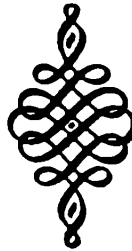




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



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VOL. XVII No. 1
JANUARY 1992

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COMMANDER E.K. (Monty) BANKES - OBITUARY

With the death of Cdr. Bankes Simon's Town has lost one of its most able and colourful personalities. He was born in 1908: he died peacefully two days short of his 83rd birthday. He graduated with Honours in Mathematics and Physics from Birmingham University. (a university renowned to this day for the strength of these departments) in 1933. Throughout his life he maintained not surprisingly an incredibly high standard of intellectual and academic input, first to the South African Navy and subsequently to the community at large. A man of many parts, he was known by a variety of names "Eric", "Rix", "Monty" (presumably after a successful and suave English filmmaker of the '30s) "Sir" by many "The Cdr." "The Brain Box" "The Encyclopaedia".

He arrived in South Africa in the mid 30s, encouraged by his father who was a marine engineer in Durban in the 1920s. He began by teaching at St Johns College Johannesburg and one of his students, Lionel Jennings was present at his memorial service. At the outbreak of World War II he joined the South African Navy as a Specialist Officer and served on Robben Island as degaussing officer throughout the war. After the war he first went tobacco farming in what was then Rhodesia but when the S.A. Navy was established as part of the Permanent Force on 1st May 1948, he was recalled to the Navy as an Instructor Officer. He is recognised as the founder father of the Instructor Branch. His parents joined him shortly after the war. Both are buried in Durban where his ashes will also be laid to rest.

On rejoining the Navy one of his first tasks was to be Course Officer on the first ever Lieutenants Qualifying (or 'Q') course in the S.A. Navy. His strong character and powers of persuasion had a lasting and positive influence on those young men and many who followed after them. In emphasising the qualities i.e. integrity, loyalty, good manners etc a good Naval Officer must possess, some memorable observations emerged. To quote a few "Only a suggestion but remember who is making it" "You may only have a few brains young man, but try to use them well" "An officer's word is good enough - it need not have to be confirmed in writing" "An officer is not necessarily a gentleman and a gentleman is not necessarily an officer". He introduced and pioneered programmed instruction in the Navy, which consequently became one of the first major organisations in S.A. to utilise this important learning technique. As one of the oldest serving bachelor officers living in the Senior Officers Wardroom, he did much to improve the standards and the observation of Naval traditions. He was an active member of the Simon's Town Historical Society, and a prominent member of the Anchor Players both as actor and producer. He will be remembered with great respect by all who knew him.

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The Editorial Committee is indebted to member Rear Admiral E.M. Kramer SAN (retd) for permission to use extracts from his Memorial Service Oration as the basis for the above obituary.

ABNORMAL WAVES OFF THE SOUTH-EAST COAST OF SOUTH AFRICA

Captain K. J. Mallory.

(This is an edited version of an article published in 1974 by the University of Cape Town where Captain Mallory was Professor of Oceanography. The abridged article appeared in "The Marine Observer" No. 283 of January 1984 - Editor)

Much has been said and written about the abnormal waves which have been experienced over the years along the eastern seaboard of South Africa. Many theories have been put forward as to the probable causes of these waves which have occasioned considerable damage to vessels when steaming in a south-westerly direction down the east coast between Durnford Point and Great Fish Point. Unfortunately it is not always possible to obtain full details after a period of time has elapsed since the wave was reported, hence in some instances the case histories are incomplete.

It is safe to say that many other ships must have experienced abnormal waves off the South African coast between Durnford Point and Cape Recife, but because in each case the speed of the vessel at the time had been suitably reduced, the ship sustained no damage and hence there was no specific reason for reporting such an occurrence other than as a matter of interest. This is unfortunate because so much more could have been learnt about these phenomena if more specific reports had been available, especially if they had included details of wind and waves, meteorological data, soundings, and ship's course and speed. A list of 11 known cases of vessels either having reported encountering abnormal wave conditions or having foundered as a result of storm waves is given at the end of this article. As will be seen they range over a period of 11 years. All vessels except one, that is to say SOUTHERN CROSS, were proceeding in a south-westerly direction. (see p.12 for details of ships).

ENVIRONMENTAL BACKGROUND:

It will be noted that reports of abnormal waves have only been received from vessels in the area from Durnford Point to Port Elizabeth, hence it is necessary to examine this section of the South African coast in detail to determine whether there are any unique features to which can be ascribed the possible cause of such a phenomenon.

Firstly the submarine topography is of importance because this has a direct influence on the movement of the water masses in the area. As shown in the bathymetric charts compiled over the period 1964-74, the continental shelf is, generally speaking, relatively narrow. Between Durnford Point and the Bluff, Durban, it is approximately 20 n. miles wide but then it narrows abruptly and remains at 5 n.miles off Port St. Johns, whence it gradually widens until off Great Fish Point it is 20 n. miles wide, remaining at that width until to the west of Cape Recife (see Fig. 1). Along the coast between Port St Johns and East London the continental slope, i.e. the seaward edge of the continental shelf, is much steeper than usual, the 1000 fathom line being within 15 n. miles of the edge of the continental

shelf. Numerous deep canyons are located along this stretch of the continental slope, but because of the lack of soundings outside the 100 fathom line, the full extent of these canyons has not yet been plotted.

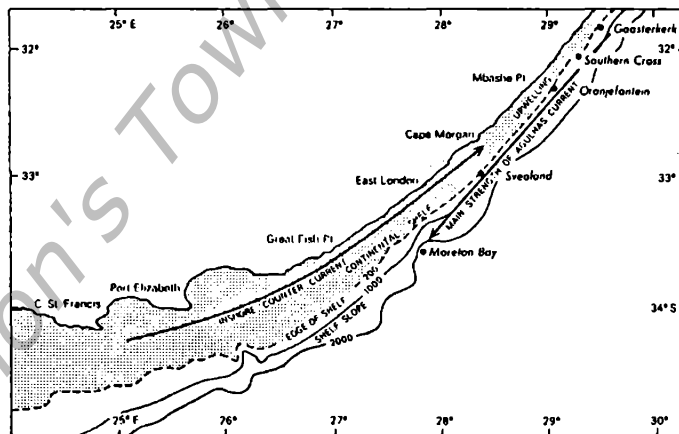
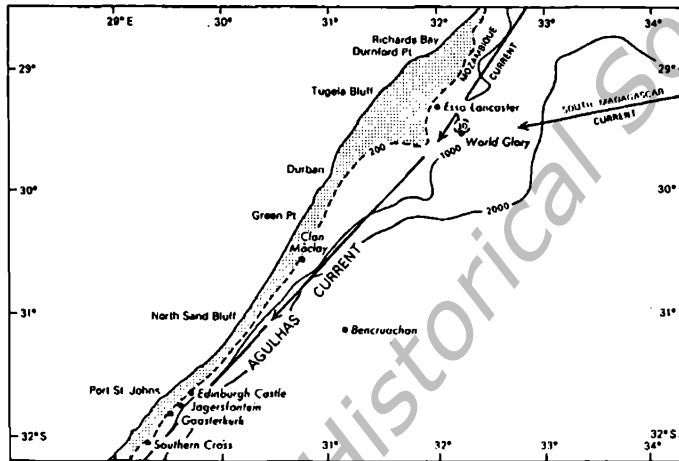


Figure 1. Chart of south-east coast of South Africa, showing Continental Shelf, Shelf Edge and Continental Slope, Agulhas Current, Inshore Counter-current and Coastal Upwelling, and Position of Ships which have encountered an Abnormal Wave. Depths are indicated in metres.

As far as can be ascertained the continental slope and rise is free of sea mounts or other protrusions except that in the approximate position $29^{\circ} 32' S$, $32^{\circ} 10' E$ a reported shoal of 22 fathoms is shown on the Admiralty Charts 2088 and 3851. However, as has already been stated, the area has not been closely examined so further shoal areas may exist.

THE AGULHAS CURRENT

The mighty Agulhas Current sweeps down South Africa's south-east coast moved by its own momentum and the dynamic forces acting in this part of the ocean. It has its origin in the trade wind area of the central Indian Ocean where the surface drift is known as the South Equatorial Current. This drift current impinges on the east coast of Madagascar and the coast of Mozambique, forming two stream currents, one flowing southwards down the coast of Madagascar and the other along the Mozambique coast. The Madagascar section on reaching the southern extremity of the island veers across the Mozambique Channel towards the coast of Natal where it meets the Mozambique Current between Durnford Point and Durban and then flows southwards as a tremendous oceanic river, the Agulhas Current. (see Fig.1)

The course of this current is greatly influenced by the submarine topography as the core of the current penetrates to a depth of over 330 metres. As the depths at the edge of the continental shelf are less than 300 metres and the shelf slope is very steep between Durban and East London, the core of the current is chiefly confined to the seaward side of the shelf. Here it attains its maximum velocity and rates of 4 to 5 knots are frequently experienced between Port St Johns and East London, especially during the southern summer and autumn when the N.E. Monsoon in the Arabian Sea ensures a maximum flow through the Mozambique Channel. The width of the Agulhas Current is from 60 to 100 n. miles. Under certain circumstances the southerly flow extends across the continental shelf to the coast but, as will be explained later, this is due to meteorological influences.

METEOROLOGICAL CONDITIONS:

On this south-east section of the South African coast the wind regime is motivated by two distinct seasonal sets of meteorological conditions. During the summer months, November to May (see Fig. 2 next page), a low-pressure area is situated over the interior of South Africa whilst a high-pressure system extends over the south-west Indian Ocean, south of Madagascar, resulting in the prevailing winds on the south-east coast being from the North-East to East, i.e. with the current and therefore contributing towards its velocity. Occasionally during the summer, a low-pressure system will originate on the South West African coast in the vicinity of Walvis Bay, caused by the large difference in the temperature of the air over the sea and over the land. This low-pressure system travels rapidly southwards along the coast and around Cape Agulhas and up the south-east coast. Strong westerly to south-westerly winds are experienced in association with the passage of these lows but they are of short duration with a short fetch.

During these summer months the depressions moving from west to east across the Southern Ocean in regular succession around the Antarctic continent are usually centred too far south to influence the coastal conditions to any great extent, although at times a heavy swell associated with such storms rolls in from the south-west, but it is usually of a fairly regular character, and abnormal waves have only been reported once, i.e. by the JAGERSFONTEIN on 18 December 1959. On this occasion a very deep depression of 976 mb was centred at Marion Island 12 hours previously, which was unusual for this time of year.

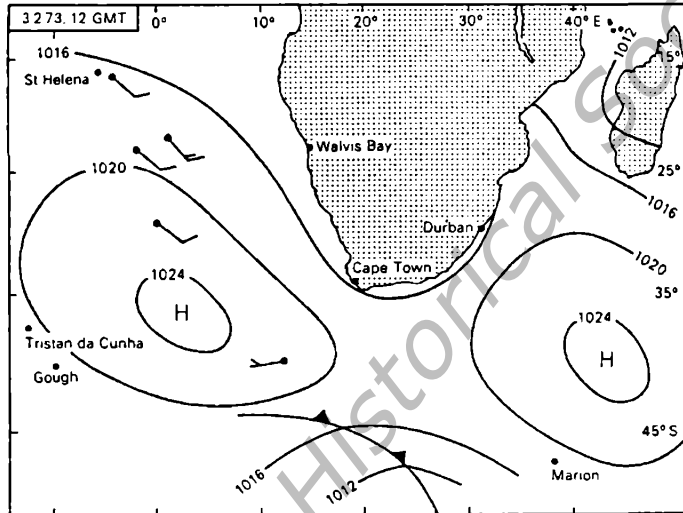


Figure 2. Typical summer conditions in the region of South Africa. The continent is flanked by two oceanic anticyclones and crowned by a thermal depression. The polar front is pushed far to the south.

During the winter months the meteorological pattern changes (see Figure 3 next page). The low pressure area in the interior of South Africa fills up and the southern depressions extend further northwards with the result that from late May to mid-October their influence is felt all along the southern and south-eastern coasts of South Africa. This results in strong south-westerly winds blowing parallel to the south-east seaboard for 24 to 48 hours after the passage of the cold front (see Fig. 4 next page).

COUNTER CURRENT:

There is one further aspect to be considered before we look at the wave regime. With the passage of a cold front along the southern and eastern seaboard, a counter current flows in an easterly to north-easterly direction at about 1 to 2 knots (see Fig 1). This counter current flows close inshore, within about 3 to 4 n.miles of the coast and hence inside the southward flowing Agulhas Current. It begins to flow about 6 hours prior to the passage of the cold front and is probably caused by a combination of the wind-driven surface current, an ingress of the West Wind Drift, a retroflexion of the Agulhas Current south of Mossel Bay and a gradient due to the lowering of the

atmospheric pressure as the depression moves eastwards, and hence the raising of mean sea level.

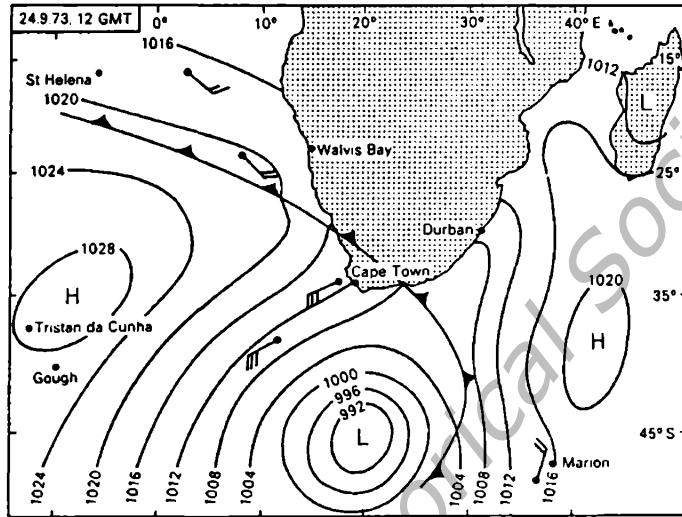


Figure 3. Typical winter conditions in the southern hemisphere. In comparison with the preceding figure the oceanic anticyclones are less extensive and offer little resistance to the polar front, the active waves of which travel from west to east in the latitude of Marion Island.

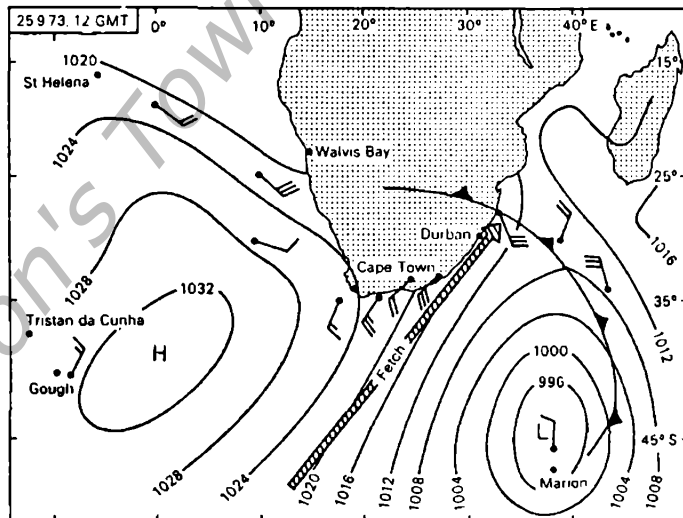


Figure 4. General situation favouring the formation of freak waves. A long fetch, behind the depression centred on Marion Island, is aligned in the direction of the Agulhas Current, which flows in the reverse direction to the south of Durban. The close resemblance to the chart for the previous day (Figure 3) shows that such a situation may well be foreseen.

One other feature of this coast has to be noted. Prior to the passage of a cold front the wind on the coast is usually from the East North-east to north-east, force 6 to 7 for 24 hours or more (see Fig. 3). This wind acts on the surface water on the continental shelf, which, being subject to Coriolis Force, moves away from the coast, resulting in upwelling occurring close inshore. At the same time sea level in the vicinity of the 100 fathom line is raised thus creating a gradient which tends to increase the velocity of the Agulhas Current along the edge of the continental shelf.

THE WAVE REGIME:

The waves on this section of the African coast are not only those directly associated with the wind blowing at the time but are a combination of the locally generated waves and those coming up from the Southern Ocean, where they have been generated over vast distances up to 1100 n. miles. It has been stated that the centre of the depression, the outskirts of which reach the southern and south-eastern shores of South Africa, usually pass over Marion Island during the winter months, May to October, and as will be seen from the reproduction of the synoptic weather map, shown in Figure 3, the fetch of the south-westerly wind is 1200 n. miles or more. The waves generated by this wind are fully developed and will therefore have reached their maximum height and length by the time they reach the vicinity of Port Elizabeth.

Even though the wind along the coast may not be very strong these ocean waves still come rolling in. There may be more than one source generating such fully fledged waves, having differing wavelengths and frequencies. The locally generated waves are shorter and steeper. All these are greatly affected by the south-westerly flowing Agulhas Current which tends to shorten the wavelength and raise the height of the sea, and this effect is of course more pronounced where the opposing current is strongest, i.e. just outside the 100 fathom line. Because the wavelengths of the local waves, and the long-distance swell waves differ to a considerable degree, they are frequently being momentarily superimposed upon one another, thereby increasing the height.

It may so happen that there are occasions when all the wave trains are in conjunction, and a gigantic wave forms for a few minutes after which the separate waves become disunited and the wave heights return to normal.

These abnormally high waves are naturally associated with correspondingly deep troughs. If these were of a normal sinusoidal character, a ship handled in a seamanlike manner would rise up to the approaching wave and, although she might take some green water over the bow, would probably suffer no severe damage.

However, this is not the case with these abnormal waves, hence the reason why they have been referred to previously as "freak" waves. It would appear that as the differing orbital motions of the waves become integrated, whilst under the influence of the current flowing strongly against the direction of the waves, an

abnormally high steep wave is formed. These waves have been reported to be in excess of 18 metres in height and have always been associated with a correspondingly long deep trough - which occurs in advance of the wave. It is this phenomenon which constitutes the great danger to a vessel steaming into the sea at speed, and which has given rise to the expression 'a hole in the sea'.

CONCLUSION:

All the circumstances which contribute towards the formation of an abnormal wave have now been examined but before making any specific pronouncement on the effect of this wave, the course of events leading to its formation are summarized as follows:

(a) Prior to the passage of a cold front along the SE coast, a strong north-easterly wind accentuates the speed of the Agulhas Current, that tremendous body of water up to 100 n. miles wide and 330 m. deep, flowing in a south-westerly direction, having its maximum velocity and depth just outside the 100 fathom line. The velocity can be as high as 5 knots but averages 3-4 knots between Port St Johns and East London.

(b) A very rapid change in direction of the wind occurs with the passage of the cold front, which is travelling at about 25 knots along the coast. Records show that a change from NE, force 6 to SW, force 6-7 occurs in about 4 hours.

(c) The effect of the south-westerly wind on the sea state immediately takes place. The south-westerly wind comes away suddenly at anything up to gale force, and immediately brings with it a very rough sea. These local wind-generated waves are within an hour of the onset of the wind up to 3 m. high, having a wavelength of approximately 60 m. and a period of 6-7 seconds.

(d) The effect of this fast southward flowing current shortens the wavelength of the locally generated waves and increases their height. As a result these waves would be 3 m. high or more with a length of about 50-60 m.

(e) Fully developed waves up to 6 m. high or more, generated by the south-westerly wind over a tremendously long fetch, accentuate the height of the locally generated waves. These waves travel at about 30-35 knots but are slowed down when they encounter the south-flowing current. As a result the height of the waves is increased, probably by about 25 per cent, to approximately 8 m. with a wavelength of about 150 m.

(f) The superimposition of two or more waves of differing wavelengths creates an abnormally high wave up to 20 m. high, which, however, only lasts a relatively short period of time, perhaps a matter of a few minutes.

(g) Because this abnormally high wave is travelling in the opposite direction to the fast-flowing current, the northern or leeward face of the wave becomes extremely steep, with the crest almost at breaking point.

(h) A long abnormally deep trough also occurs on the north-eastern side of the wave, possibly owing to a suction effect caused by the combination of the two or three waves moving against the fast-flowing current.

(i) Eight of the 11 ships which reported abnormal waves were within two or three miles outside the edge of the continental shelf. None of them were inside the 100 fathom line.

(j) Four of the 11 ships were near known canyons on the shelf

slope.

(k) On 7 of the 11 occasions, there was a deep atmospheric depression centred at or near Marion Island during the 24 hour period preceding the occurrence. On the other 3 occasions active depressions were so situated that the strong south-westerly winds had been blowing over distances of about 1000 n.miles towards the position of encounter. In other words on every reported occasion south-westerly winds with a fetch exceeding 1000 n.miles had been blowing for some considerable time before the occurrence.

EFFECTS OF AN ABNORMAL WAVE ON A VESSEL:

So what then is the effect of this abnormal wave on a vessel heading into it?

The ship may be steaming at a reduced speed, although with a large vessel there is often a tendency to consider that she is able to plough her way at full speed through the normal seas being experienced, i.e. up to 8 m. Then suddenly without any warning the bow falls into a long sloping trough, probably greater than the length of the ship, so that she virtually ends up by steaming downhill with increased momentum. At the bottom of the sloping trough a very steep mountain of water probably more than 18 m. high and almost about to break is racing towards the ship at up to 30 knots or 15 m. per second. Under these circumstances nothing can be done to help the ship overcome the tremendous pressures and weights which are about to be exerted on the hull. The ship's forepart has no time to lift to the onrushing mountain of water, hence it plunges into the wave, which then becomes unstable and crashes down with a mighty force on to the deck, usually striking it in the vicinity of the break between Nos. 1 and 2 hatches or about 30 m. abaft the stem.

The buoyancy potential of the forepeak, chain locker and any other empty spaces in the forepart gives this foremost part of the ship an upward lifting motion as it struggles to rise to the surface, whilst at the same time the tremendous weight of the sea crashing down on to the deck abaft this buoyant area places colossal strain and stress not only on the deck itself but also on the internal members of the ship's structure in the vicinity of the bulkhead between Nos 1 and 2 hatches, which results in considerable internal structural misplacement.

THE SOLUTION:

Because these abnormal waves occur without any warning it is not possible for a vessel encountering one to manoeuvre and thus avoid risk of damage. There is, however, one obvious criterion which gives a distinct guide as to how to lessen the chances of encountering an abnormal wave and this is to keep away from the vicinity of the outer edge of the continental shelf or 100 fathom line between Richards Bay and Great Fish Point. When steaming to the south-west with a falling barometer in a fresh north-easterly wind with a change to strong south-westerly winds forecast in the next 12 hours it is advisable to stand in towards the coast so that when the wind changes the ship will be inshore of the 100 fathom line. The ship should remain inside the 100 fathom line until the wind and sea have moderated sufficiently to allow her to edge gradually out beyond the 100 fathom line.

SHIP'S NAME	DATE AND TIME (GMT)	LAT. °S	LONG. °E	WIND WAVES	FETCH OF SW'LY WIND AND DURATION	MOVEMENT OF COLD FRONT	POSITION OF DEPRESSION: BAROMETRIC PRESSURE	REMARKS
1. <i>Guatemala</i> (Damage unknown)	11.4.52 0122	31.8 Close outside 100 fm line near canyon	20.5 20.5	SSW 4 Moderating	1200 n. mile for past 24 hours	Passed thro' position of ship at time of encounter with freak wave at 1400 6. 11 hours before	Marion Is. 1400 10 Lower than 996 mb	sw'ly force 10 at 1400 10 in vicinity
2. <i>Orangebonnet</i> (Damage on deck)	7.9.53 0105	32.3 Close outside 100 fm line	20.0 20.7	SSW 4 Moderating	1000 n. mile for past 36 hours	Passed thro' position before at 1400 17. 11 hours before	Marion Is. 1400 6 Lower than 980 mb (sic) 976 mb	Superficial damage sustained
3. <i>Jagersfontein</i> (Damage unknown)	18.12.59 0115	31.7 Close outside 100 fm line between 2 deep canyons	20.7 20.8	sw 7 sw 6	1200 n. mile for past 24 hours	Passed thro' position at 1600 20. 8 hours before	Marion Is. 1400 21 974 mb	Weather map shows fresh sw'ly winds during past 24 hours
4. <i>E. Inbaruf Castle</i> (Damage on deck)	21.8.64 About midnight	31.7 Close outside 100 fm line near canyon	20.8 20.21	sw 6 sw 9	1200 n. mile for past 24 hours	Passed thro' position at 1600 20. 8 hours before	Marion Is. 1400 21 974 mb	Isobars on weather map indicate strong sw'ly winds during past 24 hours
5. <i>World Glory</i> (Broke in half)	13.6.68 1500	20.6 Close to reported shoal patch	32.5 32.5	sw 9	800 n. mile for past 24 hours	Passed thro' position prior to 1400 12	Lat 36°S, Long 42°E 1400/12 992 mb (600 n. mile)	Depression almost stationary for past 24 hours. Geostrophic winds sw 7 for 48 hours on coast.
6. <i>Esso Lancaster</i> (Damage unknown)	5.8.68 1045	20.3 Close outside 100 fm line	32.0 32.0	sw 8	1200 n. mile for past 24 hours	Passed thro' position at time of freak wave	Marion Is. 1400 4 976 mb	Depression moving slowly eastwards
7. <i>Clan MacLay</i> (Deck cargo damaged)	10.10.69 1126	30.6 Close outside 100 fm line	30.7 30.7	sw 3 Moderating	800 n. mile for past 24 hours	Passed thro' position at 1430 9. 22 hours before	37°S, 35°E at 1400 19 990 mb. 37°S, 46°E at 1400 10 (540 n. mile)	Secondary depression caused a continuation of sw'ly winds
8. <i>Southern Cross</i> (Steaming NE)	11.10.69 1900	32.0 Close outside 100 fm line near canyon	29.3 29.3	sw 7-8	800 n. mile for past 48 hours	Passed thro' position before at 1400 11. 5 hours before	38°S, 31°E at 1400 11 (400 n. mile). 38°S, 37°E at 1400 12	At 1400 5 the depression centred at Marion Is. was extremely deep (970 mb) giving rise to gale force winds in the whole area
9. <i>Moreton Bay</i> (Damage unknown)	5.8.71 0900	33.6 In deep water	27.5 27.5	WSW 11	1200 n. mile for past 24 hours	Passed thro' position at time of freak wave	Marion Is. 1400 5 970 mb	Weather map for 1400. 3 May queried
10. <i>Bennemachan</i> (Severe structural damage for d)	3.5.73 0400	31.2 In deep water	31.2 31.2	sw 7	600 n. mile for past 36 hours	Passed thro' position before at 1400 11. 38 hours before	35°S, 39°E at 1400 12 (600 n. mile) 1004 mb	Sustained gale force winds in area since 2000 24. Storm force winds along the coast.
11. <i>Sevaland</i> (Severe structural damage for d)	25.9.73 1647	33.0 1 n. mile outside 100 fm line	28.3 28.3	sw 9-10 9-12 waves	1200 n. mile for past 24 hours	Passed thro' position at 2000 24. 21 hours before	Marion Is. 1400 25	

RESCUE MISSION - CRUISE SHIP "OCEANOS" - HISTORY IN THE MAKING

A. E. READ

At 1 a.m. on 4th August 1991, Naval Base Simon's Town Operations Room received a call informing them that the Greek passenger liner OCEANOS with 600 passengers and crew was in difficulty off Coffee Bay on the Transkei coast.

In a joint effort Operational Diving Team Naval Base and Diving School SAS SIMONSBURG were recalled and at 3 a.m. left SAAF Ysterplaat in a Dakota for East London. There they boarded a SAAF Puma helicopter and arrived at "The Haven" near the disaster area at approx. 9 a.m. The Simon's Town Team consisted of Lt. Cdr Andre Gildenhuys, WO1 Peter Hutchinson, CPO Frans Mostert, PO Peter Homes, LS Luke Dicks & Darren Brown and Sea Andre Naude & Robert Putter.

The Simon's Town team joined other divers from East London and Durban in the rescue operation and helped to ferry passengers and crew to "The Haven" near Coffee Bay. When the last passengers had been rescued a head count revealed that 21 passengers were unaccounted for. Upon hearing that, it was decided that Lt Cdr Andre Gildenhuys, CPO Frans Mostert, LS Brown and Dicks should return to the OCEANOS at 12 noon by helicopter and make a last search of the seriously listing ship. Decks 1 and 2 were searched and it was a very dangerous and nerve-wracking experience. Having satisfied themselves no one was still on board, they were then air-lifted off and returned to "The Haven".

At approximately 3.30 p.m. on 4th August OCEANOS disappeared beneath the tempestuous seas, 1 1/2 km off Coffee Bay, Transkei.

On 5th August at 3.30 p.m. most of the Simon's Town contingent returned to base leaving two of their number (CPO Mostert and LS Dicks) to continue searching for lifeboats etc. Fortunately there was no loss of life among either passengers or crew and none of the rescue personnel were injured in the drama. Of course when the contingent landed at Ysterplaat they were met by eager newspaper and TV reporters.

Simon's Town Council under the then Mayor Alderman Nicki Holderness, hosted a Civic reception for the Diving Team from Simon's Town. This was also attended by other members of the Council, townspeople and by Brigadier Theo de Munnik SAAF (Chief Rescue Co-ordinator of the SADF Rescue Service based at Silvermine). It was held in the Civic Centre (Sailors' and Soldiers' Rest Room) on 21st August 1991.

Honoris Crux medals were awarded to Lt. Cdr Gildenhuys, CPO Frans Mostert, LS Brown and Dicks. Lt. Cdr Gildenhuys remarked "the people involved in the rescue operation were all heroes and the divers have their rigorous and professional training to thank for the calm and efficient way they handled the entire situation". On the night of the Civic reception it was announced that CPO Frans Mostert had received promotion to Warrant rank.

The above information was supplied to us by WO1 Peter Hutchinson, son of Gloria Hutchinson and of the late Capt. W. J. J. Hutchinson (EDITOR)

"KING JOHN" (JOHN OSMOND) PART IV

O. Pryce-Lewis

BUFFELSFONTEIN:

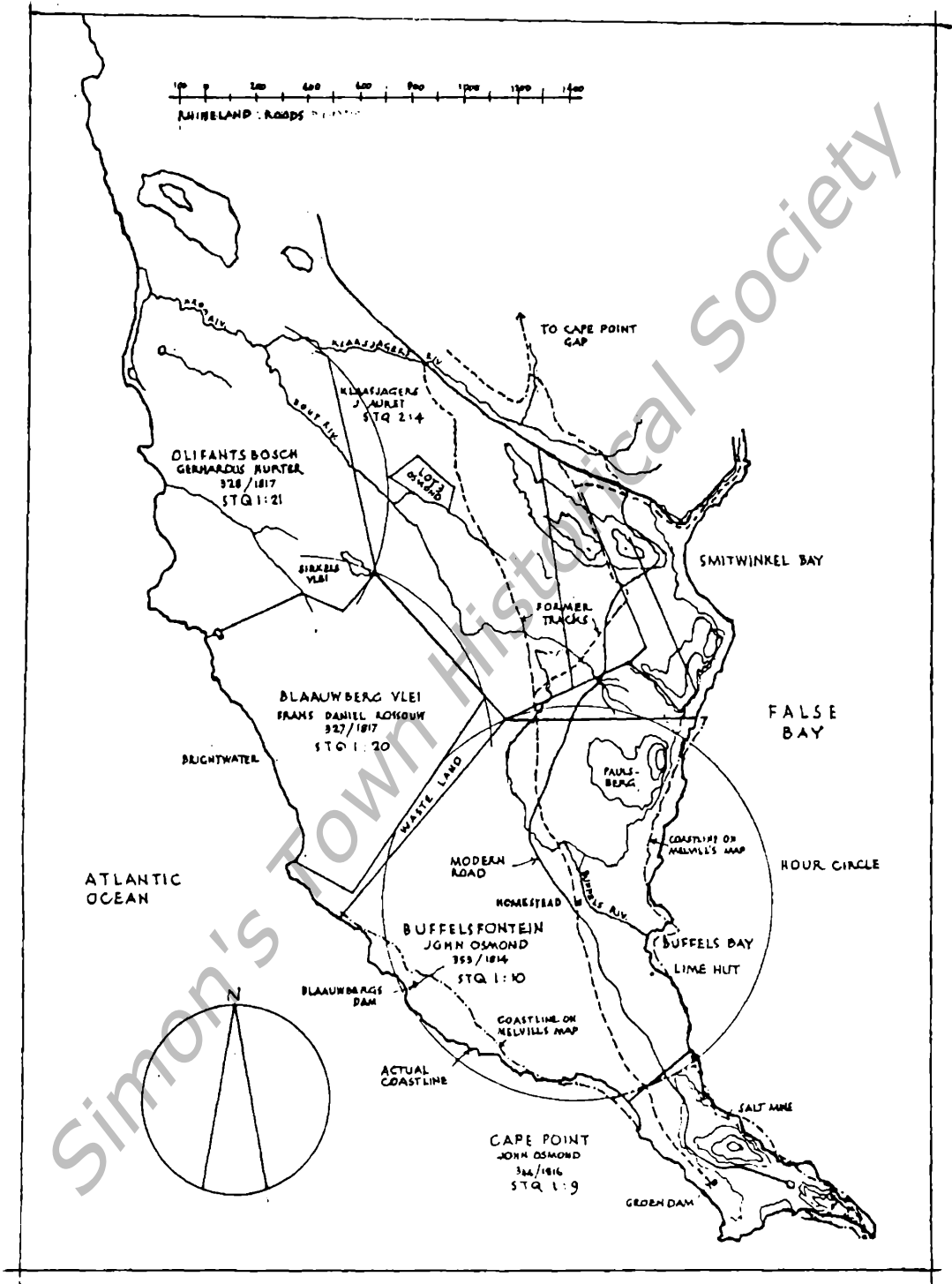
The history of Buffelsfontein is worthy of separate and detailed consideration, for not only does it reveal Osmond in particular but more generally the changes in Governmental policy in respect of land tenure which took place shortly after Osmond's purchase in 1809. He had purchased this from J.M. Endres' estate in 1809 for £200 (Rds 2,666) see Part III July 1991 Bulletin for details.

Buffelsfontein was a loan place, that is, a farm let by the Government on an annual basis. It was inevitable that sooner or later the tenant would build a house or hut on the land to accommodate herdsmen or agricultural workers and this was seen as a reasonable action to be encouraged for the improvements which stemmed from it. The structure was the "opstal", usually situated at a source of potable water, the "fontein". In fact the fontein was the "ordinantie" or point of origin from which the size of the farm was determined. Thus the "opstal" was usually situated at the "ordinantie" (?).

Originally the size of the farm was governed by the "half hour walk", i.e. by the distance the prospective tenant could walk in any direction from the "ordinantie". In perfectly flat country, such as some parts of the Karroo, the resultant shape was a disc with a circle for its periphery. That was the "half hour circle". Later the radius was rationalised to become 750 Rhineland rods (2834 m). The area enclosed was about 3,000 morgen (2570 h.a.). At Buffelsfontein the "ordinantie" was a spring of white water which rose behind the present "Homestead Restaurant".

If a circle of 2834 m. radius is drawn with its centre at that spring it will describe a circle of which part of its circumference will lie in False Bay and another part in the Atlantic Ocean, a phenomenon arising from the narrowness of the Cape Peninsula at that part. If the land within the circle is assumed to be 2100 morgen, as it was in Osmond's time due to errors in measurement, then 900 morgen can be regarded as "lost". The map on the next page illustrates the point. The Map also shows that the circle does not include the extreme southern end of the Peninsula which contains, inter alia, the Groendam, a source of water used by herdsmen for a great number of years for watering cattle. Within the circle, on the other hand, apart from the Buffels River, lay the Blaauwebergs Dam also used by the herdsmen at Buffelsfontein.

Such was the position when Osmond acquired the farm. Like all occupants of loan places he understood that by long usage he was free, if he wished, to dispose by sale of the "opstal" but that the Government could, if it so wished resume occupancy. He was also aware that the Government's right had not been, if ever, exercised unless the rent had not been paid. He, like all other loan place tenants, regarded the place as his property.



It is probable that the imminence of the sale of Buffelsfontein drew the attention of residents at Simon's Town to the area for on 16 August 1809, one H. Lotz, "prayed" to the Governor for a piece of ground at the Groendam. Buissine, the Deputy Fiscal at the Bay, had the application under consideration when Osmond bought the property. Buissine informed the new owner of the application telling him that if it were granted, he would be compelled to permit the applicant's cattle to pass over his new possession. With great magnanimity Osmond told Buissine that he had no objection while knowing full well that the Government had every right to impose a right of way for Lotz and all other cattle grazers to cross his land. He was to change that tune a few years later. In the event Lotz went no further with his application thus the consequence which would have followed, had Lotz's cattle passed to and fro on Buffelsfontein, went untested (75).

On 16 December Osmond is to be found protesting vigorously to the Governor at the application of J.P. Kirsten for possession of the Blaauwebergs Dam. Osmond's reaction is typical and revealing in that within the limits of his technical equipment he was able to produce evidence tending to counter the claim. He requested "three credible persons" to accompany him with a view to making a survey of the place as far as it affected the position of the dam relative to the homestead (76). He claimed that the dam lay on his land.

The Governor rightly refused to accept the over-anxious Osmond's opinion of his rights. On 10 January 1810, he instructed the Deputy Fiscal to report minutely on Osmond's complaint (77). The report justified Osmond's contention and advised the rejection of Kirsten's application.

The incident shows, as he was often to show, Osmond's anxieties when his possessions were in any way likely to be affected. By measuring the distance from the homestead to the dam he was putting pressure on the Governor who would not be pressed. He should have known that complaints of this kind received the most scrupulous Governmental attention in investigating the true state of affairs. Osmond's measurement of land was open to serious error as we already know from his survey of possessions at Cole Point.

If nothing else did, these two events drew Osmond's attention to his farm's geographical position astride the Cape Peninsula which left some 400 morgen of land containing Cape Point, the Cape of Good Hope and what later became Cape Maclear. This was in Government terms "waste land" which at the time could be loaned like any other loan place, in which event he would be compelled to submit to a crossing of his land. The regulations strictly forbade his taking the land under his wing on loan for no one person was permitted two loan places simultaneously. This became a night-mare to him.

In 1811, as previously reported, he had the four-roomed cottage, built probably by Jeremias Auret in 1789 and its accompanying stable, demolished. In their place "I myself built a house and store of Teak Timber (his capitals) on my loan place, 100

feet in front" (78). There he installed a Mr. Vos as manager or tenant.

At about the time of Osmond's purchase of the "opstal", Lord Caledon suggested a change in governmental policy with regard to land tenure. He had observed that land on loan came to be regarded by the tenant as his own especially when he had made improvements. However, the very fact of occupying rented land deterred most tenants from making improvements. Although rarely exercised, the threat of refusal to renew tenancy acted as a further deterrent. It was demonstrably the case that farming in these uncertain conditions led to inefficiency, lack of productivity and all else. The Government in England shared his views but asked him to hold his hand until the future of the Colony had been settled.

Meanwhile at the Cape the desirability of change in land tenure became obvious and was seen to bear no relation to the Colony's future. On 6 August 1813, Sir John Cradock, the new Governor, in agreement with the principal local inhabitants, proclaimed that land held on loan would, on application, be granted on the basis of perpetual quitrent by which ownership would become complete and the land hereditary and saleable (79). The Government reserved the right to precious stones, gold and silver found on the property, to make roads across the land and resume possession of a limited amount of land adjoining the sea where farms abutted the ocean. Prior to the granting of P.Q.R. a registered survey of the land was obligatory. The new dispensation was to apply to loan places only and contained a provision that no land subject to it was to exceed 3,000 morgen in extent, a condition designed to prevent incorporation of pieces of unoccupied land on the periphery of loan places. Of these there were a great many.

Barend Muller was the first applicant. His place, Wildschutsbrand, it should be noticed measured 233 morgen approximately, about 1/10th of the area of Buffelsfontein. There were many other places of even lesser extent. These facts appear to have escaped the notice of our subject, as will emerge.

On 6 September 1813, Osmond applied for P.Q.R. in respect of Buffelsfontein. "The Memorial of John Osmond of Simon's Town sheweth --- Memorialist has a loan place near the Cape Point named Buffel Fontyn (sic). Memorialist, wishing to avail himself of the benefit of Your Excellency's Proclamation of 6 August last, requests said place may be granted on P.Q. on such terms as may be deemed proper at the survey. Memorialist will take the earliest opportunity of getting a correct diagram prepared and has already wrote (sic) to the land surveyor (Mr. Melville) for the purpose" (80).

Osmond's instructions to his surveyor went rather further than the Memorial suggests, for he was to include in the diagram all of the land to the south of the farm even to the Point, that is, land to which he was not entitled. Nothing loth, Melville proceeded to map the area as instructed. The result of his work, when compared with a later survey as shown dotted in the

Map herewith, where its inaccuracy may be seen. Based on his survey, Melville computed the area of Buffelsfontein to be 2100 morgen whereas it is in fact 2300 morgen.

While engaged in his work, Melville was informed by Mr. Vos of the existence of a deposit of salt on the land he was called upon to measure and reported his discovery to the Colonial Secretary. The Governor thereupon gave instructions for specimens to be collected and "sent to him for inspection and consideration" (e1).

On 5 December 1813, J.H. Brand wrote to the Colonial Secretary, "I have been to the place where the salt has been seen accompanied by de Vos, one of my constables and three 'boys' with spades and crowbars. I found the "mine" to be this side of Cape Point." There were two caves, the 1st 33 metres below the surface of the hill and the other even lower at sea level which only the 'boys' could reach. Samples were obtained (e2).

It turned out that the "mine" as it was called, was in the Government's waste land and therefore, not in Osmond's possession. Nevertheless its existence must have been known to him through de Vos and may have afforded one of Osmond's motives for obtaining the land on which it lay. When later the land was transferred to him, he made much of the existence of the salt as a viable mining proposition.

A long delay ensued after the survey was handed to the authorities. Eventually J.Hurter, Field Cornet for the area, was instructed to report on the nature of Osmond's land in order to determine an annual rent. On 25 June 1814, he stated that the greater part was suitable for pasturage [untrue, as several owners have discovered - Ed.] but overgrown by brushwood. There were two springs and some good garden land (at the opstal). He mentioned the Groendam near the Cape of Good Hope and the Blaauwebergs Dam as watering places for cattle but failed to mention that the former was situated outside of the area of Buffelsfontein. Buffels Bay he said was the proper place from whence to send produce. There were considerable deposits of shell fir to be burnt for lime at various parts of the coast. An annual rent of Rds 150 was proposed.

The waste land was a continual source of irritation to Osmond, for grazers often crossed his land on their way to the Groendam. As was to happen for many years afterwards at Klaasjagersberg when owned by the Aures, cattle strayed from the unfenced track to feed on vegetation at the roadside to the intense annoyance of owners, leading on one occasion at least to an exchange of blows. His annoyance was, however, not his principal reason for asking Melville to measure in the Cape Point area, as became clear on 19 August 1814, when Osmond met Melville who on that day was at work in Simon's Town. Melville told him that he could not expect the land to be included with Buffelsfontein, that only land at present held on loan could be included (e4).

Osmond knew full well that Melville's statement was based on his knowledge of the Proclamation relating to P.Q.R., but, if his subsequent statements are to be taken at their face value, it

appears that Osmond considered Buffelsfontein to be an exception to the rule. Nevertheless, he had his doubts for immediately after meeting Melville he wrote to H. Alexander, lately Colonial Secretary, a long rigmarole on the subject (e+).

This manoeuvre clearly had the motive of engaging a sympathetic advocate close to but not of the establishment. His bid failed, for Alexander without comment to Osmond, handed the letter to Colonel Bird for reply.

At best the letter is an undigested miscellany of special pleadings aimed at securing the southern "waste land" as part of Buffelsfontein. In support of his claim he stated that the Proclamation had promised "that any waste land" adjoining loan places should be measured in, till the total quantity measured should equal but not exceed 3,000 morgen. He continued "Conceiving it would be advantageous to me; situated as my loan place at the Cape Point is; and prevent numberless disputes with my neighbours I memorialised His Excellency to have my loan converted to quitrent solely on the principal (sic) of having that small part lying between my place and the Point measured in ---- confining myself to my old boundaries westward a small part being added would not have increased my loan to 2,000 morgen and as the Proclamation gave 3,000 morgen, I had the survey continued till the 300 morgen was taken into my diagram; not from any value attached to the western part but acting agreeable to the letter and spirit of the Proclamation, according to my interpretation, which directed the land to be taxed not by the quantity but by the quality...."

He continues in this manner without a full stop for over 400 words during which he pointed to innumerable trespasses on his land --- his concern that the present Governor would not be aware of these intrusions --- his desire to prevent trespass --- the cost to him of Melville's services --- his expense in building the homestead and store. He then proceeded to tell Alexander of the advantages of P.Q.R. over the system whereby loan places were occupied, all of which the former Colonial Secretary knew without being told by the writer. He was willing to pay for an exception to be made in a case which he said was unique, but if the Governor was unwilling to make an exception "would it be too much to ask for a separate diagram".

In conclusion he stated "I am not in general a troublesome person I detest the dog in the manger but whatever property I have I WISH TO HAVE THE BOUNDARIES CLEARLY DEFINED.... Pray say whether it will be proper to memorialise His Excellency on the occasion.

Col. Bird replied with admirable promptitude on 22 August (e6). "The misapprehension you appear to have fallen into respecting the rights attached to your loan place and the interpretation you have given to the Proclamation for converting these loan tenures into a more permanent one is not uncommon.

"But the principle upon which the decision in this case rests is the general one adopted in all cases of the kind and from which there can be no deviation without opening a door to great irregularity.

"There are no grounds for asserting that a loan place is entitled to any particular number of morgen but the proclamation states that it shall not exceed 3,000 morgen. Many loan places are not half that extent.

"It has also been established that not more than 750 roods shall be allowed in any one direction nor is it permitted to add in one line what may be deficient of this measurement in another which local circumstances (as in your case) often occasion.

"Nor are you to imagine that these are new regulations --- they are not so --- but much irregularity has crept in." Here the Colonel refers to the belief that had grown, that the land had by the processes of Common Law become the property of the borrower, a belief expressed by Osmond in the letter to Alexander. "It is most erroneous to suppose that Loan Places were granted in perpetuity --- there never was a period in which they were not resumable."

The letter concluded "It is not possible for your application (to measure in Cape Point) to meet a different decision from that which has unofficially been explained to you. Should the Governor be inclined to cede to you the land beyond your loan, it will naturally be under a separate application but the common regulations of the Colony with regard to the sea-coast, I fear, will prevent the possibility of your preventing a public road, even should you obtain the land, quite to the Uiterste Hoek."

That put Osmond straight, nothing could be clearer and he would have been wise to have made immediate representation for the acquisition of Cape Point as the Colonel suggested, if for no other reason that to establish priority to the Governor's attention. He failed to do so because as he said later "It was the intention to have waited till the Deed of Change of Tenure (in respect of Buffelsfontein) was signed and in my possession and then to have applied for the part cut off as a separate grant." He might well have added that he was engaged in building operations in Simon's Town and attending to domestic affairs on the advent of his daughter, Agnes.

The delay was to cause great anxiety for on 9 October J.P. Kirsten applied to the Governor for the "part cut off" (as). Mr. Brand informed Osmond of this development on 21 October, explaining that he would bound to report on Kirsten's application. On the following day Osmond wrote a Memorial to the Governor. He wished to show that he was one of the first who applied for change of tenure --- that he had misconstrued the Proclamation by having had inspected and surveyed the land from Cape Point (northwards) until 3,000 morgen was measured and included in the diagram before His Excellency. Since then he had been told by his Land Surveyor and Inspector of Government Lands that not more than 750 roods can be granted thus a considerable portion of the outer point is cut off. A Mr. Kirsten has applied for a part of the land cut off but he humbly solicited that he would be granted preference of all the land so situated.

The long-winded Memorial concluded with, "This is not a corn place but purely a grazing place with spots of vegetation." The whole of the Buffel(sic) Rivier was brackish, dry in summer,

not drinkable by cattle --- Groendam is the principal water of the place. To reach it, his land was trespassed upon. For these reasons he humbly solicits the granting of the prayer of his Memorial on the same tenure as the land adjoining (87).

The Memorial was written in haste by a badly disturbed Osmond. It is poorly constructed. The reiteration of details well known to the authorities was largely irrelevant while the crossing of every "T" and the dotting of every "i" reveals a chagrin at his neglect in that he had paid insufficient attention to Colonel Bird's letter in August. He had been told very clearly that he had no "a priori" rights over Cape Point Farm (as it became to be called) but that an application for its acquisition might be considered favourably, yet he had failed to take the hint. Furthermore, he had failed to perceive that the granting of P.Q.R. to Buffelsfontein had nothing to do with the granting of Cape Point Farm as he seemed to think. Mr. Brand warned him that he could be overtaken by Kirsten's application. All of this now stared him in the face.

The Memorialist had in mind to present his representations to Mr. Brand for inclusion in his report on Kirsten's application. When, however, he attempted to do so he found that Brand was either too busy to receive him or had gone to Cape Point with the Land Surveyor, Kirsten and the Field Cornet (88). Consequently Osmond had plenty of time during an anxious week to realise that his Memorial lacked clarity dealing as it did with a number of issues which tended to disguise its essential purpose. To clarify the issued he wrote a short letter to Brand limiting his remarks to his objection to Kirsten's request. As though that were not enough a further note accompanied these documents in which he described his anxiety lest Brand's report be despatched without an expression of his views (89).

He had acted like a cat on hot bricks as it turned out, needlessly, for Brand reported in favour of Osmond and when Kirsten heard of Osmond's interest in the place he requested that his application be held back "until His Excellency's intentions were known". (90)

It might be thought that Osmond would have been satisfied with his land on the Smitwinkel Flats but it rankled that even if his applications for P.Q.R. were granted, he would possess less than the maximum of 3,000 morgen which others enjoyed. He believed (erroneously as it turned out) that he had 2,100 morgen at Buffelsfontein while Cape Point measured 400 morgen. He was still 500 morgen short. However, at the foot of the Klaasjagers-berg were two pieces of Government ground and somewhat strangely a third piece adjacent to the road connecting Buffelsfontein and Klaasjagersberg Farm (Auret's property) and half-way between those places. The total amounted to 500 morgen. Whether Osmond applied for these places or was offered them in case the Governor awarded Cape Point to Mr. Kirsten, is not clear. Whatever the case, Mr. Brand was instructed to report on an appropriate rental (91). While doing so he discovered that Osmond had thought better of possession of all three places and had decided that the last-mentioned place would suffice. There was some uncertainty when the matter was set

before the Governor lest the grant would set a precedent that would be regretted. Eventually Osmond gained possession (92). Thus, when in 1831 he acquired Paarde Kloof he had two properties, like stepping stones, between his home at the foot of the Red Hill road and Buffelsfontein.

Buffelsfontein and Cape Point were granted as P.Q.R. properties to Osmond on 1 July 1816 the first with an annual rent of Rds 150. The grant of Cape Point had the condition that the owner or occupier shall permit His Majesty's Commissioner of the Navy Department or the Principal Officer having charge of that branch of the Service to erect a lighthouse on such part of Cape Point as may be judged most convenient for that purpose and also permit all necessary access to said lighthouse when completed (93). It is interesting to note that many years later a tenant farmer on Buffelsfontein attempted to frustrate the landing at Buffels Bay of the structure required to build the first lighthouse. He was soon put in his place by the authorities.

Nothing is known of Osmond's use of Buffelsfontein and Cape Point until on 15 March 1823 there appeared in the Cape Town Gazette and African Advertiser a notice offering the farms to let. The places are described as very productive as to pastures, gardens, fisheries etc: they were said to comprise 5,000 acres, extending from the extreme point, seven miles on both shores, where a line drawn across from sea to sea, marks its boundaries. Anyone employing Hands would be preferred "the Terms made very favourable and a lease granted". There were considerable buildings, a salt mine on the estate and wood and shells to burn lime to any extent. Buffels Bay belonged to the place where there is a good anchorage for the largest ships and a good landing place.

The response to this notice is not known. The Opgaaf Rolle of 1824 shows no activity during the current year, at least there were no slaves, horses, cattle or crops on the place (94). In the same year Osmond paid Rds.3.3.0. opgaaf money and Rds 30 Commando Tax on Buffelsfontein (94). Furthermore in the same year on 14 April, the Resident at the Bay reported land brought under cultivation as 2 morgen in 1814 and the same area ten years later, facts which seem to indicate an almost stagnant state as far as farming is concerned. The area under cultivation was probably no more than a vegetable garden in service of the homestead.

Doubtless the place was used to entertain Osmond's guests in one way or another. A single instant so far known is the visit in 1829 to the Point by the blind traveller James Holman who was accompanied and directed by two of Osmond's sons (96).

In 1840 on 31 July, as a "donatio inter vivos" Osmond transferred the two farms among others to J.C. Osmond and other grandchildren thus they do not appear in the assets of his estate after his death.

KING JOHN (JOHN OSMOND) PART V

CITIZEN JOHN

After his marriage to Margaretha Johanna, Osmond probably lived for some years in the same house as his mother-in-law, the Widow Rossouw, owner of the building (97) on the site of the present British Hotel. Be that as it may, in those years three of their six children were born, John Henry in 1804, William Rousseau in 1805 and Johanna Catherina who died in 1813 aged 5 years. James Francis 1810 was probably born in the building recently bought by his father in the insolvent estate of J.M. Endres, while Agnes 1814 and Ellen 1820, were born at Mount Curtis.

Only two of the children married; Osmond's second son in 1827 to Hendrica Elizabeth Colyn by whom 5 children were born, and Agnes whose marriage to Lt. T.P.P. Barrow ended in divorce but not before four children were born. Agnes was the only child to survive her father while his wife predeceased him by some fourteen years.

The depth of Osmond's religious convictions cannot be gauged, certainly not from the few occasions when his relations with the affairs of the churches at Simon's Town have come to notice. His children were all baptised by Anglican Chaplains, only two of whom are known by name, the notorious Dr. L.H. Halloran, just before that bogus reverend was deported, and the Rev. Geo. Hough M.A., Colonial Chaplain at the Bay. The first baptised was James Francis and the second, Agnes.

Osmond appears to have taken sides with Halloran, for when that worthy attacked his successor, the Rev. Robert Edward Jones, he wrote to Halloran making Jones to be a man whose word could not be trusted. He wrote "...as I, Captain Benezet of the Artillery and several officers of the 87 Regiment can testify, Jones arrived one Sunday morning to perform divine Service, His horse foaming, and pulling out his watch, exclaimed with an oath, that he had made the journey, presumably from Cape Town, in 2 hours 29 minutes and not a minute more" (98). The introduction of the word "presumably" is curious.

The need for a church building became pressing in 1813. Osmond, as the man most likely to give sound advice on matters to do with property, was deputed to recommend, for purchase, suitable temporary accommodation for the potential congregation. He reported a double-storeyed warehouse in the estate of Wm. Maude of which he was an executor, as satisfactory. The Government accepted his recommendation and requested him to point it out to Mr. Thibault, the Colonial Engineer (99). Thibault endorsed Osmond's opinion and the building was purchased. Occupation was indeed temporary, for in 1819 the structure collapsed.

Nothing further is heard of Osmond's connection with the church until on 12 September 1827 he addressed a letter to the Colonial Secretary. He wrote "As one of the Established Church of England, I request you will recommend to the Governor, the propriety of having the burial ground consecrated by the Bishop of Calcutta". (100)

Osmond should have known that the Burying Ground was public property and its consecration by any one denomination out of the question without a formal cession of the land to a particular church. It was only 8 years previously that the Governor was put to the necessity of informing the Rev. Erskine that neither he nor any religious body had jurisdiction over the cemetery. This unilateral approach is typical of the man. Had it succeeded his stock with the community, then in decline as will emerge, would have gone up. At the ceremony it was he who would figure as the "deus ex machina".

During the ministry of the Rev. Judge in 1843 certain members of the Anglican Congregation drew up a petition requesting the Governor to consent to the calling of a meeting at which the affairs of St. Frances Church would be entrusted to a committee. Some 31 inhabitants, some of whom were found not to be members of the church and others not of the Christian faith, appended their signatures to the petition, their number headed by the Resident Magistrate followed by Osmond and Wm. Anderson. It emerged that the Rev. Judge had no knowledge of the proposal, whereupon a considerable number of the signatories withdrew their support deputing Osmond and Anderson to inform the Colonial Secretary to that effect. Their reason for withdrawal was stated to be their conviction that the petition had the object of promoting dissension (101).

A devout Christian might well consider Osmond's apparent lack of humility and charity as unworthy of the Established Church. The affair of the Post-Mistress is an instance. Mrs. Frances Alcock held that post when Osmond objected to what he regarded as over-charging for the handling of certain postage. When his protests to her proved unavailing, he embroiled her, the Resident, the Post-Master General, the Colonial Secretary and the Governor. Mrs. Alcock was compelled to seek Governmental protection by lodging a complaint against her aggressor which Lord Charles Somerset endorsed with the words "Mr. Osmond lords it so despotically at Simon's Town that he won't bear the slightest interruption of his will" (102).

At about the same time Osmond objected to having two officers billeted on him. The Resident told him that it was the duty of every citizen to receive a billet in his turn. That did not satisfy King John who appealed to the Governor who reprimanded him by reiterating the Resident's ruling (103).

There can be no doubt of Osmond's self-interest. Other cases will appear. That these often worked to the advantage of individuals and of the town is also doubtless, nevertheless he was a nuisance to those over whom he had no control by attempting to control them. Therein lay an element of self-importance. The land reforms of 1813 afforded one such opportunity.

Lord Caledon's Proclamation by which loan-places might be converted to hereditary properties had no other intentions than to encourage better management of the lands in question, but it came at a time of growing importance of Simon's Bay to British Naval and Military forces on an all-year basis. One of the

economic consequences of this change was the tendency on the part of those with vested interests in supplying the needs of those forces to apply for land on what, hitherto, had been commonage, waste land as it was called.

Some areas were more sensitive to enclosure than others as is indicated by a decision of the Burgher Senate in 1808 to refuse the application of F.D. Rossouw and J. Auret for land at Bakoven on the grounds that the land had the best pasturage and water for draught oxen used by visitors to Simon's Bay who had come from distant farms and by inhabitants of the town who relied on those facilities. Mr. Thibault reported that the inhabitants were particularly opposed to the granting of the application (104).

When Simon's Bay became a Naval Base in 1814, the need for grazing land close to the town became even greater but the scramble for that type of land accelerated. Pieter Francis Hugo applied for 500 morgen situated on the upper reaches of the Klaasjagerberg River and "the corner of the Smitwinkel Mountain" (105). The same land had been applied for recently and refused as detrimental to the welfare of the town. Hugo's application met with the Governor's surprise and displeasure. It seems that he expected the inhabitants to be sensitive to the general good of the community.

In another case at much the same time, the Widow Rossouw and her son Frans Daniel, applied for a vast area extending from Slangkop to Schoesters Kraal and from the Atlantic seaboard to within a short distance of the Elsie's River including a great deal of the mountain tops to the west of the town (106).

Applications for land in 1814 are too numerous to be dealt with here. Most were looked upon askance by the landless who yet depended on commonage in one way and another. In particular they looked with apprehension on the activities of the surveyor Melville, in measuring the waste land from Oatlands to Smitswinkel Bay preparatory to its being granted to unknown persons. Apprehension was further increased by an extravagant application by Jacob van Reenen for all of the unallocated ground from Oatlands to Cape Point. They had already noted the setting aside of glebe land as a benefice to the Church at the Bakoven (107) and regarded with alarm the granting of Rocklands in P.Q.R. to the Reverend Hough by which the public was excluded from access to the seashore in that area (108).

Such exclusion was a crucial matter should the land on the eastern side of the Peninsula be further alienated. For generations the numerous small coves had yielded sea-shells which were burnt for lime, while patches of grazing land, usually near streamlets where cattle could be watered had been used by those dependent on the wagon for transport.

Osmond observed these events and on 6 May 1814, wrote to the Colonial Secretary saying "I must apologise for what must appear out of my line of duty, but situated as we are on a very narrow peninsula, it is necessary for some person to watch over the rights of the inhabitants tho' identified at the same time with

those of the Government". He said that the whole coast of False Bay beyond Oatlands was "fit for no other purpose on earth than grazing and serving as an outspan place not only for the inhabitants but for the farmers from elsewhere who generally arrive every morning during the winter months with supplies (for the ships)". He mentioned the deprivation represented by Rocklands. He said, incorrectly, that the Proclamation of 1813 gave the Government the right to grant portions of waste land but could not believe that it was intended to deprive citizens of their legitimate livings. Many inhabitants, he asserted, had left the town already and others would follow unless prompt action was taken to dispel their anxieties. He pointed out that one would expect this to be the "Spring-time of Simon's Town's development" (109)

However well-intentioned and high-minded, Osmond's letter contains several errors of fact. The Proclamation did not, as stated by him, mention the right of Government to grant lands. It required no such new powers. It could grant and did grant waste land to whom it chose at any time without consideration of local inhabitants interests. An instance is the granting of the Groendam at Cape Point to Osmond which deprived all others of its use. On the other hand the interests of the town were pre-eminent in the refusal to permit the alienation of Klaasjagersberg to Hugo. The Proclamation referred solely to the granting of Perpetual Quit Rent to the owners of loan places and therefore had no bearing on the Oatlands/Smitawinkel area which at no time had been given out on loan. Osmond's objection to van Reenen's application was therefore incorrectly based.

Osmond's statements show no appreciation of the magnitude of the changed status of Simon's Bay as a naval base despite his having sold his premises in the town to the Admiralty for the accommodation of its Victualling Department for he refers to the earlier regime by which the Bay was of importance in the winter only.

Lastly it was the mountainous nature of the terrain in the immediate vicinity of the town and not the narrowness of the Peninsula which restricted grazing to a narrow coastal belt between mountain and sea, on the False Bay side.

Osmond's letter does not appear to have had the prompt action it suggested. On the contrary, a Memorial (110) signed by J.P. Kirsten, the Widow Rossouw (Osmond's mother-in-law), J.F. Kirsten, P.F. Hugo, and F.D. Rossouw, protesting at the prospect of land enclosure referred to by Osmond, produced a favourable response.

There was a direct appeal without pretensions to knowledge of the law and without rhetoric. They had they wrote, "many cattle and as these were far-situated from grazing places, they were obliged to keep a portion of them in Simon's Town since the establishment of the Navy in summer as well as in winter". They said that they had never had any other outspan places than the land applied for by van Reenen. "Should the object of that grant be to increase H.M. Revenue, they would be happy to pay fair compensation for a common right over the land."

Osmond's unilateral action in a matter of great concern to many local inhabitants is, on the face of it, disinterested, yet in view of his later history in connection with civic affairs, was it altogether so? He had recently become the grand seigneur esconced in Palace Barracks and as the richest man in the town considered he was entitled to speak for the inhabitants without consulting them. Was that not the first indication that we have met of a desire for high public office which emerged some ten years later? The letter may therefore be important in considering Osmond as citizen.

It will be noted that the letter is addressed to the Colonial Secretary as man to man. It is not a Memorial to the new Governor, Lord Charles Somerset, with whom, as yet, he had not dealt. One may well speculate that his letter had a strong motive, and oblique way of drawing attention to himself as a guardian of his people, a man of substance, of importance.

Osmond's objections to land grants were confined to this single instance although his relatives' application for land between Slangkop and Schoesters Kraal referred to earlier would if granted have serious consequences for grazers. Once more it was J.P. Kirsten supported by G. Hurter and J. Theron who was instrumental in having the application quashed (111).

When Osmond bought Mount Curtis (Palace Barracks) the property was deficient in water for domestic purposes. As with most inhabitants this commodity had to be fetched and carried over considerable distances, possibly from "The Brook" as the Klaver River was called. Fortunately for Osmond, Admiralty pipes were close to his new home and these by arrangement with the Navy, supplied the place with water. This concession did not emerge until mid-century when the Naval Storekeeper's records revealed it to be "on sufferance" (112).

Shortly after Osmond's occupation of the property, the bridge over the "Brook" was constructed. At the same time a Toll Gate and a realignment of the Main Road between the bridge and the Toll were planned. The effect of these alterations was to isolate a triangular section of Osmond's property. Politely but firmly, he demanded compensation in land for he had his eye on a southward extension of the property. This was acceded to after a considerable delay by a grant of the desired land exactly equal in area to that cut off (113).

In 1824 a Court of Resident and Heemraden was instituted. On 24 October, Osmond was recommended as one of the two new Heemraden (114). The recommendation was accepted and on 29 October he was appointed Justice of the Peace. He now enjoyed the power attaching to an official appointment. He celebrated the event by insisting henceforth on the title "Esquire", generally accorded to "gentlemen of position". All went well for a few months, then, in March of the following year Col. H. Maurice Scott, the Resident, departed for India. On principle of striking the iron when it is hot, Osmond applied for the vacated post supporting his application by a statement of his universal popularity, his knowledge of the town's affairs and his zeal for their furtherance (115). Little did he know that

Lord Charles had already made up his mind that Col. Henry Somerset should hold the post when he returned from the Eastern Province and that Col. M.G.Blake was to keep the position warm until that time. The Governor does not appear to have replied to Osmond's application.

To say the least, Osmond was disappointed and on the flimsiest pretexts entered into acrimonious arguments with the Resident's Secretary, John Goodman. (116) This feud, because it became such, soon involved Colonel Somerset upon whom Osmond vented his spite. Thus on 21 June, 11 days after Osmond's first disputations with his Secretary, the Resident wrote to Sir R. Plasket, Colonial Secretary: "Mr Osmond's manner and whole demeanour was so improper and offensive towards me as Resident that I am compelled to solicit His Excellency's permission to decline transacting business with him in future as I cannot in my official capacity render myself liable to his offensive conduct" (117).

Osmond's self-esteem underwent a further deprecation when shortly afterwards the number of Heemraden was increased from two to four. This was too much to be borne for he might well be outvoted on many issues. On 17 September 1825, he indicated his wish to relinquish his position as Heemraden. His resignation was accepted (118).

In the meanwhile Col. Somerset rejoined his regiment and Lt.Col. Blake was appointed Resident in his place. Thus it was he who was compelled to deal with the recalcitrant Osmond who on 4 December 1825 pointed out that Mr. Rocher of Slangkop, who had been appointed in his place as Heemraden was of the Roman persuasion and therefore disqualified from holding public office. (119) While he was justified in this assertion, Osmond's manner in presenting his views was such as to cause the Resident to pen an unofficial letter to the Colonial Secretary stating: "I am determined not to quarrel with Mr. Osmond if I can help it, but it requires a deal of forbearance to go smoothly with him...also an uncommon degree of caution...he is a cunning fellow but I am inclined to think that he is over warm in the Cause and will burn his fingers at last" (120).

Osmond, deprived entirely by his own making of public office and clearly out of favour with the Government, continued his policy of trouble-making whenever the opportunity presented itself. A major conflict with the authorities arose in April 1826, when Captain T.T. Harington applied for the renewal of a grant of land, made in spite of Osmond's objections, some years previously. The land was situated on the seaward side of the Main Road opposite to the present British Hotel. Harington had been to England in 1819. On his return in the following year it was his intention to sell up and return to England. He changed his mind, however, and remained in the Colony, thus he was at the Cape when the expiry date of the grant arrived.

On hearing of Harington's application, Osmond wrote to the Resident objecting to the renewal as "glaringly prejudicial to H.M. Service" presumably because the land was contiguous to Naval property and therefore in the way of future expansion of

the dockyard facilities. Osmond's letter was signed, in addition to his own signature, by Messrs. Woeke, Raven, G. Hurter and F.D. Rossouw.

The Resident was not taken in by so impressive an array of signatures. In writing his report on Harington's application, he ignored all but Osmond, and gave as his opinion "Mr. Osmond's representations, which are generally exaggerated and arise from self-interested motives, are extremely vexatious and undeserved. Mr. Osmond is the rich man of the town -- he has long been in the habit of laying down the law, and strongly marks his displeasure if his power is disputed. I shall be prepared to explain whatever observation I may make respecting Mr. Osmond and only wish that by showing more Christian-like disposition towards his neighbours, he would allow us to live in peace and amity for at present his wrangles are extremely troublesome to one and I fear will lead to serious consequences hereafter." (121).

On the same subject three days later, Harington, with fine disregard of the norms of syntax, wrote to the Resident: "As distinctly will be seen, the true motives of 'that person' who formerly opposed and does, I am aware, still oppose the grant and if I am borne out, as I think I shall be, in the assertion that the most self-interest, the most insatiable Malignity have on occasion, assuming the lofty Part of genuine Patriotism and zeal for Public Good, I trust I shall yet be suffered quietly, to retain my hard-earned Possession". (122)

It is difficult to escape the conclusion that jealousy for Harington as a potential rival and intruder into what he regarded as his territory, had a part in the affair. To constitute himself as guardian of the Navy's interests was presumptuous and a back-handed way of letting the authorities, who no longer used his services as consultant, know that he considered them to be neglecting their responsibilities. In addition there was his frustration at having been thwarted in his bid for the highest office in the town. He was out to embarrass the Resident. He failed, as he was bound to do.

Very little of Osmond as a public figure is heard after the events of 1825-26. In 1827, possibly to keep him quiet, he was given the post of Acting Collector of Customs (123). The job cannot be described as arduous for Simon's Town, as a port of entry of goods was of little importance. The Customs House barely paid for itself. He vacated the post in 1833 at the time of, perhaps because of, his wife's death. (124)

He was, however, not quite finished with the Customs House for in November 1833, Wm. Anderson, an employee, suggested the provision of storage space for the use of H.M. Customs, under the Church of St. Frances, then in the first stages of its building near to the Colonial Public Buildings (the Residency). Anderson was severely reprimanded for the irregularity of conducting the affair which involved several other townsmen, without the knowledge and concurrence of the Collector of Customs, that is, of Osmond, who held the post at that time.

The matter came to Osmond's notice. On 12 November he vigorously denied that he ever suggested building a store under the church. He said that he would never have made such a suggestion because the foundations were sandy and the hillside continually falling (125). Both reasons are absurd for exactly the same conditions applied to the church. In any case provided sand is confined, it forms an excellent foundation, while the retention of the hillside has always been part of building design in Simon's Town.

Very little is known of Osmond's social life. In 1813 he became an honorary member of "The Lounge Society" (125). At Mount Curtis he appears from several casual references, to have kept open-house to Military and Naval personnel. The well-known blind visitor to the Cape, Lt. James Holman, owed his introduction to the Osmond family to a group of his naval friends who took him with them one evening with that purpose. Holman was greatly impressed by his host's "remarkable industry, integrity and ability to amass a large property by his own good sense and exertion". That his host had risen from relatively humble beginning to a position of great power and had attained the distinction of being well-known as "King John", which he attributed to his extensive possessions and position as a magistrate, elicited his admiration (127).

Holman was conducted on an extensive tour to the south of the town including Buffelsfontein and Cape Point, by two of Osmond's sons. Similar expeditions, including shooting parties were probably often arranged although of them no record remains.

In 1832, obviously dependent on hearsay information, Godfrey Charles Mundy records somewhat inaccurately, details of Osmond's career and possessions. He describes him as a successful speculator after marrying where money was plentiful. Osmond, according to him, was well-favoured and sharp-witted (128).

John Robertson, in his "Six Years on the Road" published in 1856, relates an encounter with Osmond when they travelled together from Cape Town to Simon's Town (129). He describes him as a man with a melancholy face whom he nick-named "Justice Feeble". "This tiresome individual", he writes, "claimed to be the 'chiefest man' in Simon's Town but told long dreary tales of the ingratitude of the people of the town for all he claimed to have done for them". That much that he had done was in his own interests, for financial benefit and personal prestige was not, presumably, explained along with these complaints.

Osmond had a family of 6 by Margaretha Johanna, three of whom were boys. John Henry was the eldest - born in 1804, baptised 15 April. He was followed on 28 July 1805 by William, and in 1810 by James Francis. The last named was the 4th child for Johanna Catharina appeared in 1808. Agnes was born on 25 August 1814, while the 6th child did not appear until 1820. Only Agnes and William married.

Johanna Catharine died at the age of 5 years in 1813, otherwise all went well with the family until 1833 when on 4 February Osmond lost his wife. One month later James Francis died and it

is highly probable, although not certain, that John Henry went the same way at about the same time, indicating the same casual disease in all cases. Worse was to befall, for in 1834 Osmond wrote to the Secretary of the Orphan Chamber to the effect that his son, William, through a very severe illness occasioned by the upset of a wagon on him, had been unable to complete his accounts which he, Osmond, had caused to be prepared. It seems that the injured man died of his injuries soon afterwards.

In 1840, Hendrica Elizabeth Colyn, William's wife, died. Her estate was insolvent and would be sold in the following year (130). Her children, all minors, were left badly off, in consideration of which their grandfather made over to them all of his properties outside of the town with the exception of Paarde Kloof. He may well have assisted in other directions.

There are indications that by 1845 he was in poor health, for in that year he gave powers of attorney to a number of people to sell property on his behalf. This accounts for the appearance in the Inventory of Assets filed after Osmond's death of seven bonds in favour of the estate all dated in that year and for the "donatio inter vivos" of Palace Barracks (Mount Curtis) to Agnes on 9 November 1846. (131) He obviously considered his end to be near for a new will drawn in that year states his health to be indifferent. That event took place six months later on 9 May 1847 but not before his life was saddened by the death of Ellen at the age of not quite 27 years. Agnes was his sole surviving child.

At the time of his death Osmond possessed no land outside of the town except Paarde Kloof but in the town he still held a piece of ground at its centre, three stores and seven houses. This immovable property was valued at £2,367. Bonds to the value of £8,207 were found in the estate while moveable property, chiefly in the form of shares, amounted to £2,392. With cash in the bank a valuation of £13,354.19.1d was arrived at (132). This was indeed a fortune.

William's children inherited their legitimate portion only to see it dissipated within 10 years, while Agnes, for the brief period remaining to her (she died in 1849) enjoyed the usufruct of the estate after which it passed to her children (133).

It is interesting to note, as a footnote, that reporting on Agnes's estate, her executors gave the opinion that Palace Barracks could not be disposed of as a single entity. They recommended that the erf be subdivided into lots and the house divided down its centre line and converted into two dwellings. This device was used several times before in Simon's Town where the building's accommodation was greater than a single family's requirements or more importantly, its possession beyond a single person's means. No such fate overtook the residence for it passed into the hands of Cogill, the hotelier, when it reverted to its original use as a lodging house.

Footnotes - see next page

FOOTNOTES:

74. Graham Botha, C. "History of Law, Medicine & Place Names" Essay No. 6, p. 81, Struik, 1962, C.T.
75. SMT. 10/2/183, CO. 4827/19 and CO. 27. ST. No. 2
76. SMT. 10/3/6, CO. 4827/350 and CO. 27/7
77. *ibid*
78. Theal, "History of S. A. Since 1795", p. 265, Struik, C.T.
79. Deeds Office: P. Q. R. Leases, 181-1825, Vol. I
80. CO. 8549
81. CO. 4835/52
82. SMT. 11/3/323
83. CO. 58/65
84. *ibid*
85. CO. 4836/311
86. SMT. 10/12
87. CO. 3899/105
88. SMT. 11/4/139
89. SMT. 10/6/143
90. same as 87.
91. CO. 4837/138
92. SMT. 11/5 and CO. 79/16
93. Deeds Office: P. Q. R. Leases, STQ1:9, 1 July 1816. S.G. Diag. No. 344/1816 of Cape Point. & STQ1:10, 1 July 1816, S.G. Diag. No. 354/1816 of Buffelsfontein.
94. Opgraaf Rolle, No. 62
95. Cape Archives, Inventory 1/5
96. Holman, J.: "A Voyage Round the World" 1827-1832. Vol. 2, Chap IV
97. Originally built by Jeremias Auret in 1781
98. STHS Bulletin: Vol. VIII No. 3, Jan. 1975, p. 120
99. CO. 4834/230 100. CO. 303/74
101. CO. 4019/599 102. CO. 74/75
103. SMT 10/8/52 & CO. 4838/329 104. CO. 9/44
105. CO. 3897/89 106. CO. 3900/19
107. CO. 53/11 108. S.G. Diag. 302/1815
109. CO. 58/31 110. CO. 3900/90
111. SMT. 11/4/141 112. Simon's Town Museum Records
113. SMT 11/5 & CO. 81/43 114. CO. 220
115. CO. 245/33 116. CO. 254/59 et seq.
117. Simon's Town Museum, Persons file, Osmond
118. CO. 246/180 119. see 117
120. CO. 246/239
121. Simon's Town Museum, Naval Persons File, Capt. T.T. Harington
122. CO. 8447 123. Theal, "Record" Vol. 8, p. 20
124. Government Advertisement for a vacated post
125. CO. 422/114
126. STHS Bulletin, Vol. 3, No. 2, pps. 46 & 51
127. Holman, J. "A Voyage Round the World" Vol. 2, Chap. IV
128. Sturman, S.M. nee Jones: Personal Accounts of Visitors to S.T. 1770-1899, C.T. 1964
129. *ibid*
130. Govt. Gazette No. 1831, Jan. 22, 1841
131. MOOC. 7/119: NO. 74, P. 283, WILL CODICIL, 9 NOV. 1846.
132. Masters Office, Vol. 67, 1847, No. 33
133. *ibid*. Vol. 67, 1847, No. 32

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FLAG OFFICERS OF THE CAPE - PART VII

A. E. Read

COMMODORE C. R. MOORSOM 1825
 COMMODORE H. H. CHRISTIAN 1825-1828
 COMMODORE W. SKIPSEY 1828-1829

Constantine Richard Moorsom was born in September 1792 the son of Admiral Sir Robert Moorsom KCB (1760-1835) and his wife Eleanor Scarth of Stakesby near Whitby in Yorkshire. He had a brother Robert who died in command of JASPER in 1826.

As was frequently the custom he was carried by his father while the father was Captain in MAJESTIC 74 and REVENGE 74 between 1804 and 1806. In July 1807 Constantine entered the R.N. College and carried off 3 mathematics prizes during his years there. From 1809 - 1812 he was mostly in REVENGE being made a Lieutenant in June 1812 and a Commander in July 1814. In 1818 in December he reached Post Rank being confirmed Captain in ARIADNE 28 at the Cape in April 1822. December 1824 he transferred still at the Cape to ANDROMACHE 42 as Captain. He and Commodore Nourse left for a cruise up the East Coast of Africa. After leaving Mombasa Commodore Nourse died of fever and Moorsom took over as Acting Commander-in-Chief hoisting his broad pendant, continued in personal discharge of the duties of Commodore until Commodore Christian arrived when Moorsom returned to England in ANDROMACHE and paid her off. He was in PRINCE REGENT when she was put out of commission and he then went ashore.

In 1822 he had married Mary Maude of Silaby Hall, Durham and they had 5 sons and 3 daughters.

In 1816 Moorsom had been responsible by his invention/adaptation for the introduction of an entirely new description of BOMB VESSEL, founded on his plan.

HOOD HANWAY CHRISTIAN 1825-1828.

He was born in July 1784 and was the eldest son of the famous Admiral Sir Hugh Cloberry Christian and his wife Ann Leigh of Thorleigh, Isle of Wight. Hood's godfather was Admiral Hood from whom he takes his first name.

Hood Hanway entered the Navy in May 1792 - aged 8 - as a Volunteer in COLOSSUS 74 of which his father was Captain on the Home Station. He moved with his father to QUEEN CHARLOTTE 100 then again with his father to PRINCE GEORGE 98, GLORY 98, THUNDERER 74, BEAULIEU 44. By this time it was 1796. He served for a short time in late 1796 in Home waters again in QUEEN CHARLOTTE then Flagship of Lord Keith (Elphinstone). Hood Hanway came in 1797 to the Cape in LA VIRGINIE 44 and SCEPTRE 74 both Flagships of his father at the Cape. Young Hood then moved to TREMENDOUS 74 under Captains Osborne and Searle.

July 1798 he was in GARLAND 28 and was wrecked in her in action

off Madagascar on 26th July 1798. His father died in December 1798 - the first Commander-in-Chief to die in office at the Cape and was buried with full honours in the graveyard of the Dutch Reformed Church in Adderley Street. His grave is under that area which is now Bureau Street but there is a plaque let into the floor of the church which commemorates him. January 1799 saw young Hood departing from the Cape in SPHYNX 20 for St. Helena and Spithead to take news of his father's death to England. From 1800-1804 he served in PHOENIX 38, ALBION 74, ARROGANT. The ARROGANT was guardship at Bombay. In 1805 he transferred to VICTOR as a Commander and later as Acting Captain. He returned to England in 1806 and was present in 1809 in HEROINE 32 at the reduction of Flushing. 1811-1814 saw him in IRIS 38 as Captain, on the Spanish coast. 1825-1828 he was appointed to the Cape Station as Commodore and his flagship was OWEN GLENDOWER 42. He was elevated to Flag Rank as Rear Admiral of the White in 1838 and died in 1849.

He had in February 1808 married Harriet Shute of Fernhill, Isle of Wight and they had 2 sons but neither joined the Navy; both saw service in India where the eldest died in 1830 and the youngest lost his wife and 1 child in the Indian mutiny.

Admiral Hood Hanway Christian was a cousin of Fletcher Christian of BOUNTY fame. The Christian family was a large family with branches in the Isle of Man and Cumberland.

COMMODORE WILLIAM SKIPSEY was Commodore of the Cape Station from 1828-1829. He had entered the Navy in 1769 on board the QUEBEC (frigate) aged 13 and was stationed in the West Indies, then on the coast of Africa from 1770-1773 in LYNX and WEASEL. He survived the dreadful West African climate and in 1774 joined RAMILLIES 74 Guardship at Chatham, then for 3 years was a Midshipman in SENEGAL (a sloop) on the coast of North America. On 7th April 1778 he was made Lieutenant into BERWICK 74 under Commodore K. Stewart. The following July he fought in her in Keppel's action with Comte d'Orvilliers, witnessed the hurricane of 1780 and was wounded in the engagement between Sir Hyde Parker and Admiral Zoutman off the Doggerbank on 5th August 1781. In November 1781 he was transferred to GOLIATH 74 in the Channel, West Indies and North Sea. 1782 saw him transferred to BRITANNIA 100 Flagship of Hon. Sam. Barrington, whom he accompanied, under Lord Howe, to the relief of Gibraltar. 1790 he was back with Admiral Barrington in ROYAL GEORGE 100 in the Channel. 1795 he commanded a division of flat-bottomed boats employed in landing troops at the reduction of Ste Lucie and was mentioned by Sir Hugh Christian, the Commander-in-Chief. December 1796 he was promoted to command the sloop RACEHORSE and for 6 weeks in 1797 he was placed in charge of GALLANT a gun brig, this during the Nore mutiny. He then spent 1798 and 1799 in PHEASANT and TERMAGENT, sloops, both on the North American station. While in the latter he proceeded to the Mediterranean and in transit captured on 1st September 1800 LA CAPRICIEUSE a French national polacre of 6 guns and 68 men and on 4th September GENERAL HOLTZ a privateer of 2 guns and 26 men. 1801 saw him in action against the French in Egypt and in June that year was made Captain and posted to HECTOR 74. For nearly 5

years he was attached to the Shannon district of Sea Fencibles, then in 1813 it was back to North America in CENTURION 50 and MAIDSTONE 36. In 1815 he was posted to LEANDER 50 in Home service after which he rejoined MAIDSTONE and flew his broad pendant in her on the Cape Station 1827-1829. In 1830 he was nominated a Colonel of Marines and advanced to Flag Rank in January 1837.

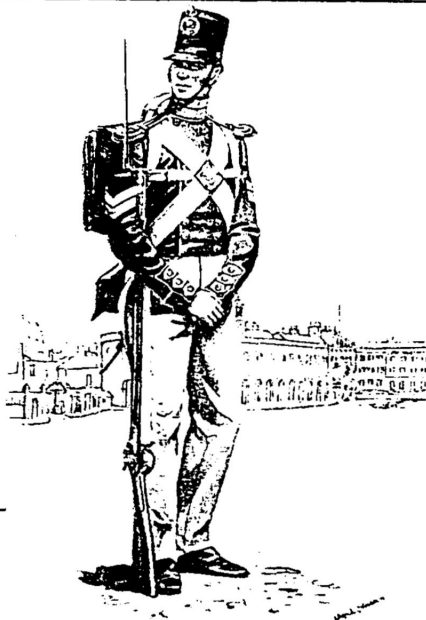
At the period of his death in Brighton in March 1846 in his 90th year he had been longer in the Navy than any officer then existing. He was for upwards of 30 years in active service. At the time of his death he was Rear-Admiral of the Red.

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A Private of the Royal Marines Light Infantry
1845 - outside Forton Barracks, Gosport.

(From Royal Marines Museum, Portsmouth)



A Corporal of Marines 1865 - outside
Stonehouse Barracks, Plymouth. This
uniform worn at the start of the
Crimean War.

(Royal Marines Museum, Portsmouth)

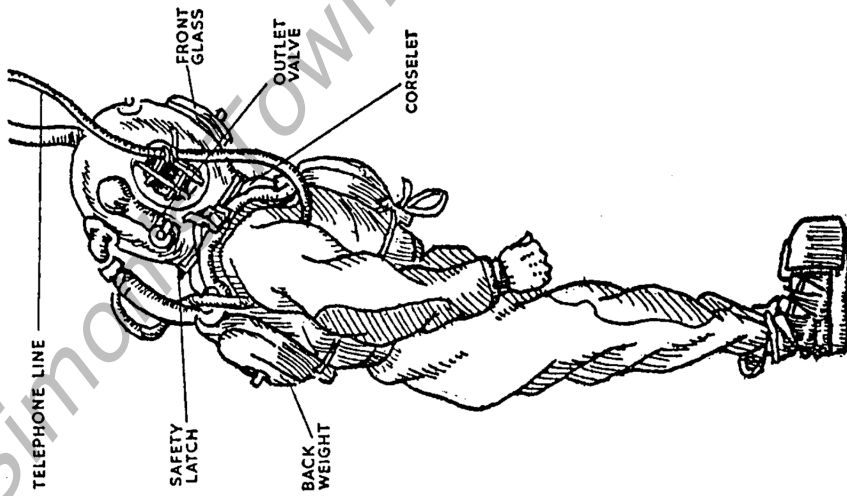
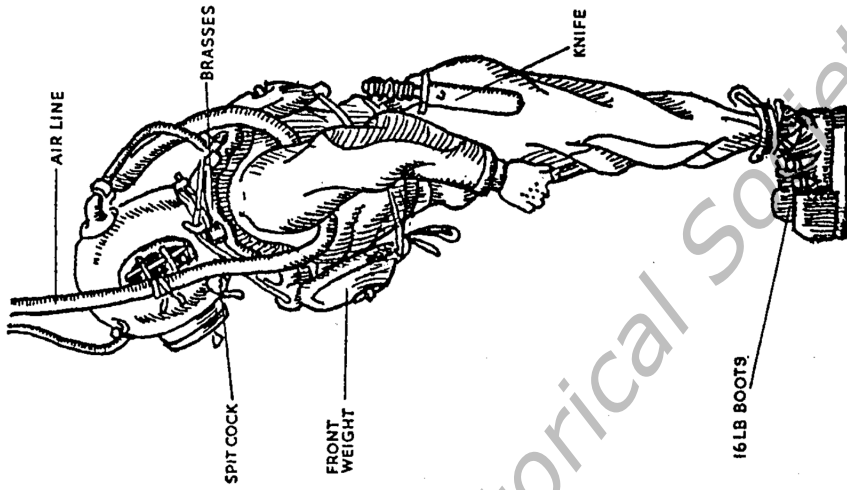


Diagram of Admiralty Six-stud type diving dress

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THE ABOVE HAND HEARSE & BIER IS NOW ON DISPLAY IN THE SIMON'S TOWN MUSEUM

NOTICE.

The consumption of water in Admiralty residences at Simonstown is still very high and in some cases has even increased lately.

It cannot be too strongly emphasised that the utmost care is necessary and the very minimum possible quantity of water should be used.

Occupiers of residences should make certain that their servants realise the necessity for economy in water and strictly observe such economy.

The sanitary systems are fitted with 3 gallon tanks, and important as it must be to have adequate water in the system, the fact should be remembered.

If the use of water shows no sign of diminishing in the near future I shall be compelled to order drastic action, but the real remedy lies in the hands of the occupiers of residences who, by care and forethought, can do much to conserve the dwindling margin of safety of water supply.

I shall look for a considerable reduction in the weekly record charts of all residences.

HUGH J. TWEEDIE,
Vice Admiral,
Commander-in-Chief.

Simonstown,
2nd April, 1931.

NOTICE.

The water supply in Simonstown is in a critical position. Unless there are exceptional rains, the dry season 1933-34 promises to be more critical than that of 1930-31, when the daily yield of all springs was only 88 tons.

The reserve stock is being drawn upon and the utmost economy in the use of white and brown water must be exercised.

Watering of gardens is to be restricted to twice a week—Mondays and Fridays—and the running of taps and open end hose pipes is absolutely prohibited.

Occupiers of residences are to make certain that their servants realise the necessity for economy in water and strictly observe such economy.

E. R. C. R. EVANS,
Vice-Admiral,
Commander-in-Chief.

Simonstown,
24th December, 1933.

NOTICE.

WATER SUPPLY.

The rainfall for 1933 was only 20 inches and for 1934, up to the middle of December, only 17.5 inches. The lowest rainfall recorded for 27 years is 18.80 inches.

Brown water is now being used to augment the white water supply.

The reserve stock of water is being drawn upon and the utmost economy in the use of white and brown water must be exercised.

Watering of gardens is to be restricted to three times a week—Mondays, Wednesdays and Saturdays—and the running of taps and open end hose pipes is absolutely prohibited.

Occupiers of Residences are to make certain that their servants realise the necessity for economy in water and strictly observe such economy.

(White No. 1231).

E. R. C. R. EVANS,
Vice-Admiral,
Commander-in-Chief.

Simonstown,
21st December, 1934.

SIXTY YEARS ON SIMON'S TOWN STILL MUST CONSERVE ITS WATER!

BOOK REVIEWS:

LADY HERSCHEL: Letters from the Cape 1834-1838 (South African Library)

Lady Herschel accompanied her husband, the well-known astronomer Sir John Herschel, to the Cape in 1834. She and her growing young family (two daughters and a son plus another 3 children born while at the Cape) settled into their home "Feldhausen" in Claremont. In spite of managing her family, Lady Herschel was an indefatigable correspondent, writing letters to her family in England, India and China describing life and travels around the Cape.

These letters form the basis of the book and is through them that the reader is transported to the Cape of the 1830s and they have a vividness that is refreshing. The illustrations are an attractive addition to the text and consist of sketches by Sir John Herschel as well as 8 colour plates of botanical drawings by Lady Herschel.

A number of the household accounts kept by Lady Herschel, are reproduced at the back of the book and give a fascinating insight into the household expenditure of a prominent family of the time.

The book is of great value to anyone interested in social history as it is a first-hand account of the daily life of a wife and mother who was able, through her correspondence, to bring to life the Cape of the 1830s.

THE WAR AT SEA : by Captain C. J. Harris (Ashanti Press, R66.00).

Captain Harris is a member of the Historical Society and a well-known maritime journalist. He has collected the anecdotes of the personal experiences of the many South Africans seconded to the Royal Navy during World War II. In his research he has found the personal letters and diaries of these men, many of which have not been published before.

It is a work that deals with the men, women and the ships in which they served and fought and the stories told are those of both the officers and the ratings. The anecdotal nature of the book provides both its strengths and its weakness as is pointed out by Cdre D.F. Silberbauer:

"One can only applaud Captain Harris for his dogged determination in tracing the source of so many fascinating accounts of exploits and experiences. I know full well that Seven Sea's raconteurs are not given to recording their tales in writing. What he has assembled highlights once again the scarcity of the "I Was There" type of book. The trouble is that by the time some character has arrived at the conclusion that he's lived quite an interesting life his memory has become slightly dim, not to mention unreliable."

This is not a history of the war but a collection of personal anecdotes and recollections of the few of those who took part in the war; it tells of their achievements and is recommended to those interested in this aspect of the South African contribution to the war.

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A HISTORY OF FALSE BAY UP TO 1795 - by A.E. Bekker 182pp. illus., index. Published by the Society in 1991.

Below is a review of this book by Dr. Arthur Davey, a Vice-President of the Society and a former Associate Professor of History at the University of Cape Town.

"Of the many university theses at Master of Arts level devoted to historical topics only a few have emerged later as separate books or been included in annals. Critics will appreciate that these studies, in the first place, were produced to meet academic criteria and that their authors were usually journeymen learning their trade rather than accomplished craftsmen and stylists. Most theses carry a weight of factual information based on research into primary sources. They often open the gates to avenues of further scholarly exploration. However, unpublished academic material is often difficult of access. The Archives Commission therefore performed yeoman service when it launched the Archives Year Book for South African History in 1938. This continuing series, now in its 54th year, has published a number of deserving M.A. and doctoral theses. One recalls two contributions by former naval officers with a bearing on Simon's Town: H.F. Nel, "Die Britse Verowering van die Kaap in 1795" (1972/11) and C.J. de Villiers "Die Britse Vloot aan die Kaap 1795-1803" (1969/1).

Dr. Anton Bekker's THE HISTORY OF FALSE BAY UP TO 1795, originally accepted as a master's thesis at the University of Stellenbosch in 1980, follows in that spirit and must surely be seen as an essential guide to all future historians of the first recorded epoch of Simon's Bay and its surroundings. The Simon's Town Historical Society, and its members who undertook the translation of the text into English, are to be congratulated on their initiative and productive labours. The outcome is a well-illustrated volume that will give devotees of Simon's Town instruction and pleasure and doubtless will become a sought-after piece of Africana before long.

Within the compass of six chapters Dr. Bekker has described the earliest European contacts with False Bay before 1652, and the subsequent half century, explained how it became a sheltering winter anchorage, discussed the early economic and social activities under the rule of the Dutch East India Company, detailed the shipping activities of the period and finally, covered its position as a defence outpost, culminating in Admiral Elphinstone's invasion in June 1795. Specialists will view with particular satisfaction the extensive bibliography, the provision of numerous references - notably to the records of the Council of Policy housed in the Cape Archives - and the list of ships connected with the early history of False Bay. It seems quite appropriate that the first permanent doctor to have been stationed at Simon's Bay in 1752, Johannes van der Riet, had been the ship's surgeon on a vessel called the SNOEK.

Dr. Bekker's rewarding first thesis must have been a milestone in his own career as he went on to lecture at the University of Stellenbosch and the Western Cape and is now a senior lecturer in history at Vista University. "