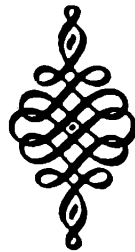


**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



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PLEASE NOTE

PRESENT SUBSCRIPTION RATES (due 1st January each year) are:

SINGLE MEMBERS (or 1st person of a family) R25 p.p.p.a.

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OVERSEAS MEMBERS £10 sterling (due to increased bank charges & postage)

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Welcome to the 41st Annual General Meeting of the Simon's Town Historical Society.

This year I thankfully do not begin my report by announcing the passing away of any of our Vice Presidents, as I regrettably had to do in the past two years. However, Nigel Farquharson did have a rather nasty fall during the year but has recovered and is in good health again.

OVERVIEW OF THE YEAR'S ACHIEVEMENTS:

Once again, I shall begin by reporting on that which kept the Committee busy and where possible upheld the objects of the Society. I believe the Society was managed very well by the Committee this past year.

The Committee embarked on completely new and exciting ventures which I am hoping will benefit the Society in the years to come. Firstly, we ventured into the IT world by acquiring a website together with the Museum, Publicity Association and Business Forum. This is of course the latest way to advertise oneself not only in our own country but all over the world and I am sure this will benefit the Society a great deal. The "hits" on this website since its launch have been most encouraging, so do log on to simonstown.com and discover what Simon's Town has to offer. The other exciting route we took was to apply for registration as the local heritage authority in Simon's Town and to act on behalf of the South African Heritage Resources Agency (SAHRA), the new organisation which replaced the old National Monuments Council. This will have far reaching benefits for the Society in our town as we will act as the watchdog for SAHRA concerning historical matters in the town and surrounding areas in order to preserve our heritage at all costs. The registration is being processed at SAHRA Head Office.

One of my wishes this past year was to render a good deal more assistance to the Museum in tackling those tasks the Museum could not find the time or the staff to complete. The Museum head produced a list of jobs requiring our attention. I am pleased to report that most have been completed but for a few and these will be attended to during the coming year. A total of 7 plaques were placed on historical sites in and around the town and I know of at least two additional ones earmarked for the months ahead.

We assisted the VOC Foundation (The Dutch East India Company) in re-siting the De Neys tombstone from the Old Burying Ground (OBG) in the town to its present position alongside the steps at the front of the Museum for which the Foundation is extremely grateful. De Neys was the second head of the VOC winter replenishment station here in Simon's Town and then the Postholder from 1751-1761. The tombstone was discovered during the building of the present Police Station in 1935 and moved to the OBG where it has lain until its recent move to the Museum.

Our research into business in the town has been an all-year-round activity and has to date revealed some interesting data.

Businesses seem to come and go so rapidly these days it is difficult keeping up with the changes.

We concerned ourselves very strongly again this year with respect to the demise of Palace Barracks, the historic building opposite Admiralty House. Vagrants continued to tear the place apart and turned it into a disgusting hovel that will now require extensive renovations. The Department of Public Works is responsible for this building and it was to this department's Minister that I addressed three strongly worded letters requesting some action. The building has for some time now been boarded up to try and keep the local vagrants from entering and causing further damage. The building is now on the market but its future is unknown.

The Society donated bound copies of spare Bulletins to both Ocean View and Simon's Town libraries for general research and project purposes.

The Committee supported the Museum's archaeological project which entailed lifting flagstones in the vicinity of the holding and slave cells below the Museum for research purposes. We also showed our concern regarding the unsightly condition of the West Dockyard gates especially when the one iron gate was badly damaged and remained in this condition for months, which was very unsightly on the Historic Mile. The gate has now been partially repaired and some improvements have been made to the remainder of this very visible access gate into the West Dockyard.

The Museum has four very old wooden crosses that came from the graves of Russian Sailors in the OBG that now require restoration work. This challenge had been accepted and Mike Saggerson was keen to begin, but it appears that the Russian Consul-General in Cape Town will now bring a team of restorers from Russia to undertake the task plus other work relating to the graves of Russian sailors, including the building of a monument in the OBG. But the Society and the Museum are standing by to render assistance to this team when they arrive. The Society acquired a number of discs that are to be placed on the Historic Mile from the Railway Station to the old East Dockyard gate. The project will be completed in the months to come.

TOURS

Mike Saggerson assumed the duties of tour organiser from Nigel this past year and he showed a great deal of enthusiasm. Two tours were planned, one of which was poorly supported by the members. The first tour visited Cape Agulhas, Arniston and Elin and ran at a loss because of poor support. The second tour to the S.A. Breweries at Newlands, Josephine Mill with lunch and to Mosterts Mill was better supported and thankfully we more than covered our costs. It is very disappointing to the tour organiser when so much effort has gone into organising tours but the support is not forthcoming. There are some very interesting tour destinations in and around Cape Town being planned for the remainder of the year and I sincerely hope members will support these tours when published.

MEMBERSHIP, FINANCE AND SUBSCRIPTIONS.

Once again I welcome all new members to the Society hoping you will derive much pleasure and satisfaction in having joined this Society. At the March Committee meeting we recorded 506 paid up members and 172 still to pay. Our full membership this past year stood at 710 members which is very encouraging. Even more encouraging was the response by members who paid their forthcoming year's subscriptions so promptly once the due date was upon us. Our treasurer was hard pressed in banking all this money and writing up receipts. My thanks to you all. Hopefully those who have yet to pay will do so promptly. Reminders have been sent. By December 2000 our finances did not look as healthy as they have done in the past. We actually spent a large part of our budget this year. The seven plaques were costly. We contributed financially to the VOC project, archaeological project and the tasks in the Museum. The bound copies of the Bulletin donated to libraries were pricey and we realised a loss on our first tour. Postage and stationery have become expensive. However, I believe we spent our funds wisely and on worthwhile projects. Other factors listed in the Financial Report also drained the funds somewhat.

Subscriptions, as approved at the last AGM, have just been increased to R25 per first person and R5 for each additional member. I believe the subscriptions for each additional member should be raised from R5 to R10 to cover the never-ending rise in costs. During the Financial Report I will propose this increase to come into effect as from 1 January 2002. Remember, one third of our subscription is paid to the Museum to help them meet their budget constraints in running this Museum.

VOLUNTEERS

Once again our volunteers offered their services to the Museum on a daily basis and this is much appreciated. Others offered their time in helping the Society and again this is greatly appreciated. My sincere thanks to all volunteers.

PROJECTS FOR 2001/2002

Apart from the two plaques in the pipeline, and the placing of the discs along the Historic Mile, no other new projects have been identified or finalised. I would rather leave this aspect to the incoming committee.

CONCLUSION

The committee was thrilled to receive from a Mrs Taylor in Australia, her grandfather Vice-Admiral Sir Durnford KCB DSO's silk flag which he flew from HMS CRESCENT whilst he was Commander-in-Chief, Cape Station 1904-1907. She also donated the mallet used by Lord Selborne when laying the foundation stone of the Dry Dock in November 1906. The mallet was then presented to Admiral Durnford. The Admiral's log book was also presented to the Society. These items have since been presented to the Museum.

The Constitution makes mention of a Patron to be elected by the AGM in addition to all the other office bearers. This Society has, to my knowledge, never appointed a Patron and I am wondering whether this should be addressed more fully by the incoming committee. It is possible that the committee could decide that the President of the Society should remain the head and that we do not require a Patron. I leave this thought with the incoming committee to consider.

My Committee this past year have been very supportive and hard working and my sincere thanks to them all. Each and every one got stuck into the task, project or activity given them with enthusiasm, bringing their particular skills and talents to the fore. An important task that requires special mention is the Bulletin and its editorial board. Under the leadership of Audrey Read they do a splendid job in producing this historical publication. My special thanks to them. My sincere thanks must also go to Monica our Treasurer who looks after the Society's finances so ably and has done so for a number of years and to our Secretary. Secretarial duties are not always easy or pleasant and few volunteers come forward. Thank you Penny.

My three years as Chairman has each year produced something new and exciting and has given me great satisfaction which in turn has made my Chairmanship so rewarding. However, my term of office has now come to an end and shortly the meeting must elect a new Chairman to continue the work of the Society. I therefore, wish the new incumbent an exciting and successful term of office. Thank you

T. KORSTEN

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ADRIAAN DE NEYS (1711 - 1761)

DAN SLEIGH
(of the V.O.C. Foundation)

The VOC (Dutch East India Company) governed the Cape from 1652 until 1795. The Cape's task was to provision the Company's ships on the trade route between Europe and the East. Because of losses caused by winter storms in Table Bay, Simon's Bay became the Company's winter replenishment station, and an Outstation was established here in 1743, with the necessary office, stores, hospital, barracks etc.

Adriaan De Neys was the second head of this establishment. He served here as Clerk from 1747 and as Head or Postholder from 1751 - 1761. He passed away in that year probably at his house adjacent to the present Museum building (which is now the site of Nos. 44-46 West Yard houses). His grave at De Neys Point, now called Cole Point, appeared on maps of the time.

The tombstone was discovered during the building of the present Police Station in 1935 and was moved to the Old Burying Ground at Seaforth, where it was accidentally broken in two. In 2001 the VOC foundation, the Simon's Town Historical Society and the South African Navy, with funding by the van Ewijk Foundation, and the Simon's Town Historical Society, brought this historical artefact to the safety of the Simon's Town Museum where it now stands alongside a VOC cannon outside the Museum.

FLAG OFFICERS OF THE CAPE

VERNON WHITE

PART XXIV VICE-ADMIRAL SIR PEVERIL WILLIAM-POWLETT 1952-54
 VICE-ADMIRAL SIR IAN CAMPBELL 1954-56
 VICE-ADMIRAL SIR GEOFFREY ROBSON 1956-58

Admiral Sir Herbert Packer was succeeded by VICE-ADMIRAL SIR P.B.R.W. WILLIAM-POWLETT CB CBE DSO RN as C-in-C South Atlantic in 1952. Born on 5 March 1898 Peveril Barton Reibey Wallop William-Powlett was the second son of Major Burton William-Powlett and was educated at Cordwalles School and at the Royal Naval Colleges Osborne and Dartmouth.

A Midshipman in 1914 he saw action in Gallipoli and at the Battle of Jutland with the Grand Fleet in 1916. Promoted to Lieutenant in 1916 he specialised in Signals. During 1922 William-Powlett played rugby for England, and in 1923 he married Helen Constance the daughter of James Forbes Crombie of Aberdeen. There were three daughters of the marriage.

Promoted to Commander in 1931 and then to Captain in 1938 William-Powlett commanded HMS FROBISHER from 1938-39, becoming Director of Planning at the Admiralty from 1939-40. He then returned to sea in 1941 to take command of HMS FIJI in the Mediterranean and was awarded the Distinguished Service Order during the evacuation of Crete. On 21-22 May 1941 whilst steaming to clear the Aegean Sea HMS FIJI together with HMS GLOUCESTER (Captain H.A. Rowley RN) in company with HMS KANDAHAR and HMS KINGSTON their destroyer escorts, were ordered by Rear Admiral E.L.S. King to go to the assistance of the destroyer HMS GREYHOUND which had been attacked by Messerschmitt ME 109 fighter bombers. Whilst rescuing survivors of the GREYHOUND which had been sunk by two direct bomb hits, the FIJI and GLOUCESTER were also attacked by the Luftwaffe. The GLOUCESTER was hit by several bombs and brought to a stop, on fire and severely damaged. Fearing for the safety of his own ship Captain William-Powlett withdrew together with the KANDAHAR and KINGSTON, leaving boats and carley rafts for the survivors of the GLOUCESTER. It was, however, too late for the FIJI was then attacked for over three hours by successive waves of German aircraft. Having survived twenty near misses the FIJI took a direct hit by three bombs from a single ME 109, above "A" boiler room. This brought on a heavy list and at 2015 she rolled right over. After dark 523 survivors of the FIJI were rescued by her accompanying destroyers, which then steamed away from the scene to rejoin Rear Admiral King's main force.

Captain William-Powlett then became Chief of Staff with Force H, before taking command of the cruiser HMS NEWCASTLE from 1942-44. In 1944-45 he was Captain of the Home Fleet and was made a Companion of the Order of the British Empire in 1945. At the end of the war William-Powlett was appointed Captain-in-Charge of the Royal Naval College Dartmouth from 1946-48 when he was promoted to Rear Admiral and appointed Naval Secretary to the First Lord of the Admiralty Viscount Hall. In 1949 he was made a Companion

of the Order of the Bath and promoted to Vice-Admiral in 1950. From 1950-51 he was Flag Officer Destroyers with the Mediterranean Fleet.

In 1952 Vice-Admiral William-Powlett became C-in-C South Atlantic flying his flag in HMS BERMUDA (Flag Captain Capt. H.P. Currey RN) and was advanced to a Knight Commander of the Order of the Bath in 1953. The following year Vice-Admiral Sir Peveril William-Powlett retired from the service, to become Governor of Southern Rhodesia in 1959 when he was created a Knight Commander of the Order of St Michael and St George. Lady Helen William-Powlett died in 1965 and in 1966 he re-married to Barbara Patience William-Powlett the daughter of Sir Bernard Greenwell and widow of Captain Newton William-Powlett RN.

In 1972 the Admiral was appointed High Sheriff of Devon and in 1975 he became Deputy Lord Lieutenant of the county. In that year he also became a Knight of the Order of St John. On 10 November 1985 at the age of 87 years he died at his home "Cadhay" in Ottery St Mary in Devon.

In 1954 VICE-ADMIRAL SIR IAN CAMPBELL KBE CB DSO succeeded as C-in-C South Atlantic and flew his flag in the shore establishment HMS AFRIKANDER (Flag Captain Capt. H.F. Bone RN) until 1956. Born on 8 August 1898 Ian Murray Robertson Campbell was the second son of A.A.E. Campbell of the Indian Army. Educated at Dover College, the Royal Naval College Osborne and the Royal Naval College Dartmouth, and later at Cambridge University, Ian Campbell saw service in the North Sea, the Adriatic and in the Eastern Baltic during the First World War. In 1929 he married Marjorie Mary McCreath who lived in Devon. There were two sons of the marriage.

Promoted to Captain RN in 1940 Campbell was Captain (D) of the 3rd Destroyer Flotilla and commanded HMS MILNE from 1942-44. He was awarded the Distinguished Service Order in 1942 and a bar to the order in 1943. From 1945-47 he commanded HMS JAMAICA with the East Indies Squadron and was promoted to Rear Admiral in 1950. In 1951 he was made Companion of the Order of the Bath and promoted to Vice-Admiral in 1953. From 1954-56 he was C-in-C South Atlantic and was created a Knight Commander of the Order of the British Empire in 1955.

Vice-Admiral Campbell was placed on the retired list in 1956 and then jointly published "The Kola Run" in 1958. At the age of 82 he died at his home "Ivy Cottage" in Sapperton, Glos. U.K. on 15 April 1980.

Admiral Campbell was succeeded as C-in-C South Atlantic by VICE-ADMIRAL SIR GEOFFREY ROBSON KBE CB DSO DSC RN who flew his flag in HMS AFRIKANDER (Flag Captain and Chief of Staff Captain E. McEwen RN) from 1956-58. Born on 10 March 1902 William Geoffrey Arthur Robson was the son of Major John Robson and although he came from a military family Geoffrey Robson chose a naval career. He joined the Navy as a Cadet at the age of 13 years and was educated at the Royal Naval Colleges of Osborne and Dartmouth.

In 1918 he served as a Midshipman in HMS MALAYA and from 1923-25

he commanded a river gunboat HMS TARANTULA on the China Station. In 1925 Robson married SYLVIA MARGARET FORRESTER who died sadly in 1968. They had one son.

In 1934 Geoffrey Robson commanded HMS ROWENA a destroyer of the Home Fleet and from 1935-36 he commanded the destroyer HMS WREN with the 1st Destroyer Flotilla with the Mediterranean Fleet. It was while he was serving with the 1st Destroyer Flotilla that Robson came to know Lord Louis Mountbatten, a fellow destroyer captain and it was through this friendship that Robson came to be chosen as Divisional Leader with the 5th Destroyer Flotilla when it was commanded by Lord Louis Mountbatten.

In October 1939 Robson was appointed to HMS KANDAHAR and served in northern waters for nine months and was still with her during the evacuation of Crete in 1941. The KANDAHAR was present in the attack by Luftwaffe aircraft on 23 May when the destroyers HMS KELLY (Captain Lord Louis Mountbatten RN) and HMS KASHMIR were sunk.

In July 1940 Robson had been awarded the Distinguished Service Order following the sinking of four Italian submarines in the Red Sea by destroyers of Robson's division and later during the evacuation of Greece he was awarded the Distinguished Service Cross. After the evacuation of Crete he was awarded a bar to his DSO. During 1942 Robson was appointed to Combined Operations under Lord Louis Mountbatten and was in charge of the training of some 60,0000 personnel in forming boat crews and beach parties. In the same year Robson was the Naval Chief of Staff for the assault on Pantellaria between North Africa and Sicily and for the assault on Salerno in 1943, when he was mentioned in despatches.

Whilst in command of HMS HARDY as Captain (D) of the 26th Destroyer Flotilla in 1944, Robson's ship was sunk by a homing torpedo although Hardy was steaming at the presumed safe speed of 20 knots. It transpired that the Germans had improved their homing torpedoes increasing their speed to 25 knots. Despite the loss of his ship Robson was able to carry on as Force Commander to Northern Russia and for the return voyage. From 1944-45 Robson was Captain Coastal Forces Nore and from 1945-46 he commanded HMS SUPERB. During May 1946 the SUPERB came under fire from Albanian gunners while passing through the Corfu Channel.

Captain Robson then went ashore to take command of HMS GANGES, the shore training establishment for boy entrants into the Royal Navy. He was at GANGES from 1948-50 when he became a member of the Admiralty Interview Board until 1951. Promoted to Rear Admiral Robson was appointed Flag Officer Flotillas Home from 1951-53 with command of three destroyer flotillas and one fast frigate flotilla. The threat at that time was thought to be Russian SVERDLOV-type cruisers, the Russian submarine menace not having yet emerged. In 1953 Robson was made a Companion of the Order of the Bath and appointed Flag Officer Scotland, an appointment which as a Scotsman was particularly pleasing to him. He relinquished this command in 1955 and the following year was created a Knight Commander of the Order of the British Empire and

appointed C-in-C South Atlantic and South America from 1956-58. The Falkland Islands then came under the authority of Vice-Admiral Sir Geoffrey Robson.

On 2 April 1957 the Simon's Town Naval Base was formally transferred to the South African Navy bringing to an end the Royal Navy's connection with the base after 162 years. Present at the handing over ceremony were the Prime Minister of South Africa the Hon. J.G. Strijdom, the First Lord of the Admiralty the Earl of Selkirk, Rear Admiral H.H. Biermann S.A.N. the Director General of the South African Navy and the C-in-C South Atlantic Vice-Admiral Sir Geoffrey Robson RN.

Admiral Robson was the last of the British Admirals to live in Admiralty House, Simon's Town. On the handover of the Naval Base to the South African Navy a new Admiralty House was established by the British at Wynberg, nearer to Cape Town. HMS AFRIKANDER was transferred to Wingfield, near Cape Town, which had been a Royal Naval Air Station during the 1939-45 War (HMS MALGAS). This was finally closed down and taken over by the South African Government.

Admiral Robson became Lieutenant Governor of Guernsey and C-in-C Channel Islands from 1958-64. In 1968 Lady Robson died and in 1968 Sir Geoffrey re-married to Elizabeth Kathleen Holt the widow of Lieut Col. V.H. Holt. Admiral Robson died in Guernsey in 1989 at the age of 87 years and was survived by his wife Lady Elizabeth Robson and by his son from his first marriage.

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ADMIRALTY FLOATING DOCK XXXI

W.H. RICE

(This is a follow-up to our article in the January 2001 Bulletin)

After the fall of Singapore in 1941 the British Admiralty selected Durban as the site for the new "safe" naval base to support operations in the Indian Ocean and Far Eastern waters. One of the facilities planned for the new base at Salisbury Island was a floating dock capable of lifting vessels up to 17,000 tons displacement. In order to avoid burdening the hard-pressed British shipbuilding industry with the work of constructing the dock it was decided to carry out the work in Durban.

There was no suitable building berth in the harbour so arrangements were made for the Harbour Authorities to provide a cofferdam in which the structure could be built. The site chosen was at the head of the Maydon Channel, close to the present position of Sandock-Austral Ltd shipyard. The order was placed

on Dorman Long (Africa) Ltd in 1942 with the proviso that the construction of the floating dock must not interfere with ship repair work in the port. Consequently some 60 local workers were trained in the space of a few months as rivetters, electric arc welders and iron caulkers. Only one qualified boilermaker was employed on the construction site. The Admiralty was represented by a Naval Constructor Mr. R.S. Galton, and two shipwright overseers from the Naval Dockyard in Simon's Town. The dock was designed to Admiralty Specification by Messrs Clarke & Handsfield, a company with more than a century of experience in this field. (They may also have designed the two mentioned in our article in January 2001 Bulletin)

Approximately 7,000 tons of steel was imported in 93 shipments. Only one shipment, amounting to 230 tons was lost due to enemy action. The first fabricated units were transported to the building site in June 1943 and the first section was placed in the cofferdam in September 1943. Local materials were used wherever possible. All the paint and galvanised piping was supplied from South African sources, together with approximately 50 tons of steel for minor structural items. Ironwood from Knysna was used for keel blocks, which were manufactured in the S.A.R. & H. workshops. Two other craft were built at the same time. An oil separator lighter was erected on the dock itself and a floating crane pontoon of about 400 tons displacement was constructed in the cofferdam after the dock had been floated out.

The final rivet was ceremonially driven on 27 June 1945 by Lady Burnett, the wife of Vice-Admiral Sir Robert Burnett KCB who was C-in-C South Atlantic at the time. Sinking, raising and docking trials were carried out on 14 August 1945 at Salisbury Island where a hole 10 fathoms deep had been dredged to accommodate the dock.

However, AFD XXXI as she was now known was destined never to serve the new base for which it was built. A year previously on 8 August 1944, the Admiralty floating dock in Trincomalee in Ceylon, collapsed and sank under the weight of the battleship HMS VALIANT. A replacement was urgently needed and it was fortuitous that a suitable one was already under construction in Durban. The dock left under tow on 27 September 1945 for Ceylon to provide a docking facility for ships engaged in the final phase of the war against Japan. After serving in Trincomalee she was transferred to the naval base at Singapore where she is probably still operating.

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EBRAHIM MANUEL TRACES HIS ROOTS

A.E. READ

Normally in South Africa one begins at either the Archives or with church records to trace one's roots but Ebrahim Manuel of Simon's Town had to go much further than this and one cannot help but feel that some divine light was guiding him. It is a truly remarkable story.

Firstly one must begin the story with a short outline of history. It is not known exactly when the first Muslim inhabitants came to Simon's Bay as it was then known but we must presume that it was about 1779 or soon after. Also, about 250 years ago a prophecy was made that there would be a "circle of Islam" around the Cape. The circle is complete. It starts at the old cemetery on the slopes of Signal Hill, just above the quarry in upper Strand Street where two saintly men lie buried. Then to the top of Signal Hill, on to a point above Oudekraal, then sweeps round the mountain to another Kramat at Constantia, then to the Kramat at Zandvliet farm at Macassar.

There is also a Kramat at Simon's Town. This is high up on the mountain above Runciman Drive. It is now surrounded by the houses of Simon's Kloof Estate. It is here that TUAN DEA KOASA (1753-1833) and his son IMAM ISMAIL DEA MELELA (1793-1816) are buried. It has often been said that other Muslims are buried round here but no evidence has been found during recent building operations in the area. These two men are forebears of Ebrahim Manuel. The family came here from Pemangong in Indonesia and Ismail arrived here as a political prisoner some 222 years ago.

In 1999 Ebrahim Manuel journeyed to Indonesia to find his "family". He had no real idea of where to go but he had great success and seemed to be led by some divine power in his search. The family had long believed that they were descended from royalty but had no real proof. Ebrahim set off to find out by journeying to Indonesia with a group of 8 other South Africans. He had a feeling of DESTINY and a strong feeling that he would be successful. At the end of his organised tour he and a friend set off for the island of SUMBAWA, an island of over 3,500 villages. It was a journey of over two days by bus and ferry from Jakarta to Bali, then Lombok, then Sumbawa. He arrived on the island in the dark at 7 p.m. on 4 September 1999.

Having arrived on the island he had no idea where to start his search. Whilst driving through the island by bus he fell asleep but was woken by his friend and told that it was time to get off the bus. They found themselves standing outside the Tambora Hotel. In his haste to leave the bus Ebrahim had left his moon-bag which contained his passport and tickets, on the bus. They sent someone on a motorbike to chase the bus. They then chose to stay at the Suci Hotel as it was situated next door to the AL HAKIM MASJIED (the mosque). He had an idea to begin his research among the fishing villages for in Simon's Town most of the families were in the fishing industry. He decided to start with Kauman Village. Ebrahim contacted a Mr. Bifidal who was known to be learned in the Arabic script and they showed Ebrahim's

family papers to him. He managed to decipher the first paragraph and learned that Ebrahim's family surname was GATIEP. The word means "strong leader" for this was how he was known locally over 250 years ago.

The next day Ebrahim and his friend boarded a bus for the 60 km journey to the village of TALIWANG. Soon after boarding the bus Ebrahim had this strong feeling that he was going the wrong way. He and his friend therefore returned to SUMBAWA and asked about any kramats in the area. Finally they met up with Imam Abdullatief Sirat, the father of an employee at the Suci Hotel and he gave them directions to the kramat. The Imam also told Ebrahim that he knew who he was and had a spiritual feeling about him. Astonishingly in the village/family's religious books and diaries it was written that the Dutch had taken Ismail and Dea Koasa away and that one day someone would come to look for their origins. Ebrahim had such a weird feeling while speaking to the Imam, feeling that they were related and indeed the Imam facially resembled Ebrahim's father the late TOYER MANUEL. Both of them began to cry such was the emotion; they then stood up and hugged each other. Here they were together 222 years after Ebrahim's ancestor had left his home and family and been deported to South Africa.

How wonderful it was to finally find out where one belonged and on the same day 7 years after the death of his father TOYER MANUEL. It turned out that the family surname was DEA KOASA and that Ismail WAS descended from the Sultan of Sumbawa. This village of PEMANGONG was the meeting place for the resistance fighters to gather and plot in secret against the Dutch East India Company. It was chosen as it was deep in the mountains, isolated and very secret.

It was so exciting for Ebrahim. He was asked to stay for the evening so that he could meet other members of the family. He was to make a speech on the Friday after prayers at the mosque. Ebrahim insisted on walking the long way from the bus to the house as he wanted to get the "feel" of things. On arrival he was taken to the river to wash and was given a sarong to wear. He felt very awkward as it was the first time he had worn one.

Next, Ebrahim was prepared for the Friday prayers at the Mosque. He was given a special shirt, a black fez and a different sarong, also a ceremonial sword. As it was a special occasion he carried it with him. Along with him went his Uncle Abdullatief to accompany him for the welcoming ceremony.

After prayers the Uncle made a speech and introduced Ebrahim. It was a very emotional moment and he could not hold back the tears. Later he was introduced to everyone at the mosque. They then returned to his nephew Yacoob's house for a welcome feast and another speech, then visited a few other houses before ending up at Abdullatief's house for the real welcome feast. Here he was given special utensils from which to eat. What it was to be treated like royalty as a descendant of KAHARRUDIEN, SULTAN OF SUMBAWA ! Finally, after a very tiring day he went with the family to visit the Kramat and say Dua (prayers/homage).

The next morning Ebrahim went to the main Kramat high up the hillside. They had to clear a way - it was real jungle. Abdullatief had brought his chopping knife to clear a way through the dense bush. Arriving at the Kramat the group made a Dua (prayers). As Ebrahim put his hand on the MESSANG (a heavy stone on top of the grave) it began to move and he received a message, the same as he had received before he left Simon's Town, which said that the 2 Kramats were those of Tuan Dea Koasa and Imam Ismail Dea Malela, father and son. Strangely in both countries the sacred shrines are on hillsides near a river or stream and a waterfall. How amazing, the powerful force which drew Ebrahim thousands of miles from Simon's Town to Indonesia to find his ancestors. This is a wonderful achievement and such a fitting end to Ebrahim's search.



ITALIANS OF THE FALSE BAY AREA

A.E. READ

The earliest recorded Italian to have owned property in Simon's Town was ANTONIO BALDASSARE MELCHIORRE GASPARE CHIAPPINI born in Florence in 1776 and who died at Wynberg on 30 August 1860.

He was a very talented artist. Because of this he was commissioned to proceed to Calcutta, India, to adorn the ceiling of Government House. He had obtained this commission through his sister Maria Stella (Lady Newborough). En route his ship called in at Table Bay and he liked what he saw. After he had completed his work in India he made arrangements in 1797 to live at the Cape. He opened a business A. Chiappini & Co and traded with St Helena while Bonaparte was imprisoned there. During this period he owned the building in Simon's Town which is now known as the United Service Institute Building, opposite the West Dockyard gate and between Raffee and Runciman Building.

In 1804 he married at the Groote Kerk, Cape Town, Johanna Magdalena Heugh, the sister of the Danish Consul. They had 3 daughters and 5 sons. In 1817 he became a naturalised British subject. He became part of a committee of four chosen to form the Commercial Exchange/Chamber of Commerce, together with Mr J.B. Ebden. He was its President from 1829 - 1837. He later became a wine merchant.

Lady Newborough, his younger sister, always claimed to be the legitimate daughter of the Duke of Orleans and maintained that in order to preserve the male hereditary line to the French throne, she had been exchanged at birth with the male infant child of an obscure warder, a certain Chiappini from Modigliana (then part of Tuscany, it remained under the jurisdiction of Florence until the 1920's). The baby from Romagna was to become King of France from 1830-1848.

When the firm of Sir John Jackson Ltd came out here to build the East Dockyard extension he employed many Italian artisans as stonemasons in the big quarry above the town. The following are buried in the Catholic section of the Old Burying Ground having been killed in accidents at work during the construction.

Giovanni Batista	died 30/04/1906	aged 45
Antonio Bruno	14/10/1907	27
Francesco Guido Busa	4/03/1907	
Carlo Cardoni	8/10/1904	27
Elio Felice	2/06/1905	33
Guiseppe Fiumara	20/12/1907	29
Guiseppe Gabia	24/08/1908	
Pietro Luigi	21/05/1907	35
August Maritani	21/07/1903	25
Marino Pascucci	26/07/1908	27
Donnarumna Sabato	21/03/1907	31
Angelo Tambarello	21/10/1905	26 drowned

Most prominent of the Italians who have lived and worked in this area was COUNT NATALE LABIA. He was born in Cerignola, Italy on 13 November 1876 to a family of noble Venetians. Labia Palace in Venice, famous for its Tiepolo frescos, was bought by Natale Labia in 1930. He had it restored and refurbished but did not live long enough to see the work completed. His widow sold it immediately after World War II. It is presently used by Italian Radio & Television as its Head Office for the Veneto region.

Natale Labia obtained a law degree in Rome and entered the Diplomatic Corps in 1906. After spending a few years in Constantinople during the Young Turks revolution; in Greece (in Salonika during the Balkan War) and in Albania (where he showed fine diplomatic qualities which would hold him in good stead in the future), Labia went to Sarajevo. Here he headed the Consulate in 1914 at the time of the assassination of Archduke Franz Ferdinand of Austria. In 1916 he carried out a few delicate missions for the Ministry of Foreign Affairs and in 1917 became Consul-General in Johannesburg where he organised the return to Italy of national reservists who resided in South Africa. After the war Labia began something which was to become the main task of his life: the creation of increasingly more solid political, economic and cultural ties between Italy and South Africa.

In 1921 Labia married in London Ida Louise Robinson daughter of the South African mining magnate Sir J.B. Robinson. She was a woman of remarkable beauty and uncommon sensitivity and had been studying in England and Europe. Her sister Florence was also to marry an Italian, Count Ranieri Biscia, Italian delegate at the League of Nations. Natale and Louise had three sons Joseph, Natale and Lucio. The Labias lived at their handsome villa The Fort, on the main road Muizenberg. In 1929 the couple inherited "Hawthorndene" at Wynberg Hill from her father. Their home was a favourite meeting place of statesmen, politicians and diplomats. In nearby Lakeside, Labia helped found the Imperial Yacht Club which in his honour adopted the colours of the Italian flag for their own standard.

It was in 1924 that Labia was nominated a Count and transferred to the Diplomatic Service. He was a sincere friend of the South African nation. His unshakeable faith in the new Italy united with his patriotic and fascist militarism, made him the ideal choice, he was the right man in the right place at the right time. Rarely had a government had an overseas delegate as fervent and able as Labia. His territory included the Union of South Africa, South West Africa, Bechuanaland, Basutoland, The Rhodesias and Nyasaland - nearly 4 million square kilometres in which lived a few thousand Italians. Thus on 31 October Labia received his credentials from the King of Italy as Envoy Extraordinary & Plenipotentiary Minister to South Africa.

The years 1929/30 were bad ones for South Africa. The effects of the Wall Street crash in 1929 soon reached South Africa which was also wracked by a severe drought. The international wool price collapsed and diamond quotations fell as a result of the crisis in the American market. All these world conditions of social uneasiness were to lead to Hitler's rise to power after

the January 1933 elections and unease was also growing in South Africa.

As well as endeavouring to promote trade between Italy and South Africa, Labia endeavoured to promote military, cultural and botanical/zoological researches. This led to the visit of the two submarines SCIESA and TOTI of the Italian Royal Navy. Among the entertainment offered to the officers was an official lunch hosted by Field Marshal Smuts at the Pretoria Club on 24 September 1933. Commander Alberto Fieschi and his fellow officers called on the Mayor of Cape Town and the Garrison Commander, then journeyed to Simon's Town to call on the Admiral and officers of the Royal Navy. They were entertained aboard HMS LOWESTOFT the Flagship and toasted the two navies.

By 1934 a new merchant shipping service between Italy and South Africa was established. Labia was honoured by the presentation of a "Thank You" scroll and an album containing all the names of the Italian community in the Cape who had contributed.

Under Labia's wing the Italian community lived particularly constructive and fruitful years. The cultural development it underwent was unknown in its history. Labia was the main promoter of Italian departments in South African universities. At times he would add to the lecturers' meagre salaries from his own pocket. There were Italian schools in Johannesburg, Cape Town and Durban. The foremost South African sculptor of the time, Anton van Wouw, undertook a study trip to Europe and Italy and convinced Mussolini to pose for a bust.

However, an anti-Italian feeling began to grow in South Africa. On 3 October 1935 Italy invaded Abyssinia and the League of Nations responded in the November with a series of economic and trade sanctions against Rome. South Africa chose to follow the British attitude. Sanctions as usual proved useless and Italy persevered. Labia became very upset and considered that after 19 long years he had failed in his mission. He was soon exhausted physically and psychologically by the press and parliamentary attacks on him and on 9 June 1936 he died as a result of a heart attack at his Muizenberg residence, aged only 59. He was buried at first at the Fort in a simple tomb made of South African granite but some years later his remains were interred at Hawthorndene in a new marble tomb erected by Italian artisans in the style of a Greek temple. His wife and other members of the family (the Robinsons) are also buried at Hawthorndene.

Involved in work for the Royal Navy, especially during the 2nd World War, were the CONSANI BROTHERS. The Consani family, father, mother and four children Adriano, Arturo, Gino and Assunta, came from the village of Montuolo in Lucchesia. In 1902 they emigrated to Johannesburg where Consani senior continued his work as a building contractor while Adriano opened a small mechanical workshop with Antonio Meano.

One day the engineer responsible for the machinery of a nearby mine approached Adriano and asked him if he was able to repair

a part, no spares of which were to be found in South Africa. Young Consani carried out the work in a couple of days and the satisfied engineer in turn recommended him to the directors of other mines.

In 1928 the entire family moved to Cape Town where Adriano established a new business, the Consani Welding Works. The firm soon became bigger and expanded its activities to the naval field, repairing ships which reached the harbour damaged, especially during the 2nd World War. Adriano passed away in 1944 and his brothers Gino and Arturo assumed the directorship of the industrial plant, forming a new company, Consani Engineering Limited. A new and bigger factory was erected at Elsie's River where, among other things, huge laminated steel tanks could be produced. These were then installed throughout South Africa. The vast production range made the firm the most important Italian enterprise of its kind in the whole of South Africa.

ANGELO VANZAGHI born in Sedriano in 1880, emigrated to Tripoli in 1910 and from there to Eritrea where he stayed for 8 years as a building contractor. After other experiences in Somaliland and Kenya he moved to South Africa. There for the next four years he worked on a government contract in Durban. He subsequently settled in Cape Town where he continued with his building activity.

His brother Aurelio arrived in 1926 and this gave new impetus to his construction business. Among the first jobs was the Walterman No.1 bridge at Sea Point; then the electrification of the Simon's Town railway line; the railway bridge over Church Street Woodstock; the bridge on Khyber Road, Maitland and several other public works. In 1928 the Vanzaghis won the tender for the railway depot and station in Worcester, the project was completed in only 18 months. The irrigation works at De Wet followed and were completed in 1931. In 1939, back in Worcester, the brothers started a new business, specializing in the construction of large wine barrels made from reinforced concrete and lined internally with a special glazed enamel. The introduction of this created a lot of interest among wine producers and resulted in a landslide of orders from firms such as West Wine Co. Ltd.

During the 2nd World War their loyalty to Italy made them suspicious in the eyes of the authorities and resulted in their internment in the Koffiefontein camp for political detainees. Released from captivity, Angelo died in 1944 leaving control of the company to Aurelio, now assisted by his brother-in-law Luigi Carrettoni. During the 2nd World War when over 10,000 Italians were detained in the Worcester camp, Aurelio and his wife tried to assist them in every way and provided whatever comforts they could. After the end of the war they cared for the graves of 22 Italian soldiers who had died in detention. In recognition for his love towards the land of his birth, Aurelio was awarded the Star of Italian Solidarity.

One of the pioneers at Kommetjie was JOSEPH RUBBI who together with E. Seeliger (architect), K.N. Teubes (surveyor) and Anton Benning (a prime mover in the development of Kommetjie) were to build the first holiday homes at Kommetjie. They acquired their

plots from Kommetjie Estates for £10 each. The four houses were built by Joseph Rubbi's Italian labourers of local Table Mountain sandstone.

Rubbi was born in Marostica, Italy on 22 January 1873 into a family of builders. At the age of 16, after obtaining a diploma in Fine Arts in Bassano, Guiseppi (Joseph) emigrated to Buenos Aires. A few years later he moved to Cape Town and from there to the Transvaal where he worked as a carpenter on the mines. Just before the Anglo-Boer War he returned to Cape Town where among his first jobs, he erected several military buildings on Robben Island as well as a building in Corporation Street, Cape Town which he built himself with only the help of a few native labourers. One of his early works was the 18-storey Old Mutual Insurance building at the corner of Darling and Parliament streets, followed by the OK Bazaars building in Adderley Street (part of the Golden Acre), the Southern Insurance building, Cape Times Building, Sanlam Insurance building, Volks Hospital and the Alhambra Theatre (subsequently the Royal) as well as many Catholic Church buildings, including the Dominican Convent in Simon's Town which was developed around Dr Clarke's old house. This is now Topsail House.

Personally he collected a library with over 2,000 volumes and a vast collection of Persian carpets together with several valuable works of art. Rubbi received several Italian honours for his services and was always very generous to Italian and South African aid associations, founding during the 2nd World War "Aid Committee, Italian Colony" to help fellow countrymen. He died in February 1946. He left his Italian villa in San Vito (Bassano del Grappa) with 200 hectares of ground, to the Cremona Orphanage of Bassano; £30,000 to a creche in Marostica; £20,000 to the Institute for Research on Tropical Diseases in Rome; £10,000 to the City of Padua for cancer research; £10,000 to the University of Stellenbosch for the establishment of a mathematics foundation; £1,000 to Groote Schuur Hospital and several minor benefits.

Rubbi was buried in Kommetjie on the slopes of the hill on his property where he used to spend much of his free time. His widow had a chapel (now part of St Norbert's Priory) erected on the site. The chapel was designed by Norman Lubynski and was built by Rubbi's nephew PINO GRANELLI who had taken over the firm of Joseph Rubbi Builders and who by now was a local resident. The chapel is typical of the little churches scattered about the hillsides of northern Italy near Venice. The marble of the floor was actually brought out and laid by a Mr. Donesan, the owner of the quarry at Bassano del Grappa, where Paduan born Mrs Rubbi still had a farm.

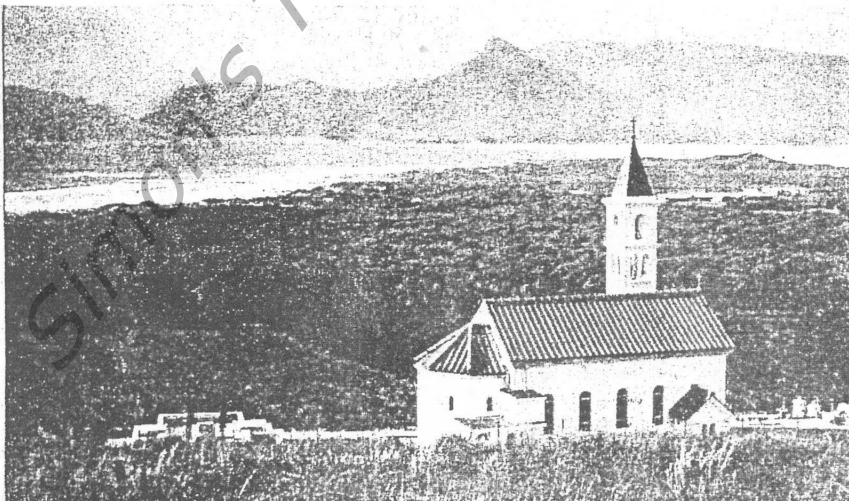
PINO GRANELLI, Rubbi's nephew, came here in 1922. He had been born in Bulawayo (then Southern Rhodesia) in January 1903. His mother was Joseph Rubbi's sister Amelia. He came to be apprenticed as a Carpenter to his uncle. He finally took over the firm his uncle had begun and worked hard until his death in February 1982 at the age of 79. His sons Roger and Michael continued running the firm together until 1985 when it was then decided to disband the firm.

Pino also had a house at Kommetjie and became very involved in the village's affairs, serving on the Kommetjie Ratepayers Association till 1965. He moved to Simon's Town in 1967 and was for a short time also involved in the Simon's Town Ratepayers Association. Pino Granelli lived at Seaforth, Simon's Town, for 15 years, where his magnificently built house stands overlooking the Boulders beaches, a tribute to the fine builder he was.

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THE BROOKLANDS AREA OF RED HILL

C. SALTER-JANSEN

The question of supplying sufficient water to the people of Simon's Town and the Navy, especially in dry years, has been an ongoing problem since 1812. Brooklands Farm has four natural springs and for this reason the Simon's Town Municipality purchased it from Mr. Lankester in 1912. The plan was to build a filtration plant and two reservoirs in Dido Valley.

In 1942 the Simon's Town Municipality took over much of the land in the Elsie River Valley from the Divisional Council and administered it until 1996, when it was incorporated into the South Peninsula Municipality. Some ground was also owned by the Methodist Church and the rest was privately owned by White or Coloured families.

The Town Council hotly debated the need for large water storage dams. The Lewis Gay Dam scheme was turned down three times because some town councillors thought it would never be filled. After a critical water shortage in Simon's Town, the plan was finally given the go-ahead, although some councillors still thought it would be better to connect to Cape Town. The dam was completed in 1952 at a cost of £46,000 and was immediately filled to capacity after four days of rain. When the water level dropped, another 12" was added to the height of the dam wall and again it overflowed. Still Simon's Town suffered water shortages and the S.A. Navy had to send their ships to Cape Town to take on water. This had also happened several times when the Royal Navy were still using Simon's Town as their base.

Arising from this dilemma was the decision, some years later, to build the Kleinplaa(t)s Dam. It was built in 1969 with a capacity of 150 million gallons. In his Mayoral Report 1970/71 L.J.D. Gay reported that another 10 feet had been added to the wall of Kleinplaa(t)s Dam and that its new capacity was 290 million gallons. In 1972 the Mayor J.H. Leibbrandt, reported that surplus water from the Rawson Dam at Klaver was being pumped into the Kleinplaa(t) Dam and then fed by gravity into the Lewis Gay Dam.

In 1972 the Municipality acquired the "affected" property of the Levendal family (who had become "disqualified persons" under the Group Areas Act) along the Elsie River with a view to building a new dam, just above the caretaker's cottage at Brooklands, which would submerge much of the Elsie River Valley. It was estimated that the dam would hold 200 million gallons (Gay 1972). To date this has not been built.

When South Africa entered the 2nd World War in 1939, it was decided that alternative accommodation should be provided on Red Hill, in case it became too dangerous for cadets to remain aboard the SATS GENERAL BOTHA in Simon's Bay. The work was completed in February 1940 and the new structure was referred to as "The Pavilion". It was officially opened by General Smuts on 4 May 1940 and was named "The SATS GENERAL BOTHA Sports Ground". The

cadets continued to use the ship until March 1942 when the ship was required by the Royal Navy as additional accommodation. Due to its age and the mounting cost of maintaining it the GENERAL BOTHA was stripped of all its fittings, towed out to near Cape Point and sunk in 1947. The camp on Red Hill was then officially named SATS GENERAL BOTHA II. In 1948 however it was moved to Gordon's Bay and so ended its association with Simon's Town.

The history of Brooklands would be incomplete without including the people living in the immediate vicinity in the 1960's, i.e. the inhabitants of The Cottages (Pinehaven), Botha's Camp, Elsie's River, Sabena Vlei and the Methodist property. The community was linked by strong ties of kinship. They lived on what was once very fertile farm land owned by the Levendals, who had been in the area from the early 1800's, if not before - there were already subsistence farmers in the district in the late 1700's. The community numbered 500 people living in 70 houses. They were hard-working, law-abiding citizens and crime was almost unknown in the area. The community proudly boasted that you could walk about, at any hour, without any fear of being molested (West 1967).

In 1967 most homesteads had small plots and grew vegetables and some households kept poultry for their own use. There was one smallholding left on traditional lines, which produced cash-crops for the market. When it was a farming community, people kept cattle and other livestock. Income was supplemented by wage labour in Simon's Town.

Homes were built of brick or wood-and-iron. In 1929 the Town Council had constructed 20 semi-detached cottages (known to-day as "Pinehaven") built of brick with corrugated-iron roofs. One property owner built semi-detached houses in the Elsie's River area. A house was let to a tenant at a minimum rental, and the occupant was responsible for its maintenance and upkeep.

Until 1967 there was no public transport to Red Hill. Those who worked in Simon's Town or "up-the-line" walked down the old ox-wagon road which came out at Military Road above Palace Barracks. The return journey to Red Hill in the evening took at least 45 minutes from the town to the plateau - they must have been very fit!

Most of the community had no electricity, water, night-soil or refuse removal. The exception was The Cottages (Pinehaven) where the Municipality supplied water to a central point. From there it had to be carried into each home. Night-soil and refuse removal services were also supplied. The rest of the community at Brooklands and Botha's camp collected water from two springs. (The one at Brooklands was very polluted). Many households had their own rainwater tanks.

In 1853 the Elsie's River Mission School was started by Rev. John Thomas on land adjoining Brooklands. Mrs Brewitt began by teaching 10 boys and 14 girls. Rev. Parsonson received a grant of land to erect a chapel and a formal school building at Elsie's River in 1856. Children paid school fees which, in 1859, came to £3. A further £10 was paid by well-wishers. The school had

to be closed in June 1897.

There was a primary school at Brooklands in 1967 run by the Methodist Church. According to oral testimony it had been in existence for 80 years. One must therefore assume that at some point the Elsie's River Mission School had been re-opened. The school had two teachers and provided education for 64 children from Sub A to Standard 4. The Elsie's River Mission School finally closed its doors in 1970, as a result of the Group Areas Act.

Silo Primary School at Wildschutsbrand and three Simon's Town schools: St Frances Mission School (Anglican), St Francis Xavier (Catholic) and Arsenal Road Secondary School (only going up to Std 8) all had pupils from Red Hill. The children walked to school from Red Hill. Those who wished to matriculate travelled to Diep River (Whisson 1972:22).

The ante-natal clinic was in Simon's Town and until a bus service was laid on in 1967, mothers carried their children from Red Hill to the clinic on foot. Clinics were held by the District Nurse at Red Hill and Silo once a week. The only hospital was the False Bay Hospital, in Simon's Town until it moved to Fish Hoek (6 miles away) in 1964. There were no shops at Red Hill. Greengrocers visited the area regularly and some shops in Simon's Town delivered groceries and consumer goods to the homes of the Red Hill community.

The Red Hill community were mostly Anglicans and Methodists. There was also a small New Apostolic Church. People living on Methodist land tended to be Methodists and those in the Cottages and close to the nearby Anglican Church, St Mary's, (which was housed in a room at Botha's Camp) tended to be Anglicans (Whisson 1972:25). The community's social activities revolved round the churches. The Red Hill Recreational Club met in the Methodist Recreation Centre and had Methodist and Anglican members.

Most men were employed by the Royal Navy (the S.A. Navy after 1957) or the Simon's Town Municipality. Women were mainly employed as domestic workers in Simon's Town, although in the 1960's there was a growing tendency amongst young women to be employed as machinists and factory workers as far afield as Cape Town. In domestic matters and in the running of the home, women were the backbone of the Red Hill community, as most men were absent from the home every weekday from 6.30 a.m. to 8.30 p.m. and many worked on weekends too.

James Leatt wrote that "since 1959 the people at Red Hill have been uncertain about the future of their community. In 1959 the first Public Enquiry was held in Simon's Town to examine the application of Group Areas legislation. From that time property owners were unwilling to invest in additional houses on their property and only a few new wood-and-iron homes were built in the Sabena Vlei area....In 1967....Simon's Town, including Red Hill was proclaimed a White Group Area." The Group Areas Act sounded the death knell for the community. Families had lived at Red Hill for over 150 years, in a rural community where the principle of cohesion was kinship. Without exception, the people expressed

a fear of being removed to a township. They knew they would inevitably be separated from their kin (Leatt 1967:5)

The above statement by Leatt is particularly interesting in the light of the Simon's Town Council's vigorous insistence that the Red Hill people were only removed because the region had been proclaimed a "water catchment area" in order to build a new dam and not because they became "disqualified persons" under the Group Areas Act of 1967. In 1972 former mayor, L.J.D. Gay wrote "The Council has acquired the "affected property" of the old Leeuwendal estate..." (Gay 1972). The former Red Hill community themselves are convinced that they were forcibly relocated under the Group Areas Act.

To-day more than 30 years after their removal Herbie Levendal and other former Red Hill families regularly visit the site of their old homes and still collect the indigenous herbs which grow there, for all sorts of ailments.

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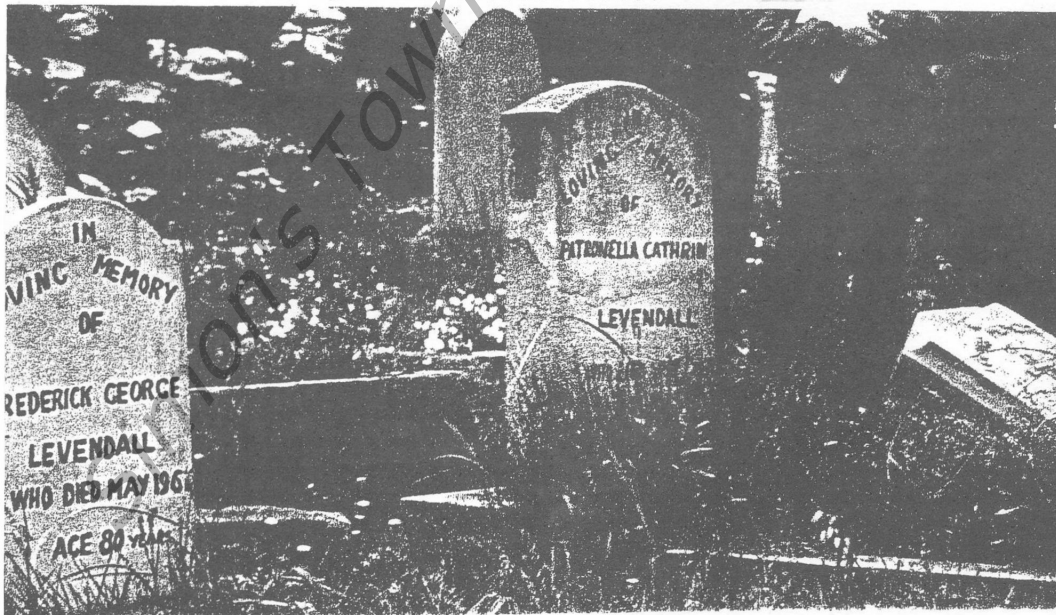
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Two of the many Levendall graves in the cemetery adjoining their former properties on Red Hill, Simon's Town

THE CAPE GARRISON ARTILLERY

[Extract from the book "Forces of South Africa 1659-1954" by Major G. Tylden.]

The Cape Garrison Artillery was formed in 1891, the full title being "...and Engineer Volunteer Corps". This unit took the place of the Cape Engineers, also sometimes called the Cape Town Volunteer Engineers. The first Commanding Officer was Major le Vicomte de Montfort and the authorised establishment was 320 all ranks.

According to Government Notice No. 777 of 1891 and Colonial Forces Order of 14 September 1901, the corps was to consist of 4 Companies of artillery and one of engineers. The badge was the coat of arms of the Cape of Good Hope with the motto "Spes Bona" and the corps was always closely connected with the Royal Garrison Artillery who for many years found drill instructors. From 1897 the title as given in the Cape Directories was merely Cape Garrison Artillery. It was organised on a partially-paid basis in 1898 by Government Notice No.84 of 26 January 1899 when it lost its full volunteer status and assumed gold lace on the full dress like the Garrison Artillery.

It was mobilised in October 1899, and much expanded by a considerable number of recruits from overseas being enlisted. Men of the unit formed a squadron of Kitchener's Horse and proceeded on active service. On 30 June 1902 the corps was demobilised but continued as a part-time unit. In 1904 a King's colour was presented to the corps. In 1909 the Commanding Officer was Colonel Forbes-Taylor and the strength was six companies, still on a partially-paid basis. In 1913 it became the First Division of the South African Garrison Artillery and manned the Cape Defences during the 1914-1918 War, many of the corps proceeding overseas with newly raised artillery units. In 1919 by Army Order 58 of 1 February, the Cape Garrison Artillery was officially allied to the Royal Artillery. In 1921 the Royal Artillery were withdrawn from the Cape Town Defences, and the South African Permanent Force Garrison Artillery formed to take over in their place. This unit became responsible for the training of the Cape Garrison Artillery which had a strength in 1922 of 18 officers and 346 other ranks. In the event of war it was to be temporarily amalgamated with the Permanent Force unit as part of the S.A. Coast Artillery.

In 1928 a third Company was formed and in 1931 the Cape Fortress Engineers became No.4 Company. On 1st June 1934, the Cape Garrison Artillery became part of the Cape Artillery Brigade and became the 1st and 2nd Heavy Batteries, composite units formed with the S.A. Permanent Force Garrison Artillery. Voluntary recruiting for the C.G.A. has always been good, the legal profession at the Cape having been especially staunch supporters. The Commanding Officers have been as follows: Lt Col. the Hon. D.P. de Villiers Graaff, Lt.-Col. A.P. de Villiers, Lt.-Col T.E. Lawton, DSO, Lt.Col. G.T. Nicholson, Col.G. Gutsche, CBE, VD; during 1914-1918 Major A.M. Black, Major E.R. Roper; 1923-1929 Lt.-Col. B.C. Judd (with Permanent Force); 1930 Major D.G.S. Scott; Major B.F. Armstrong to 1937; and Major H.E. Celliers to the outbreak of the 1939-45 War.

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PRINCE GEORGE'S VISIT TO SIMON'S TOWN 1934

The Prince's visit to South Africa in early 1934 was very well timed. By a happy coincidence the Government of the Union of South Africa - the Union's first National, as distinct from Nationalist, government - extended an invitation to Prince George to be their guest in the Dominion at a time when the grievous burdens of years of political conflict and economic depression were beginning to lift. It was a strife-weary country which welcomed the King George V's youngest son. Generals Smuts and Hertzog had at last joined hands and agreed to let bygones be bygones.

Prince George set out to enjoy his visit and many were the words of hope that he spoke in his speeches and in his private conversations with the leaders of the country. When he spoke in Afrikaans in Pretoria he echoed the famous words of President Kruger:

"Take out of the past all that is noble and build thereon in the future".

Prince George sailed from England aboard the Union-Castle steamer CARNARVON CASTLE and as soon as the liner was within radio contact with Walvis Bay dozens of messages of welcome were addressed to the Prince.

The Royal Navy ship HMS DORSETSHIRE, the flagship at the time, with the Commander-in-Chief Vice-Admiral E.R.G.R. Evans aboard, left Simon's Town to meet up on 4 February 1934, a Sunday afternoon, with the CARNARVON CASTLE. The seas were heavy as DORSETSHIRE approached and fired a salute of 21 guns. The Royal Standard was broken at the CARNARVON CASTLE'S mainmast and her ensign was dipped in salute, while on the "dressed" DORSETSHIRE the crew, clad in white ducks, manned the ship. DORSETSHIRE drew up on the port side of CARNARVON CASTLE about $\frac{1}{2}$ mile away and Prince George stood to attention on the bridge while the Flagship's band played the National Anthem. The cruiser then turned about in her track and steamed to the starboard side of the liner, keeping $\frac{1}{2}$ mile ahead, with great waves crashing over her bows. DORSETSHIRE finally encircled CARNARVON CASTLE, dropped a $\frac{1}{4}$ mile astern, and keeping her station, escorted the liner towards Cape Town.

Prince George was up early to catch his first glimpse of Table Mountain as the liner swung round into the dock entrance while DORSETSHIRE lay at anchor about $\frac{1}{2}$ mile off-shore. All the usual salutes were exchanged and finally the Royal cavalcade set off so that the Prince could pay his official calls on the Governor-General and the Mayor of Cape Town. He then proceeded to the Governor-General's suburban residence at Rondebosch (Westbrook) where he was to be the guest for 8 days of the Governor-General and Lady Clarendon. There were several official evening functions which he had to attend.

The Prince had not served in a warship since 1928 but he was still on the active list and was known to be a sailor at heart. So it was on his second day that he visited the naval base at Simon's Town where, after being accorded a civic reception by the

Mayor and townspeople, he proceeded to the Naval Dockyard. While in Simon's Town he met a venerable old man, Mr. D. Frieslaar, a cabman, who fifty years before drove King George V and his elder brother, the Duke of Clarence, to Wynberg when they were midshipmen serving in the BACCHANTE. In those days the railway went only as far as Wynberg. Frieslaar told the Prince that he used to charge his father 10/- to take him to Wynberg and bring him back. They shook hands and that made Mr. Frieslaar's day.

The Prince visited the S.A.T.S. GENERAL BOTHA, to which he was rowed to her anchorage in Simon's Bay in a cutter manned by 14 cadets, commonly known as "Botha Boys". The Prince, accompanied by the Admiral, then proceeded in the Admiral's barge to the East Dockyard, where he boarded the Flagship HMS DORSETSHIRE. With the usual ceremonials he was received on board. He was greeted by her Captain, Makeig-Jones, the Chief of Staff and as he set foot on the quarterdeck the Royal Standard was broken at the masthead and a royal salute of 21 guns boomed out. He met the officers of the Flagship and of the other ships of the squadron and spotted many former shipmates among them. He met members of the South African Naval Service and asked for the Afrikaans equivalent of their initials (S.A.S.D.) to be explained.

The Prince left the ship at 12.30 and motored to Admiralty House to have lunch with Admiral and Mrs Evans. As he left the ship the Royal Standard was hauled down and all hands on the upper deck mustered on the port side and "cheered ship" as the Royal car moved off. As the car passed the bows of the flagship another Royal salute was fired by all the ships. Thus concluded an impressive naval occasion.

After lunch at Admiralty House he played a round of golf with the Governor-General, visited two hospitals for children in the Peninsula, one of which (the Princess Alice Home of Recovery for Children) was a legacy of his Aunt, Princess Alice, Countess of Athlone. In the evening he dined privately with Lord Hyde, the Governor-General's son and Comptroller, later going on to a State ball at Government House in Cape Town. A very full day.

This was just the start of his visit. He went on to other parts of the country where he met many of the country's citizens and questioned them closely on a wide range of subjects concerning the country about which he was truly interested.

[An extract from "Prince George's African Tour" by A.A. Frew. Blackie & Son, London & Glasgow 1934]

HARRY HALL

SHEILA HODGE

A moving ceremony took place on Saturday 19 August 2000 at the Dido Valley Cemetery when Mrs Audrey Smart, the daughter of Harry Hall, laid a wreath on his grave 59 years after his death.

Mr Hall who came from Hull in the United Kingdom, had worked on fishing trawlers before the 2nd World War and had been a mate on a minesweeper H.M. Whaler Gos VII, serving off South Africa in 1941. His ship was sunk and he spent several days in a lifeboat before being found and brought to hospital in Simon's Town, where he died on 27 August 1941.

Through the sponsorship of the Royal British Legion his daughter, Audrey Smart, was finally able to make the journey from Yorkshire to see where her father was buried. She was accompanied by her daughter and son-in-law Mr & Mrs Hudson. Prayers at the grave-side were led by Naval Chaplain Padre J. Bowmer. This was the first time that Mrs Smart had ever travelled out of England and the family were especially pleased that her father now rested close to the sea that he had loved so much.

Commander Bisset of the S.A.Navy Museum had been approached by Mrs Hudson to arrange a ceremony but was unable to attend at Dido Valley due to other Naval commitments. Simon's Town Museum therefore sent a representative and then entertained the family to tea at their Museum.

Simon's Town Museum holds records of Royal Naval personnel in Simon's Town, particularly of the burials which took place from 1813 when the Royal Navy set up its South Atlantic Base in Simon's Town. The Museum is happy to be of assistance to the families of men and women who served or called here with the Royal Navy up till the Hand-over in 1957. They can be contacted at stmuseum@mweb.co.za

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COMMANDER LOFTUS PEYTON-JONES DSO RN 1918-2001

Commander Peyton Jones served on the South Atlantic station at Staff Officer Operations HMS AFRIKANDER from 1953-1955. He is mentioned in Bulletin Vol. XIV No.1 as being present at Captain Bone's retirement party. He was the son of a naval officer Loftus Edward Peyton-Jones, from Guernsey. He joined the Royal Navy as a cadet at Dartmouth in 1932, serving as a cadet in the training cruiser FROBISHER and as a Midshipman in the battleships RESOLUTION and ROYAL SOVEREIGN.

Commander Peyton-Jones, First-Lieutenant in the destroyer ACHATES, sailed with 5 other destroyers of the 17th Flotilla under Captain Sherbrooke VC RN to escort convoy JW51B consisting of 14 merchant ships en route to Russia, which had left Loch Ewe on 22 December, 1942. The convoy was sighted by a U-boat on 30

December. A powerful German force of the heavy cruiser ADMIRAL HIPPER, the pocket battleship LUTZOW and 6 destroyers sailed to intercept the convoy. Captain Sherbrooke had a plan to deal with just such a surface attack. At the first sign of danger he led his destroyers out on the threatened side, while the convoy turned stern on and retreated under cover of a smoke screen laid by HMS ACHATES. Four times HIPPER attacked and was driven off, but during one attack she hit ACHATES with an 8-inch shell, killing everybody on her bridge. Captain Sherbrooke was killed so Peyton-Jones assumed command and ordered ACHATES to continue her self-sacrificing zigzag smoke-laying run to shelter the retreating convoy - thus amply fulfilling her nickname "faithful ACHATES". The Germans had their own plan.

While HIPPER attacked from the north, LUTZOW laid in wait to the south. It worked perfectly, LUTZOW met the convoy at a range of only two miles while the destroyers were fully engaged beating off HIPPER. For LUTZOW's six 11-inch guns, it should have been mere target practice. Instead, her captain fumbled his approach, was distracted by a snow storm, waited for it to clear, then made no attack and withdrew, having let slip the golden moment. All 14 merchant ships reached the Kola Inlet.

Meanwhile ACHATES had been hit by HIPPER again. Her sides were riddled by shrapnel and a huge hole was blown in her hull abreast of a boiler room. She lost all power, came to a stop dead in the water, swung over on her beam ends so that the sea surged into her funnels, capsized and sank. Peyton-Jones and 80 survivors (a surprisingly large number, considering the sea temperature and the ferocity of the action) were picked up by the trawler NORTHERN GEM.

Peyton-Jones had joined HMS ACHATES earlier in the year and in May had been awarded the DSC for his part in the defence of convoy PQ16 when it was attacked by aircraft and U-boats. Then in September 1942 he was mentioned in despatches after ACHATES had escorted convoy PQ18 which suffered heavy losses due to air attacks. It was a very eventful year for in November he and the ship were escorting the Torch convoys for the invasion of North Africa and picked up survivors from the troopship WARWICK CASTLE, torpedoed and sunk by U-413 off Portugal.

In retirement Peyton-Jones was Secretary to the Duke of Edinburgh's Award Scheme. He and his wife visited Simon's Town in October 2000 but by now, aged 82, his health was failing. His obituary appeared in the London "Weekly Telegraph" on 17 January 2001.

[This article was written up from information contained in the obituary]

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SHEILA RUSHIN (nee Brown)

[Sheila visited Simon's Town for 6 weeks in February/March 2001. She and Pamela Oborn (whose article appeared in the previous edition of the Bulletin) visited the Museum and donated several articles and photographs.]

Sheila wrote the following for us:

"In June 1941 my father, Gordon Brown (known as "Joe") was drafted to Simon's Town Dockyard. His home dockyard was Chatham, Kent. Dad sailed on T.S.S. UMTALI, the captain being Captain F.E.J. O'HEA. I do not know any details of the journey.

My mother, Ellen Louise Brown and myself Sheila June, then 9 years old, followed my father in November 1941. I remember clearly our departure from Gillingham, Kent on 28 November 1941. We travelled to London with my grandparents by train, then said our "Good-byes" to them. Mid-afternoon Mum and I arrived in war-torn Liverpool and spent that night in an hotel. Of Liverpool I remember seeing teams of workers removing rubble from the bombed building sites. Directly opposite the hotel the area was bombed flat.

The next morning 29 November we went by taxi to the docks and embarked on the Blue Funnel Line ship T.S.S. NESTOR. The ship was crowded with many civilians and R.A.F. personnel, the latter going to South Africa and Australia for training. Cabins were sub-divided and crowded. Our small cabin held Mum, myself and Mrs Hurlock and her daughter Rita. Rita was my age. Across the gangway were Mrs Price and her daughter Gwyneth and Mrs Eve Fryer and baby daughter Jennifer. All these were Home Agreement people. At this stage none of us knew that our voyage to Cape Town would take 6 weeks. Late in the afternoon of 29 November we set sail. My last memory of Liverpool was seeing the "Liver" building clearly as we sailed away.

Our first night introduced us to the metallic boom of depth charges being dropped. This became a daily sound in our lives. The voyage began with us heading towards Iceland. The seas were very rough and most of the adults were seasick. Strangely the children seemed immune to seasickness. The weather was so bad that we were forbidden to go on deck.... the ship rolled and rolled and the decks were awash. When we were eventually allowed on deck, we discovered that we had collected a full convoy of 42 ships. This convoy stayed together until Freetown in Sierra Leone. One of the daily games for the many children on board was to count the convoy vessels just in case a U-boat had sunk one overnight!

Besides the ship's captain we had a Fleet Commodore aboard and he was very concerned for the children. Each mid-day he collected all the children in one of the lounges and then entertained them with stories and played his one-man band. We all loved this time with him. Also on board was an American Press photographer and it is due to him that photographs of this journey were published on 16 May 1942 in the magazine "ILLUSTRATED" The title of the article was "Convoy to the Pacific"!

One of the passengers in later years became the notorious murderer Robert Chesney. His picture is in the Illustrated magazine. I remember him clearly as a very large, flamboyant, talkative man. He spoke fluent French and there was another Frenchman aboard. The two of them walked the decks conversing loudly, trailed by us children. We were quite fascinated by these two men. In spite of Chesney being a murderer, on this voyage he and his friend coerced the captain to allow them to make small wooden toys in the Carpenter's Shop. The toys were for the younger children for Christmas.

On 7 December a bulletin was posted on the noticeboard announcing that Pearl Harbour had been attacked by the Japanese. My mother went haywire - she was very upset saying that she did not want to be taken prisoner by the Japanese! We reached the vicinity of Freetown by Christmas. The evening before we arrived there a Christmas concert was held and we all sang carols. Suddenly a sailor went up to the Captain and whispered to him. The concert came to an abrupt end. There was a German U-boat inside the convoy and our ship was the target. I do not know if our escorts sank the U-boat or just frightened it away. However, we all had to return to our cabins on alert.

Lifeboat drill was a daily practice throughout the voyage and I recall that when I heard the signal I would grab my lifebelt and run helter-skelter to our allocated station. I never checked on Mum! We were given a daily dose of liquid quinine at lunch time. I like everyone else detested the stuff. On arrival at Freetown we saw the greatest armada of ships imaginable. There were hospital ships, troop ships, support ships and Merchant Navy vessels. Our convoy added another 42 ships to this fleet. Shortly after arrival the local boatmen came out to hawk their wares of fresh fruit and basketwork. We were thrilled to watch the small boys dive to retrieve the coins thrown overboard into the sea as payment for goods. After war-time rationing in England most of the children had never seen a banana and we all gorged ourselves sick on them. After a month at sea our ship was almost out of fresh water so the Captain went ashore to negotiate a supply. Thereby hangs a tale.

My mother along with the other ladies had coaxed the steward to supply them with a teapot, tea, milk and sugar daily. The tea drinking ceremony took place in one of the cabins each morning and afternoon. One day the Captain, dressed in his white tropical uniform, descended the ladder to the whaler which was to take him ashore. As was their custom the teapot had to be emptied, usually the residue of soggy tealeaves went straight out of a porthole. Of course this time the Captain got the tealeaves all over his white uniform. He was not amused! Of course he had to change his uniform. A full scale enquiry followed and future supplies of tea were forbidden. All the guilty ladies and the poor steward had to appear on the mat before the captain in his cabin. This story was giggled over for many years afterwards.

The voyage was never boring for the children. Rita, Gwyneth and I were of the same age and became playmates for the duration of the voyage. In the evenings we played "hairdressers" in the

cabin and became a subject for the Press Photographer. Our picture is also in the Illustrated. To my disappointment only my back view is visible. One of the games played was a rigged-up message system across the gangways. This was possible as at ceiling level all our cabins had elongated slits - possibly this was a result of sub-dividing the cabins and putting up partitions. We ran our messages on strings and cotton reels. Where we got the cotton reels I do not recall. This was a great game for us until one morning during the Captain's inspection a message flew over his head in our gangway. According to him this was a fire hazard - end of fun.

From Free Town our ship continued alone. A detour was made across the Atlantic towards South America, the ship zig-zagging to avoid U-boats. We eventually arrived in Table Bay at dawn on Monday 5 January 1942 after 6 weeks at sea. The approach to Cape Town by sea must be the most spectacular scene one can see and the experience has stayed with me all my life. The day we arrived was hot and Table Mountain shimmered in the heat haze.

For some unknown reason we swung at anchor in the bay all morning. I suppose our arrival was unexpected. Mid-day saw the luggage going ashore in tugs. In the early afternoon those passengers and R.A.F. personnel for Cape Town were taken ashore in the tugs. It was unbearably hot. We were crowded into one of the sheds on the dock-side where Mum searched for our luggage. Some kind person appeared with drinks of coca-cola, my very first taste of the drink. We stayed in the shed till 5 p.m. or later. At long last our fathers began to arrive to collect us. We found that the delay was that it took some time to get the news of our arrival to Simon's Town. In fact I believe we were actually ashore before the news of our arrival reached them. My father's friend Mr Kotze drove Dad to collect us. I recall standing on the wide running-board of Mr. Kotze's car and hugging Dad through the open window. Dad had rented a bungalow on Lansdowne Road, Claremont. This was the first home we had in South Africa.

My parents lived at Claremont until March 1946 when Dad was told he must move into the Naval accommodation supplied or he would lose his allowances. I attended Claremont Public School. At first I was a curiosity - the English girl from the Blitz. At breaktime I was pursued and often tormented for being English. This eventually stopped and I became "one of them"! I turned 10 in April 1942. Having to learn Afrikaans was a nightmare. I was dyslexic and could barely read English at this time! I was relegated to the baby class to learn Afrikaans. At about age 12 I suddenly mastered reading in English.

I made many friends at Claremont; they were nearly all South African girls e.g. Sheila Herbert, Mavis Relling, Fay Schwormstedt and Dawn Dashwood-Brown. It was Dawn who took me horse-riding, first at a stable near to Salt River railway station. Later I rode at Claremont. I met the Kriel family through riding and was taken to their home. They lived in Milner Road. Molly Kriel became a second mother to me and encouraged my artwork. Thelma the eldest daughter became a very close friend. We used to walk to Kirstenbosch from home to sketch and

paint, or go along the pipe track from Kloof Nek. I was not happy in 1946 when I had to leave these friends and move to Simon's Town.

The people who sailed with us to South Africa became firm family friends - the Fryers and the Price family. My new school was Simon's Town Secondary School with Mr. Monty Green as the Headmaster. I was in Standard VI and Mr. J.J. van Zyl was our teacher. His daughter Elaine became a friend. My very first friend at Simon's Town was Jean Michell. Jean used to walk their family dog on Seaforth beach and my mother and I used to walk our two dogs there also. Jean's dog and our dogs were pekinese. Mum and I met Jean taking a rest, sitting on the raft which was out of the water for the winter season. We sat down with her on the raft and Jean and I have been wonderful friends since.

My second friend was Anne Tammadge. The Tammadge's moved into Hamoaze Court (on Runciman Drive) about the same time as us. Anne and I became friends and we grew into a foursome when Pamela Buckham and Pat Pope arrived from U.K. I think we met both Pamela and Pat at one or the other of the Home Agreement Christmas parties which were held in the Freemason's Hall. The four of us went everywhere together. This friendship has lasted all our lifetime; through all the joys and sorrows we have always "been there" for each other. Pamela and Anne lived in Hamoaze Court and Pat lived in Solent Court next door.

We all joined the St George's Church Dockyard Church Choir. Pamela's father was our choirmaster for many years. Mr Ted Shaw was the organist. Other Home Agreement choristers were the Bryce boys (David, Brian, Allen and Peter). Graham Crimp was also in the choir. Among the girls were Margaret and Freda Symmons, Pamela Atkinson and Ann Salter. Among the Simon's Town locals were Mavis Howells, Pamela Roberts, Jean and Shirley Michell, Joan Latimer and Audrey Mar-Gerrison.

We loved the choir, especially at Christmas when we went singing carols around the town or in the garden at Admiralty House on Christmas Eve. Lady Joy Packer, wife of the Commander-in-Chief, South Atlantic, always laid on a wonderful spread for us after our singing to her guests. It was not uncommon on a Sunday morning to see Anne, Pamela, Pat and Sheila running barefoot down to the West Dockyard to get to church in time for the service. One Sunday after the service, the Captain-in-Charge of the Dockyard got hold of Anne and told her to call at his house on the way home for some glue to keep her shoes glued to her feet. You can run faster in bare feet!

Our lives in Simon's Town were really wonderful. Who could ask for more, a wonderful climate, beautiful scenery and great friends. Our lives at this time were truly blessed. Lazy summer days on Seaforth Beach, walks along the Bridle Path to Boulders beach. Cycling to Kommetjie or Muizenberg, joining our friends at the local Bioscope on Saturday evenings. We had no worries then. We did get up to a few pranks like suicide climbs around the Waterfall. I am positive that all those who were children at this time now look back with nostalgia on those wonderful years.

At the end of 1948 I passed the Junior Certificate examination and was awarded the Simon's Town Municipal Bursary for further education. I went on to Muizenberg High School. It was at Muizenberg that I met Margaret and Janet Cartwright who became great friends right up to this present time. At the end of 1950 I passed Matriculation at Muizenberg. I next went to work in Barclays Bank (D.C. & O.) at Muizenberg. I worked at the bank until the end of 1952 when for personal reasons I left and returned to England. My father and mother stayed on and my father transferred to work for the South African Navy when they took over the Dockyard in 1957. Dad returned to U.K. in October 1959. In 1960 he received his Long Service Medal. Sadly he passed away on 31 October 1963."

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Nothing changes!

From: the Police Magazine "Nongqai" 1915

" Owing to the reckless manner in which motorists use the roads and streets in Simon's Town, the Municipality were obliged to introduce a regulation limiting the speed to 10 m.p.h. in the section between the Railway Station and the East Dockyard gate. Warning signals have recently been affixed at conspicuous places along the section of the main road"

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THE WRECK OF HMS SYBILLE 16TH JANUARY 1901

[We have written this up in an earlier Bulletin but from Dirk Burger to the Naval Officers Association comes the following story and must be one of the strangest things to have happened in the Boer War.]

"HMS SYBILLE was wrecked south of Lamberts Bay directly opposite the Burger family farm "Steenboksfontein" and was thus indirectly responsible for the creation of a British wing of the Burger family. After the completion of the preliminary investigation into the wreck the Admiralty sent a team to South Africa to try and salvage as much of the ship's equipment as possible. The leader of this team was a young British engineer Mr Harry Blades. Although the emotions between Boer and Brit ran very high during those times the then owner of the farm (Dirk's great grandfather) allowed Harry Blades and his team to make themselves at home on the farm.

One of the Burger daughters Martha Elizabeth (Martjie) and young Harry Blades fell in love. Despite family objections they married, firstly at Leipoldville (in Afrikaans) and then at the Groote Kerk, Cape Town (in English). Shortly before the job was completed their first daughter - Elizabeth (Betty) - was born. Soon afterwards they returned to England. There followed another daughter Helen (Helena) and three sons, Frank, Arthur and Tom. Martjie never returned to South Africa and is buried in England alongside her husband. Helen (86), Frank (82) and Arthur (80) are still alive and have on numerous occasions over the years visited their family and Steenboksfontein.

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PROCLAMATION RE SIMON'S TOWN IN 1814.

With the removal of the Royal Navy's Headquarters from Table Bay to Simon's Bay in 1814 it was necessary to make certain changes to the Administration of the district. This caused the Governor Lord Charles Somerset to issue the following proclamation.

"Whereas it has appeared necessary and convenient for the Inhabitants of that part of the Cape District, extending from Muizenberg to Cape Point or Uiterste Hoek, to have an internal arrangement for their Magistracy, so as to obviate the necessity of referring matters of Police and those relating to Lands to the Magistracy of Cape Town; and whereas the important change by which the Naval Station is now fixed at Simon's Bay, renders it probable, that Simon's Town will not only be much enlarged and become extremely populous, but that it will be the rendezvous of much shipping touching here for Convoy. For these reasons, and by virtue of the authority of His Majesty in me vested, I have thought it proper to direct, and hereby direct as follows:-

1. The District of Simon's Town shall be entirely separated from Cape Town and the Cape District, and form an Establishment apart under its particular Magistrate, as hereinafter directed.
2. An ideal line from Muizenberg to the Noord Hoek will form the separation of the District of Simon's Town from that of the Cape; should any doubt exist with regard to Places or Erven, which may be situated upon the line in question, the Landdrost of the Cape District will arrange the matter with the Magistrate of Simon's Town [PLEASE NOTE THE USE OF THE TWO WORDS - Ed] (who will henceforth be styled the Government Resident), according to the usual custom in the separation of Country Districts.
3. The Revenue arising from the ordinary and extraordinary Taxes, as established in the Proclamation of 1st April last and the Toll on the Muizenberg Road, will in future be collected by the Government Resident of Simon's Town District, and the proceeds will be expended in defraying the necessary expenses of the District; the accounts and vouchers for such expenditure are to be kept and audited in the manner pointed out in the 24th Article of the Proclamation of the 1st April, aforesaid.
4. The Heads of Expenditure intrusted particularly to the Government Resident are:
 - 1st Repairs to the Wharf
 - 2nd The Repairs of the Government Civil Buildings
 - 3rd The Repairs of the Roads, especially that to Muizenberg, and the Repairs of the Streets; but this will not include the formation of a new Road, between Simon's Town and Muizenberg, which will be immediately commenced under special Instructions from me.
5. In order to meet the expense of these items, independent of the Taxes above alluded to, a rate of Wharfage, for all Goods, not the property of His Majesty, will be established

and a charge allowed, to be made against all Vessels, frequenting the Port, except those in the King's Service, for Watering.

6. The Government Resident of Simon's Town will exercise the same authority within that District, as the Landdrosts do in their respective Districts.
7. The Government Resident of Simon's Town will report his proceedings, as far as they relate to good order and the peace of the Town, to the Commandant of the Place, giving him an account of such Sailors or others, as he may have found necessary to confine, on the morning subsequent to their being taken up, at farthest; but with respect to Finance, or disposition of Lands, or other things not connected with the breach of Peace, or Public tranquility, the Government Resident will, as usual continue to correspond immediately with me, or the Governor for the time being, through the Office of the Colonial Secretary.
8. The Town of Simon's Town shall be divided into two Wards, as hereinafter described, and a Wardmaster, to act under the same Regulations and instructions as the Wardmasters of Cape Town, shall be appointed to each Ward.

The first Ward to comprise all Houses etc situated between the North Battery and the Wharf, and the second all Houses etc situated between the Wharf and the Naval Hospital*.

The District of Simon's Town contains two Field Cornetcies viz. that of the Noord Hoek, and that of Wildschutbrand, whose duties are pointed out by the general Regulations on this subject.

The Government Resident will point out the Boundaries of the Field Cornetcies in question.

GOD SAVE THE KING

Given under my Hand and Seal, at the Cape of Good Hope, this 27th day of May 1814.

(signed) CHARLES HENRY SOMERSET "

* This is the Old Naval Hospital.

THE 'FLU EPIDEMIC 1918

(An extract from "Nongqai" November 1918 - a newsletter of the South African Police)

The terrible havoc Spanish Influenza is making among the general community at the Naval port is indeed appalling and eclipses anything of an infectious nature ever heard of in these regions. Every class of the public is afflicted, with the result that practically all the little services etc. have been considerably curtailed and in some cases absolutely closed down altogether. The housewives who are still able to move about are to be seen at almost all hours of the day loaded with parcels containing the necessities of life. There has been a tremendous strain at the two local chemists' shops, and crowds were in evidence outside the premises from the very beginning of the epidemic waiting their turn to get in and be served, and, very fortunately, both shops kept open all through the crisis. The same remarks apply to the chemists at Kalk Bay and Muizenberg, though perhaps in a more congested state at the latter place, due to the whole of the assistants at one of the establishments having been stricken down with the disease at an early stage in the campaign. It was very fortunate that Dr T.P. Hayes, the District Surgeon, the only civil medical man in Simon's Town, held out right through, and rendered excellent service. Not alone are the coloured people and the natives falling victims to the plague, which seems to be the correct designation for it, but the Europeans are practically all down as well. There is hardly a business in the district that has not at least one or two of their employees down, as well as others on the point of collapsing. At the time of writing these notes several Naval ratings had already succumbed to it, notwithstanding the very best care and attention meted out to them at the local Naval Hospital. The whole of the Post Office staff excepting one Junior officer were laid up. The local Troop of Boy Scouts came to the rescue at the Post Office and attended to the correspondence, as well as delivering telegrams, etc, which efforts were favourably commented upon in the CAPE TIMES and CAPE ARGUS. Mr. G. Rossouw, Clerk of the Court, also came under its sway and was obliged to keep to his bed for a week. As a matter of fact the Magistrate (Mr. E Graham Green) and Miss Green (his daughter), the typist, were the only two who escaped on the Court establishment. Fortunately, so far, only one of the Police in the district has contracted the infection, which happy state of affairs enables the usual service to be kept up, plus rendering assistance to the sick poor and helpless. The Government is dropping in for it on all sides for their apathy in regard to this national danger, which threatens practically the whole community. It is contended that it was due to culpable negligence that the ship which conveyed the disease from Sierra Leone was not quarantined until the details on board her were able to present a clean bill of health.

The whole organisation of society in these parts is paralysed and it beggars description to see natives and coloured persons being picked up dead or in a dying condition in the streets, roads, trains etc. The remarkable part about the calamity is that the coloureds and natives are in such mortal dread of the plague and are not prepared to help each other, which stupidity and want of

courage accounted for more than one death. All schools, bioscopes and public meetings have been closed down for the present - undoubtedly the right thing to do.

EDWIN GEORGE BOWERN (1826-1881)

As a young man he arrived from England. He was a provision merchant. He lived where the Standard Bank now stands, then known as Venetian Lodge. In 1850 he purchased Arcadia Flats (the eastern portion of Cliffords Garage - the Shell station) from the estate of Agnes Barrow (daughter of John Osmond) and later the western portion from Abraham Michael. Here he ran stables and a forage store which were destroyed by fire on 9 September 1870. Bownern was born at Furnival's Inn Court, London. His wife was Margaret (nee Strachan) whom he married in 1849 at St Frances Church. Their children were Emma Caroline, Margaret Letitia, Alfred Edwin Charles, Frances Adelaide, Florence Agnes, Algernon Donald Elgar. Later on Bownern held a wine and spirit licence as well. He owned 6 cargo boats in partnership with George Ryall Budge and Alexander Nicolas Black. He was a member of the local Immigration Committee and Worshipful Deputy Past Master of the Royal Alfred Lodge. He was also one of the first directors of the Simon's Town Dock Co. responsible for building the Patent Slipway.

MAXIMILLIAN JOHN LUDWICK WESTON (1873-1950)

Although not a Simon's Town resident he had a naval connection and is worth remembering for his contribution to aviation in South Africa.

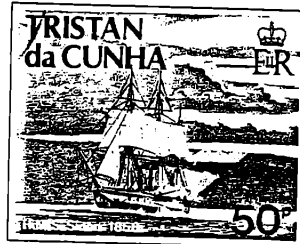
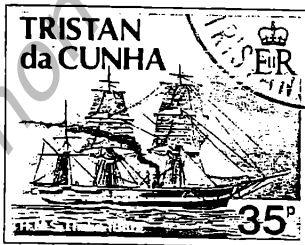
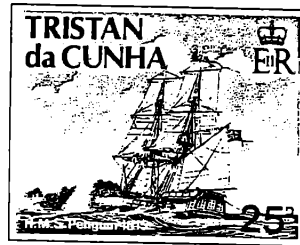
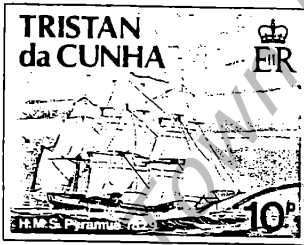
Weston was born in the Vryheid district of Natal to Scottish parents. He was from an early age interested in mechanics and engineering and round about 10 years of age built a working model of an electric dynamo. In 1888 he joined a firm of electrical engineers in Belgium and carried out research to determine the characteristics of wing sketches which would control aeroplanes in atmospheric conditions high above sea level.

Weston returned to South Africa in 1902 and fought in the last phase of the Boer War on the Boer side. He took part in several revolutions in South America during his travels and by 1904 was concerned in a bridge-building project in Russia. He returned again to South Africa in 1906 and started farming on Doornpoort near Bultfontein in the Orange Free State. In 1909 he moved to Brandfort. In 1907 he had begun to design and build the first South African aeroplane but as he had difficulty with the heavy water-cooled engine and other difficulties, he took the parts to France in 1909 in order to complete the aeroplane and installed one of the revolutionary light air-cooled Gnome engines. In France he worked with Henri Farman at Etampes about 50 kms south

of Paris, on a bigger aeroplane for military use and in 1911 brought the Weston-Farman, as it was called, to South Africa and founded in Brandfort the John Weston Aviation Co. It was a non-profit-making firm and was the driving force behind the foundation of the Aeronautical Society of South Africa.

On his return to South Africa he had intended to continue building aeroplanes and establishing an aviation training school to supply the military needs of the Union Defence Force. Sadly financial backing was not forthcoming. A further blow to his plans occurred when in February his workshops with five aeroplanes and a self-built threshing machine, were burnt down. In 1915 he built the first aerodromes for the Zuid-Afrikaanse Vliegenierskorps at Walvis Bay. He returned overseas to train at Hendon after which he transferred to the Royal Naval Volunteer Reserve and then to the Royal Naval Air Service, progressing to the rank of Major. He became a member of the British mission to Greece and the Greek government awarded him the title of honorary Rear-Admiral which title he then proudly used.

In 1933 he and his wife settled on the farm Admiralty's Estate near Bergville in Natal. On 21 July 1950 they were assaulted on the estate by robbers. His wife survived the attack but Weston died in hospital at Harrismith three days later.



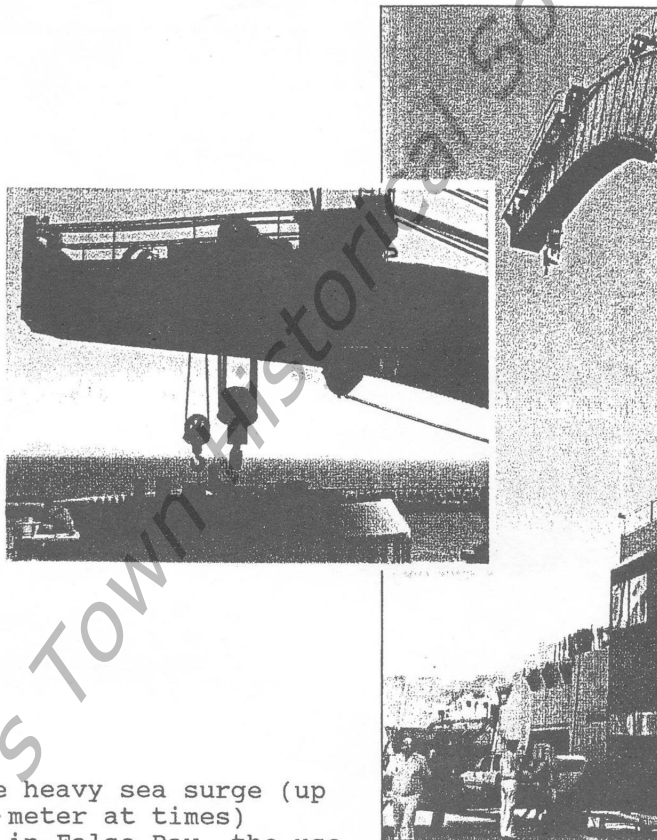
Some of the R.N. Ships which visited Tristan da Cunha	
HMS PENGUIN 1815	HMS PYRAMUS 1829
HMS SIDON 1858	HMS THALIA 1886

GOOSENECK CRANES, EAST DOCKYARD, SIMON'S TOWN

From: S.A. Navy News No.1 2001 Vol. XX

"Goodbye, Old Faithful!

When the Simon's Town Dockyard was constructed for the two Gooseneck cranes were erected, one of 20-ton capacity on the outer wall (removed some 20 years ago) and another of 50-ton capacity, which was still operational until recently. Gooseneck cranes were standard heavy lift equipment in Dockyards at the turn of the century.



Due to the heavy sea surge (up to half a meter at times) prevalent in False Bay, the use of a heavy lift crane in the tidal basin was unsatisfactory for lowering heavy gunnery or other machinery into precise positions, so a 50-ton crane was erected over the drydock in the 1960's. It was dismantled to make way for the new ships. After years of being referred to as the Gooseneck Crane, it was recently discovered in the United Kingdom they are referred to as Swan-necked cranes. The manufacturer's plate on the historic 50-ton crane reads: "Gowans, Sheldon & Co. Carlisle, England 1910."

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