

**SIMON'S TOWN  
HISTORICAL SOCIETY**

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**BULLETIN**



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C O N T E N T S

Office Bearers .....	101
Subscriptions - increased from 1.1.2001.....	101
Flag Officers of the Cape Part XXIII.....	
Moody, McCarthy, Packer.....	103
The Union Tavern - 100 years .....	107
Robert Payne Remembers .....	108
Joseph Chamberlain visits Simon's Town .....	113
Alexander Dalrymple .....	115
Activities of RN Ships on the East African Coast - HMS HERALD, MOSQUITO, REDBREAST, PIGEON.....	119
Timber for Naval Ships .....	123
Pamela Shelton (nee Buckham).....	124
Patricia Obern (nee Pope) .....	125
Wagons and Carts in Simon's Town .....	126
HMS VERBENA (K85) - a "Flower" Class Corvette....	127
HMS DALRYMPLE .....	129
The Big Walk - Cape Town to Simon's Town and back	133
James Douglas Logan arrives in Simon's Bay .....	134
The Case of the Thieving Slaves .....	135
Bathing Tragedy at Boulders 1897 and at Glencairn 1915.....	138
Charles Edwin Earp and his wife Emma Leonora ....	139

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## FLAG OFFICERS OF THE CAPE

## VERNON WHITE

PART XXIII	VICE-ADMIRAL SIR CLEMENT MOODY	1946-1948
	VICE-ADMIRAL SIR DESMOND MCCARTHY	1948-1950
	VICE-ADMIRAL SIR HERBERT PACKER	1950-1952

The celebrations on 8 May 1945 known as VE Day (Victory in Europe Day) marked the end of hostilities in Europe during the second World War and the celebration three months later on VJ Day 15 August 1945 marked the end of the war with the capitulation of Japan.

Then the Royal Navy had to revert to its "peace time" role, as it had done in 1918 at the end of the first World War, only this time peace meant the Cold War and confrontation with communism. By the end of 1946 the number of vessels in the Royal Navy was reduced by 840, from a total of 8,940 of all types. The Fleet Air Arm's 1,336 aircraft were no longer all required, and the Navy's complement of 864,000 including 73,000 WRNS had to be drastically reduced. With "hostilities only" personnel returning to civilian life, it meant that regular reservists who returned to the Navy during the war and regulars whose period of service would normally have expired were kept on to meet the emergencies of the service.

It is interesting to note that in 1947 the period of conscription for national service was reduced in the United Kingdom to 12 months but by 1950 it had been increased to 2 years service. In addition to the reductions mentioned the Royal Navy cancelled orders for 700 new warships, and 4,500 merchant ships, and 1,200 fishing vessels requisitioned during the war were returned to civilian ownership. Despite the reductions the Royal Navy still had to meet its commitments on a world-wide basis. There was trouble in the eastern Mediterranean, in the Middle East, in the Indian sub-continent, in Burma, Malaya and as far east as the Yangtse. Britain was withdrawing from its Colonies and a naval presence was often required to deal with trouble as it arose, as in the case of the Mau Mau in Kenya and rioting in Dar-es-Salaam when the Army mutinied.

Against this background of change, political unrest and international uncertainty the first of the post-war C-in-Cs South Atlantic took up his appointment in 1946. He was **VICE-ADMIRAL SIR CLEMENT MOODY** who succeeded Vice-Admiral Sir Robert Burnett. Born on 31 May 1891 Clement Moody was the son of the Rev. W.H. Moody, Vicar of Frensham in Surrey and was educated at the Royal Naval College Osborne and at the Royal Naval College Dartmouth.

In 1924 Clement Moody married Roslind the daughter of R.E. Mitchinson. There was a son and a daughter from the marriage. From 1926-27 Moody was the Experimental Commander at HMS EXCELLENT the Royal Navy's Gunnery establishment in Portsmouth. In 1935 he commanded HMS CURACOA, before attending a course at the Imperial Defence College in 1936, after which he was given command of the aircraft carrier HMS EAGLE during 1936-37. The EAGLE was converted from a battleship to an aircraft carrier

whilst under construction and completed with an unobstructed flight-deck with an island bridge. She carried between 25 and 30 aircraft depending on the mix of type. It was intended to scrap the EAGLE in 1939 and replace her with four small 17,000 ton carriers, but in the event that did not happen and the EAGLE continued in service and was sunk by German U-Boat 473 in the Mediterranean on 11 August 1942.

From 1939-41 Captain Moody served as Director of the Naval Air Division at the Admiralty being promoted in 1941 to Rear Admiral commanding Naval Air Services. During 1943-44 he was Rear Admiral commanding Aircraft Carriers, Home Fleet, before being appointed to command the Eastern Fleet Carrier Squadron.

It was on 17-19 October 1944 that Fairey Barracudas were launched from HMS VICTORIOUS and HMS INDOMITABLE, under the command of Rear Admiral Moody in a feint attack against the Nicobar Islands in "Operation Millet" intended to make the Japanese believe that an invasion was imminent, while United States warships approached Leyte in the Phillipines. During the three-day operation the Royal Navy only lost two aircraft whilst the Japanese lost twelve of their torpedo bombers. Rear Admiral Moody was subsequently promoted to Vice-Admiral and made a Companion of the Order of the Bath. He was then made Flag Officer (Air) on the East Indies Station where he remained until 1946 when he was appointed C-in-C South Atlantic flying his flag in HMS NIGERIA (Flag Captain Captain B.L. Moore RN). Vice-Admiral Moody was advanced to a Knight Commander of the Bath in 1946, the year in which the first winds of change blew across the African continent. In March the Gold Coast (now Ghana) was granted a new constitution making it the first British colony in Africa to have a majority of Africans in its Legislature. At the time when Admiral Moody returned to England, Political Spokesmen from all Britain's African colonies were meeting in conference in London.

Placed on the retired list in 1948 Admiral Moody went to live in Fleet, Hampshire. He died at his home Rushgrove, 12 years later on 6 July 1960.

**VICE-ADMIRAL SIR DESMOND McCARTHY CB DSO** succeeded Vice-Admiral Moody as C-in-C South Atlantic, and flew his flag in HMS NIGERIA (Flag Captain Captain W.P. Carne RN) from 1948-50.

Born in 1893 Edward Desmond Bewley McCarthy was the son of Edward Aye McCarthy and was educated at the Royal Naval College Osborne and at the Royal Naval College Dartmouth. In 1925 he married Agatha, the daughter of Brigadier General H.J.J. Kentish. There were two sons of the marriage. Promoted to Captain RN in 1935, Moody was awarded the Distinguished Service Order in 1941. Three years later he was promoted to Rear Admiral in 1944, when he became Assistant Chief of Naval Staff at the Admiralty, being made a Companion of the Order of the Bath in 1945. From 1946 to 1947 he was Rear Admiral (Destroyers) with the Mediterranean Fleet.

During May 1946 the Royal Navy experienced its first post war action when destroyers of the Mediterranean Fleet were fired on by Albanian gunners whilst transitting the Corfu Channel. The

British Government were determined to maintain the right of free passage through the waterway and in October the destroyers HMS SAUMAREZ and HMS VOLAGE made a transit through the Channel which meantime had been mined. The VOLAGE had her bow blown off whilst the SAUMAREZ was so badly damaged she had to be scrapped. Forty-three British sailors were killed in the incident.

From 1948-1950 Vice-Admiral Sir Desmond McCarthy was C-in-C South Atlantic having been advanced to a Knight Commander of the Order of the Bath and promoted a Vice-Admiral in 1948. In 1952 he was promoted a full Admiral on the retired list. Fourteen years later he died at his home Cottman's Corner, Sturminster Marshall, nr Wimbourne, Dorset on 8 June 1966. He was 73 years of age.

His successor as C-in-C South Atlantic was **VICE-ADMIRAL SIR HERBERT PACKER KCB CBE RN** who flew his flag in HMS BERMUDA (Flag Captain Captain P.H. Norton RN) from 1950-52, when he retired with his wife Lady Joy Packer to live in the Cape.

Born on 9 October 1894 Herbert Annesley Packer was the eldest son of a physician Doctor W.H.Packer of Grinshill near Cressage in Shropshire. Educated at the Royal Naval College Osborne and at the Royal Naval College Dartmouth, Herbert Packer was awarded the Kings Medal in 1911 for being the best cadet of the year at the RNC Dartmouth. In 1912 Herbert Packer served as a Midshipman in HMS AUSTRALIA in the Pacific and was a Sub-Lieutenant in HMS WARSPITE with the 5th Battle Squadron at the Battle of Jutland in 1916 when he was mentioned in despatches and promoted to Lieutenant. As early as 1907 the year in which Herbert Packer started his career in the Royal Navy as a cadet at Osborne, the Foreign Office was predicting hostilities on a global scale between Britain and Germany. In a 15,000 word memorandum a senior Foreign Office official Eyre Crowe appraised the Foreign Secretary Sir Edward Grey of the dangers presented by Germany to Britain's world-wide interests. In the same year the Committee of Imperial Defence examined the possibilities of invasion of the British Isles from Europe. Packer and his contemporaries at Osborne and Dartmouth would never have imagined that twice in their naval careers, at the beginning and at the end of their service in the Royal Navy they would have fought in two world wars against Germany.

From 1922-23 Herbert Packer was a Gunnery Officer in HMS DUBLIN before being appointed Flag Lieutenant to Vice-Admiral Sir Rudolph Bentinck in HMS LOWESTOFT who was C-in-C Cape of Good Hope Station from 1922-25. In February 1925 Packer, now a Lieutenant Commander, was at HMS EXCELLENT, the Naval Gunnery School in Portsmouth, when he married Joy Petersen of Cape Town in St Marks Church, Portsmouth. The wedding reception with 300 guests was held in Whale Island. Joy Packer was the daughter of Dr Julius Petersen and Eileen (nee Marais) of Tees Lodge, Hope Street, Cape Town. Her grand-parents were Pieter Johannes Marais and Sarah (nee Belfield) of Stellenbosch, the latter being the daughter of 1820 Settlers of Anglo-Irish descent.

Born in Cape Town on 11 February 1902, three months before the signing of the Treaty of Vereeniging which brought the second Anglo-Boer War to an end, Joy Packer was educated at St Cyprians

school in Cape Town and went up to the University of Cape Town in 1922. From 1931-32 she worked in London as a reporter on the staff of the Daily Express and became the authoress of two well-known books "Grey Mistress" (the life of a Naval Officer's wife) and "The Valley of the Vines" among others. A son Pieter was born to the Packers in 1926, who like his grandfather on his mother's side became a doctor, training first at Guy's Hospital in London, then at the University of Cape Town Medical School in 1950. In the spring of 1949 Pieter Packer married Glenda Orr of Cape Town and later they went to live in Australia.

Pieter Packer was born in Tees Lodge, the Petersen home in Cape Town, and after the birth his mother and her baby son travelled to Malta where Herbert Packer, now a Lieutenant-Commander, was serving as Gunnery Officer in HMS WARSPITE with the Mediterranean Fleet. The C-in-C at that time was Admiral Sir Roger Keyes, whose Chief of Staff was Rear Admiral Dudley Pound, later Admiral of the Fleet Sir Dudley Pound, who became First Sea Lord and Chief of Naval Staff in 1939.

Promoted to Commander in 1929 and to Captain in 1935 Herbert Packer served as Naval Attaché in Athens, Ankara and Belgrade from 1937-1939. He then returned to sea duties and commanded HMS CALCUTTA from 1939-1940 and HMS MANCHESTER from 1940-41, before taking over as Captain of HMS EXCELLENT, the Naval Gunnery School Portsmouth from 1941-43. Captain Packer was then given command of HMS WARSPITE the ship in which he served as a Sub-Lieutenant in the First World War and then again as Lieutenant-Commander in 1926.

It was at 0300 on 9 September 1943 that the Italian Fleet escaped from the Italian Naval Base at Spezia where the Germans had been given orders to neutralize the Italian ships, and who were now on their way to rendezvous with a battle squadron from H. Force (HMS WARSPITE, VALIANT, 5 British, 1 French and 1 Greek destroyer) to be escorted into the Grand Harbour, Valletta, Malta to surrender. At about 1600 on 9 September the Italian Fleet comprising the battleships ROMA (Admiral Bergamini), the VITTORIO VENETO and the ITALIA, accompanied by 6 cruisers and 8 destroyers were attacked in the straits between Corsica and Sardinia by a squadron of 11 German Dornier DO-17s armed with the first ever air-to-sea guided missiles. The Italian flagship ROMA blew up in a storm of flame with the loss of nearly all her crew including Admiral Bergamini. Early next morning at 0600 on 10 September the surviving Italian ships together with the badly damaged ITALIA made their rendezvous with the ships of H. Force.

At the head of the line steamed HMS WARSPITE. Captain Packer wrote in his diary "...they came into sight at about 15 miles and we steamed towards each other at 20 knots...our feelings were queer...Curtis, the Officer of the Watch, a South African, was mumbling to himself "....To think I should be here to see this"...and I felt the same. "Guns" was busy comparing their silhouettes against his identification cards... while Pluto, the ship's dog raced up and down the fo's'cle barking....."

In 1944 Captain Packer was promoted Commodore Administration to Admiral Sir Andrew Cunningham, C-in-C Mediterranean Fleet, and was

made a Companion of the Order of the British Empire. Later he became Chief of Staff to Admiral Cunningham with the rank of Rear Admiral and was made a Companion of the Order of the Bath.

From 1946-48 Rear Admiral Packer commanded the 2nd Cruiser Squadron being promoted to Vice-Admiral in 1948, when he became a Lord Commissioner of the Admiralty and Fourth Sea Lord responsible for Naval Transport and Stores. He was advanced to Knight Commander of the Order of the Bath in 1950, when he left the Admiralty to take up his appointment as C-in-C South Atlantic in succession to Vice-Admiral Sir Desmond McCarthy. He was promoted a full Admiral in 1952 and on his retirement Sir Herbert and Lady Packer made their home at "Cressage", Hillwood Avenue, Bishopscourt, Newlands, Cape Town where Admiral Packer died on 23 September 1962. Lady Packer then went to live at Grosvenor Square, Rondebosch, where she died on 6 September 1977.

From 1953 until his death in 1962 Admiral Packer was the Federal President of the Navy League of South Africa, and he devoted these latter years of his life to encouraging a love of the sea in the youth of South Africa. In 1965 as a tribute to the Admiral, the Navy League donated the Packer Memorial Shield to the South African Navy, to be awarded annually to the junior officer in the S.A. Navy "who has shown the highest qualities of leadership and team spirit". Inscribed on the shield are the words of Sir Francis Drake written in 1597 "It is not the beginning but the continuing of the same until it is thoroughly finished which yieldest the true glory" a fitting epitaph to Admiral Sir Herbert Packer KCB CBE CB RN who devoted 46 years of his life to the Royal Navy and was the only full Admiral to serve in Simon's Town as C-in-C.

THE UNION TAVERN, SMITH'S LANE (NOW AN EXTENSION OF THOMAS STREET)

A.E. READ

This stands on Erf 910 of Lot C (old numbers) Deeds Registry No. 569 OCF 3.205 and measures 80 x 60 feet (33 sq. roods 48 sq.ft). It was originally part of the property GOEDE GIFT granted to the Widow Roussouw (Christine Diemer) in 1743 by Baron van Imhoff.

On 27 February 1801 this erf was granted to Johannes Bissinger for 2,025 guilders (Deeds Office Transfer T.1 1/1 - 28-4-1801 Folio 62 T.253). Bissinger quickly obtained licences to keep a billiard table and to sell wine and soon built a plain square building on the site. Nowadays billiards is a fairly placid, quiet form of entertainment but in Bissinger's day large sums of money were wagered on the results of matches and this led to noisy quarrels. Because of the noise factor the gambling licence was soon withdrawn and Bissinger then found he could not make a living on just the sale of wine. He soon went bankrupt.

## ROBERT PAYNE REMEMBERS

[Mrs Nina Barrett of Nurwee, New South Wales, Australia, has given us the following recollections penned by her father about his time as a boy in Simon's Town 1927-30. We normally have memories of adults in Simon's Town so it is particularly interesting to see it through the eyes of a child. Ed.]

"Shortly after we arrived in South Africa I turned 11 and for want of anything better was sent to the Ursuline Convent School (St Joseph's Convent opp. the then East Dockyard entrance- Ed) in Simon's Town which was almost opposite the house where we lived (L'Esperance - a lovely Victorian house which stood on the site where the submarine base is now - Ed). Nearly all the girls and boys in my class were the children of Dockyard officials and most of them were Catholics. Our form teacher was not a nun and may not have been a Catholic.

My favourite in the class was the serene and lovely Thelma(1) who was half-Australian and my enemy for some reason was Graham Bull, the son of the local doctor. We had a terrific fight one afternoon - it was a draw. Next morning the Mother Superior was scathing in her remarks on the fight.

While at the Convent School Graham and I sat the examination at Rondebosch for the Preparatory School for Diocesan College which Stephen my brother attended. I must have had a bad attack of nerves and failed the simple examination but Graham passed.

I quite enjoyed the Convent School where no effort was made to convert us - we all crossed ourselves with great gusto at morning prayers but that was all. In the summer the whole class often went swimming in the dockyard pool which was at the back of our house, so as a short cut they all traipsed through our garden to the back gate which led into the dockyard. When we arrived in South Africa I could not swim but this omission was soon rectified.

The convent school only took pupils up to the age of about 12 years so this left a choice of going "up the line" to the Cape Town area or going to the Simon's Town High School. I am rather ashamed to say that I know nothing about the High School although I passed it every day. Obviously it was not very select but it may have been quite good. It is true that neither Nina or Judith (my daughters) expressed any desire to go to a fee-paying school and the Government schools in Scotland were quite good, in fact Nina's new secondary school was quite different and I only ever went to one Government school for a year or so when we came to London in 1922 - the rest were all private schools.

Most of my friends in the Scouts were at the High School - some may even have been working. Thelma went on to the High School because her parents could not afford to send her up the line as well as her brother.

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After a year at the Convent School my father heard of a small private school at Fish Hoek - only a few miles away. This was

run by a Church of England parson (2) and his wife - he had been a Missionary in Madagascar and was violently and unjustly anti-catholic. I am afraid that I never had the nerve to tell him what a bigot he was. On one occasion he came to tea at L'Esperance and must have talked Freud with mother. He boasted that he had been the champion tennis player in the island - so ever afterwards we always referred to him as "le champion de Madgascar".

It was quite a walk to the school from Fish Hoek station and there was no proper road up to the school, which was in a private house of two storeys with the lower section converted to a school. Fortunately soon after I joined a new station called Sunnycove was opened opposite the school. Sometimes I walked home to Simon's Town instead of joining the train with an Afrikaner boy Dick, from the school. Our walk was then sometimes delayed a while at Glencairn because of the quarry there and the frequent blasting. Another diversion was to go into the old (West) Dockyard and take the motorboat to the new (East) yard and so on to the house.

I had met a very odd dockyard family who hated South Africa. Some time after I joined the Fish Hoek school three of the family joined and so we travelled up the line together. The girl was quite revolting and the two boys most aggressive. It struck me as very strange that their Xmas 1928 cake had on it "We hope this is our last Christmas in South Africa". Fortunately it was.

My failure to pass the entrance examination for the prep school proved to be a blessing in disguise as my father decided to get me into the main school, commonly known as "Bishops". I remember well his taking me to Rondebosch by car for an interview with the Headmaster and a short qualifying examination. My father to my surprise told the Head I was quite a devil. This time I passed, so in September 1929 at the age of 13 I joined Bishops which Stephen my brother had recently left to go to the University. Steve was a rebel at Bishops and did all he could to get out of anything he disliked like games and the Cadet Corps, the latter was absolutely compulsory - strangely I enjoyed the Cadet Corps.

I travelled up the line every day with another Bishops Boy - Peter Sweetingham - who was Thelma's brother. Probably he was a year older than me but we got on very well. He was not however in the Scouts so I did not see a lot of him apart from school. As for Thelma I unfortunately saw very little of her, partly because they lived at the other end of the town, but also because she had to spend a lot of time looking after a young sister.

Thelmas had invited me to her birthday party and made such a song and dance about it to her parents, that in the end the whole thing was called off. My father, as a child, had the same experience. Steve and I did go to a Christmas party at the Sweetinghams and I was a little put off by Mrs S's contrivances to see that I got more than my share of the prizes going. This was because I had lost my brother. Mrs Sweetingham had been a journalist in Tasmania and was without doubt the most handsome woman in Simon's Town. How she came to marry the ugly roughneck naval gunner was beyond me but I guess his ship must have called

in at Hobart in 1914. Sweetingham as Armament Supply Officer was only a Lieutenant and therefore there could not have been much money in the family. When we left in 1930 they came to Cape Town docks to see us off and Thelma gave me a South African record, which by some miracle I still have 50 years later - it is rather cracked but it still works.

On my first day at Bishops I was asked who I was by some senior boys and when I replied one said "Yes, you're just like your..... brother". This was quite untrue as I was 5 years younger, much smaller and no rebel. I was, however, a fighter and often had scraps which I had no chance of winning.

There was no doubt in my mind who was the main character at Bishops. He was the deputy headmaster and rejoiced in the glorious title of the Reverend Colonel John Bull MC - the Military Cross had been won during the war which had only finished 11 years earlier. Bull was my history master and also the Commander of the Cadet Corps. I thought Bull was terrific. On parade he could be sarcastic - one of his favourites was "You're as late as the Americans in the War".

We paraded on Wednesdays in a simple tropical uniform of khaki shirt and shorts with an Australian type hat. I was in No.4 company, the junior one, and with fairly light carbines, the rest had Lee-Enfields with bayonets. I always enjoyed the bugle calls and the band playing. In fact as my corporal was a friend of mine my only bugbear was the weight of carbine on my shoulder which we always tried to pad. After we had paraded we were joined by No.5 company from the Prep School.

My corporal was one of the relatively few Afrikanders in the school - Michael Smuts a cousin of the famous general. Michael was very intelligent and later won one of the new Rhodes Scholarships to Cambridge. We sat together at lunch and yarned about everything and so in a sense my life revolved round Bishops and the Cadet Corps, and travelling up and down the line with Peter Sweetingham. Sport was not my cup of tea although I had to play rugby in the afternoons. While I enjoy soccer I hated rugby which struck me as a silly game. That was one side of the picture, the other side was the Scouts of which I was a very keen member, and the Dockyard. My mother, then a semi-invalid played very little part in my life but my father did everything he could to make up. He often took me around the Dockyard and on visits to ships and was always very helpful about Scouts. When I was ill it was he who looked after me and I never forgot the very worried look on his face when I had whooping cough badly.

It is true that I was forbidden to have a bike which I would have liked but there was not a lot you could do with a bike in Simon's Town (it being fairly hilly apart from the Main Road - Ed). My particular friend for practically the whole of the 3 1/2 years was the son of one of my father's two officers. Dick Wolf was about my age and we spent a lot of time together. It could have been rather awkward for my father and Mr. Wolf but they both carried it off very well - I do not recall any trouble whatsoever caused by the fact that my father was Mr. Wolf's boss.

I thoroughly enjoyed living at Simon's Town. It was only a one-horse town but it had its advantages. Apart from the Dockyard church there was no other Church of England but there was a cinema - the Bio. (There was another Anglican Church but this came under the Church of the Province of South Africa - not Canterbury - Editor). There was a good library and a few shops. To a considerable extent I was fairly independent although I had only 6d a week pocket money - I hardly needed any money as everything was provided.

For some strange reason the cook "Our Jane" thought the world of me and spoilt me - she had no time for Steve. I just took it all in my stride, but there may be a clue in my father's account of South Africa - this was Jane's pretty little niece whom we were told very sub-rosa was actually her daughter. The niece stayed near L'Esperance with Jane's sister and her family and went to the Convent School. It could be that "the pretty little niece" had put in a good word for me. I simply do not know.

What I liked about Simon's Town was that it was so different from Balham in London. I loved to hear the Angelus followed by the Moslem call to prayer. I enjoyed the adventure of going up the mountain and also paddling my own home-made canoe. I even enjoyed the odd experience of the canoe sinking under me!

My father who was a great talker, considered me a quiet boy - a view probably not held at my various schools.

As Robert had no interest in being a naval constructor it is very difficult to understand why he agreed to have a try. Robert should obviously have gone to University and this is what he did later. In any case "the quiet boy" was not that quiet and had to suffer being caned for talking in class. It is of course impossible to know what would have happened if we had stayed in England. I would obviously have followed Robert to St Pauls and he would probably have gone to Oxford but beyond that it was in the lap of the Gods.

Although Bishops gave me a liberal education and was run like an English Public School the caning was not excessive. I was only whacked twice but there was a public flogging of a boy for stealing, which I did not particularly enjoy. Actually I don't think the boy suffered much except for his pride. The odd thing was that he was not expelled. In those days nobody had heard of drugs. Outside activities except for the Cadet Corps were non-existent so the only time I got outside the school was for Corps activities. This was a pity as a few visits to Cape Town would have been welcome. For nearly a year the Cadet Corps paraded for the Trooping of the Colour before the Governor-General. This involved a slow march. In the end the event was a complete success and Col. Bull afterwards congratulated the juniors of No.4 company. As we paraded past the Governor-General the Earl of Athlone and Princess Alice I had a very good view of Princess Alice. At the time she reminded me of a coloured washerwoman - which was quite unfair. Later when in the Navy I heard a couple of officers discussing Lord Athlone, the brother of Queen Mary and they mentioned the amazing royal news that he had been

appointed Governor-General of Canada.

It was pretty obvious that Bishops did not have the wealth of some English public schools. This was because periodically the whole school had to weed the playing fields after school. One sport that I enjoyed at St Pauls was not available at Bishops - that was rowing. Unfortunately there was no river near Bishops that we could use for that purpose. After a lapse of 80 years I joined the Diocesan College Old Boys Association and hope to obtain an Old Boys' tie.

- (1) F.W. Sweetingham (Thelma's father) was a Commissioned Gunner in the Royal Navy and the Officer in charge of the Armaments Depot in 1922. In 1925 he became a Lieutenant and retired in 1928.
- (2) This small private school in a house, was at No.14 Highway. It also took boarders from the then Rhodesia. It shut down after approximately 5 years.

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#### UNION TAVERN (contd)

On 3 August 1803 the property passed from Bissinger to Frans Petrus van der Schyff for 25,000 guilders (Deeds Office Transfers Vo.2 Part 1 Folio 200 Transfer T.98). Van der Schyff then sold it in 1815 for 50,000 guilders to Louis Baumann who used the building as a small hotel, but within 5 years he was bankrupt and at a public sale the building only realised 17,500 guilders. A year later the price had dropped to 11,600 guilders when Murdock Morrison bought.

In 1838 it was sold to James Bailey. Sadly he died soon afterwards and despite the renovations he had done, it was valued at only £400 in his insolvent estate. Time and again this sad sequence was repeated until as recently as 1913 when it was again subject to a forced sale as part of an insolvent estate.

In the 1950's it was sold to a Coloured gentleman and was then occupied by several families until the "forced removals" of 1967. By then it had a badly-rusted corrugated-iron roof and in several places the walls were crumbling through dampness and neglect. It was by now the haunt of vagrants and squatters when some of the yellowwood beams and some of the floorboards were used as firewood.

Round about October 1975 Roger and Gaye Platts bought the neglected building and set about restoration which took several years. They paid R9,000 for the property and spent approximately R20,000 on its renovation/rebuilding, in those pre-inflation days, quite a lot of money. In March 1982 the Platts had the excitement of having the almost rebuilt building declared a National Monument.

In 1996 it was bought by Peter and Dorothy Fewell who have kept it in pristine condition and tastefully refurbished the interior to suit their particular needs. The property is now 200 years old and with the Fewell's encouragement the Society has provided a plaque which will be fixed to the front wall of the property, giving a short history of the building.

## THEY PASSED THIS WAY

JOSEPH CHAMBERLAIN (1836-1914)

A. E. READ

Joseph Chamberlain did a lot for education in Birmingham in the English Midlands from about 1854 until 1876 when he was returned unopposed as Member of Parliament to represent Birmingham at Westminster.

In 1895 he became Secretary of State for the Colonies in Lord Salisbury's ministry. 1896 saw the failure of the Jameson Raid which demanded his full attention as he was frequently said to have had fore-knowledge of it. During this time he was also very busy piloting the Workman's Compensation Act through Parliament. It was Chamberlain who had chosen Sir Alfred Milner to come to South Africa as High Commissioner in 1897. Chamberlain's tenure of office as Colonial Secretary between 1895-1903 is always regarded by historians as the turning-point in the history of the relations between the British colonies and the mother country. He was also busy during this period in settling differences between the Imperial Government and the Colonial Delegates which resulted in the passing of the Australian Commonwealth Act in 1900.

The settlement after the Boer War was full of difficulties, financial and other, in South Africa. In November 1902 Chamberlain (accompanied by his wife) travelled extensively in South Africa from 26 December to 25 February 1903. Chamberlain arranged with the leading Transvaal financiers that in return for support from the British Government in raising a Transvaal loan they would guarantee a contribution of £30 million which by as much, should repay the British Treasury the cost of the war. When he returned in March 1903, satisfaction was general in the United Kingdom over the success of his mission.

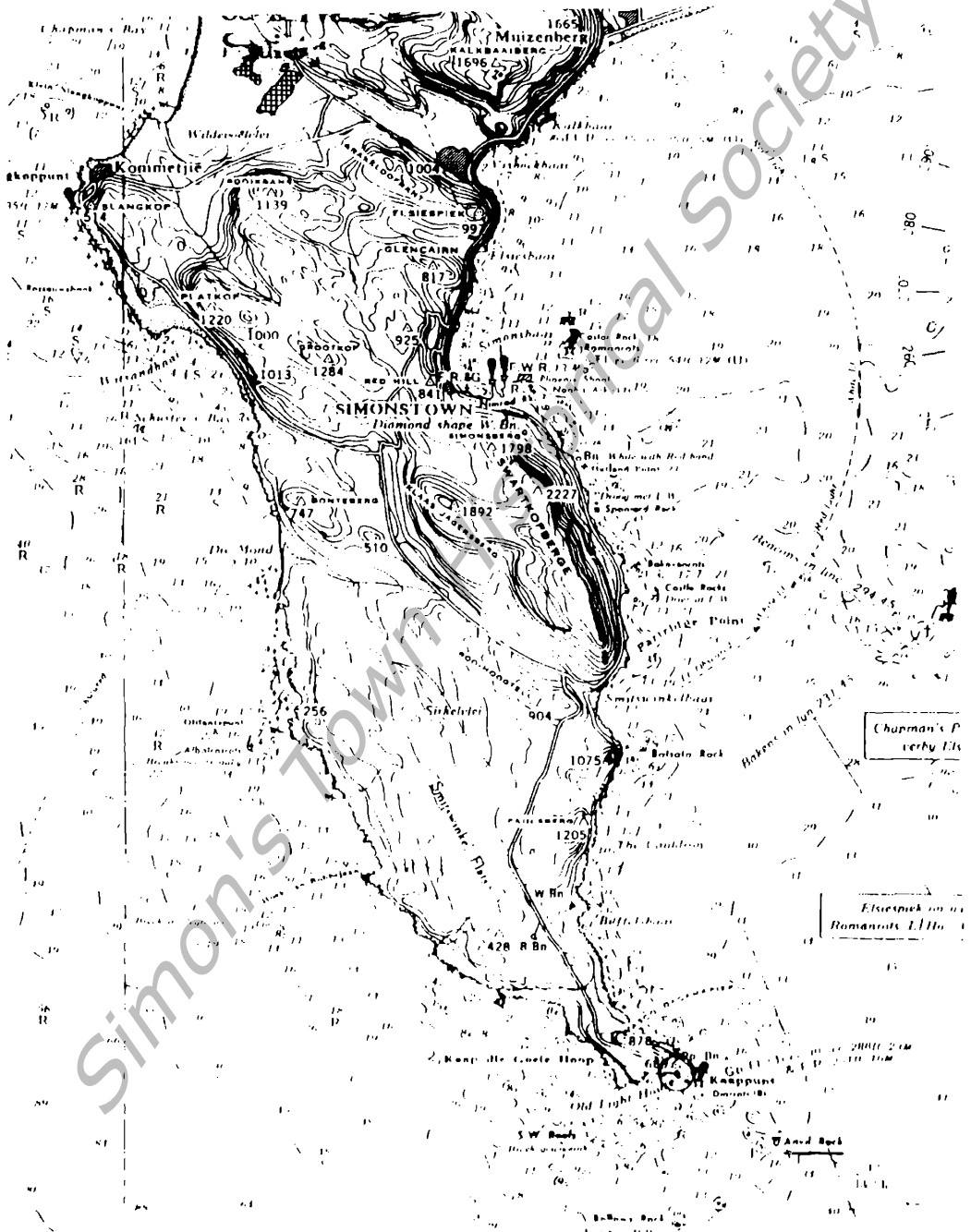
On 21 February 1903 (Saturday afternoon) Mr and Mrs Chamberlain left Cape Town for Simon's Town on a special train, accompanied by the Governor Hely-Hutchinson, Lady Hely-Hutchinson, Lord Monk Bretton and others. As the train passed the various stations, hearty cheers were given by the people assembled on the platforms. At Kalk Bay the King's Hotel had a brave display of bunting, which was especially noticeable from the line and attracted Mr. Chamberlain's attention. The train did not arrive at the naval port until dusk but long before that time the Simon's Town platform was crowded by all the notabilities of Simon's Town including the naval and military personnel, while on the high bank overlooking the station was congregated the greater portion of the population. Soon after the arrival of the train the party disembarked and left the station for the short walk to Admiralty House whereupon the crowd outside burst into shouts of welcome. The party remained at Admiralty house until Monday morning.

The Chamberlains had two sons and a daughter. The eldest son Joseph Austen (1863-1937) was also a member of Parliament. The younger son Arthur Neville (1869-1940) entered Parliament when

he was 50 years of age and is best remembered as the man who as Prime Minister conducted negotiations with Adolf Hitler just before World War II.

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See article on next page

## ALEXANDER DALRYMPLE

## STEPHEN MUIR

Forty years later back in Simon's Town again, I was reminded on a visit to the Museum, of my service in HMS DALRYMPLE by a ship's plaque and by a French chart of Simon's Bay based on a survey by Alexander Dalrymple in 1775. (In a book on local history the same chart appears attributed to "the Frenchman Dalrymple" and, to confuse matters even more, in an article on Horatio Nelson at Simon's Bay which appeared in *Mariner's Mirror* in 1986 there is a reference to a "Captain" Dalrymple charting the bay).

On 24 April 1775, Alexander Dalrymple, a civilian passenger aboard the *GRENVILLE*, an East Indiaman, sailed from Plymouth via Simon's Bay for Madras. Three days later Captain James Cook in *RESOLUTION* left False Bay for Britain where he arrived in July to complete his second voyage of discovery. The tracks of the *GRENVILLE* and the *RESOLUTION* thus crossed in mid-Atlantic. In fact it might well have been Dalrymple who was in command of the *RESOLUTION* and not Cook. But Cook it was, returning in triumph from the second of his great voyages. Partially at least this was so as a consequence of Dalrymple's role, as the leading British propagandist arguing for an expedition to sail into the Southern Ocean to search for the fabulous continent long believed to exist there. Cook was sent to find it.

As a young man Dalrymple had joined the East India Company in Madras. His interest, however, lay not in India itself but in developing trade routes for the Company through the spice islands and beyond. To this end he researched in the archives the voyages of discovery by the great Portuguese, Spanish and Dutch navigators of the previous two centuries. On his return to England in 1765 he set himself up as a publisher of charts and continued his researches into voyages in the South Seas which he also published. These researches led him forcefully to argue for the existence of the Great Southern Continent which, since the time of Aristotle and Ptolemy, was believed had to exist to balance the landmass in the northern hemisphere. Since then the grip which this supposed continent held over man's imagination had caused it to be firmly depicted on world maps. Dalrymple's "Chart of the Ocean between South America and Africa" incorporated a continent, a mass of land with a coastline majestically sweeping around the earth, complete with headlands, capes, bays, inlets and rivers. He had extracted this continent from a fanciful map of 1587 by Abraham Ortelius, itself based on a 1531 map copied by Mercator in 1569. *Terra Australis Incognita*, as it was known, was believed to be bursting with riches: gold, silver, diamonds and spices, fertile and well populated. The British had recently lost their American colonies. Dalrymple, in the foreword to his "An Account of the Discoveries made in the South Pacific previous to 1764" contended that the trade with the Southern Continent could replace the trade with the two million ungrateful Americans. The wondrous land in the South Sea was waiting to be exploited by the first European power to find it. The Spanish, the Dutch and latterly the French had all sent expeditions in search of it. Now it was the turn of the British. Who better to undertake this task than

than Alexander Dalrymple, its leading proponent who, while serving in Madras, had honed his hydrographic skills on the edge of the Pacific. The President of the Royal Society certainly thought so and forwarded his name to the Royal Navy which was to provide the ship, the ENDEAVOUR. The expedition, under cover of measuring the passage of Venus across the sun in Tahiti, was given secret instructions to search in the Pacific for the continent.

In 1999 the South African Post Office issued a stamp depicting the ENDEAVOUR. In an article in the Philatelic Services magazine it is stated that "the main objective of Cook's voyage was to observe the Transit of Venus across the face of the sun in Tahiti, to determine the extent of what the geographers then called Terra Australis Incognita" - an example of contraction resulting in error.

Dalrymple, always a prickly character, at this stage in his career had poor relations with the Admiralty, also he was a civilian. As a result the First Lord turned him down flat and chose instead a Warrant Officer James Cook. During his first great voyage (1768-1771) Cook proved that in vast tracts of the South Pacific no land existed. On the ENDEAVOUR's return Dalrymple criticised Cook for not trying hard enough to find the continent. In 1772 Cook, now in the RESOLUTION, set sail again for the Southern Ocean. Three years later in August 1775 when the GRENVILLE dropped anchor in Simon's Bay, Dalrymple still had high hopes that Cook had found the Continent (Dalrymple had recently published an up-dated version of his researches making even more fanciful claims). These hopes were dashed once more and for all, when Dalrymple learned that Cook had laid to rest for ever in the icy wastes of the Southern Ocean the long shadow of Terra Australis Incognita. The continent, if there were one, was too far south to be of use to man.

On arrival at the Cape, Dalrymple, apparently undeterred by this total refutation by Cook's voyage of the interest which had driven him for the past twenty years, set about a survey of Simon's Bay. He was well qualified indeed to carry out this job. While serving at Madras in his youth he had learned seamanship on trading voyages and had himself captained a small East India Company ship on a secret service mission through the ill charted East Indian islands against the prevailing winds to map out an alternative route to Canton. Later he wrote a treatise on marine surveying.

It was not unknown for ships not flying the Dutch flag to carry out surveys in False Bay as foreigners did not trust the Dutch charts. Between 22 August and 12 September 1775 Dalrymple surveyed False Bay taking bearings from the GRENVILLE and using eleven land stations with flags: before the Governor's house in Simon's Town (now the Museum), on Lion's Rump, at Elsie's Bay Point, at Fish Hoek Point, at Halfway House in Muizenberg, on a sand dune at the head of False Bay, at Constantia, on a hill above Simon's Town and at two other points. A 1,500 foot baseline was set up on a sandy beach under Sandhill (probably the hill now covered in vegetation between Luyolo location and North Battery - Ed.) but as the measurement was only made with a

Logline it was insufficiently accurate to determine remote objects. In 1799 Dalrymple published his plan of the Bay together with a 24-page supplement providing a detailed description of the survey "giving the angles for determining the reciprocal positions of the lands around False Bay and the Cape of Good Hope and especially intended in completing a survey of Simon's Bay, taken in August and September 1775 with a small brass Hadley made by Bird". The tables of the angles of the views he had taken were connected with a series of views of land by Benjamin Henry, an engraver, whom Dalrymple employed chiefly as an artist. An amended edition of the chart was brought out in 1797 incorporating the rock on which the TRIDENT grounded in 1795 which was subsequently surveyed by Lt. Whittle RN.

Another rock, this one just outside False Bay and a greater hazard to shipping, was instrumental in Dalrymple attaining the post which he had long treasured. While at Simon's Bay in 1775, Dalrymple had made a trip to Cape Point to view Anvil rock but was foiled by bad weather. In the previous ten years two ships, the CAESAR and the MEGRE, had been wrecked on this rock and three years after his visit the COLEBROOKE, an outward-bound East Indiaman, grounded in the same area to be wrecked across the Bay on a reef. In 1779 Dalrymple, by then back again in London from India, successfully petitioned the Directors of the East India Company for the post of the Company's first Hydrographer. In his memorial to the Directors supporting his application, Dalrymple stated that there was no tolerable set of charts for all parts of the navigation to India and much was needed to be done to complete the work so ably begun by D'Apres de Menneville, his French counterpart and author of the Neptune Oriental, with whom he had been exchanging reports from ships' journals on the Anvil rock since 1767. He added that if all the available information had been provided to Captain Morris of the COLEBROOKE he would not have struck. The Chairman of the Directors, in approving Dalrymple's application, declared that the expense of the loss of the COLEBROOKE was more than the expense of such an office for all eternity. Sixteen years later in 1795 Dalrymple was appointed as the first Hydrographer of the Royal Navy, a post which he had applied for thirty years before.

The chart of Simon's Bay in French in the Simon's Town Museum was the fruit of the close co-operation which Dalrymple enjoyed with his counterparts in the French hydrographic service both in the exchange and production of charts and in the analysis of ships' logs to determine the best courses to sail.

Dalrymple's first and closest collaborator was D'Apres de Manneville (1705-1780), a sea captain who since 1735 had been collecting charts and other material on the African coast and the East Indies which led to the publication in 1745 of the Neptune Oriental. In 1762 he was appointed head of an office established by the French East India Company to publish charts. Dalrymple started his correspondence with de Manneville over the journal of the CAESAR after her wreck on Anvil rock in 1767. He sent the Frenchman his chart of the South Atlantic for comment and gave him permission to publish his collected charts, including the one of Simon's Bay. On Dalrymple's side, one of his main sources of charts, was the Neptune Oriental.

Especially remarkable was the circumstance that co-operation between the British and French hydrographers - they regarded themselves as scientists - transcended nationality and their commercial rivalry, a rivalry which was particularly keen over the search for the continent in the southern ocean. While Dalrymple provided Cook with a proof copy of his latest researches in the South Pacific with its valuable charts; de Manneville was successful in urging on Louis XV a voyage by Kerguelen to the Indian Ocean to re-discover *Gonneville* land, the French version of *Terra Australis*, allegedly discovered in the 17th century. Furthermore, for much of the time Dalrymple held office, the two countries were actually at war with each other, Even this did not stop exchanges on a scientific level.

Eventually Dalrymple's high-mindedness contributed towards his downfall. In 1796 he took on as a temporary member of his staff at the Hydrographic office *Eduard de Rossel*, an exiled French naval officer and surviving member of *Buni d'Entrecasteaux's* scientific expedition to the Pacific. The British captured a complete set of the expedition's charts en route home from *Ile de France* (Mauritius). Before returning the charts to France, Dalrymple made a copy which he kept in his safe, refusing to allow its use to correct British charts, arguing that the niceties should be observed by scientists who did not get to war with each other. At this time the Royal Navy's losses through shipwrecks were eight times greater than by enemy action. A special committee set up in 1807 to advise Dalrymple on the selection of charts recommended his replacement by a younger man. One year later he was dismissed and died two weeks later.

In 1811 the Institut National in Paris, not knowing that Dalrymple was dead, elected him a corresponding member.

In 1966 HMS DALRYMPLE was sold to the nation which in the 15th century had launched the European exploration of the world's oceans - Portugal. She was renamed ALFONSO DE ALBUQUERQUE.

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ACTIVITIES OF R.N. SHIPS ON THE EAST AFRICAN COAST  
(HMS HERALD, MOSQUITO, REDBREAST & PIGEON)

A.E. READ

The colonisation of Africa north of the Limpopo River, the border between South Africa and the then Rhodesia, brought a conflict of interests between Britain and her oldest ally the Portuguese. The whole area was in a state of convulsion, the "rebel" Portuguese troops defied the control of the Governor of Mozambique and persisted in attacking the English. There was a minor skirmish, known as the Battle of Chua on 11 May 1891, when the fort at Massa-Kesse surrendered to Captain Heyman.

At this time Manicaland, part of the future Rhodesia, was an untamed country and three nurses, Blennerhasset, Sleeman and Welby set out on a 210 miles walk from Beira to Penhalonga on 1 July 1891. They had promised Bishop Knight-Bruce of Bloemfontein their assistance in setting up a mission hospital in Mashonaland. There was no road and no railway so they had to walk all the way through this fever-infested countryside. They had been inspired by the work done during the Crimean War by Florence Nightingale, who was closely associated with the Anglican Women's Orders. The nurses went from Durban to Beira aboard a small coaster which plied these waters.

When the nurses arrived in Beira on the IRYIAN to begin their walk they found the Royal Navy present in the form of the ship HMS MAGICIENNE (Captain Pipon who was also acting-Consul in Beira). Also there were HMS BRISK and the gunboat PIGEON. Captain Pipon entertained the nurses to lunch aboard and gave them a guided tour of the ship. Rose Blennerhasset professed herself most impressed by the ship and its torpedoes, these a fairly new sensation. She describes the ship as beautiful but not very comfortable. She says the engine-room took up an immense space and the accommodation of the crew seemed to be of little importance. Electric bells, springs, lights and appliances abounded on board; every shelf and cupboard did something offensive or defensive. The kitchens (galleys) were as perfect as the engine-rooms. That evening they all went to a concert in HMS PIGEON whose acting-Captain Mr. Jerram was Vice-Consul at Mpandas—70 miles inland from Beira. Captain Winstow was in charge of HMS BRISK. Lt Robertson of BRISK took over as the new Vice-Consul. The nurses were advised not to venture on shore as Beira was very dirty and there was an anti-English feeling.

Dr Todd of MAGICIENNE spent much time looking after the sick at Mpandas and the nurses stopped to help him because as well as the white patients there were 30 sick Africans, more than he could manage on his own. They enjoyed working with Dr. Todd. It must be remembered that at this time many people seeking their fortunes in Rhodesia were entering the country via Beira.

The nurses stayed 2 years before being relieved at their Mission hospital at Penhalonga. They then returned to the coast along a well worn dirt road. They boarded the KAISER, a German coastal ship which took them to Zanzibar. Here they called in to the

English church (cathedral) and found Bishop Smythies entertaining the Chaplain from HMS RALEIGH. Next day they went aboard HMS RALEIGH to tea with Admiral Bedford who was exceedingly kind to them and said many encouraging things about their work. They then set sail for Aden and Port Said en route to England to regain their health after suffering many bouts of malaria. Rose Blennerhasset later went to nurse in St Helena and died in 1907. Lucy Sleeman married but died in 1905 aged just 38. Beryl Welby in December 1893 married a Dr Litchfield of Umtali.

Since 1890 the Royal Navy had at least two Gun Boats HMS MOSQUITO and HMS HERALD patrolling from Chinde a port at one of the mouths of the Zambezi River up as far as Tete and also up the Shire River for a short distance. It was quite hazardous as there were many, many sandbanks and the ships' logs tell only too well the number of times the crew had to push them off these. The crew were never free of Malaria and every year a new crew was brought in. If one used the Quilimane River which was more easily navigable for about 20 miles one had to tranship by portage to the Zambezi and this was not practicable.

The first trip up river was made on 7 September, HERALD and MOSQUITO being escorted by two first class screw gunboats HMS REDBREAST and HMS PIGEON (6 guns each, between 755 and 805 tons and 1200 h.p.). The stores came across the Bar in native canoes, quite a laborious job, but a precaution taken to ensure that none of Her Majesty's ships grounded in the river. HMS HERALD and MOSQUITO, were sent out in a transport, the BUCCANNEER, in sections and arrived at Zanzibar on July 8th. They were manufactured by Yarrow & Co of Poplar, London. Yarrow had practiced assembling and dismantling them (in 7 hours) but it was a different matter doing that off the African coast. Extra artificers and carpenters for re-assembling them arrived with HMS REDBREAST. Nobody says from whence they came but it is presumed that they were "borrowed" from other Royal Naval ships present in Zanzibar. Kipling refers to these gun-boats in his "Judson and the Empire" in "Many Inventions". The operation was supervised by Captain The Hon. Sir E.R. Fremantle.

The depth of the Bar at Chinde was 19ft at spring tide and 15 ft (max) at neap tide and it was deemed safer to have 4 ft to spare, therefore small ships like HMS THRUSH touched bottom when coming over the Bar. In September 1896 the German steamer PETERS drawing 10 foot of water grounded on the Bar. Later on when HMS SPARROW went from Zanzibar to Chinde with stores for the gun-boats these were transhipped at Beira into the holds of the Rennie steamer MATABELE. Despite these difficulties the British Government would not sanction the supply of a steam launch to be stationed at Chinde to make operations easier.

Some times new crews arrived in an R.N. ship (e.g. HMS DWARF in July 1901) or took passage in a Rennie's coaster such as the MATABELE. The senior naval officer was termed "Senior Naval Officer H.M. GUNBOATS on the Shire & Zambezi Rivers". The ships were mainly crewed by Royal Navy men but in June 1901 there is mention that there were African members of the crew. The log does not say if these were Seedies, but maybe this is how Seedies came to take over the duties of Kroomen in the R.N., their home

being the coastal region of Tanzania, just to the north of the Zambezi mouth.

By 1897 moves were being made to attempt to transfer these ships to the control of H.M. Commissioner and Consul-General for British Central Africa but from the Government in London Lord Salisbury refused. This appears only to have happened after the Boer War.

The Gun Boats were coal burning and were stern wheelers. They could carry approx. 430 gal. water which they distilled themselves and approx. 295 tons of coal. The crew were allowed 17 lb of fresh meat per day which they received while in Chinde together with 27 lb of soft bread and 100 lb of fresh vegetables. When up river they supplemented their meat supplies by hunting and cut timber for cooking.

At Chinde there was a small Naval Dockyard. There was one slipway built in 1889/1890, together with a magazine, storehouses and a flagstaff. This was in the British Concession on a sandy spit from which mangrove trees had been removed. This meant that there was nothing to hold the sand. The slip was there primarily for the use of the Navy but could be let out to civilians if required. After a few years it was noticed that at Spring High tides, particularly when the river was in full spate, there was significant erosion. A temporary measure was to fill 50,000 old coal sacks with a sand and cement mix and build a retaining wall at the worst affected place. At these high tides the streets of Chinde were often awash and the Admiralty Storehouses were surrounded by water.

In early 1898 a new concession of 25 acres was obtained on lease to the Admiralty. In April 1898 40 men were sent from Simon's Town Dockyard in the steamer s.s. MOORE (belonging to Rennie's) to build a new slip and to carry out repairs on the MOSQUITO and the HERALD. There was a foreman from the Dockyard in charge of the party and on the naval side this was supervised by a Lt. Cole. The party took with them tents, blankets, mess gear, waterproof sheets etc. A detailed daily account of labour performed by each man had to be kept and the two tasks were to be costed separately. They were to work Dockyard hours of 48 hours per week and overtime was to be avoided. On 19 July 1898 HMS MAGICIENNE was ordered to proceed to Chinde "to report fully on all circumstances connected with the new slip and Admiralty compound". She was due to arrive there on 10 August. Everything must have been found to be in order for the party left Chinde on 21 September to return to Simon's Town accompanied by the Foreman and Lt Cole. In June 1899 the Admiralty informed the Commander-in-Chief in Simon's Town that attempts should be made to sell the slip for £200 to a syndicate of Chinde merchants, specifying that the Admiralty would expect to have first option on its use should an emergency arise.

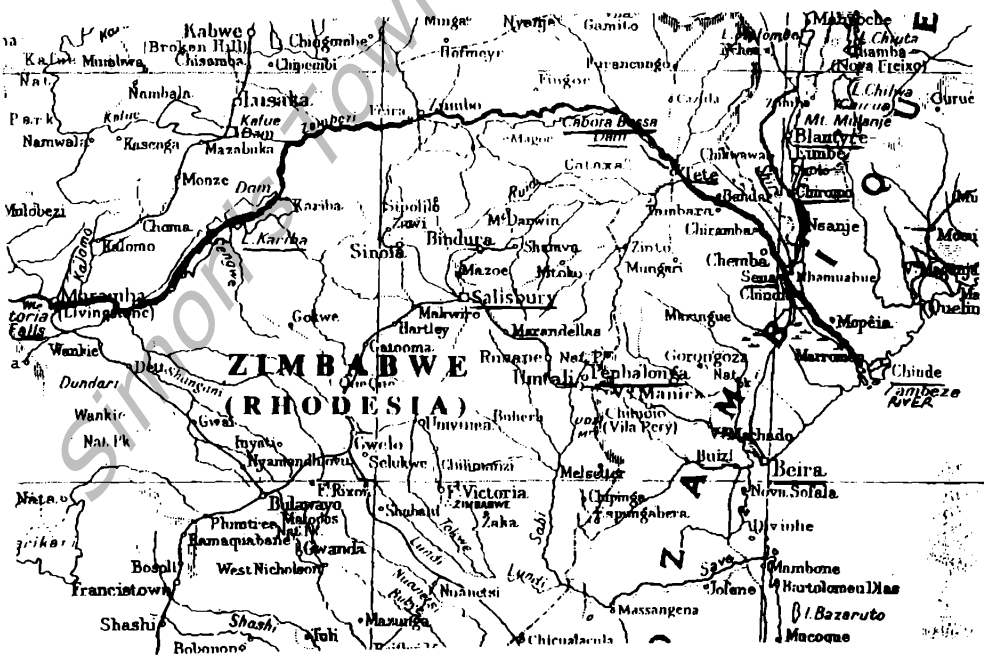
Supplying these ships and any personnel at Chinde was not easy. All food and stores came from the African Lakes Corporation whose Head Office was in Glasgow. The R.N. was obviously not going to become involved in commissary matters when this firm was supplying all the African lakes regions but one can imagine that

there were frequently shortages of food and fresh vegetables. There were many civilian ships on the Zambezi at the time e.g. POLYDOR, ANDRADE, KING, DUCHESS, SIR HARRY JOHNSTONE (belonging to the African Lakes Corporation), ARROGANT, EMPRESS, SHIRE, CAMERON and MILLIPEDE so presumably the Royal Navy could cadge food on occasions. There was also the CARABINA a Portuguese gun boat but she was occupied in trying to keep the British out of the Zambezi as despite a treaty between Britain and Portugal the local Governor was officially not friendly, however behind the scenes he and Fremantle got on very well socially.

As well as protecting British interests in Eastern Africa these boats were to fix the longitude of various places on the two rivers and for this purpose HMS HERALD was reluctantly supplied with a deck watch or chronometer. Much correspondence ensued regarding this. I am sure that by 1902 the Royal Navy were pleased to pass the responsibility for these two ships over to another authority, the Colonial Office.

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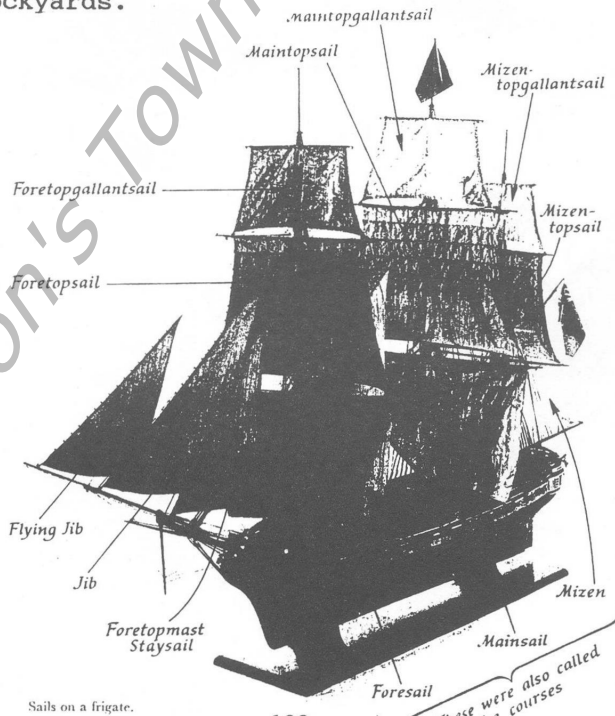


Modern wood is kiln-dried to save time on seasoning. How did craftsmen speed up the drying-out process when we had wooden ships?

There was no artificial seasoning of timber during this era, however only deciduous woods such as oak were used to construct the hulls. Masts needed strength and a supple resilience which depended on the presence of gummy resin which, in conifers, is the counterpart to sap in deciduous trees. In Royal Naval Dockyards, oak was exposed to the sun and air to remove the sap and give it strength and durability, while timber for the masts was kept underwater to retain its springiness. Seasoned timber, as defined by Admiral Smyth's "Sailor's Word Book" was that which had been "stocked for one season at least".

To aid the seasoning process, a new vessel might be left standing for a while after she was framed and dubbed out (smoothed), ready for the planking. The oak to build HMS VICTORY was set aside in 1746 so by the time building started in 1759 it had been seasoned for more than 13 years. But this was an ideal situation. For at least 200 years Britain suffered a serious timber shortage - the result of poor management and increasing demand. Apart from shipbuilding, wood was also needed for house-building, barrels and the conversion to charcoal for smelting iron. One way round this shortage was to re-use wood from ships which were broken up.

Under Samuel Pepy's administration the Navy built 30 ships with unseasoned timber which, within a few years, were all devastated by dry rot. In later years, early signs of dry rot were seen before ships had even been launched, while shipwrights fought for the possession of every stray green log that found its way into the Naval Dockyards.



PAMELA SHELTON (Nee BUCKHAM)

Pamela was aged 13 when she arrived in Simon's Town the first time on the ATHLONE CASTLE in January 1948. Her father William (Bill) was sent out by the British Admiralty as Chargeman of Fitters in the Simon's Town Dockyard. Her mother Ivy and her brother Leonard came too.

Pam attended Wynberg Girls High School. There were around 30 pupils in her class. She studied English, Maths, Geography, History, French, Latin and Science and played hockey and netball.

Her father was a member of the Home Agreement Club which was in the old school building and is now the Sheriff's office. He was also a member of the Freemasons (Phoenix Lodge). Mr. Buckham was also the choir master at the Dockyard Church and the organ was played by Mr. Shaw. Choir practice was on Friday nights. Pam was confirmed in 1949. The family lived in Hamoaze Court next to Mr & Mrs Symons and their daughters Margaret and Freda. The Tammadge family were on the floor below.

Pam has very clear memories still of her arrival in Cape Town. The family were very relieved at having survived intact the 2nd World War and thrilled at the idea of travelling by boat to South Africa. Her knowledge of South Africa was miniscule so she had dreamed of arriving to live in a mud hut and being surrounded by wild animals! She says "I will never forget my first sight of Cape Town and Table Mountain - it was so civilised and so beautiful. I found life at school rather difficult because most of the girls were from wealthy homes and my background was very simple. Once we moved into the flat in Hamoaze Court I made friends with the other English girls like Pat Pope, Anne Tammadge and Sheila Brown and we have remained friends till this day. South Africa was a land of vibrant beauty and plenty of colour. We spent carefree days on Seaforth Beach and we were so very happy. Little did I know when I left in 1950 that we would soon return!"

The Buckhams returned to South Africa on board the PRETORIA CASTLE in June 1952 when Bill Buckham came back to Simon's Town Dockyard, this time as Inspector of Fitters. This time they remained for 3 1/2 years. It was during this time that Pam met her future husband who was a member of the Royal Marine Band in HMS EURYALUS.

This time round the Buckhams lived at "Ocean View" one of 4 houses between the top of Belmont Road and Jackson Avenue, since demolished although they were not old houses. Their next door neighbours were the Fry family. It was during this time that all four members of the family were in the Dockyard Church Choir. Pam was around when the mural was painted in the Dockyard Church. She was now 18 and found employment with the Standard Bank, first at its branch in Kalk Bay and later in Simon's Town when it was still in the De Beers Building. She remembers that all bank accounts were hand-written in large ledgers while the statements for customers were printed on a simple Burroughs calculating machine. Those were the days!

Pam began helping with the local Brownie pack, first as Tawny Owl then Brown Owl. She also joined Anchor Players, playing such diverse roles as Charlady and the romantic leading lady. She became a Patrol Leader of the local Girl Guides along with Marian Rouse (nee Roberts) and when Lady Baden-Powell visited Cape Town they were two of a Colour Party who represented South Africa and carried the National Flag at a large pageant.

Pam and her husband spent several weeks here early in 2000 and visited many of their old haunts. We are very grateful to her for giving us her thoughts on life here and putting us in touch with some of her contemporaries thus enabling the Museum to build up its records.

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PATRICIA OBORN (nee POPE)

Patricia came to South Africa on Christmas Day 1946 aged 11 years. Her mother was Lilian and her brother Terence. Her father Frederick had been sent here to the Simon's Town Dockyard as an Armament Fitter (mainly connected with work on gyroscopes). They arrived on the CAPE TOWN CASTLE. Frederick was another of the Home Agreement Men and also belonged to their club but was not a Freemason. The Popes lived in Solent Court in a 4-roomed flat and their neighbours were the Wests and the Redmans.

Patricia was so excited on boarding the ship - "beyond my belief in luxury" she says. Her father came up from Simon's Town to meet the ship and they caught the train back to Simon's Town. They had to wait for a flat to become empty and in the meantime rented 2 rooms from Mrs Tredree with whom they had Christmas lunch. "After leaving war torn England, South Africa was like arriving in the land of milk and honey. I had never imagined there was so much fruit, most of which I had never seen or heard of before. Food was so plentiful I was in awe. The vibrant colours everywhere of the clothes worn and the flowers. A particular pleasure was the music and colourful clothes worn at the Coon Carnivals. The rhythm and the perfect harmony of the voices was to inspire me music-wise. The Home Agreement parties held for the children were a highlight. The first one I attended was when I met Pamela Buckham, Sheila Brown and Anne Tammadge with whom I have remained friends to this day."

Pat attended Simon's Town Secondary School and counts herself fortunate to have been taught by Mr Monty Green and Mr van Zyl. She studied English, Maths, History, Geography, Cookery, religious instructions, Algebra, Health and Hygiene. School in Simon's Town was a more pleasant experience than it had been in the U.K. during wartime. Many happy hours were spent on Seaforth Beach with the other schoolgirls and Cecil Ball, Peter and Koos Loubser. Pat's parents were great friends of Douglas and Norah Hodge (nee Bent). Douglas was from Saltash, Cornwall as was Lilian Pope but Norah was born in Simon's Town. At that time the Hodges and Balls lived in Paradise Road.

Pat feels that her education in England had been abysmal due to

the shortage of teachers and the overcrowded classrooms. She had also been evacuated away from home so all in all her schooling had suffered. It was at Simon's Town Secondary School that Mr van Zyl fuelled her interest in English and poetry.

Pat's brother Terence James, finished his apprenticeship in Simon's Town as an Engineering fitter, in fact her father extended his stay out here till Terence had his certificate. He then went on to join the Merchant Navy as an Engineer Officer with Cunard. He eventually became a Senior Engineering Draughtsman.

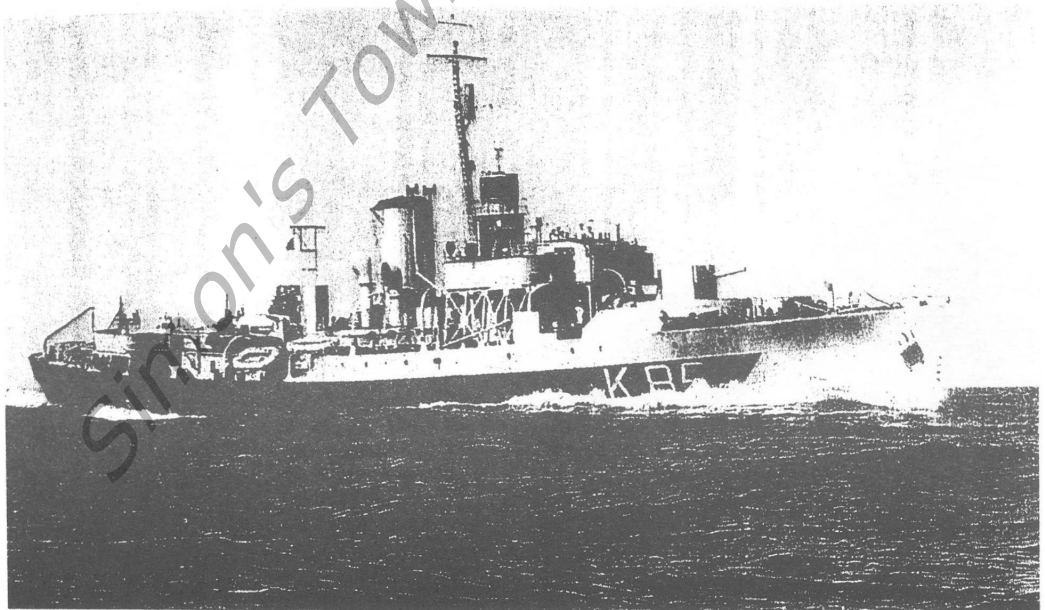
#### WAGONS AND CARTS IN SIMON'S TOWN

Further to our article in Vol.21 No.2 July 2000 p.98 we thought members might appreciate the following snippet.

The Postmaster Mr R.M. Wood wrote to the Town Clerk Simon's Town on 28 May 1907 as follows:

"I have the honour to draw your attention to the annoyance and inconvenience subscribers to the local Telephone Exchange are subjected to, through their apparatus being put out of circuit by reason of the wires being tied together by ends of the long whips used by drivers of bullock teams. In bringing the matter under the notice of the Municipal Council I am acting under the belief that the Council have the power to deal with the nuisance complained of, and in the hope that they will favourably consider the question of taking steps towards abating the evil".

Ref. STM 75:148.



The Flower Class Corvette HMS Verbena (K85). The Minesweeping Davits are Clearly Seen on the Stern.

## HMS VERBENA (K85) - A "FLOWER" CLASS CORVETTE

A.E. READ

HMS VERBENA was one of over 135 of this type of ship built in the early stages of the 1939-45 war. Under the 1939 Supplementary Estimates 56 of these were built. Later 10 more were built in Canada. This eased the urgent need for this type of escort vessel and the others were built by various shipyards dotted around England. The originators were Smith's Dock Co. Ltd who designed them. They were based on the general commercial design of Smith's SOUTHERN PRIDE. They came to life as the fictional COMPASS ROSE in Nicholas Monserrat's novel "The Cruel Sea". Soon after being put into service it was decided to extend the forecastle deck aft to the funnel which kept the ships drier and provided additional crew space as crew numbers grew with the addition of radar etc. Originally they had a crew of 58 but by the end of the war it was over 70 in some cases.

VERBENA herself was built by Smith's Docks on the Tyne and commissioned in October 1940. She had a single screw driven by a quadruple expansion reciprocating steam engine and had oil fired boilers. She had one 4 inch A.A. gun and 1 pom pom. She sailed from the United Kingdom via Simon's Town in 1941 intending to go to Singapore. After Singapore fell while she was en route she joined the Eastern Fleet based in Ceylon. She acted as protection for convoys between Mombasa or Durban and the Far East, her minesweeping role for which she was built, long forgotten. She was 193 ft long and of approx. 925 tons. She won her Battle Honours in the Atlantic in 1941. Her class had evolved from the Navy's need to provide a utility escort vessel. She and 5 others were given the additional role of Fleet Minesweepers. She underwent a refit at Simon's Town Dockyard in 1943 when she was adapted to be able to tow ships as well, as a Fleet Tug. There was much need for tugs on the route between Africa and the Far East with the numerous convoys which were rounding the Cape. The Royal Navy at Simon's Town had only the tug ST DOGMAEL for deep sea work and could in times of crisis call on tugs belonging to the South African Railways and Harbours but these were essentially harbour tugs. Corvettes from this class such as FREESIA, NIGELLA, AURICULA, THYME, CYCLAMEN, GENISTA were used in "Operation Torch" the only major operation mounted from South Africa (Durban) to capture Diego Suarez in Madagascar in May 1942, the overall commander of which was a South African ADMIRAL SYFRET.

Towards the end of 1944 the build-up began for the Burma campaign and batches of small landing craft and armed motor launches (for use up the many creeks on the Burma and Malaysian coasts) were towed across the Indian Ocean. In Cape Town, Port Elizabeth and Durban the S.A.R. & H. workshops were hard at it producing "hardware".

From 12 February to 17 March 1945 VERBENA was in Simon's Town again, this time to be fitted with a new rudder. In the second half of March she was at Durban. Although now converted for use as a Fleet Tug she still had no tow rope as part of her equipment so 60 fathoms of 4" wire rope was provided. By strange

coincidence within a few days she was to gain her first experience of towing. A floating Dock AFD 40, of about 1500 tons, had been built in East London and was being towed to Durban to meet up with HM Tug PRUDENT which was operating from that Port. She had been in Simon's Town in 1943 and again in 1944 for damage repairs and at that moment was undergoing repairs in Durban but as usual completion was not on time. The S.A.R. & H. tug which was towing AFD 40 from East London to Durban was to hand over to VERBENA who would stand-by the dock for 24 hours. All went well until PRUDENT hove in sight when a freshening breeze and rougher seas caused the tow-rope to snap. PRUDENT rescued the dock and towed it to the Far East.

VERBENA sailed 3 days later for Mombasa to continue convoy duty but deviated to Madagascar to deliver official mail. While at Diego Suarez VERBENA received orders to stand-by for another tow - this time of AFD 39 which had been built in Port Elizabeth. An S.A.R. & H. towed it to Durban where it should have met up with HM Tug BOLD (normally stationed in Mombasa). She was delayed up there waiting for spares from America. She was an American-built tug supplied under the Lease-Lend Agreement and there were no spares locally available.

AFD 39 was towed by HMS NORTHERN ISLES which patrolled off Durban. She was an old German-built whaler which had been on loan to the USA earlier in the war. Her peacetime base was Grimsby and she had been converted to Anti-Submarine use. Nine of her sister ships took part in the D-Day landings. She was to meet up with VERBENA off Majunga to hand over. By now HMS LOCHY a River class frigate had entered the scene and was to provide an escort for VERBENA and her tow. They proceeded via the Seychelles, where there were Admiralty fuel tanks and VERBENA could be refuelled as she was consuming fuel at an alarming rate, and then to the Maldives. Thereafter she was "topped up" from HMS LOCHY, no mean feat as VERBENA was not properly equipped for this. Finally three weeks later VERBENA and AFD 39 arrived at Trincomalee in Ceylon. The C-in-C Sir John Power so appreciated the task her captain Lt J.D.E. Lewis had completed that he received a special commendation from the Admiral.

#### References:

Janes Fighting Ships 1942

S.A.'s Fighting Ships, du Toit, Ashanti Publishers, 1992

SAWAS 1939-47 Book of Thanks 1980. Edited by Capt. E.A.S. Bailey  
(a mine of information on both RN & merchant ships at the Cape during 1939-45)

Temporary Tug to Trinco, "The Review" by John Lewis

Harry Tait's Navy by Jimmy Brown, 1944 (ISBN 0 9522706 1 7)

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A further floating dock was known to have been built in Durban but we do not have particulars of this. We understand that this was for use at Salisbury Island, Durban. Particulars would be appreciated if any reader knows. Thank you Editor.

## HMS DALRYMPLE

## STEPHEN MUIR

In the British summer of 1954 a Royal Navy minesweeper, usually deployed on Fishery Protection duties around the northern shores of Scotland, was tied up alongside the Fish Dock in Sunderland in North-East England. I was a Second Lieutenant RNVR aboard this ship fortunate enough to be doing my National Service at sea. A welcome signal arrived from the Admiralty transferring me to HMS DALRYMPLE, a survey ship then undergoing a refit at Simon's Town dockyard. She was named after the 18th century hydrographer Alexander Dalrymple.

After the austerity of post-war Britain, Simon's Town was heaven for the ship's company with girls and brandy at prices even the Ordinary Seaman could afford. So much so that when Dalrymple undertook her sea trials in False Bay two minor acts of sabotage occurred (to the steering gear and the gland between the hull and the propeller) which twice delayed her departure. When she finally sailed about one third of ship's company was adrift. They were soon rounded up and sent to expiate their sins in the naval detention barracks in Fort Jesus at Mombasa, rejoining the ship when she reached there a few weeks later.

DALRYMPLE was due to return to her seasonal survey ground in the Persian Gulf. On the way she was to chart the approaches to Zanzibar town, which had last been surveyed in the previous century, and to take on board a miniature cow from the island of Socotra as a mate for a bull of the same breed which DALRYMPLE had presented the previous season to the Sheikh of Bahrein. Before these tasks DALRYMPLE had a survey to undertake off Ponta Zavora Lighthouse between Lourenco Marques and Beira at the point where the coastline inclines to the north (24° 32'S, 35° 13'E).

Off Ponta Zavora during and after the Second World War there had been two out of the ordinary ship sinkings: the first in 1939 of the AFRICA SHELL, a tanker, destroyed by a German battleship; and the second in 1953 of the m.v. KLIPFONTEIN of the Holland-Afrika lines. She had hit an underwater obstruction. In the sinking of each ship the question of her precise position when disaster struck was the point of issue.

The coastline off this part of Mozambique is unremarkable: there is only a ridge of sand hills 300 to 400 feet high topped by a clump of trees and two light houses. The ten fathom line hugs the shore about half a mile out while the twenty fathom line parallels the coast at about four to three miles from the shore, narrowing to about 2 miles opposite Ponta Zavora and continuing at this distance northwards. Also to the north of the light within the three mile territorial waters there are rocky patches with a least depth of 12 feet.

It is probable that Ponta Zavora featured in the first voyage made by a western ship up the east coast of Africa. Vasco da Gama, after quitting the Natal coast and venturing out of sight of land for two weeks, was forced to return to the shore when his water supply ran out. On 10 January 1498, he anchored safely

among rollers at the mouth of a small river, the likely identity of which is the Iharrima or Zavora river, entering the sea not far from where the lighthouse now stands. Da Gama spent four days near Ponta Zavora where he was well received by the local tribe who brought copper, ivory and provisions for sale.

In November 1939 the pocket battleship ADMIRAL GRAF SPEE (Captain Langsdorff), a commerce raider, was on passage along the coast northwards from Lourenco Marques searching for a British ship to sink in order to draw groups of allied warships, including the cruisers SUSSEX and SHROPSHIRE based on Simon's Town, after her from the Atlantic Ocean. She and her sister ship GNEISENAU had sailed from Germany into the Atlantic before the declaration of war in September 1939. The GRAF SPEE sank six ships without being identified, causing much disruption to British shipping. (In October the ship bearing my wife's parents back to South Africa sailing independently had been diverted right across to South America to avoid the German raider).

At mid-day on 14 November, 20 miles off the coast of then Portuguese East Africa, Langsdorff sighted a small ship considerably inshore of himself. Hoisting the tricolour he changed course towards the ship which made at full speed for the sanctuary of territorial waters three miles from the shore. The ship was the 706 tons AFRICA SHELL (Captain Dove). Langsdorff signalled her to stop but she maintained way until a 5.9 inch shell slowed her down. Bearings taken by her second officer on Point Quessico and Ponta Zavora lighthouses showed her position as two miles off the beach. The Germans sent across a boarding party to whom Dove protested that his ship was inside territorial waters. The Germans denied this and ordered the AFRICA SHELL's crew into the boats to row ashore. The ship was then blown up by a time bomb in the engine room. Dove, who alone had been taken back to the GRAF SPEE, understood that the AFRICA SHELL turned over and drifted ashore. Later Dove took Langsdorff to task for sinking his ship inside Portuguese waters. He was told that the GRAF SPEE, which had circled around the AFRICA SHELL when she was stopped, had never been inside the twenty fathom line which, he maintained, lay outside the territorial limit. As we have seen, if the AFRICA SHELL was due east of Ponta Zavora lighthouse or north of it - she was on a southbound passage - the twenty fathom line would have been well inside Portuguese waters. Dove himself, of course, maintained his fix showed the AFRICA SHELL was only two miles off the coast when she was stopped.

After registering his appearance in the Indian Ocean Langsdorff made a rapid exit. He doubled back into the Atlantic, sailing well to the south of the Cape of Good Hope to avoid the allied search groups he expected would be rounding it closer inshore in the opposite direction. As he steamed abreast of Cape Town Langsdorff, pointing to starboard, remarked to Dove "There is my friend the Commander-in-Chief Simon's Town 600 miles away" (In fact Vice-Admiral D'Oyly Lyon was based in Free Town, Sierra Leone at the time). After refuelling at sea and sinking the liner DORIC STAR, north-east of Tristan da Cunha and two further ships, Langsdorff made for the River Plate where the richest prizes were. There the GRAF SPEE met her end.

It was, however, not the AFRICA SHELL whose fate HMS DALRYMPLE, on completion of her refit at Simon's Town, was sent to investigate but that of the KLIPFONTEIN (Captain Oesterhuis). Launched in 1939 she was a 10,544 ton cargo passenger vessel on the Round Africa Service.

In the early morning of 8 January 1953, catching the high tide, Captain Oesterhuis steamed out of Lourenco Marques (now Maputo) for Beira. He had on board 116 passengers, one dog and 1,500 tons of copper. Also sailing on the same tide that morning was the Union Castle liner BLOEMFONTEIN CASTLE, an intermediate class ship of 18,000 tons (Captain Ferguson), likewise on a passage to Beira where she was due to turn around for the west bound passage to Britain. At lunch time, abreast of Ponta Zavora making 16 to 17 knots in calm weather, the KLIPFONTEIN struck a submerged object. The passengers felt a bump and the ship immediately began to take in water. All the passengers and crew - 234 souls in all - were safely got into five lifeboats and, according to a press report at the time, two hours later were picked up by the BLOEMFONTEIN CASTLE. But what and where did she strike? That was the mystery DALRYMPLE was sent to attempt to clear up.

Reporting on the foundering of this ship is indeed conflicting. Possibly intentionally so. It was generally agreed that no floating object could have holed the KLIPFONTEIN badly enough for her to sink in three hours. Oesterhuis added that she must have struck a razor-sharp rock rising from the seabed - if it had been a solid rock her bows would have been stove in but she would still have floated. The fact that she began to sink immediately indicated that her hull had been ripped open even though she was unusually sturdily built with a five foot double bottom.

When did she sink? One report - in a German record of the ship - states she sank in 45 minutes. This can be ruled out. Another report had it that she sank before the BLOEMFONTEIN arrived to pick up the survivors two hours after they disembarked. This too looks incorrect as Captain Ferguson stated he was on the scene when she sank, keeping station two miles from her. Also there was a photograph of the KLIPFONTEIN actually sinking bows up taken from the BLOEMFONTEIN CASTLE. So, if we allow half an hour for getting the lifeboats away and then two hours before the survivors clambered aboard the rescue ship, we arrive at about two and a half hours between striking and sinking.

Where did she finally go under and what was she doing in the meantime? Reports generally agree that the KLIPFONTEIN was within Portuguese territorial waters about 1 mile from Ponta Zavora when she sank. Confirmation of this is lent by Captain Ferguson's statement on arrival at Durban refuting a press report that he had picked up survivors one mile from KLIPFONTEIN: he was adamant that he had kept two miles away from the sinking ship. This indicates that he did not wish to endanger his ship as she was near the coast. If one mile off is correct and she struck five miles off and sank within two and a half hours, she would have drifted shorewards at a rate of 1.6 knots. Off Ponta Zavora the prevailing current is southerly, strongest in January but usually when there is a wind. On 8 January it was calm. On shore sets may occur but when accompanied by a gale. This

weather pattern suggests she should have drifted along the coast rather than towards it, but not necessarily so, as the currents off the coast are fickle.

After the sinking of the KLIPFONTEIN an editorial appeared in the Natal Mercury stating that the coast was badly charted, that there were strong currents and many uncharted objects. The lives of South Africans who sailed along the coast were at risk. There should be a Commission of Enquiry. On 30 January the newspaper published a letter from the Chief of the Maritime Department in Lourenco Marques denying that the Mozambique Channel was not properly surveyed as a new chart had been issued in 1949.

DALRYMPLE, after off-loading a sailor with a twisted gut in Durban Heads, arrived off Ponta Zavora where she surveyed the area where Captain Oesterhuis reported that the KLIPFONTEIN had struck five miles off shore. No rock hazardous to navigation was found.

There was speculation that what had actually happened on the early afternoon of 8 January 1953 was that Captain Oesterhuis, anxious to reach Beira before the BLOEMFONTEIN CASTLE to get the better berth, or possibly to catch the tide over the bar, cut a corner at Ponta Zavora imprudently too near the shore, not five miles from the coast as was claimed. The captain then put his helm to starboard taking his ship into deeper water from where she drifted back towards the shore eventually sinking one mile from the lighthouse. But exactly where the KLIPFONTEIN struck remains a mystery. The only wreck shown in the area on Admiralty Chart No. 2631 lies four miles east of the lighthouse over 20 fathoms below the surface.

At this time Oesterhuis was accident prone: determined to get back to Lourenco Marques as soon as possible he took a plane from Beira leaving his crew and passengers to return on the BLOEMFONTEIN CASTLE. On the way the plane made a forced landing in a lagoon from where he had to walk to a village before getting a lift to Lourenco Marques.

In 1966 HMS DALRYMPLE was sold to Portugal, the nation which in the 15th Century had launched the European exploration of the world's oceans. She was renamed ALFONSO DE ALBUQUERQUE.

## THE BIG WALK - CAPE TOWN TO SIMON'S TOWN AND BACK

A.E. READ

This started on Friday 5 June 1903 when Tom Widdowson, honorary secretary of the Spartan Harrier Club spoke at a club meeting of the popularity that distance walking was enjoying in the United Kingdom. He suggested that the club be the pioneers of a long distance walk in the Cape Peninsula. So occurred that first Big Walk - from Greenmarket Square in Cape Town to Durban Road, Mowbray and back. This was certainly not a financial success and the club incurred a loss. There were only 62 entries, compared with nearly 30,000 to-day.

The walk did not take place again till 25 May 1924 when the Cape Town-Simon's Town route was pioneered with 72 entrants. It was a men only race. Women first took part in 1926 when a Miss May and a Miss van Hoogstraten, entered, and completed the course. The competitors went as far as the 25 mile stone at Murdock Valley, Simon's Town before turning back for Cape Town. The race was not run during the 1939-45 war.

In 1952 the date was changed to the 2nd Sunday of October - then called Weiner's Day. Till 1976 it was open only to Europeans but from then on it was opened to all races. Sponsorship and management has changed regularly through the years and so has the routing. There are now ten different routes:

Grand Parade to Newlands	9 km	Grand Parade to Sea Point	11 km
"	"	to Milnerton	13 km
"	"	to Retreat	18 km
"	"	to Bellville	19 km
"	"	to Blouberg	20 km
"	"	to Muizenberg	25 km
"	"	to Simon's Town & back	80 km

There is also the "Little Big Walk" 2.5 km which takes place at the Waterfront in Cape Town and is for children under 6 years of age. There are also many new categories including one for people who use wheelchairs. In Simon's Town the activities centre mainly round Jubilee Square and the local inhabitants have learned to stay clear till after noon on race day - there were 24,667 entrants in 1999 !

The entrance fees in 2000 were R35 per adult, R25 for children under 18 and R10 for under 12's. All walkers who complete the course receive a medal and a certificate while spot prizes are also awarded. The race is now under the aegis of the Rotary Club and raises a large amount of money for charities. It has been going for nearly 100 years in one form or another. Its re-institution was inspired by Mr. C.S. Bailey a member of the Spartan Club who was in England in 1922 and saw the London to Brighton Annual Walking Race.

## JAMES DOUGLAS LOGAN ARRIVES IN SIMON'S BAY

### BOET DOMMISSE

The barque ROCKHAMPTON 469 tons, sailed from the Port of London on 12 February 1877 bound for Rockhampton a port in Queensland, Australia. Her master was Captain S. Owen. On board was a 19 year old apprentice, James Douglas Logan, who had left his home in Berwickshire, Scotland to seek his fortune and possibly his brother, in Australia. This was his second seafaring adventure, as he had previously run away from home at 11 years of age to work as a cabin boy on a sailing ship. This spirit of adventure and entrepreneurship dominated his life, indeed Cecil Rhodes is reputed to have said that he had met only two creators in South Africa, himself and J.D. Logan.

Was Logan shipwrecked in Simon's Bay ? The Cape Argus of 30 July 1920 (1), the date of Logan's death, states that "he was shipwrecked in Simon's Town 25 years of age" (he was 19 years old). The Cape Times obituary (2) the following day reads "his ship was wrecked at Simon's Town some 25 years ago". (In fact it was 43 years before that that Logan had arrived in South Africa). According to both D.H. Heydenrych (3) and Lawrence Green (4) "the story goes that the ship was wrecked in Simon's Bay on 1 May" and Green adds "Jimmy Logan reached the shore with the clothes he was wearing and an abundant supply of self-confidence".

The facts are that the barque ROCKHAMPTON arrived in Simon's Bay on 29 April 1877 "for supplies and repairing" (5). The vessel may well have been damaged in a storm as "she put in leaky". For some reason Logan decided to disembark and seek adventure, and no doubt fortune, in South Africa, and his discharge certificate, signed by Captain Owen is in the possession of his grandson, Major John Buist of Matjiesfontein. (6)

Many members will have passed the gates of "Tweedside" or visited the Lord Milner Hotel in Matjiesfontein, where James Logan settled and established his "empire", a tale well told by Robert N. Toms in "Logan's Way, The Life and Times of J.D. Logan...a Matjiesfontein Chronicle" (6). He was a man of many interests and talents, who when praised, at the opening of the Matjiesfontein water works, for the way he had developed a previously arid piece of the country, simply stated "it is not that I have done so much, but that in the Karoo others have done so little!" (4)

Logan's "empire" which included Matjiesfontein Village and a very large acreage of land, the Belmont Hotel in Ceres, the Royal Hotel in Hout Bay, and a wholesale liquor store at No. 6 Adderley Street, Cape Town, was built largely on his catering and water contracts with the Cape Government Railways. He had the sole contract for catering on all the railways in the Cape and unkind people said he made his money out of serving the soup so hot that people could not finish the rest of their meal before the train was due to leave the station! It is not certain that he ever visited Simon's Town again and at the opening of the line to Simon's Town on 1 December 1890 neither the Cape Argus (7) nor

the Cape Times (8) list his name among the dignitaries, although Cecil Rhodes was there.

#### References:

1. Cape Argus 30 July 1920
2. Cape Times 31 July 1920
3. Heydenrych D.H. in "Dictionary of South African Biography Vol. 2; pp 410-11. Tafelberg Uitgewers, Cape Town 1972
4. Green Lawrence G. in "Karoo" Howard Timmis, Cape Town 1955
5. Simon's Town Historical Society
6. Toms R.N. in "Logan's Way. The Life and Times of J.D. Logan - a Matjiesfontein Chronicle" Mallard Publishers, Claremont 1997.
7. Cape Argus 1 December 1890
8. Cape Argus 2 December 1890

#### THE CASE OF THE THIEVING SLAVES

From a translation of the Court of Justice CT.801 (Sentences 1806). Cape Archives.

The slaves concerned were:

- July from Macassar (slave to Jan Pieter Kirsten)
- Apollos from Pernate (slave to Gerrit Croeser)
- Matjang (?) from Bougies (slave to Jan Pieter Kirsten)
- Andries from Mauritius (slave to Jan Pieter Kirsten)
- Toon (origin unknown) (slave to Widow Hurter) &
- Johannes Josephus Jantson aged 41 of Delft, Holland.

At the beginning of July 1804 Matjang and Andries broke into the storehouse of Alexander Tennant at Simon's Town and after having loosened two new planks of the wainscot of the staircase of the Storehouse, made a hole in it and stole 6 chests of Tea and 1,040 pieces of Nankeen cotton which was packed in 5 crates. They immediately sold the tea to Johannes Josephus Jantson for 6 Rix Dollars per case, and hid the Nankeen in the sand behind the house of Jacobus Kirsten before taking it away. After a few days Jantson also bought two crates of the Nankeen. He paid them in Silver and Paper money and afterwards sold the goods at a profit in Cape Town.

July of Macassar, had, with the assistance of Aron, slave to Captain Dunning, sold to the late Hendrik Kannemeyer, (who died in the Public Prison in Simon's Bay), and to Toon, 8 packages of Nankeen for which Toon had paid 90 Rix Dollars in Rupees and paper money. Toon, however, had a twinge of conscience and as he knew they were stolen alleged that he had burnt them but they were shortly afterwards found at the Waterfall with a bag of Nankeen of which only 13 pieces were shown to be good, the remainder rotten, which he threw into the water. Aron, who it

appears was also involved in the selling of the Nankeen, then told the late Hendrik Kannemeyer. Hendrik reported the matter to the authorities. July of Macassar had by this time deserted from the service of Jan Pieter Kirsten and hid in the mountain above Simon's Bay. A few days after Kannemeyer was apprehended, July came down and visited his wife Clarissa who was a slave of the former Harbourmaster Olthof. He threw her a bundle of dirty "clothing" and told her "You must wash that shirt". He then went off towards the side of the mountain behind Kirsten's house. Clarissa opened the bundle and found inside it some silver and paper money so she immediately informed the widow Olthof.

Prior to this theft there had been another on 17 June when it seems that July and Apollos broke open a window of the Storehouse of Jan Pieter Kirsten and in this were assisted by Matjang. From this storehouse they stole a calabash (gourd) of wine and a small quantity of flour, then re-entered the storehouse and stole a sack of flour. They then enticed Andries to help them and broke in again and took two more baskets of flour and another calabash of wine. Not satisfied with that they went on the same night to the storehouse of the Widow Russouw (which was let to Isaac Strombom) which was under the care of Haneke. They used a crow bar and a hammer which they had stolen from Mr. Endres' property. This time they stole the following:

1 roll blue coarse cloth	6 pieces white linen
1 piece striped linen	A quantity of thread and needles
2 bushels of rice	A quantity of biscuit
1 pot.	

Being fair they shared the loot with Matjang, but he took it to Jantzon and sold it to him. They then concealed themselves in a cave on the mountains above the town and it is believed that July actually died in the cave or surrounds during the ensuing year. July and Apollos it appears had also stolen three sheep from the Butcher Veijl and a further sheep from the flock "grazing under the care of the little Hottentot Boy behind the Government's Garden, which sheep the two killed and salted for their own use, which salt they partly collected on the rocks on the beach and partly got from Matjang".

Apollos was at length caught on 4 December 1805 by the guard on the mountains above Simon's Bay. He appears to have deserted in 1801 from Croeser. His arrest led to the arrest of the others in the cave where some of the stolen property was also found. July and Apollos were found guilty of the burglaries and robberies and also aiding and abetting the others. It was stated by the Prosecutor W.S. van Ryneveld, that these crimes could not be tolerated and that they had to be punished to make an example to others. The Court - in the name of His Great Britannic Majesty - condemned the prisoners to be brought to the Place of Execution where July and Apollos were to "be hanged by the neck till they are dead and their dead bodies being transported to the Gibbet outside the Town to be hanged thereon and there to remain as an example till consumed by the birds of the air".

Matjang, Andries and Toon were to be bound to a stake, severely scourged with rods on their bare backs and thereafter Matjang and Andries were to be branded with a hot iron, then put in Chains - Matjang for 25 years and Andries for a term of 15 years and in

this condition to labour without wages in the public works. Toon, after his punishment was to be given up to his Mistress. Jantsen, after having witnessed the execution of these sentences was to be banished from the Colony and its dependances for life under penalty of greater punishment if ever found again in the same."

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There seem to have been frequent robberies from various warehouses but the above is the only one we have found where the case went to court.

In 1758 7 slaves on a stormy night sailed off in the postholder's boat with sails and oars, the report does not state what they stole.

In 1767 12 slaves took sails out of the Company's pakhuis together with 3 muid of meal and a rifle belonging to Mr. Munnik. They also sailed off in the postholder's boat. Neither of these two groups were ever seen again. (VC.28, vc.30 , C.658 Cape Archives).

In 1763 22 slaves belonging to various owners absconded and tried to escape by boat. However the sea was very rough so they abandoned the boat on the beach and set off overland.

In March 1802 the storehouse of Mr. Tennant was broken into and 13 bales of camphor stolen, "notwithstanding the same was under His Majesty's locks, and also the locks of the Marshall of the Vice-Admiralty Court" (at this time George Rex). One hundred guineas reward was offered for any information which would lead to the conviction of the offender(s). (Cape Town Gazette 11/3/1802).



A native of Bougis (left) and Amboina (right). Such people were sold as slaves at the Cape.

## BATHING TRAGEDY AT BOULDERS 1897 and GLENCAIRN 1915.

Margaret Cartwright

A carte-de-viste photograph of a sweet little girl, together with a battered small notebook, are all we have to remind us of our oldest aunt, Alice Lyndall "Lulu" Earp, born in Fraserburg in 1889 and drowned at Boulders in 1897.

My grandfather, Charles Edwin Earp (eldest son of Cape Town merchant Edwin John Earp) after 12 years in Fraserburg, sold this business and moved back to Cape Town in August 1897 to take up his duties at the firm of Maxwell & Earp. Adjusting to life in the "city" (albeit Rondebosch) must have been quite an upheaval for his family of 4 children (Errol aged 9, 'Lulu' aged 8, Olive aged 6 and Kathleen aged 3) and his wife, Fraserburg-born Emma Leonora Findlay. This first summer would be their first experience of the seaside, so it was with great excitement that the family boarded the train at Muizenberg on 29 December 1897 for the trip to Simon's Town at the kind invitation of Mrs Maxwell. In the party were the two youngest Earp sisters-in-law (Gladys aged 11 and Constance aged 10) - whose description of the day's events are recorded in a small notebook as follows:

"We left Muizenberg by the 9.00 a.m. train for Mrs Maxwell. We reached there in safety and then a bathe was suggested. We went down to the beach. A little while after we reached Mrs Maxwell's house (at Boulders), Mr Maxwell and two other men started in a boat to go fishing.

We children undressed, Mrs Maxwell helping the little ones. We then went into the sea and my little sister Gladys and my nephew Errol went foremost. They had got into a hole and were up to their necks. Gladys said to me "Look I am right up to my neck" so I went to help them out. I said "Its best to come a little nearer shore". No sooner had I said it and she and I put our arms out to each other - a dreadful current came and took her from me.

Mrs C.E. Earp was sitting on a rock on shore (being 7/8 months pregnant) and when she heard the cries for help she dashed into the water clothes and all. So did Mrs Maxwell who by this time had just come in for her bathe.

Mrs Maxwell helped my little niece Olive half out and I took her the other part, then Mrs C.E. Earp saved one of Mrs Maxwell's children, Nelly, and her mother took her the other part. Mrs Maxwell then got out of her depth and it was all she could do to get herself and her child ashore.

By this time men were in the water helping and Mrs C.E. Earp who would have been drowned was saved by one of the men. Errol was picked up just sinking and a little while afterwards Lulu who had sunk. Gladys' body could not be found at first but it was afterwards found by one of the men.

The ladies and gentlemen who were present were very kind to us

all and did the most they could for Lulu and Gladys. But at last all hope had to be given up. Errol my nephew seems to be on the way to recovery. The gentlemen were very kind to me and everybody. If it had not been for the kindness of the people 7 lives might have been lost. My father and brothers were wired for and came down in the afternoon. It was all done in a minute."

We have two photographs of "Lulu" (Alice Lyndall) - one taken in Fraserburg and the other taken in Cape Town just before the accident. Errol survived to become a teacher at SACS, but volunteered for active service arriving in England in August 1918 and dying at Aldershot in November in the 'flu epidemic.

Gran's fifth child, Donald MacRobert, was born safely in February 1898. My mother (the seventh child) was born in 1903 and named "Gladys" in memory of her drowned aunt.

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History nearly repeated itself some years later, but this time at Glencairn on 7 January 1916. The Cape Times of 11 January reports on the plucky action of Constable J. Mooney in rescuing and assisting to rescue seven persons from drowning at Glencairn. This time it was my mother Gladys and her younger sister, Leonora (12 and 9 at the time), together with Miss Frances Sargeant (who lived at Glencairn at the time), who had been washed out by the strong backwash - and saved by the combined efforts of the military picket on duty at the wartime "barrier" (about level with the beach subway). Full details of the bravery of Constable Mooney are given in the police magazine NONGQAI of March 1916, p.190. He was recommended for recognition by the Royal Humane Society.

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With drownings and near-drownings in the family, it is no wonder that we all have a healthy respect for the sea, taking care after strong south-easters to avoid the "holes" and be alert to any sign of the backwash!

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CHARLES EDWARD EARP (1843 - 1935) & HIS WIFE EMMA LEONORA EARP (1868-1954)

Charles Edward was the eldest son of Cape Town merchant Edwin John Earp and went to Fraserburg, Cape, in 1885 to open a branch of his father's business Maxwell & Earp. There he met and married Emma Leonora Findlay daughter of John Findlay. They had 6 daughters and 3 sons:

Errol (teacher at SACS); Donald (Storeman); Hudson (teacher at Grey College, Bloemfontein); Lulu (drowned at Boulders 1897); Olive (training college teacher married L.J. Philip); Kathleen (married farmer A. MacRobert); Gladys (teacher married J.A.A. Cartwright); Leonora (teacher & nurse); Ruth (teacher married

H. McJannet (one time Mayor of East London).

In 1897 he sold the Fraserburg business and returned to Cape Town to assist in his father's firm Maxwell & Earp and to live at Rondebosch. He had a wonderful send-off from Fraserburg with several cart loads of friends accompanying them well out of town. In 1914 the family settled at Glencairn, renting accommodation at "Burnbrae" 54 Forrest Way, then "The Manse" Glen Road until the family home "Lyndall" was built in 1937 on their plot at 68 Glen Road and where Janet and Margaret still live to-day.

Mrs Earp was a most energetic church and social worker. After settling in Glencairn in 1914 she became especially interested in the welfare of sailors and, during the 1939-45 war also. She was an active organiser and worker at the Soldiers' and Sailors' Rest Room at Simon's Town - to-day our Town Hall.

For a number of years she was Churchwarden of St Frances (Anglican) Church, organised numerous street collections and functions for charitable purposes and served two periods as a member of the Simon's Town Municipal Council, being first lady Deputy Mayor. She was also instrumental in the opening of a clinic in the Waterfall area of Simon's Town. She was for many years Local Officer of the University of South Africa in connection with the arrangements for the holding of its various scholastic and music examinations in Cape Town.

She passed away in her 85th year and after a service at St Frances Church, was interred at Dido Valley Cemetary. In lieu of floral tributes donations were requested to be sent to the Simon's Town Creche and in her memory the fine organ in St Francis Church was obtained from the Tulbagh Dutch Reformed Church in 1955.



LULU EARP