond lent Endres 20,000 gulden (£500) at interest in 1803. In January 1809, Endres failed to pay a number of his creditors and was constantly sued for debt thereafter. With Osmond's help he satisfied some of them but at the end of June these loans amounted to 30,000 gulden (£750) bonded "generally". The bondholder wisely insisted on repayment by instalments (\*).

Osmond could not fail to observe his debtor's plight in the courts without misgivings and the possibility of bankruptcy but he could not have had fears of losing his investment because his mortgage bond was secured by Endres' premises in the town while the debts, by instalments had already been reduced. It was not therefore in consideration of saving his investments that he took the actions now to be related.

It is an inescapable conclusion that Osmond coveted Endres' properties. In the two buildings used as one by Endres, the larger, a finely appointed and impressively designed building (Kirsten's original home), the other a small house and warehouse combination (the Westhoff Property), he saw a fitting expression of his growing power if he could lay hands on them. In Endres' loan-place, the farm Buffelsfontein at Buffels Bay he saw a country estate with potentialities for entertaining guests and people of importance with hunting and other outdoor sports and with financial returns from lime production and fishing.

If he was to achieve these rewards he must drive Endres into bankruptcy. That could not be done except by acquiring a stranglehold on his estate. He must buy in all of the largest bonds which he knew to be held by one, David Piton. These amounted to 48,000 gulden (£1,250). He also bought in bonds from other sources amounting to 30,000 gulden (£750) and 9,000 gulden (£225)(50). He laid out 87,000 gulden (£2,225) in these acquisitions which were achieved for obvious reasons in confidence, that is, without Endres' knowledge. He was then

poised to call in his bonds but not wishing to do so directly, pretended to have heard of Endres' imminent collapse financially. He proceeded to Cape Town "where he confirmed his worst fears for his own possible losses."

Back at the Bay he informed Endres of his knowledge of his parlous condition advising him to surrender his estate "honourably". His debtor refused, saying that the sale of a few of his slaves to P.A. Myburgh would restore his fortunes. Osmond, alarmed that Endres would proceed to denude the estate, was compelled to foreclose. For some time Endres remained under the impression that as Piton held the largest bond, it was he and not Osmond who was responsible for his misfortune.

The Insolvent Estates Chamber, acting on a court order brought by Osmond, sent a commission to Simon's Town with a view to valuing the estate. Watched closely by his debtor, Endres repulsed the Commission, which returned to Cape Town for instructions. Osmond, believing Endres' refusal to be a device to gain time, wrote to the Fiscal complaining that the Chamber had failed to protect his interests, requested his assistance. That was given with reluctance and discretion for, unless Endres committed an illegal act, the Fiscal had nothing to go on. He certainly could not interfere with Endres' activities until the Chamber took effective action. No irregularity on Endres' part was in fact detected for he had, even as the Fiscal was approached, apologised to the Chamber and invited a new Commission to look into his affairs. The valuation was then made and Endres' debts found to exceed his assets by a considerable amount. The Court of Justice ordered sale in execution which was preceded by the drawing up of an inventory of all that was in the estate. Osmond watched the process closely demanding a number of corrections.

At the sale which commenced on 11 September 1809 and lasted for 5 days, Osmond bought both buildings in Simon's Town and Buffelsfontein for Rds 9,000 (£675), Rds 24,833 (£1,862) and Rds 2,666 (£200) respectively. He also bought a considerable number of articles, inter alia household furnishing and equipment including crockery, tableware, bed linen and a riding horse. These items cost Rds 5,835 (£442). In all, his bids amounted to Rds 42,334 (£3,175) which represented approximately 71% of the total receipts at the auction.

On the day following the conclusion of the sale, Osmond wrote a long rambling and bitter complaint to the Chamber of his discovery of a bond for Rds 6,000 held by P.A. Myburgh in respect of four slaves, all household furniture and 6 kilograms of silverware. It was dated 21 November 1808, and was registered as "special". It consequently had preference over a bond in respect of the same slaves held by Piton and now the property of Osmond. Osmond professed to be unaware that each slave in the estate was separately bonded as "special". He said that he was ignorant of the laws of this country in respect of special bonding. He was likely to lose half his fortune invested in Endres' affairs from that cause.

He was certain that Endres had spirited away several things

which belonged to the estate. His suspicions were based not on a "chimerical plan or silly fancy" but "on deductions and information supplied by slaves who stood by" while 2,750 grams of silverware, a swinging cradle, a night-stool, a shaving case, many costly books and various breeding horses were wrapped up, driven and carried away (to Endres' advantage).

His loss would be considerable in any case and he must impose an obligation to employ all possible attempts to reduce his loss for he suffered anxiety for his wife and children. He asked for an enquiry to be instigated and threw himself on the good offices of Their Honours of the Chamber.

Their Honours were unmoved by this piteous plea. Coldly they replied that they relied on facts. No item had been spirited away. As to Myburgh's bond, that was his affair.

On 14 August 1810 the Deed of Preference was exhibited at the Chamber's Offices. Osmond was horrified and extremely angry to find that Myburgh's bond appeared among those fortunate to be paid out of the estate. The hurt was more because from Rds 6,000, the value of the bond had risen to Rds 6,600 with interest accrued. "Up with that he would not put" and condemned the bond to perdition. He would take the matter to law.

Faced with a long delayed finality to distribution, Myburgh, exercising great tact and wisdom, offered to reduce his claim in consideration of the four slaves. His was no quixotic gesture for he had in mind the recovery of all monies, about Rds 10,000 owed to him, after Endres had been rehabilitated.

In all, Osmond's loans to Endres amounted to Rds 57,830 of which Rds 6,282 had been redeemed in 1808/1809, so that, at the time of the sale he had Rds 51,548 invested. Only bonds valued at Rds 32,384 proved to be repayable at the final settlement but with interest from the Myburgh bond and a variety of other sums of interest accruing, their value became Rds 36,788. Thus, when on the day after the sale he stated that he was in danger of losing half his fortune, his statement was no more than an expression of disappointment at having had to pay more for Endres' properties and movables than he had hoped would be the case.

In the final analysis two houses, one small but the other a veritable mansion, a farm (Buffelsfontein) and loose goods came as a debit to him of Rds 40,298. To meet that sum he had Rds 36,788 in credits derived from bonds and Rds 3,510 in cash. However, the entire transaction cost Rds 59,461 because the sale had failed to raise the sum of Rds 19,163 required to meet his remaining bonds. It had been a costly affair but he had achieved his objectives and therefore had lost nothing whatever.

For a while Buffelsfontein became a matter for Osmond's concern, for its sale had drawn attention to its value. Several attempts, one by H. Lotz (51) and two by J.P. Kirsten (52), to obtain concessions to graze cattle on or close to Buffelsfontein were foiled by Osmond's strenuous opposition. These attempts ceased soon afterwards and Osmond entered into uninterrupted

possession of the land. However, it did nothing to advance his financial position, therefore, for the time being we must return to Simon's Town where we must presume Osmond esconced in his imposing establishment and improving his fortunes as a shipwright.

In August or September of 1812, he was engaged in obtaining a portion of "Goede Gif" (then called "Bellevue"). It was garden land not far removed from his new home. He brought it into a high state of cultivation. When transfer had been given he was in a position to petition the Governor for a small piece of hilly ground adjoining the garden on which he wished to "build a neat, commodious cottage" (53). The Deputy Fiscal reported that the ground had been requested by one, Frederic Roesch who had desisted from his request. The land was reported to be very barren and hardly to be valued (54). It would not surprise to learn that Roesch was put under pressure to give up his request. His Excellency Sir John Cradock, stated that he was anxious to mark to Mr. Osmond his personal good opinion and to encourage the great exertions he was making to improve Simon's Town. He therefore, acceded to his request (55). After that it can be assumed that the cottage was built.

The meaning of the Governor's remarks of improvements to the town is to an extent obscure. Osmond had worked diligently for his own profit on the dockyard and on the wharf and in doing so employed labour. The dockyard stimulated trade. These two factors were unquestionably to the advantage of the town but in what other manner had he improved the town? The question must be asked because an examination of the records of land ownership indicates that before 1812 when he acquired the garden property he had no land for development purposes, in fact, during the entire course of his active life no case of speculative building by him has come to light. In March 1811 he had three "negroes" apprenticed to him but the nature of their employment in his service is unknown (56). If he contracted to build for others, his activities in that connection may, in all probability never be known but may account for the Governor's approbation. In 1814, however, he stated plainly that he was carrying on building operations at Simon's Town. He wished to employ a few good masons and would be glad to buy one or two. He emphasised his desire for competent workmen in a newspaper advertisement. (57).

Ever since 1811 the Navy had been, in a somewhat fidgety manner, feeling its way towards expansion of its waterside facilities. Inter alia it sought land on which to build a house for the Admiral. In doing so an impression was created that, despite the uncertainty that Napoleon would finally be vanquished, Britain was likely to attempt the establishment of its control of the Cape for a long period. Osmond would certainly be aware of the needs of a fleet stationed at the Cape in wartime and was acutely aware that by possessing the most extensive built accommodation in the town he was the "deus ex machina" which would go towards satisfying some of those needs if required for the property he now inhabited had the advantage of being near to the Naval dockyard.

In 1813 Osmond was called upon to part with his property for the Naval Authorities saw in his premises the accommodation of its Victualling Department which required warehousing facilities and living quarters for the Agent Victualler and his assistants. In how far, if at all, Osmond was responsible for suggesting the suitability of his possessions for the purpose is not known. Nevertheless, the probability that he was privy to the knowledge of the Navy's requirements is high. Before agreeing to part with his property Osmond must have had certainty of finding a suitable alternative to his present grandeur. This was readily at hand for William Maude of Maude, Robertson and Coetlogon, auctioneers of Cape Town, who lived at "Mount Curtis" (later known as Palace Barracks) at the entrance to the town, had died. Osmond, E.B. Ziervogel and Wm. Robertson were executors of his estate. At the sale on 14 November 1813, "Mount Curtis" was put up for auction in the deceased estate when it was knocked down to Osmond for the extremely reasonable price of Rds 3333<sup>1</sup>/<sub>3</sub>(<sup>50</sup>) which he could well afford having received the sum of Rds 66666<sup>1</sup>/<sub>3</sub> from the sale of his home only a month before on 8 October (<sup>51</sup>).

Although the buildings purchased at the Endres sale had architectural distinction, it nevertheless stood cheek-by-jowl with other structures whereas "Mount Curtis" enjoyed the distinction of a noble structure standing in its own grounds removed from the immediate proximity of the road. Its isolation gave to it something of the standing of the English manor house - a definitely aristocratic air. "King John" now had a palace, a distinction which did not fail to be noticed in the Town.

From 1814 onwards Osmond invested in properties as they came onto the market, often through insolvencies. Most he kept for many years as a source of rental income. His first acquisition was, however, necessitated by his need for a replacement of the warehousing facilities which he had enjoyed when in possession of the Endres property. In 1814 he approached J.P. Kirsten who for the sum of Rds 8,000 (£600) parted with a storehouse and two pieces of land lying between Runciman's Buildings (Kirsten's home at the time) and the British Hotel (<sup>52</sup>). These he retained until 1845 for having sold his Cole Point possessions including the dockyard, he no longer required the storage facilities. The properties were bought by Johannes F. de Wet for £1,750, to whom Osmond accorded a bond with interest payable at 6%, the capital not to be called in for at least 10 years.

Sartorial House was purchased on 6 June 1815 from the deceased estate of Alexander Tennant for the sum of Rds 4,166<sup>1</sup>/<sub>3</sub> (£312).(<sup>51</sup>) This also was sold in 1845. The new owners were H.P. Hablutzel and P.J. Hugo who required a bond which Osmond supplied.

The British Hotel came into Osmond's possession on 13 February 1818 at the sale in execution of the Gerhardus Hurter estate (<sup>52</sup>) and shortly afterwards let to Joseph Langley for three years at Rds 220 per month (£165). There were other tenants until on 8 March 1842, Osmond sold the building to Hugh Green for £2,400 of which £2,000 was in the form of a bond and the residue payable in annual instalments of £100 commencing in

1843. The debt had been reduced to £1,500 by Osmond's death.

The properties formerly on the site now occupied by Clifford's Garage were bought from the insolvent estate of Messrs Langley and Sinclair on 18 December 1818 (63). These were inherited by Agnes Barrow, Osmond's eldest daughter.

On the death of Osmond's mother-in-law, the Widow Rossouw, Osmond bought the western end of Prince Alfred's Building (later the premises of Messrs. E.K. Green & Co.) for Rds 11,666<sup>1</sup>/<sub>3</sub> (£875) and strangely, the remainder for £750 despite its very much larger area (64). Both properties were sold in 1845, the smaller to James Bailey on 20 January for £800 and the larger to G.B. Brown on 8 May. Both required bonds which Osmond supplied.

The block between Rectory and Union Lanes and the block of properties in the rear were for the most part ceded to Osmond in June 1829. In all there were two stores and four small houses which prior to the sale had belonged to the Widow Rossouw. For the buildings on the Main Road he paid £627.10.0d and for the four cottages a total of £275. (65). There appears to have been a sub-division or re-arrangement of the different lots for Regent House on the Rectory Lane corner became a separate erf as did Whytes on the Union Lane corner. Regent House bears a transfer date of 12 June 1829. Agnes Barrow inherited most of the lots but Whytes was sold to George Francis Stadler on 14 April 1847. Osmond held his bond until his death.

The block between Alfred and Wickboom Lanes containing Bay View House, inter alia, was owned by Petrus Kirsten in 1822 when he became insolvent. At the sale it was knocked down to Osmond for Rds 5,666<sup>1</sup>/<sub>3</sub> (£206). He let the buildings out for rent. One of them was used as a winehouse to the discomfort of the Naval Hospital near by (66).

The last of Osmond's acquisitions in the Main Road was the building block on the western end of Erf O.C.F.5.96 on the corner of Club Lane, owned in 1834 by Pieter Jacob Arendse Raven but insolvent. Osmond paid Rds 8,000 (£600) for its possession. He held it for a mere four years when he sold it to John Herbert for the same sum. Herbert, for a change required no bond, at least, not from Osmond (67).

This recital of Osmond's property deals within the town, however tedious it may appear, not only indicates the extent of his activities in the property market but the power landlordship over so many properties must surely have conferred. Power of that kind comes to all who have the wherewithal to command it. At Simon's Town where almost all merchants struggled to keep their heads above water that power was real and even if not exercised ruthlessly, was there potentially. As a major property owner he had every expectation of respect and of cooperation when that was required. At his death besides owning three stores and seven dwellings valued at £2,387, some 14 people owed him £8,207.10.0d in bonds on their properties (68).

Among these appear James Thomas Erith who raised money at

various times from 1839 onwards on land and two houses in Sayers Lane and John Jordan who possessed three houses at Goede Gif. The inclusion of these three dwellings and the absence of mention of Osmond's garden land in the Inventory of Immoveable Property made at his death indicates that either he had sold the land as building lots or had developed himself. The Inventory also shows that he held a bond of £250 dated 20 September 1844 on Klein Vishoek then owned by Simon van Blerk and a bond of £225 dated 9 April 1846 on a house and premises on the corner of Bree and Wale Streets, Cape Town, owned by Murray McKinley Pedder.

The appearance of Pedder's property on the Inventory raises the question as to whether Osmond, like Jeremias Auret and doubtless others, possessed a pied-a-terre in Cape Town. If so, he probably sold it at the time of registering the bond.

Outside of the town Osmond's landed property included Buffelsfontein, Cape Point Farm, Elsies River Farm (not to be confused with Elsies Bay Farm), a small-holding called Paarde Kloof near Wildschutsbrand, the Great or Whale Fishery at Fish Hoek, Oaklands on the Elsies River, Fernibrae, Rocklands, and a small piece of land at the Rieboks Dam.

Osmond's tenure of Buffelsfontein and Cape Point is to be treated hereafter. Elsies Farm was acquired at about the same time as Osmond's purchase of "Mount Curtis". It comprised 73 morgen (85,23 h.a.) of mostly steeply rising ground adjacent to and to the north of Welcome Cottage in the Glencairn Valley. A tributary of the Elsies River ran along the north side of the land which was used to graze cattle and horses. In 1816 three seamen of the MAAS EN ROTTERDAM, Louis Felix, Richard Pasley and Christian Maversen, were given governmental permission to go to the farm to recuperate (69). The Opgraaf Rolle of 1824 record the presence of four horses and eight cattle. Clearly the farm had been chosen for its relative proximity to the town, to be close at hand when the animals were needed. Buffelsfontein was too remote to serve that purpose; in fact Osmond kept no animals at that place.

Paarde Kloof at the southern end of the Red Hill road with an area of 3 morgen 67 sq.roods (3,63 h.a.) had restricted use. Not more than two horses or draught oxen were allowed to be kept there. Osmond doubtless bought the place in 1831 as a staging post en route to Buffelsfontein.

Fernibrae is a narrow strip of land not more than 750 cape feet wide but of great length, extending north-west from Paarde Kloof across the mountains above Scarborough to Perdebank on the Atlantic shore. Osmond bought the land on 30 April 1833, with the obvious intention of overcoming the limitations of Paarde Kloof. There is no indication of its having any other use. It is possible that it lay unused until late in the century when it reverted to the Government (71).

Osmond's acquisition of the Great or Whale Fishery does not seem to have the same obvious significance as do his other properties outside of the town. James Richardson had the fishery in 1827

when he became insolvent. For the sum of £262.10.0d Osmond bought the tract of land, triangular in shape and some 100 h.a. in extent, with its apex about 4,500 c.f. (152 4 m.) to the west of the summit of Elsie's Peak and its base extending from the de Villiers House in the corner of Fish Hoek Bay to a point near to the present quarry. The land included the Peak itself (72).

If the new owner had in mind a profitable return from whaling he must have failed to discover the state of the industry at a time when the Bay was over-hunted and the whales poached by American boats. He may have had an idea of obtaining a supply of train oil for his own use for it was an expensive item for use, inter alia, as an illuminant and a waterproofing agent for flat roofs. The yield of fish was, however, still excellent. Nevertheless, he did not work the fishery himself, instead he let it to Thomas Thwaits. For an unknown reason Osmond sold the property to Thwaits on 26 January 1830 for the same sum as he had paid (73).

Osmond's purchase of "Rocklands" followed a usual pattern, for he bought the property after the insolvency of G.W. Sturt in 1831 for the sum of 13,000 gulden (£325). This was pure speculation for he sold the place to F.J. Becker in the following year for 18,000 gulden (£450), realising a handsome profit.

"Oaklands" belonged to C.H. Brand from whom Osmond bought the property on 21 July 1840. The land comprised two quadrilateral areas joined by a narrow strip of land a few metres wide through which runs the Elsie's River, at that part due south and north. The land, in contrast to his Elsie's River Farm is much less steep and had the advantage of being fed by a tributary of the river which had, at or near its source the Rietbok Dam about 1,4 km to the west with plenty of grazing land between, at that time unowned.

(to be concluded)

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RESIDENCES NOS. 44, 45 and 46 IN THE WEST DOCKYARD, SIMON'S TOWN.

S. MYERS

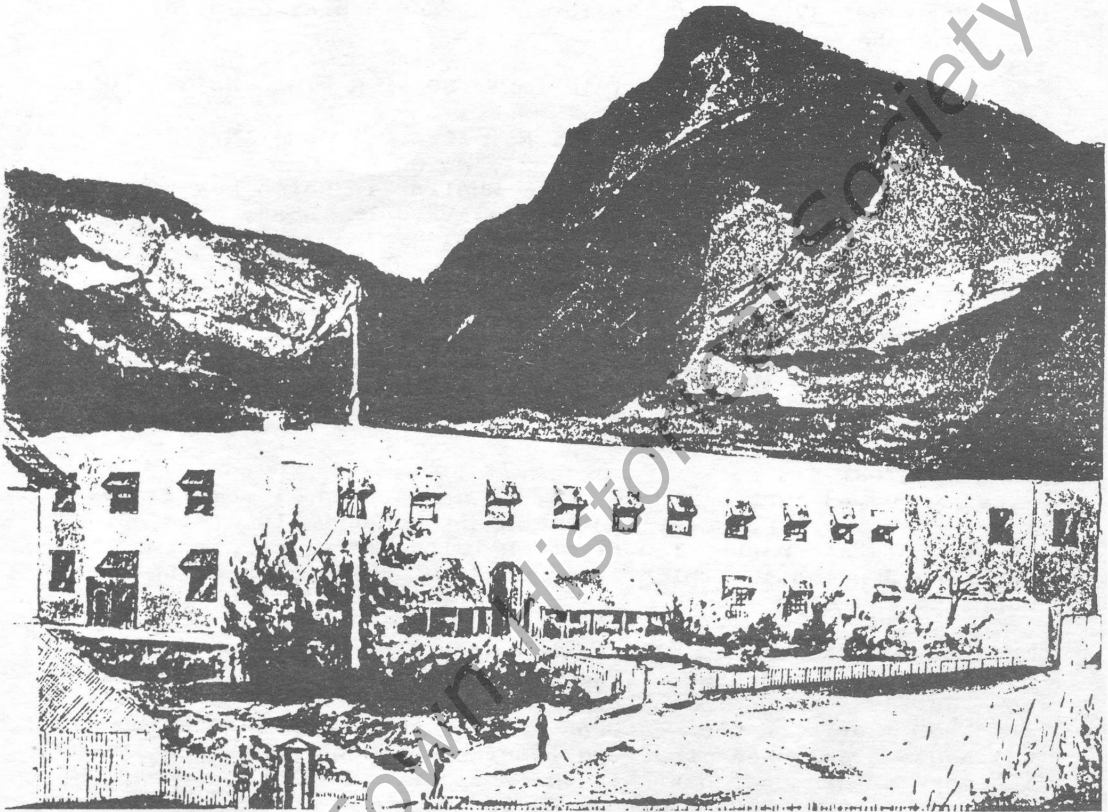
#### EARLY HISTORY

First surveyed in the mid 1670's, it was not until some 70 years later that the Dutch East India Company began using Simon's Town as an official port. The first building to be erected was the Magazine/Storehouse which also had a bakery, hospital and barracks.

When it was decreed that all ships should use Simon's Bay in the winter months, the facilities were minimal. This resulted in more building taking place and c.1758 the Postholder's House was erected. Built on the western side of the Magazine/Storehouse, the house overlooked the road leading into the area and it was the port's command post. It is not certain who was the first occupant of the house; either Adriaan de Neys or Jan Frederick Kirsten. A Swedish writer, Jacob Wallenberg, wrote of his stay in Simon's Bay in 1770 and of being entertained by Postholder Kirsten in his comfortable house. Certainly Christoffel Brand, who succeeded Kirsten, lived in the house. Here he entertained many important visitors, among them Joseph Banks, Captain Cook and Captain George Vancouver.

At the time of the capitulation in 1795, Vice-Admiral G.K. Elphinstone, R.N. lived in the house and had his office there as well. However, he left the Cape for a short period and when he returned he found that the Army under the orders of General Craig, had taken possession of the house. This was the beginning of a protracted war of words and letters between the Royal Navy and the British Army that continued for another 19 years before the Royal Navy finally took possession of the property. Some months later Brand also entered the war of words. He and his son, Johan Brand (who was his deputy), had

been ordered by the Governor to quit Simon's Town. They obeyed the order and in February 1795, Brand senior entered the fray by writing to the Rt. Hon. Henry Dundas, requesting payment for the stores he owned at Simon's Bay. He listed the goods and gave their valuation as £1,013.11.1d. which, he then stated, was a modest valuation. Although father and son had left the Bay, Mrs. Brand continued to live in the house as well as keeping the slaves.



RESIDENCES 44 - 46 depicted by CAROLINE DE HORSEY (nee DREW) who before her marriage lived in No. 44 .

What use the house was put to during the time of the Batavian Republic is not known. However, with the return of the British in 1806, the Army again occupied the house and it was referred to as the "Army Mess House".

Following the decision to move the Royal Naval base from Cape Town to Simon's Bay, thus having only one naval base and not two, the naval authorities again made representations regarding the house. In a letter written by Admiral R. Stopford to the Secretary to the Admiralty in London, he refers to the house as being the residence selected for the Naval Storekeeper, Master Attendant and Master Shipwright. It was eventually agreed that the Navy would provide another barracks for use by the Army and the Navy would take possession of the house.

Thibault's map of Simon's Town, which he surveyed in 1814 clearly shows the house in its original form. The major alterations which took place were obviously undertaken during 1815/1816. A second storey was added and the house divided into two dwellings. A front section was added to the outbuildings to form the third house. The wall enclosing the Dockyard was built at the same time.

These houses appear to be among the oldest residential buildings in Simon's Town.

#### **ARCHITECTURAL DETAILS:**

The early houses at the Cape were conservative in design. Built of brick and stone, they were single storeyed and had reed thatch roofs. In order to ensure a level floor, the houses were built on a raised platform. The "stoep" which ran the width of the front of the house was reached by means of one or two flights of steps from the street level. This area formed an integral part of the house as it was here that mud was scraped from shoes before entering the house.

The front door was in the centre and led to the "voorkamer". On either side were rooms, usually bedrooms. Behind the "voorkamer" was the "achterhuis" off which led more bedrooms on both sides. The kitchen was at the back of the house.

**DOORS:** External doors: usually teak with two panels which sometimes increased to four panels. The 8 panel door was introduced by the British.

Internal doors: these were made from a single panel in a simple frame. Stinkwood and yellowwood were used either singly or in combination. In the early 19th century they became more elaborate having 6 to 8 panels.

**WINDOWS:** During the 1700's the windows were flush with the external wall. The upper sash was fixed and the lower sash moved up behind the upper one. Following the English fashion in the early 1800's, the windows were recessed several inches from the outside wall. All the glass for the windows was imported.

**BRICKS:** Locally burnt bricks were used for the walls. These were then plastered with lime mortar. Small, hard burnt bricks were imported from Holland and were used for the outside steps and the edges of the stoep.

**TIMBER:** with the exception of yellowwood and stinkwood, the locally grown timber was very poor and teak was imported from Burma and India. It was used for beams, floors, doors and windows.

**FIREPLACES:** These were seldom seen other than the cooking fire in the kitchen. There were reasons for this, chief being the fear of fire, but the tax on chimneys was another one: an amount of 2/- per month per chimney as well as between six and twelve gulden per year for each house.

During the 1st British Occupation there was a serious shortage

of fuel and coal had to be imported but fireplaces were beginning to be installed in the homes. The brass or cast-iron grates were imported from England.

**FANLIGHTS:** Although fanlights were found in Dutch houses, the designs changed over the years. During the late 1700's there were 4 basic designs in Holland, however, the British influence can be seen in the details, proportion and ornamentations of local fanlights.

**STAIRCASES:** During the 1700's staircases were not important. The influence of Robert Adam was to bring many changes including graceful staircases with curving bannisters and handrails.

**RESIDENCE NO. 44:**

This is the largest of the 3 houses. It measures 4,780 sq. ft. As with Nos. 45 and 46, apart from the initial major alterations, many other changes have been made over the years.

**DOORS:** The front door is a double door with a fanlight as well as a second set of doors approximately  $\frac{2}{3}$  of the way down the passage. Both fanlights are semicircular, headed with concentric intermediate and plain radial patterns. This type of fanlight was common both in Holland and England from the 17th century onwards.

The STAIRCASE, situated in the far right hand corner of the passage, is steep and similar to those built in 1810. There are two further staircases leading from what was a covered courtyard to the servants quarters, both are narrow and plain in design.

**FIREPLACES** have been installed in the lounge, dining room and main bedroom. These are Victorian and Edwardian in design (19th century and early 20th century). These were installed in 1901.

The house has 9 living rooms and two bathrooms. The height of the rooms on the ground floor is 12'6" and on the first floor they are 10'. Electric bells were installed throughout the house in 1901.

**HOT WATER SUPPLY:** An estimate of £60 was submitted in 1903 for the supply of hot water, however, this was not agreed to until 1907!

**ALTERATIONS:** A letter dated 31st July 1900 requested that one room on the first floor currently part of the Residence of the Naval Storekeeper (No.44) be taken over by the Chief Engineer (No.45). This was done during 1901.

**PAINTING:** The house was painted and papered during 1908/1909.

**FLAT:** At the outbreak of the 2nd World War, two rooms on the south side of the house were converted into a separate 2-roomed flat for the junior stores officer. This flat was served by the back staircase in the open courtyard.

**STOVE:** During 1953 the original coal stove was removed and replaced with an electric stove.

**COURTYARD:** This was enclosed fully c.1960.

**RESIDENCE NO. 45:**

This is the smallest of the 3 residences and measures 4,140 sq. ft. As with Residences 44 and 46 the major alterations were done circa 1815/1816, although a great many internal alterations have been made over the years.

The **STAIRCASE** is identical to the one in No. 44 and there is a 2nd staircase leading from the kitchen/laundry area to the bedrooms and bathroom which is above this area.

**FIREPLACES** have been installed in the lounge and dining-room. However, the one in the dining-room is no longer the original. The fireplace in the lounge is Victorian (19th century) was installed in 1901.

The house has 9 living rooms and three bathrooms as well as a guest cloakroom. There is also an outside room with a full bathroom. Unlike the other two houses, this house has a courtyard leading off the dining-room.

Electric bells were installed throughout the house in 1901.

**HOT WATER SUPPLY:** An estimate of £60 was submitted for the supply of hot water, however, this was not agreed to until 1907!

**WALLS:** It would appear that the walls were a buff colour and made the house very dark. The house was repainted white inside to improve it during 1903/4.

**RESIDENCE NO. 46:**

This house is completely unlike the first two houses. It measures 4,378 sq. ft. and has much higher ceilings both on the ground floor and the first floor. It would appear that this house was built around 1815/1816, using the outbuildings of the original Postholder's house.

There are 7 living rooms and two bathrooms as well as a guest cloakroom downstairs. The outbuildings comprise the stables and tackroom. The stables have the original cobble-stoned floor and the original nails on which to hang the tack.

**FIREPLACES** have been installed in the lounge, dining-room and largest bedroom.

The **STAIRCASE** is late Georgian and almost identical to one in the Royal Observatory in Cape Town.

Electric bells were installed throughout the house in 1901.

**HOT WATER SUPPLY:** An estimate of £60 was submitted in 1903 for

the supply of hot water, however, this too was not agreed until 1907.

**PAINTING:** The house was completely repainted and papered during 1915/1916 at a cost of £53.13/-.

**OUTBUILDINGS:** At the top of the road on the south side of the Residence are the remains of the outbuildings. These comprised a Coach House, Stable and Loose Box, as well as a Fowl House. The Loose Box was subsequently converted to a bomb shelter at the beginning of the 2nd World War.

The low stone walls which surrounded these outbuildings are still in existence.

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