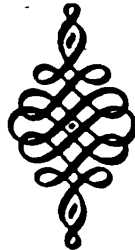




**SIMON'S TOWN
HISTORICAL SOCIETY**

BULLETIN



PRICE TO
NON-MEMBERS
R12.00

VOL. XXI
NO. 3
JANUARY 2007

CONTENTS

V
VOL. XXIII NO.3

JANUARY 2007

List of contents.....	81
Committee Members	82
Subscription	82
Obituary N.K. Farquharson	83
Kroomen	84
The Ajam family	89
Sails of a Square-rigged ship	90
Lt D.R. Stephens DSC	91
Rudyard Kipling	96
Rev. Wm Caldecott and wife	105
Bombay Jack	107
D.E.I. Co Administration	108
Naval Swords	115
HMS DRAGON	116
Admirals (Red,White,Blue and Yellow)	117
Lord High Admiral.....	119
The Stander Gang	120

LIST OF OFFICE BEARERS

President: Mrs N. Holderness
Vice-Presidents: Cdr Mac Bisset
Mr V. Wessels

Chairman: Captain T. Korsten SAN (Retd)
Vice-Chairman: Prof. Boet Dommissie
Hon. Secretary: Mrs C. Dilley
Hon. Treasurer: Mr M. Leggatt
Membership: Mrs A.E. Read

Committee : Miss M. Cartwright, Mr H. Clayton, Mr M.E. Mawhinney and
Capt. W.H. Rice SAN (Retd)

Friends Rep.: Mrs Y. Mawhinney
S.T. Museum: Mrs C. Salter-Jansen

Editorial Board: Mrs A.E. Read, Miss M.F. Cartwright, Miss J. Cartwright

This publication is for free circulation to members of the Society. The approval of the CHAIRMAN must be obtained for the reproduction of the whole or any part of any article appearing herein and acknowledgement given in reproduction.

Exchange copies of other historical society publications will be welcome. SPARE COPIES of this Bulletin and copies of previous Bulletins may be obtained from the Society – price R10 incl. Postage. Articles dealing with matters of historical interest to Simon's Town and the surrounding area will be considered for publication.

Present subscription rates (due 1st January each year) are:

Single members (or 1st person of a family)..... R40 per person per year

Additional family members..... R10 “ “ “ “

Overseas members £15 sterling per annum: Postal orders suggested for payment.

Bank particulars: Standard Bank, Fish Hoek, RSA. Sort Code 036-009

A/c No. 072078588 **PLEASE FAX COPY OF DEPOSIT SLIP**

TO:021-786-1805

Address: P.O. Box 56, Simon's Town. 7995 RSA

ISS: 0037-5470

OBITUARY – NIGEL KEITH FARQUHARSON

Nigel was born in England on 12 September 1933 and did most of his schooling in England although for a short period he was at school at Michaelhouse in Natal as his father , who worked for the Financial Times of London, was posted for two years to Johannesburg as their correspondent.

In 1951 he became apprenticed to a printer in Johannesburg before joining the Shell Company of S.A. Ltd in 1952. He was transferred to Shell in Northern Rhodesia (now Zambia) and Southern Rhodesia (now Zimbabwe) before coming on transfer to Shell in Cape Town in 1966. In 1974 he decided he had had enough of commuting to Cape Town and back and decided to do the accounting side of his wife 's (Jane) business Matelot which was a very successful boutique. Nigel was Civil Defence Officer for Simon's Town 1984 – 1992 and at the same time spent many hours encouraging the shop-owners in the historic mile to keep "things up to scratch".

Nigel became a member of the Simon's Town Historical Society in 1967 wherein he participated in all that was being undertaken. He was awarded the Citizen of the Year award in 1995 and the citation speaks for itself:

"In recognition of outstanding service rendered within the Municipality of Simon's Town. The award arises directly from his personal contribution to the promotion of tourism and the preservation of Simon's Town's Historical heritage. The contributions that have been effected through the offices of organisations such as

Simon's Town Historical Society

Friends of the Museum

Environment Advisory Committee

Simon's Town Residents & Ratepayers Association

Simon's Town Flora Conservation Group

Simon's Town Publicity Association

Simon's Town Architectural Advisory Committee

Of particular importance also is the undeniable value of his work related to:

Cataloguing records of the Old Burying Ground to facilitate research

Cataloguing and photographing buildings over 50 years old

Last but not least has been the effect created by his generosity. "

Nigel held many positions on the Committee of the Society, being Chairman 1994 –1996 and a Vice-President until the time of his passing on 9 September 2006. He left explicit instructions on what was to happen when he passed away and on 19th September his friends and colleagues gathered at the Museum to remember him. Among them were several who remembered his parents and knew Nigel as a schoolboy as well as several of his former Shell colleagues. He will be sorely missed, someone who gave so much to the Town will be hard to replace.

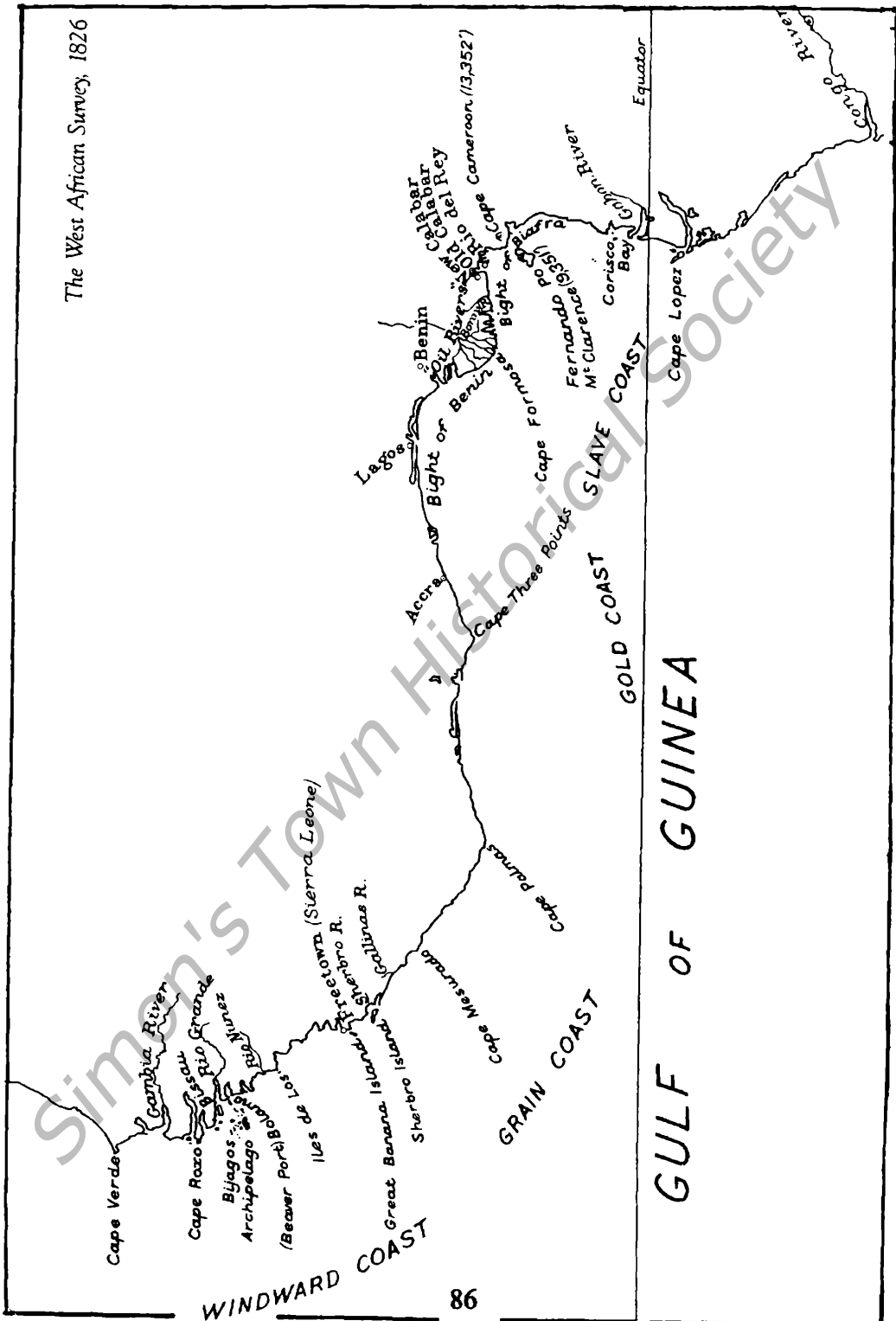
KROOMEN (or KRUMEN)

A.E. READ

It would seem that both British and American naval ships which were engaged in the suppression of the slave trade had many similarities in their employment of Krumen on trading vessels. Kru generally preferred working on men-of-war: they were paid higher wages than on merchant ships and the professionalism and glamour of naval service evoked both pride and loyalty. They relieved white seamen of cutting wood to stoke the fires on board, collecting of drinking water in barrels and small-boat work. The French navy preferred to use Lebou and Wolof mariners but acknowledged Kru to be the superior in handling surf-boats in the heavy breakers. They were also very good as lighter-men and stevedores and later as coopers etc.

The British navy was the first to employ Kru on men-of-war. This was encouraged by Sir George Collier, Governor of Sierra Leone in 1819 in a despatch to the Admiralty in London. However, the habit of hiring Kru has been found in a reference to a Spanish vessel which called at Elmina, a trading post on the Gold Coast in February 1645. English merchants probably began hiring Krumen from the 1780s when English merchants first came to the Windward Coast to trade; mostly in ivory, camwood and later on palm oil. The trade in ivory and camwood necessitated a long stop-over on the Windward Coast which was when the European crew fell sick with yellow fever. The West Africans were very pro-British and in 1826 "king" Peppel of Bonny, one of the so-called Oil Rivers in the Niger delta, sent his fraternal greetings to his "Brudder George" the late King George III.

Freetown in Sierra Leone was founded in 1787 by the Abolitionists, a London anti-slavery group. It was founded with the settlement of 400 freed blacks and 40 Liverpool prostitutes. The original settlement was destroyed in 1789 and re-established by the chartered Sierra Leone Company in 1791 and they stimulated the Kru migration to Sierra Leone in their need for workers and the first Kru arrived in Sierra Leone in 1793. By the beginning of 1800 about 50 Kru were employed by the Company. By 1822 it had 128 Europeans and 15,000 blacks, half of which were freed slaves.



A Kru town was founded in Freetown in 1816. They were the only group to be given their own "colony" within the town. Livingstone went there in March 1858 to recruit Kru for his little steamer the MA ROBERTS earmarked for the Zambezi expedition. When the town had grown in the 1830s the governor decided to improve drainage and sanitation and the disorderly jumble of huts and compounds had 5 parallel streets put through the Kru area. They were called Setra Kru, Little Kroo, Nana Kroo, King William and Grandcess, denoting the towns from where the Kru had mainly originated.

Libreville, a town now in Gabon (French West Africa as it was) on the north shore of the Gabon River estuary was founded in 1849. It was the capital of French settlement on the Gulf of Guinea. In 1942 it had a population of 6,178.

Fernando Po. In 1827 the British established a naval station at Clarence Cove on the island and this provided a haven for Kroo mariners discharged in the Gulf of Guinea as well as new opportunities for employment. Kru were recruited to build the naval installations and took local Bubi women as wives and a more or less permanent community came into existence. English persisted as the local language well into the 20th century in this area. The Kru were paid 4d – 8d a day plus rations. They were fed the same rations as a British sailor and those on Royal Navy ships received the same wages as the British sailor. The settlement was begun by Capt Wm FitzWm Owen, famous for his survey of the whole of the African coast.

The African Squadron of the Royal Navy was inaugurated in 1843 and Kru were hired for each ship. By 1854 they were paid S4–10 per month with the stipulation that they be returned to their port of embarkation. Kru were also in line to receive a share of the prize money awarded men-of-war for the capture of slave vessels.

Early Kru sported pointed front teeth and had a broad arrow down their faces. This arrow made it easy to distinguish them from possible slaves and it was an unwritten thing that Kru would not be taken as slaves. The early Kru were paid in kind.

From Cape Mesurado in Monrovia to the Gambia River near Cape Verde is 700 miles. Kru, in the early days, liked to work

Palmas and back again. They calculated the time by the moon and kept a count by notching a piece of wood, their private diary. After 13 moons they wanted to return to “we” country. Although they could stand up to the harsh West African climate they could not cope with being in the stokeholds of steam ships and they hated “Jack Frost” and fell sick in the English winter. For this reason the Royal Navy soon found it better to either tranship them to the new ship on the Cape Station or to deposit them on Ascension Island where the new ship would collect them on its voyage from England to the Cape.

A missionary, John Leighton Wilson who resided at Cape Palmas from 1835-1842 mentions six “families” or “clans” in the Kru people: the Bassa, Fishermen, Kru, Grebo, and the Bereby and St Andrews people who lived east of Cape Palmas. It therefore seems that their principal homes were between Sinoe (or Greenville) and Sassandra. From records in Simon’s Town Museum many by the name of Bestman came from this area. One – Tom Bestman – was aboard HMS PENELOPE here and died at the R.N. Hospital in 1889 and was buried in the Old Burying Ground among his fellow sailors. Many were accepted into the Anglican faith and the register of baptisms of St George’s Church in the West Dockyard makes interesting reading. Some married locally and settled here, among them being William Savage, Grandfather of our own Joan Swain.

Reference:

The Kru Mariner in the 19th Century by George Brooks Jr, Liberian Studies Association in America, University of Delaware, Newark, Delaware.

Wm Owen of the African Survey, Burrows, Balkema, Cape Town
Various encyclopaedias

Archives of Simon’s Town Museum

Simon’s Town Historical Society Bulletins

(George Brooks called at the Simon’s Town Museum and kindly provided them with a copy of his very comprehensive compendium on the Kroo or Kru men.)

THE AJAM FAMILY

Audrey Read

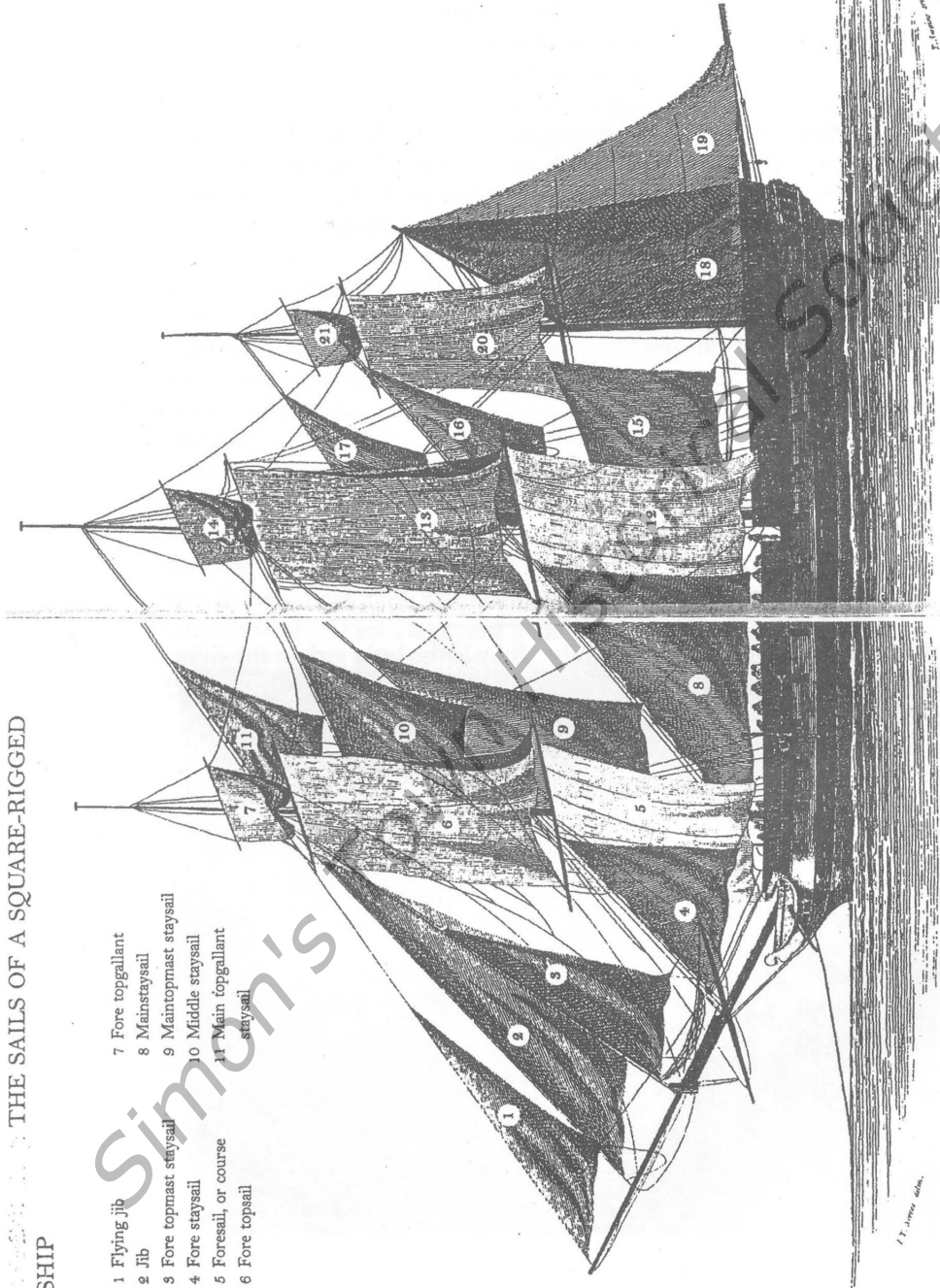
Chajoo the first member of the family to arrive in Simon's Town came here in 1902 from Gujerat in India to work for Sir John Jackson & Co. Ltd on the building of what we know now as the East Dockyard. He quarried rocks and helped transport them to the docks. He stayed on after the project was completed and then in the 1920s was joined by his son Hyder Ajam. In 1927 they opened Standard Supply Store almost opposite the West Dockyard gates. Hyder died in 1962 and his father in 1963, leaving Hyder's young wife Yaseen Bibi to run the store and bring up 7 children. Her daughter Juby worked in the shop after leaving school and later managed it with her husband Cader Raffee. Their son Zamir became a Chartered Accountant and their daughter Sajeda qualified as a beauty therapist. Neither was interested in working in the shop so it was closed when Juby and Cader decided to retire. It closed its doors on 31 July 2006 after almost 80 years and on 1 October 2006 it became the home of "AT EASE" stationery and book shop which had previously been in the British Hotel building.

Malek Ajam and members of the family. Juby is the little girl on the right.



THE SAILS OF A SQUARE-RIGGED SHIP

- 1 Flying jib
- 2 Jib
- 3 Fore topmast staysail
- 4 Fore staysail
- 5 Foresail, or course
- 6 Fore topsail
- 7 Fore topgallant
- 8 Mainstaysail
- 9 Maintopmast staysail
- 10 Middle staysail
- 11 Main topgallant staysail



- 12 Mainsail, or course
- 13 Maintopsail
- 14 Main topgallant staysail
- 15 Mizzen staysail
- 16 Mizzen topmast staysail
- 17 Mizzen topgallant staysail
- 18 Mizzen sail
- 19 Spanker
- 20 Mizzen topsail
- 21 Mizzen topgallant

Engraving by J. T. Serres showing the sails of a square-rigged ship hung out to dry in a calm.

LT D.R. STEPHENS DSC

(FROM A BOOK BY C.J. HARRIS.) after the war Mr. Stevens was a resident of Glencairn.

Dennis Rupert Stevens joined the R.N.V.R. at the Castle in Cape Town in 1935. So well did he acquit himself that only a year later on 29 August 1936, he was recommended for future appointment to commissioned rank and rated able seaman the following day. Before the outbreak of war he underwent the customary training periods, which included sea-going experience in the Falmouth-class minesweeping sloop HMS MILFORD.

In November 1939 Dennis Stephens volunteered for full-time war service and reported to the Castle on 1 March 1940. On 9 May, together with another wartime hero, Alfred Winship of Durban, he was drafted to the heavy cruiser HMS SHROPSHIRE. He remained in SHROPSHIRE until he joined the armed merchant cruiser HMS MORETON BAY for passage to the United Kingdom. On arrival there he was drafted to the shore base HMS VICTORY. By that time a Directorate of Combined Operations had been established in July 1940 by the Prime Minister Mr Winston Churchill and Sub-Lt Stephens had the distinction of being among the first South Africans to serve with this elite company.

Having been accepted, he was first appointed to HMS TORMENTOR, a Combined Operations shore base at Warash, a village on the Hamble River. Here training took place in the waters of the Solent and the English Channel on the use of various types of landing craft. Dennis Stephens and a colleague John Lewis of East London, were sent first to Newhaven (in East Sussex) and then to Shoreham (in West Sussex near Hove) on air-sea rescue duties for about 3 months. Then Stephens was sent back to TORMENTOR to train infantrymen in preparation for reconnaissance raids on the French coast. The first of them ended in disaster, but there was nothing unduly eventful about later raids.

Training and preparation for the great Dieppe raid was then begun and in January 1942 Sub-Lt Stephens was promoted Lieutenant and appointed Flotilla Officer of the 2nd L.C. Flotilla (Personnel). In August 1942, when it was decided to attack Dieppe, he carried No. 3 Commando, whose job it would be to subdue the heavy batteries to the east of Dieppe harbour, while Lord Lovat's commando would do the same to the west.

The Commando set off to the skirl of pipes and by midnight as Lt Stephens' flotilla was passing through the swept channel about 7 or 8

miles from the French coast, they were illuminated by star-shells fired by German trawlers inshore of their position. The Germans then very quickly set about wrecking and destroying the vulnerable landing craft, and in a mere 10 minutes they had succeeded in putting the escorting gunboat out of action.

Stephens rounded up what was left of his flotilla and set course for Dieppe, where they arrived off their allocated beach in broad daylight and proceeded under heavy fire to land the commando and beach party. After withdrawing from the beach the craft again came under fire from coast batteries farther to the east. This decided them to close the beach again, but once more they ran into a barrage of mortar and heavy machine-gun fire, which forced them to keep on the move.

When Lt Stephens closed the beach again to pick up survivors he found only the beach party remaining. The next move was to go to the main Dieppe beaches and help take off soldiers. For his skill and daring he was awarded the DSC on 2 October 1942. When he returned to HMS TORMENTOR he embarked on a training programme in preparation for the big one – D-Day.

In May, despite professing an earnest desire to return to general service, he was again appointed Commanding Officer of the 2nd Landing Craft Flotilla, which was then being converted into a fleet of smoke-makers. A tank containing CSA was fitted in the troop space and a pipe was laid aft along the deck to the stern, where it curved up for about 3½ feet and ended in a fine spray nozzle. Acid was forced out under air pressure and on contact with the air it formed dense clouds of whitish-grey smoke. With about 12 craft pumping out this mixture the resultant screen was very effective. But it was wicked stuff to work with for everything had to be done in a confined space and of course the ratings generally ignored standing orders on the wearing of protective clothing. As long as the wind blew from ahead to just abaft the beam, everything was fine. But when an alteration of course was suddenly made, and the flow was not stopped in time, everybody got a blast of concentrated acid; which was pretty painful.

In September 1943 the flotilla operated out of Dover in company with fleet sweepers which were gradually sweeping a cleared channel towards Boulogne. On D-Day the flotilla would be responsible for smoke-screening the anchorage at Sword beach and for looking after the Duplex-drive tanks after they had been launched from their tank-landing craft

(TLCs). The flotilla did a great deal of training with these tanks, mainly at night to preserve security.

It had been decided in the interests of fuel conservation, that the flotilla should be towed across the Channel, and so on 5 June they moved into the Solent and joined the TLC carrying the tanks. Being towed by those wallowing monsters was no joke as there was a heavy following sea and the speed of the TLCs was about 5 knots. As a result the lighter craft overran the towing vessel and then had to fall back till the tow-line tightened again. That resulted in a sudden jerk, often severe enough almost to dislocate one's neck!

The flotilla arrived off Sword Beach (the extreme left flank of the landings) at dawn and took charge of their tanks, together with an LCA (landing craft assault) fitted with a coiled hose, which was supposed to be shot over the beach by means of a rocket and then pumped full of liquid TNT, with an explosive charge fitted, and the whole lot would be dumped overboard into the sea. The intention was to blow a clear lane to the beach, either by detonating or exposing mines and then to lead the landing craft to the beach. They were happy to get rid of that one!

In the days immediately after D-Day the flotilla, although always on stand-by to make smoke, busied themselves on various tasks in the area and were particularly busy rescuing survivors after the first dropping of parachute mines by the *Luftwaffe*. On the first day that that happened these mines alone put about 7 ships in the Sword area out of action: 1 destroyer, 3 Liberty ships carrying troops and vehicles and 3 landing craft. One of the last, a headquarters ship, rolled completely over and trapped her crew.

The whole area was immobilised for the rest of the day while means were sought to deal with this new menace. This type of mine, which became known as the pressure mine, operated on the principle of water displacement depressing a cushion at the top of the mine which in turn triggered off a detonator. At the time no counter-measure to this mine was found and it is doubtful whether a solution to the problem has been found to this day. The mine was activated by any ship that moved over it, regardless of size. The flotilla returned to HMS *TORMENTOR* on 9 July and all the craft underwent an extensive and much needed refit, at the same time they were fitted with *Orepesa*-type sweeps similar to those used by the fleet minesweepers, but much smaller.

On completion of trials at the end of August the flotilla returned to Normandy, where it was immediately assigned to an operation that entailed sweeping the Seine approaches to Le Havre. Their main objective was to ensure the removal of a type of moored mine with a trigger device to which was attached some 20 fathoms of very light braided rope, which floated with the tide, either on or just beneath the surface, and since it was tinted sea-green, it was very difficult to detect. There was no dearth of volunteers for look-out duties! This type of mine, simple yet very effective, was generally laid in estuaries and in approaches to harbours where any passing craft was apt to pick up the trailing rope in its screws and wind it up and so trigger off an explosion.

The minesweeping provided an impressive spectacle. In the vanguard was Lt Stephens' flotilla in arrowhead formation. They were followed by motor-launch minesweepers, BYMs (both magnetic and acoustic sweeps) and lastly by the larger fleet sweepers. That meant that Stephens' landing craft had the honour of being the first British ship to enter and sweep Le Havre harbour. It also meant that it stood a good chance of being the first to touch off an explosion. For gallantry displayed in this work he was awarded the bronze oak-leaf signifying a mention in despatches.

Stephens' flotilla then made its way to Antwerp where they spent about 3 weeks while tank transporters were modified to accommodate their landing craft. It was a miserable period for the crews made memorable by the V1 flying bomb and the V2 rockets. After launching trials at Nijmegen the flotilla set off for Germany where the transporters and their cargo of landing craft were to be hidden in the Reichswald forest near the town of Kleve. A suitable launching site was found at the town of Xanten and during the night they made their way to Emmerich to join up with the troops for the crossing of the Rhine.

When they arrived they co-operated with the army in constructing a Bailey bridge and for their help in that task they received letters of appreciation and thanks from the Supreme Allied Commander and the Colonel Commanding the 1st Canadian Army. The hard-worked flotilla was then briefed for an operation involving setting up a bridge across the River IJssel to allow the passage of troops who were to take part in the final assault on Arnhem. Since it was necessary to get this bridge up in the shortest possible time, the army engineers decided that each landing craft would carry a span of bridge athwartships. These were numbered in sequence with Stephens' craft carrying No. 1, and so on. With the span extending about 10 ft on either side of the vessel, navigation,

manoeuvring and ship-handling generally became difficult, especially in the fast-flowing current. At Emmerich the army removed a span of the existing bridge and the flotilla passed through.

The flotilla then had to proceed down the Rhine and into the Lower Rhine and make a wide sweep to starboard to enter the IJssel. There was a German strongpoint at the junction of the Lower Rhine and the IJssel, and although they had been assured by the Army that it would have been taken care of by the time they arrived on the scene, they soon discovered that it had not. There was nothing that they could do about it and the bridge was put up in record time.

Once again the landing craft found themselves loaded on to transporters and the procession set off for Ulzen, via Osnabruck, Hanover and Celle. There Lt Stephens reported to the U.S. Army, and he was sent to the Elbe, where the flotilla helped with the bridges and patrolled the river till the end of hostilities. Back on board the transporters, the unit set off on the homeward journey via Nijmegen, Antwerp and Ostend, where they were picked up to be transported back to England.

Lt Stephens has the distinction of being the only South African seconded to the Royal Navy to have taken part in the Dieppe raid, the D-Day landings AND the Rhine crossing. It is even more remarkable that he was so often in the thick of some of the fiercest fighting of the war, yet returned home unscathed to live out his life in Glencairn, Simon's Town.



Lt DR Stephens DSC, who took part in the Dieppe raid, D-Day and the Rhine crossing. (SANMMH)

RUDYARD KIPLING

AUDREY READ

A poem written by Kipling before his 16th birthday I think shows his genius. This is it:

“A FRAGMENT”

Lo! As a little child
Looks from its window on a mighty town
And sees the roofs as far as eye can reach,
But thinks not, knows not – nay, will not believe –
That there are Fathers, Mothers, Sisters, Homes
All like his own, a thousand homely talks,
Manners, customs – so I saw the world
With millions of my brethren. Then I wrote;
And all my verse sprang fire-new from a brain
That loved it and believed it. But the world
Coldly, in silence, passed my numbers by.
Therefore, I sang in fury! When the years
Brought with them coolness, all too late I found
There were ten thousand thousand thoughts like mine! “

Rudyard Kipling was born in Bombay on 30th December 1865. His father was John Lockwood Kipling (1875-1911) an artist of considerable ability and who from 1875 – 1893 was Curator of the Lahore Museum in India as it then was before partition. Kipling's mother was Alice Macdonald of Birmingham who was related by marriage to Stanley Baldwin the politician. Rudyard's one grandfather was a sculptor who had had a hand in the building of the Victoria and Albert Museum . While in Bombay Kipling's father ran a School of Art in the grounds of his residence and Kipling often visited his studio. To a little boy the journey from the house to the studio was like going through a jungle and his little mind, even at that young age, ran riot on that journey.

In 1871 Alice had already lost a child to the harsh Indian climate so she decided to take the children, young as they were, to England. Rudyard was under 5 and his sister Trixie, only 3, but it was

common for colonial parents to do this. Alice must have thought long and hard about where the children would be left in England. Although she had several relatives with children of similar ages, Alice was an independent Scot so she made arrangements with a couple at Southsea, a suburb of Portsmouth and from 1871 –1877 they lived with a retired sea captain and his wife who took in boarders. He was a very jovial man who used terms such as “gadzooks” and “shiver me timbers”. The wife Rosie was not so pleasant and she and their son who was 6 years older than Rudyard, made his life a misery. He was bullied by mother and son and they never did appreciate his fertile imagination and often accused him of lying. Rudyard was most unhappy but Trixie his sister, being younger did not seem so upset by the arrangement, but one wonders, for in her adult life she was neurotic and highly strung. The lack of a warm home with a loving mother had a lasting influence on Rudyard. One of the cruellest things to my mind was that their mother deposited them in Southsea and then left to return to India without telling them anything of her arrangements. This seems terribly cruel but perhaps Alice Kipling just could not face seeing their crumpled faces as they dissolved into tears if she did explain to them. It must have been equally hard for her to make the parting.

Rudyard was very happy to leave Southsea and go off to United Services College at Westward Ho in Devon which set the scene for his famous book *Stalky & Co.* The best thing that happened to him during these early years was the month of December which he spent with his mother’s sister Aunt Georgie and her husband Sir Edward Burn-Jones. They played games with him and their family and read him wonderful stories. In fact it was the books which his parents regularly sent him which gave him solace in his early years but all this reading made his already weak eyes even worse. Very early on he had to wear very thick glasses. All the bullying and the hard time he had in Southsea led to him having a nervous breakdown. His mother came home from India because of this and rented a house on the edge of Epping Forest and it was here that he made friends with a gypsy who told him wonderful tales which his fertile mind readily absorbed.

The family then moved to Brompton Road in London and in an endeavour to keep him and his sister happy and occupied, his mother bought them season tickets to the South Kensington Museum. This they loved and there they learned much. Mother

then had to return to India so she found them lodgings with 3 dear ladies at the end of Kensington High Street, in a house filled with books, peace, kindness, patience and culture. His health improved by the time he was 14 and he could then stand up to bullies. This was when he made 2 very good school friends who formed the basis for Stalky & McTurk in *Stalky & Co.*

When he was 16 ½ years he returned to India by sea to work on the staff of the *Civil & Military Gazette* in Lahore and later their sister paper *The Pioneer* in Allahabad. In 1881 he had had "Schoolboy Lyrics" privately printed and in 1886 "Departmental Ditties". In 1888 he produced "Plain Tales from the Hills".

In 1885 he was made a Freemason by dispensation, being under age, because the Lodge needed a good secretary!

In 1889 he returned to London via Japan and the U.S.A. where he had relatives. In London he met Mary Kingsley with whom he could have good discussions on many topics. He called her "the bravest woman of all my knowledge". They talked about African cannibals and other aspects of her travels. He then found himself rooms in Villiers Street, near the Savoy Hotel, and overlooking the Thames, above Harris the Sausage King. He ate sausage and mash for breakfast most mornings at 2d a meal. Opposite his rooms was Gatti's Music Hall much frequented by soldiers from the London barracks and it was this that gave him fodder for some of his BARRACK ROOM BALLADS. He soon joined the Saville Club – a writers' Club – and here he met many famous or soon to be famous people like Rider Haggard.

In 1891 he sailed for Cape Town on the s.s. MOOR, on board which he met his first serving naval officer – Captain Bayly – and in Madeira they had a fine time laying in wine for Bayly's 2 year commission at Simon's Town. They formed a life-long friendship and Bayly encouraged Kipling to visit Simon's Town many times. Kipling found Cape Town "a sleepy, unkempt place". In Simon's Town "the wind blew for 5 days a week". He spent many happy hours at the Naval Club talking to other serving officers. Among these was Lt de Horsey, captain of a gunboat, the GRYPER, who became Judson in "Judson and the Empire". It was at this time that he also met Olive Schreiner.

Kipling left for Australia on the DORIC and endured a very rough voyage and was pleased to arrive in Melbourne, before going on by train to Sydney and then down to Hobart in Tasmania, before going on to New Zealand where he called on Sir George Grey who had been a Governor at the Cape. Kipling then did an extensive tour of New Zealand and inter alia was treated to roast Kiwi bird. He had hoped to go on to Samoa to visit Robert Louis Stevenson but could not immediately secure a passage so he headed instead for India, travelling there on the same ship as General Booth of the Salvation Army, during which time they became firm friends. This journey was just one of the many trips he was to take during his life.

Kipling then ended up in Lahore with his family who were soon to return for good to England. This was the end of 1891 and he soon received a telegram from his future wife to say her brother (his best friend and collaborator) had died of typhoid, picked up in their Villiers Street lodging. This was Wolcott Balastier. Kipling returned to London as soon as he could and on 18th January 1892 in the thick of an influenza epidemic, married Caroline Starr Balastier. Her family were related to the famous Paul Revere of Boston. Because of the flu epidemic and most of their guests being ill, just they and their witnesses were present. Kipling and Balastier had collaborated in the writing of NAULAHKA, a novel of East and West. It is said that Wolcott did the typesetting etc. which was his business and Kipling paced the room dictating his story. It was published by Will Cabot, of the famous Cabot family, in the Vermont *Phoenix* in November 1891.

The newly-weds left London on 6th February on the TEUTONIC for New York on their round-the-world honeymoon. They arrived in Vermont in freezing weather to be met by Caroline's younger brother Beatty, in a sleigh, with hordes of buffalo skins thrown round them to keep them warm. He opined they looked like 3 walruses. Rudyard loved the farm in Vermont where the Balastier family lived, so much so, that he and Caroline arranged to buy 10 acres from Beatty for a nominal sum – and then they were off again on their travels. Disaster struck in Yokohama in Japan. Kipling went to the Oriental Banking Co to withdraw money – he only took out a small amount of money for immediate use despite the manager's encouragement to withdraw more. He returned in the afternoon to withdraw a further amount to find that the bank had closed down and he had lost all his money. All he had was a return ticket to Vancouver on the EMPRESS OF CHINA and one hundred

dollars in a New York bank – and Carrie was pregnant!. Luck came along and he crossed Canada as a guest of Mr Horne, the Chairman of the Canadian Pacific Railway – what it is to be so famous.

In 1897 he was admitted to membership of the Athenium Club in London – not yet 32 years of age – its youngest member, and on that day he dined with Alfred Milner and Cecil Rhodes at the club. In London he met Hamo Thornycroft, the sculptor, brother of the Thornycroft who was building torpedo boats for the Royal Navy and he was soon invited to Chatham to see the tricks of a new 30-knot destroyer. He spent a lot of the voyage in the engine room, he was always fascinated by engines. It was a great thrill even if it took him 3 days to get over it! Then he was off to Oxford for a dinner, where a great fuss was made of him by the students. It was Queen Victoria's Jubilee year so, as London was crowded, the Kiplings retreated to his Aunt's house in Brighton. In August 1892 Gladstone had become Prime Minister and Tennyson had died in October 1892. Kipling was soon off to Portsmouth again, this time to HMS PELORUS and his friend Captain Bayly, to watch the Naval Review in June 1897. He was away for 14 days.

On 8th January 1898 the Kiplings left from Southampton aboard the DUNVEGAN CASTLE for Cape Town and stayed for 3 months in Newlands and soon were visiting Milner and Rhodes. With Rhodes he visited Rhodes Fruit Farms at Groot Drakenstein. Rhodes then sent Kipling to visit Rhodesia and Kipling travelled on Rhodes' special train. Kipling explored Bulawayo on a bicycle and even cycled out to the Matopos, obviously unafraid of being taken by a lion. They both returned to England in April and then he was soon off on a summer cruise with the Royal Navy's Channel Squadron. He was there when news of the Battle of Omdurman in the Sudan came through and immediately he composed a poem for Kitchener which was to be sold to raise funds for Kitchener's Memorial College in Khartoum.

Then the Kiplings were off to the States to visit Carrie's mother and for Rudyard to see his publishers. They took their children with them but they both soon developed whooping cough – then Carrie fell ill; and finally Kipling fell ill with pneumonia. He was desperately ill but it was not until 4th March that he was out of danger and then sadly on 6th March his favourite, Josephine, died.

He never recovered from the shock of her death. So popular was he that while he was ill huge crowds gathered outside his New York hotel and people even knelt in prayer before his hotel door. In April they returned to England and Kipling, was warned to avoid future English winters. Hundreds of tourists flocked to catch a glimpse of him at the Sussex house and this decided them to search for something more secluded.

The Boer War broke out and Kipling set himself two tasks of war work: "To form a volunteer company in Rottingdean" and "To raise money for the Soldiers' Families Fund". On 20th January 1900 the Kiplings left again for South Africa and arrived there to learn of the British defeat at Spion Kop. They stayed at the Mount Nelson hotel and Kipling visited all the military hospitals at the Cape. His royalties from "The Absent-minded Beggar" provided the comforts for the troops in these hospitals. He always had plug tobacco to give the men and provided all the sick with pyjamas. The matrons and nursing staff adored him – he was so good for the soldiers' morale. The siege of Kimberley was raised on the 16th February and Rhodes was released and came down to Cape Town. He told the Kiplings of his wish to build a house on the Groote Schuur Estate in Cape Town for the use of artists and men of letters and Carrie went with Herbert Baker, the architect and friend of Rhodes, to select a site for the house while Kipling went up to Modder River with an ambulance train. Kipling was able to telegraph a contribution for "The Friend" in Bloemfontein which had just been set up by Lord Roberts as a news sheet for the army and Kipling was asked to join the staff – which experience he thoroughly enjoyed. He then went off with the "Daily Telegraph" correspondent to view the skirmish at Karee Siding.

Meanwhile Carrie, in Cape Town, received occasional visits from Mary Kingsley, an old friend, who was nursing at Palace Barracks hospital in Simon's Town. On 28th April they arrived back in London and 6 weeks later came the sad news that Mary had died of fever while in Simon's Town. Kipling then went on to complete KIM on which he had been working for 7 years. They then set off for the Cape in February 1901 and their house, the WOOLSACK, was ready for occupation and Carrie loved it, which pleased Rhodes no end. He had a high regard for Carrie and called her "a clever woman". Soon they met up with Baden-Powell who was then commanding a unit at the Cape and with Dr. Jameson. Woolsack was a play on the name of Mr Woolls Sampson.

Rhodes was now seriously ill – his heart was failing. Carrie had just encouraged him to increase the Rhodes Scholarships by £50 per annum. She approved of his schemes for building and planting and his encouragement of the arts and architecture. The Kiplings returned to the Woolsack on 7th January 1902 and met up with Edgar Wallace who had been stationed with the army in Simon's Town and Kipling encouraged him on starting his writing career. On 6 February they heard that Rhodes was mortally ill. Kipling was visiting him each day at his Muizenberg cottage, then on the evening of 23rd February word came that he had died. At a short private service at Groote Schuur Kipling recited obituary verses. Kipling's verses were also read over Rhodes' grave in the Matopos near Bulawayo.

In 1902 they moved to their new house "Batemans" on 33 acres at Burwash in eastern Sussex. They holidayed at the Woolsack in Cape Town until 1908. They loved the sea voyages and Kipling was often to be found squatting on the deck with a ring of children listening to his tales. A frequent visitor to Batemans was Joseph Conrad and he gave Kipling much information of his days in sailing ships.

After Rhodes' death, when Kipling visited the Cape, he and Herbert Baker pondered long and hard over how to erect a suitable memorial to Rhodes and at long last chose what we have to-day on the slopes above Groote Schuur. With a change in politics in South Africa and Dr Jameson no longer at Groote Schuur, Kipling decided to have done with South Africa. April 1908 saw them leave for the last time. Kipling had refused a Knighthood (KCB) in 1899 and in 1903 a KCMG. He refused several requests to stand for the Conservatives and he also declined an invitation to accompany the Prince of Wales (later King George V) to India in 1903 and 1911 but he and Carrie did attend the coronation at Westminster Abbey.

Kipling frequently received between 80 to 100 letters a day from people asking all sorts of questions and on one occasion a letter from Dr Marie Stopes the famous women's doctor asking him to re-write IF with women instead of men! Carrie was wonderful in sorting out his mail so that he could concentrate on his writing. She was always very protective of him and she realised he was very vulnerable to the masses.

Every January from 1909-1914 the Kiplings travelled by steamer and train to St Moritz in Switzerland for a 4-6 week skiing holiday accompanied by their daughter Elsie and son John. John would then return to his school in England while the Kiplings and Elsie would tour various parts of the Continent. In 1913 they even went as far as Egypt to visit Kitchener. Their son John was killed at Loos in Belgium about 27th September 1915. It was some weeks before they could confirm his death. They were fearsome that if he was a prisoner-of-war he would be badly treated because of Kipling's political views. Rider Haggard was instrumental in finding out what had really happened to John which was a great relief to the family.

Kipling was one of the originators of the plan to bury an unknown British soldier in Westminster Abbey. He then took part in the formation of the War Graves Commission and also became a Rhodes Trustee. After the war the Kiplings made many trips to France for the War Graves Commission. In 1922 Kipling accompanied his friend the King with the Queen, to France on a pilgrimage to the war cemeteries that cared for more than 1 million war dead. In 1923 Kipling published a history of the Irish Guards, John's regiment. During his years of research he had many officers and soldiers to stay at Batemans.

When King George was ill and went to recuperate at Bognor Regis, Kipling sent him parcels of light reading – novels by Edgar Wallace. The King's Christmas broadcasts were edited by Kipling. In 1926 he and Carrie decided to winter in Brazil to get the warmth they both craved. In 1930 they went to the West Indies and Bermuda where Carrie collapsed with appendicitis and she was dreadfully ill. In 1935 he turned 70 years of age and on that occasion he received 108 telegrams and 90 letters, which included a personal letter from his best friend King George V.

Kipling's beloved Batemans had some wonderful treasures like a 17th century Brussels tapestry and some Cordoba leather hangings which came from the King's holiday home on the Isle of Wight. Carrie went to the island to fetch them from Osborne and brought them back, sticking out of the car like a roll of lino. Kipling worked on an old "Good Companion" Imperial typewriter with which he fought, as he said "the beastly thing simply won't spell". He used to smoke 30 – 40 cigarettes a day until the doctor recommended he change to a pipe. He had a wonderful library

which contained over 500 books on India. There were also a large number on the Royal Navy and the Empire. He had 21 books on bees and bee-keeping; 20 on Freemasonry; 29 on angling and a book dated 1911 on "Studies on the Art of Rat-catching"! He loved to tease guests and often said "I am going inspect my navy" and would lead them to the pond and there was the navy – a 6ft skiff with hand-cranked paddle-wheels. He would say "You can be the engine-room and I'll be the passenger list". In his visitors book he wrote "FIP – fell in pond" against some of his guests names. There was an old mill on the property dated 1750. This he gutted and put in a water turbine to drive the generator which by a 250 yard underwater cable led to storage batteries in the house which supplied enough current to light 10 x 60 watt bulbs in the house for about 4 hours each evening. Kipling would not have a telephone for he said he did not speak to people he could not see. He was a pioneer motorist, but every policeman was a natural enemy! His first car was a Lanchester and in 1911 he acquired his first Rolls Royce.

Before leaving for a holiday in Cannes in 1936, Kipling drew up and signed a will on 9th January. They set off to stay at Browns Hotel in London en route to the train. There he had a massive haemorrhage and was rushed to the Middlesex Hospital for an operation. It was his ulcer again. He died soon after midnight on 18th January 1936 on the 44th anniversary of his wedding. Fortunately Elsie was there to comfort her mother. However, before Kipling could be buried, the King suddenly died. Kipling was buried in Poets Corner, Westminster Abbey and his pallbearers were: the Prime Minister, an Admiral, a General, the Master of a Cambridge College, Professor Mackail from Oxford, Sir Fabian Ward and his two friends H.A. Gwynne and A.P. Watt.

After his death a destroyer was named after him and it excelled itself by its heroic rescue of the survivors of HMS KELLY during the 2nd World War. It took them to Alexandria, ceaselessly being attacked by German bombers. On arrival they were greeted by a roar of cheers across the harbour – it might have been one of Kipling's stories.

Kipling was only one of the many famous people who have visited Simon's Town. He came here frequently to visit his naval friends and spent many hours chatting to them at the Royal Naval Club, now the Church Centre.

A.E. READ

He was the bearded garrison padre who was transferred to Simon's Town in about mid-1800s to minister to the Wesleyan members of Her Majesty's forces stationed in the town. He soon decided that a Wesleyan Mission Room was needed to provide some sort of recreation outside the brothels and saloons of the town and so was born his idea of building the Soldiers' & Sailors Home next to the Wesleyan Methodist Church, albeit at a slow pace for it depended on charitable subscriptions.

He had 4 daughters (Florence 21 and engaged to be married in 1896 or 1897; Ivy, nearly 17 and Gladys and Nellie in their middle teens) and 1 son Arthur. It was Ivy who was to marry Edgar Wallace, but more of that later. Marion, his wife, was known to the forces at "Madam". She had been pretty once, but now, thickened by child-bearing and middle age, she attracted people more by her radiant friendliness, her look of piercing good humour, than by any beauty of feature. She still had remarkable eyes; deep-set, blue, startlingly alert, they looked out from under strong, well-modelled brows and bespoke an honest, forceful and understanding nature. Her grey hair was brushed away from the temples and plaited into a little inverted basket on top of her head; she still had singularly beautiful hands and an upright almost regal carriage. Her movements were slow without being languid; she was essentially an energetic woman but 10 successive confinements in primitive missionary stations where she herself had sometimes been the only white woman and often the only doctor, had inflicted obscure injuries on her from which she had never recovered. There was an aura of power and benevolence surrounding her. She had read much and even written for the "South African Methodist". It was she, as well as Constance Penstone of Glencairn (owner of "The Owl" a weekly Cape Town review of political flavour akin to "Punch" in England) who encouraged Edgar Wallace while he was in Simon's Town to go on with his writing.

Rev. Caldecott, by then in his 50s, on the other hand, resented Wallace with his thick soldiers boots and his Cockney accent, who disturbed him as he sat and read from the Old Testament. Rev. Caldecott was very proud of his ancestors. Both his maternal and paternal grandparents were 1820 settlers. Dr Charles Caldecott, his grandfather, was ship's doctor on board BRILLIANT, one of the settler ships. Aboard one of the other ships was a Yorkshire Quaker, William Wright, whose daughter was to marry Charles' son. Charles Caldecott's hot-headedness was to be his undoing. He decided to walk some 20 or so miles to a Moravian Mission station in the bush outside Algoa Bay. The heat was intense and when he reached there he was exhausted and stupidly drank a great quantity of cold water. He got

severe inflammation of the stomach and died 2 days later leaving his wife destitute and with 3 small children.

Rev. W.S. Caldecott worked first of all in his father's wool business in Port Elizabeth without much enthusiasm, until he "received the Call" while at a Grahamstown prayer meeting. Wm. Wright had left him a small legacy which he spent on a passage to England where he enrolled himself as a candidate for the Methodist ministry at Richmond College in Yorkshire.

One of the tutors at the college was saintly Benjamin Hellier. Before the course was over Caldecott became engaged to Marion Hellier then aged 17. The engagement was a long one for the Wesleyan Conference looked with disfavour on the early marriage of its young ministers and it was only after a term at Spennymoor in Yorkshire and another in a missionary station on Mauritius, working through the terrible malaria epidemic of 1867, in which 16,000 people died in 4 months, that the young couple, risking the disapproval of authority, suddenly got married. As a disciplinary measure they were kept on a single stipend for some time and began married life in evangelical poverty.

Marion followed her husband wherever his work took him and very ably supported him despite her pregnancies. At Tsomo in the Transkei she did her most active and valuable work. She formed an association of more than 2,000 African women converts and she combined elementary medical and hygiene teaching with evangelism. At the end of 6 years in Tsomo it must have been heaven for her to end up in Simon's Town.

Caldecott himself, by this time, was more and more into the Old Testament and was much pre-occupied with trying to work out the reconstruction of sacred buildings, being puzzled by the dimensional instructions given to Moses by God on the building of the Tabernacle. He itched to put his theories to the test by reconstructing architectural plans of the Tabernacle from the measurements given in Exodus. He developed a persistent nostalgia for the British Museum in London and he ached to become an archaeologist in the Middle East.

In the summer of 1897 when Edgar Wallace first came to the house, Caldecott was very tetchy "in so vile a neighbourhood" as Simon's Town. Caldecott was very displeased to find that although by now Edgar Wallace was transferred to the garrison camp at Muizenberg, he and Ivy were exchanging letters. Soon a storm was brewing and Caldecott suddenly retired from active ministry, ostensibly for health reasons and rushed his wife and younger daughters off to live in Plumstead. Wallace was now transferred to the Cape Town Military Hospital by coincidence! He and Ivy had been close now for more than a year. Caldecott confronted Wallace and told him he would like him to discontinue his visits to the house. In

front of Caldecott, Edgar Wallace asked Ivy to marry him and she said "yes". Caldecott was furious and shut himself in his study. Wallace bought his discharge from the British Army on 12th May 1899 and nothing daunted accepted Mrs Caldecott's offer of temporary accommodation and stayed for 4 months!. Imagine what the atmosphere in the house was like. Caldecott in the July issued an ultimatum that either the question of marriage must be abandoned or he, Caldecott, would leave the house for ever, never to return. Maybe this was his way of escaping his 30 year long marriage. It was agreed that Ivy and Edgar would part for 2 years on probation. Ivy and her mother went on a long holiday to East London. Rev. Caldecott shrugged his shoulders and said nothing. Wallace, now a civilian, with the Boer War about to begin, talked to his friend H.A. Gwynne, Reuters chief correspondent and bureau manager in Cape Town who promised him a job if and when war broke out. Caldecott by this time was in London. Edgar Wallace and Ivy married in April 1901 and they spent a few days honeymoon at Gordons Bay before he returned to cover the Boer War for the London Daily Mail with whom he had an on-and-off association for many years.

Ref:

Simon's Town Museum archives

Edgar Wallace, a biography by Margaret Lane, London 1939.

BOMBAY JACK

A.E. READ

Bombay Jack arrived in Cape Town in 1812 as an "ambassador" of the king (sheik) of the Comores, islands north-west of Madagascar. He came to request protection against the piratical habits of his neighbours on the island of Madagascar.

His countrymen, particularly on Johanna (or Anjouan as it is now known) had acquired a modest reputation for providing a provisioning service for English Indiamen and they now wanted their "friends" at the Cape to help them. He cut quite a dash in Cape Town with his long flowing robes, slippers and turban. He called at Government House in Cape Town and shrewdly asked the Governor to order the frigate NISUS to Johanna "to show the flag". She was a 5th rate ship of 38 guns and 300 men. She had been built in 1810 and was broken up in 1822. Much of her service had been between Simon's Town and Mauritius so she was well known in the Comores.

THE DUTCH EAST INDIA COMPANY'S EARLY
ADMINISTRATION OF SIMON'S BAY

The Postholders:

- a) JUSTINUS BLASS assumed his duties in May 1743 and in order to secure "the obedience of the common people" and save him from the indignities he suffered through the lack of respect for his lowly rank, particularly by the Captains and crews of visiting ships, in 1745 the Council of Policy decided to promote him to the more exalted rank of "Ensign" – "more especially on account of the diligence and satisfaction he had shown and given in the performance of his official duties in receiving visiting vessels".

After nearly 8 years of faithful service, Ensign Blass relinquished his duties and retired to his native Netherlands.

- b) He was succeeded as Postholder by the progenitor of a number of later prominent South Africans, ADRIAAN DE NEIJS. De Neijs held the civilian company rank of "Bookkeeper". Again there were soon complaints from him of a lack of respect for his lowly rank – so in the following year he was promoted to the next grade in the Company's civilian service structure – that of "Junior Merchant" – "*Onderkoopman*".

Ten years later, having performed diligent service, de Neijs died and was buried on the Cole Point promontory which is now part of the East Dockyard. His grave's huge headstone, believed to be South Africa's oldest tombstone, imported probably from Malacca, was later uncovered from the windblown sand and to-day it has been erected outside the Simon's Town Museum for safekeeping.

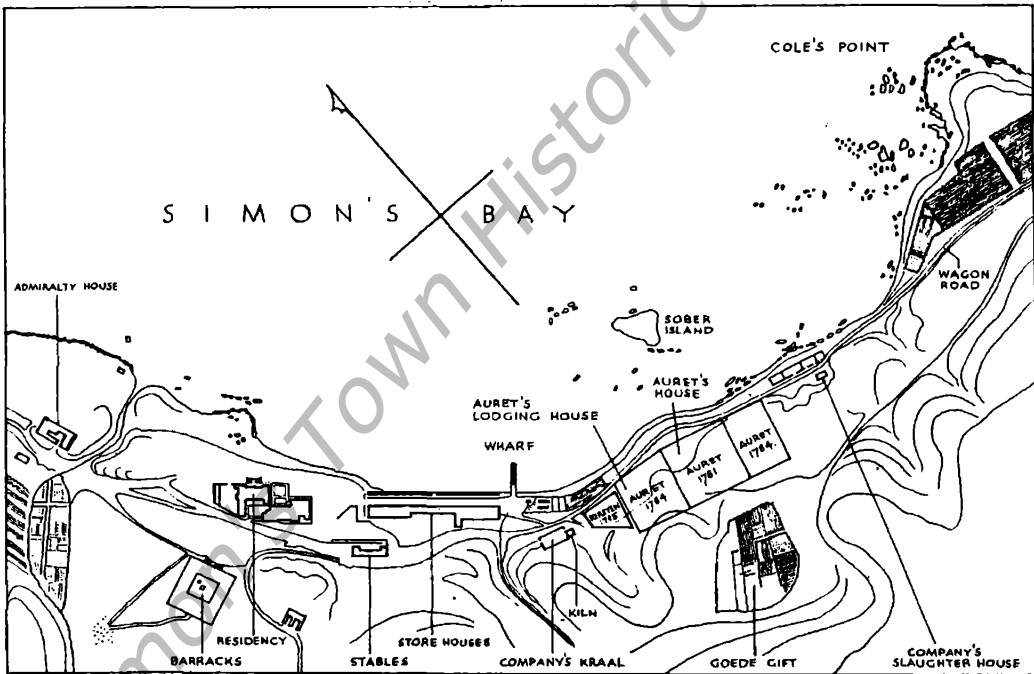
The Postholder – or – Resident:

The former Sergeant of the Guard under civilian de Neijs, JOHANNES FREDERIK KIRSTEN, already a wealthy farmer of Alphen at Constantia, succeeded to Postholder in 1761, being promoted Ensign and later Junior Merchant in keeping with the position. A Council of Policy recommendation that he be promoted Merchant was turned down but the directors eventually agreed to his being called the "Postholder or Resident", always the three words together. Kirsten was promoted Government Buyer in 1774 when he was replaced by CHRISTOFFEL BRAND. Brand insisted on being known as Resident which was

agreed. His term of office came to an end with the British Occupation of 1795.

N.B. Before the British Occupation, the Dutch East India Company's (V.O.C.) representative in Simon's Bay (by whatever name he was known) administered less than 20 buildings and exercised rudimentary, if not wide ranging authority in regard to deserting seamen, runaway slaves, the preservation of law and order particularly in regard to thieving and drunkenness in addition to duties concerned with the ships visiting Simon's Bay. It is generally accepted that the term Simon's Town did not come into general use until the 2nd British Occupation and particularly after the Royal Navy moved its Headquarters from Table Bay to Simon's Bay in 1814.

(Researched by the late Gordon Wilson)



Simon's Bay c.1799 (Prof.Pryce-Lewis)

THE FIRST BRITISH OCCUPATION 1795-1803

- a) **THE COMMANDING OFFICERS:** All administrative control was assumed by the British Forces until matters had been reviewed and it had been decided what aspects should be delegated to the civil powers. In Simon's Bay law and order was maintained by the Commanding Officer with his military force stationed here.

The first of the Commanding Officers was Major Wortley followed in fairly quick succession by Major Money Penny, Lt Col. Bailey, Major John Grimston, Captain Stephen Collins and lastly by Major Robert Kelso.

- b) **THE FIRST WARDMASTER:** The Commanding Officers received some relief from their civil duties when the Acting Governor (General Francis Dundas) issued Placaat No. 1019 of 27th May 1799, creating the new post of Wardmaster for Simon's Town. The local Notary Public Jen Henri Roselt was appointed to this new office and the Placaat set out seventeen articles of instructions to him – which can be considered as the first essay into orderly Local Government of the slowly growing little community.

Among his duties were to list and number houses and inhabitants and to keep a strict control of arrivals and departures of foreigners; to report all crimes to the Fiscal in Cape Town; to see to the public health and state of cleanliness of the roads in the Town and to maintain the road between Muizenberg and Simon's Bay.

BY THE TREATY OF AMIENS THE CAPE WAS HANDED BACK TO THE BATAVIANS AT THE BEGINNING OF 1803.

THE BATAVIAN REPUBLIC WAS THE NAME BY WHICH THE NETHERLANDS WERE KNOWN FROM MAY 1795 TILL JUNE 1806 i.e. FROM THE CONQUEST OF THE COUNTRY BY THE FRENCH TILL THE APPOINTMENT OF LOUIS BONAPARTE AS KING OF HOLLAND.

THE BATAVIAN ADMINISTRATION 1803 – 1805

The 3 year period under the Batavian Republic control seems to have been played in fairly low key. The Dutch placed Commandants in charge of the area, for instance Captain F.E. van Lawick van Pabst and Captain A.C.H. Daems; but their duties seem mainly to have comprised the reception and

entertainment of very important passengers calling at Simon's Bay in the winter months, particularly in French vessels.

At first Mr Roselt was allowed to continue his duties as Wardmaster, the post to which he had been appointed by the British four years earlier, but due to declining activities in the Bay he asked to be allowed to give up his post in order to set up his Notarial practice in Cape Town. Law and order was thereafter kept by the Commandant.

In 1805 Napoleon's renewed campaigns induced the British for strategic reasons once again to occupy the Cape which they duly did after landing and a brief battle at Blaauwberg in January 1806.

THE 2ND BRITISH OCCUPATION

THE COMMANDANTS:

With the British Forces once again in charge of Simon's Town the Government announced on 19 April 1806 that Major J.G.R. Tucker would be Commandant of Simon's Town and Mr. H. Roselt, Alderman of Simon's Town (sic) to be Deputy Fiscal of that District.

Major Tucker was succeeded in turn by Major Richard Collins, Lt. Col. Thomas Austen, Lt. Col. Sir Edward Butter, Lt.Col Godfrey MacDonald, Captain W.H.T.C. Benezet, Brigadier General Joseph Baird, Major General William Cockell, Col John Graham and Captain Henry Somerset.

The Commandants relied heavily on their Deputy Fiscals for the day-to-day running of the civilian affairs of the Town, while they were themselves occupied mainly with military matters.

THE DEPUTY FISCALS:

Nearly a year after his appointment as Deputy Fiscal, Roselt died aged only 42 and he was succeeded by an Attorney-at-Law Petrus Stephanus Buissinné. On 1 January 1810 Buissinné became Landdrost at Swellendam and his place was taken by Johannes Henricus Brand (who had been born in Simon's Town), the youngest son of the former Postholder and 1st Resident, Christoffel Brand, whose assistant the son had been in the last years of the Dutch East India Company at the Bay.

It is well to realise that, although at the time of J.H. Brand's appointment as Deputy Fiscal, Simon's Town was still very small, an event was about to take

place that was to have a profound effect on its future, namely the decision taken in 1810 to make Simon's Bay the year-round base for the Royal Navy instead of moving it approximately every six months between Simon's Bay and Table Bay. The Town was to see an expansion undreamed of in earlier years. Over the next few years a new naval hospital, the Mast House and Sail Loft (now the home of the S.A. Naval Museum), a block of 26 cottages to house artificers etc. were to be built. The setting up of the new naval base was completed by 1814 and there was a comparatively large influx of newcomers to attend to the wants of the Royal Navy.

Brand's duties were many and varied. They comprised, inter alia, those that were performed by the Mayor and Council, the Town Clerk and heads of Municipal departments, (when we had the Simon's Town Municipality), the Harbour Master, Justice of the Peace (to try petty cases), Notary Public for the District, and a sort of Inspector of Lands for reporting on proposed grants of land that individuals had applied for. He had one clerk to assist him in his work, Mr Christian Michiel Lind, who subsequently rendered long, faithful and distinguished service to Simon's Town.

THE GOVERNMENT RESIDENTS:

Already by 1809 Simon's Town District had been excluded from the area of jurisdiction of the Landdrost of the Cape District and had fallen under the direct superintendence of Cape Town's Fiscal. By Proclamation of 24 May 1814 Simon's Town received its own Magistrate termed "Government Resident" and his district ran from Cape Point to a line drawn between Muizenberg and Noordhoek. The term "Deputy Fiscal" then fell away.

Simon's Town had three wards with Messrs. Benjamin Langley, Johan Gustaaf Aspeling and Frans Daniel Rossouw as Wardmasters. There were also two Field Cornetcies – those of Noordhoek and Wildschutsbrand. Later Wildschutsbrand had its Field Cornetcy subdivided into two.

J.H. Brand was in 1821 appointed Wharfmaster in Cape Town and the Governor Sir Charles Somerset appointed his son Captain Henry Somerset, already Commandant of Simon's Town, to the additional post of Government Resident as well. With the Xhosa Eruptions in the Eastern Province Captain Somerset rejoined the Army in Grahamstown and his place was taken by Brevet Lt Col. H.M. Scott and thereafter by Major M.G. Blake.

After complaints of hardships involved in travelling to Cape Town to attend hearings of petty cases and civil claims the Governor in 1824 created a court for the registration of marriages and to deal with lesser criminal and civil

cases at Simon's Town. Here the Government Resident was assisted by two Heemraden. Simon's Town's first two Heemraden were Jacobus Arnoldus Hurter and the redoubtable John Osmond. This court met the first Monday in every month to perform its work.

THE RESIDENT MAGISTRATES:

On 1 January 1825 the Court of Landdrost and Heemraden and the post of Commandant were abolished and in their place came the post of the Resident Magistrate. Certain tasks including the collection of taxes formerly dealt with by the Resident Magistrate now fell under a new post, that of Civil Commissioner at Cape Town. The 1st RESIDENT MAGISTRATE for SIMON'S TOWN was Mr Petrus Johannes Serrurier who resigned after 11 months for health reasons. He was succeeded on 5 December 1828 by Mr. Christian Michiel Lind who had been Clerk to Mr. J.H. Brand (who had been Deputy Fiscal) from 1810.

During the Governorship of Sir Benjamin D'Urban a financial crisis caused the Government to bring about severe economies in the civil administration. One of the casualties was the post of Resident Magistrate which was downgraded to "Resident Justice of the Peace" with reduced jurisdiction. Mr. Lind's salary dropped from £300 to £150 per annum and his clerk received £80 instead of the previous £120 per annum from 1 August 1834. A Police Court was set up with the Justice of the Peace on the bench with the Chief Constable as public prosecutor.

In November 1836 the faithful Mr. Lind resigned due to advancing years and infirmity and was succeeded by an old friend of the town Major M.G. Blake who had earlier been Commandant of Simon's Town soon after the 2nd British Occupation of the Cape. Again there were complaints that the reduced jurisdiction involved the hardship of travel to Cape Town for hearings of civil claims of a minor nature and for witnesses in petty criminal cases etc. A petition brought partial relief in that a periodic court was held at Simon's Town every six weeks.

In November 1841 the Resident Justice of the Peace, Major Blake submitted a memorial to the Attorney General William Porter containing a list of 23 regulations which were, in his opinion, much required at Simon's Town and which he believed did not fall within the jurisdiction of a Police Court. Among the ills dealt with were open fires, fish curing, discharging firearms, breaking in horses in the Main Street (!), disposal of rubbish, kite flying or playing games in the streets to the annoyance of the inhabitants or passengers of carts and wagons.

The Attorney General in reply stated that he felt the Governor did not have the power to impose these regulations and suggested the establishment of a Municipality of Simon's Town to deal with these matters! The people of Simon's Town however, had little enthusiasm to take advantage of the Municipal Ordinance 9 of 1836 – so the ills continued.

Major Blake served the Town faithfully for a further 10 years and then took a year's leave. In his absence Mr Francis Bertrand Pinney, the Sub-Collector of Customs, gratuitously discharged Major Blake's duties as Resident Justice of the Peace. Major Blake did not however return but went on pension and Pinney was appointed in his place as from 1 January 1848.

As a result of a re-think about the administration of justice, Resident Magistrate's posts were re-created and Mr. Pinney became such on 9 March 1848. Magistrate Pinney took long leave from July 1853 to October the following year. In his absence the Harbour Master Captain Thomas Nightingale acted as Resident Magistrate.

After Mr. Pinney was transferred to Port Elizabeth in 1861 his place was taken by Mr. G.W. Browning who likewise went to Port Elizabeth in 1865. Browning was succeeded by Frederick William Burrowes on 22 May 1865 and 11 years later he was succeeded by the redoubtable Resident Magistrate and Civil Commissioner Frederick Johannes Perryn van der Riet on 1 July 1876 – one who was to do so much for this Town and may truly be termed the "Father of the Municipality".

For further information on the formation of the Simon's Town Municipality and its subsequent demise, readers are referred to the Society's latest publication "SIMON'S TOWN - ITS HISTORY" which is available from the Museum shop.

(Researched by the late Gordon Wilson and by Audrey Read).

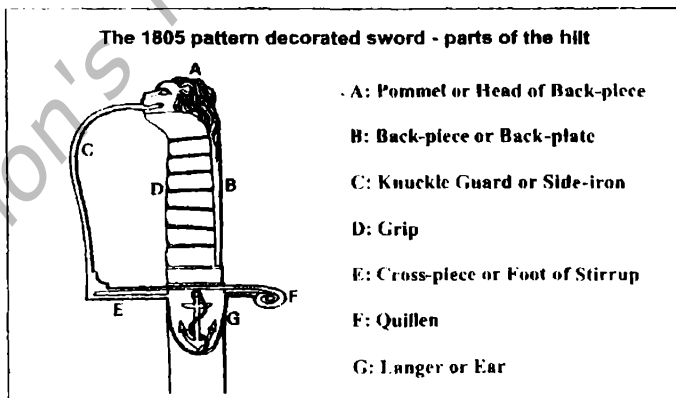
NAVAL SWORDS

The year 2005 is much better known for being the 200th Anniversary of the Battle of Trafalgar. It is also the Centenary of Britannia Royal Naval College and of the Royal Fleet Auxiliary Service but it is also the 200th Anniversary of the Naval Sword.

The regulation naval sword for officers was introduced in 1805. Up to this time officers had been able to carry a sword of their own choosing and generally these followed three main types – a slotted hilt sword, the 5 ball sword, and the oval side ring sword; all taking their names from the shape of their hilts. The following diagram may help you when you view the naval swords in the Museum.

There were regulations which governed the wearing and carrying of swords and a smaller sword was introduced at one time for pursers, secretaries and surgeons, each with their own symbol. There have been many other types of presentation sword such as the Dartmouth College “sword of honour”, the Lloyds Patriotic Fund sword and the magnificent City of London Sword (awarded to Admiral Lord Nelson after the Battle of the Nile in 1796 and four of which were presented in the 20th Century to Admirals Jellicoe, Beatty, Cunningham and Mountbatten).

Cutlasses were in use up until World War 2 when they were withdrawn. Cutlasses were so heavy it was important to develop and maintain the strength to wield it and cutlass drill was conducted at least once a week in ships, usually on a Wednesday afternoon and seamen were also expected to be ambidextrous in this practice. Single stick sword drill was also practiced. This and cutlass drill were excellent ways of keeping sailors fit. This developed into the modern sport of fencing as older combat style weapons were replaced with their modern sporting equivalents. Naval swords continue to be a feature of modern service life although only appearing on more ceremonial occasions and at service weddings.



H.M.S. DRAGON

A.E. READ

Her motto was "We will yield but only to St George"

She was laid down in 1917 and completed in August 1918. She was 472' long – 41' wide and had a draught of 12'. She was a D Class cruiser. She had 6 x 6" guns, 3 x 4" and 12 x 21" Torpedo tubes. She had a complement of 450 – 469 officers and men and had a speed of 22 knots, which was later improved upon.

She was destined for service with the Special Service Squadron which comprised as well as the battle cruisers HOOD and REPULSE, 4 other cruisers. In 1923/24 under Admiral Sir John Jellicoe they took Edward Prince of Wales on a World Cruise. The Squadron spent Christmas in Cape Town and after a formal dinner at Admiralty House, Simon's Town, Captain Gordon Campbell VC was informed that one of the escorting cruisers HMS DRAGON had sustained damage to her stern as a result of a collision in Cape Town docks and would require dry-docking in Simon's Town before continuing her voyage. Campbell consulted the King's Harbour Master and the Naval Constructor in Simon's Town and arrangements were made to undock HMS DUBLIN which was in dock for routine hull maintenance and to dock HMS DRAGON the following day 24 December. Dockyard men worked around the clock throughout the festive season and HMS DRAGON undocked on 8 January 1924, ready to continue the cruise.

She spent some years in reserve and was re-commissioned in 1939 at Chatham. During 1940 she did convoy work in the Mediterranean and then made her way to Mogadishu to carry out a bombardment, Italy having just entered the war on the side of the Germans. Then she sailed into Dakar with General de Gaulle and Free French forces and received 37 shrapnel holes from the shore batteries after sinking a submarine and stopping to pick up survivors. She captured the French ship MENDORA and took it to Freetown in Sierra Leone which was then an important naval base. She was always considered a lucky ship and this was borne out when she steamed into port with her prize, through an enemy minefield and the following ship was blown up. She then was used on convoy escort duties and escorted Convoy WS 2 from Freetown to the Cape. "WS" stood for *Winston Specials* and these were convoys en route to Egypt with tanks and troops for the forthcoming operations.

DRAGON was returning from Point Noire in French Equatorial Africa when she was diverted to help the Admiralty Tug ST DOGMAEL (stationed at Simon's

Town) which was towing the HANNINGTON COURT which was on fire. When the fire got out of control, Dragon was instructed to sink the ship after which DRAGON sailed for Simon's Town arriving on 20 July 1941, after a very eventful year at sea. She sailed for Cape Town on 8 October to assist other ships in searching for a Vichy French convoy of 5 ships in the South Indian Ocean. The convoy was found. DRAGON then set off for the Banka Straits in Malaysia where she was bombed by Japanese aircraft. The Japanese announced on the radio that DRAGON had been sunk but this was not so. Again she was bombed at the Johore Naval Base during its evacuation. She was the first British cruiser to enter Port Swettenham, Malay States. She then went on to evacuate the Commander-in-Chief Eastern fleet from Singapore to Batavia. He was Admiral Geoffrey Layton. She then took the last big convoy into Singapore before it fell to the Japanese and the last warship to leave Singapore ahead of the Japanese arrival. She left Singapore laden with evacuees as escort for the last big convoy to leave there and was again bombed in the Banka Straits. While she was guardship at Batavia she was bombed on numerous occasions without being hit -- her luck was still holding.

DRAGON worked with the Allied Fleet in the Java Sea battle to stop the invasion of the Dutch East Indies – 13 ships were lost and DRAGON and 3 others survived. Then she steamed into Padang, Sumatra, on Xmas day 1941 and evacuated over 1,000 civilians plus members of the Indian Army. She oiled from a tanker in mid-Indian Ocean and several hours later the tanker was sunk by the Japanese. She returned after refuelling to the Sunda Straits to tow the s.s. KEDAH, laden with evacuees, to Colombo and luckily left Colombo just before the big air raid on the docks and off she went to join the British fleet in the search for the Japanese fleet in the Bay of Bengal. Then it was off to pick up survivors from HMS DORSETSHIRE before joining the Eastern Fleet for the attack on Diego Suarez in Madagascar. After that she returned to Chatham in December 1942.

In January 1943 she was handed over to the Polish Navy She had now been in service for 25 years.

This was not the end of a valiant, lucky ship. She was at the Normandy D-Day landings in June 1944 and did notable work in helping the British Third Division hold off a German counter attack on 8 June. She was hit by a German torpedo and together with HMS DURBAN they formed block ships at the Gooseberry shelter off the Normandy beaches as part of the Mulberry Harbour. If you visit Normandy to-day remains of this can still be seen.

References: "Number 13" – Vice-Admiral Gordon Campbell VC

Bill Rice

"The Luck of the Dragon" by Eric Little.

ADMIRAL

It is the title of the chief naval officers and the equivalent in rank to a general on land; in fact, the 4 classes of Admirals (Admiral of the Fleet, Admiral, Vice-Admiral and Rear-Admiral) are equal in precedence with the 4 divisions of generals (Field Marshal, General, Lieutenant-General and Major-General). The word is derived from the Arabic *amir* or *emir*, meaning a "lord" or "commander" (cf. *amir-el-bahar* = commander of the sea) and found its way into European tongues, like many others of Eastern origin, during the holy wars of the 12th and 13th centuries.

The office is, however, considerably older and before the word became used in England under Edward III, the chief naval officer was known as the "*guardian of the sea*" (*custos maris*). The early English form of the word was *amiral* or *ammiral*, the latter being used by Milton, Cromwell's Secretary of State.

Grades of Admiral: The introduction of the ranks of Vice-Admiral and Rear-Admiral corresponded with the division of the Fleet into three Squadrons. The Admiral was in overall command of the Fleet but he also commanded the centre Squadron in battle. The Vice-Admiral commanded the Squadron in the van and his ships were usually the first into battle, hence the word "Vice" indicating that he was next in line after the Admiral. The Rear Admiral commanded the Squadron in the rear, which was usually the Squadron farthest from the action and subsequently the last ships into battle. In order to identify the various flagships, Admirals flew their flags at the top of the main mast, Vice-Admirals on the foremost and Rear Admirals on the mizzenmast.

Admirals of the *Red, White and Blue:* Each grade of Admiral was further sub-divided into three sections, known as Admirals (or Vice or Rear Admirals) of the Red, White or Blue (Squadrons) respectively. An Admiral of the Blue flew a blue flag while all the ships in his squadron flew blue ensigns and formed the Blue Squadron. Should an Admiral of the Red relieve that Admiral, then all the ships in his squadron would change to red ensigns and become the Red Squadron.

The White Ensign: The White Ensign was adopted as the sole ensign in 1864 and the colour system fell away. The reason the White Ensign was adopted was because merchant ships had been using the Red Ensign since 1700. The Blue Ensign was too much like the French Tricolour, while the White Ensign had been worn by Royal Navy ships in battle since 1801 as it was more easily identifiable in the smoke and heat of battle. During World War I Royal Navy ships often flew large red or blue flags at the masthead during battle to assist with

identification of their own ships, as the German Ensign was very similar to the White Ensign.

Admirals of the Fleet: The rank of Admiral of the Fleet was appointment made by the Sovereign on very distinguished Flag Officers. In 1940 it was announced that these distinguished officers should remain on the active list for life instead of being placed on the retired list when reaching the age limit. During both world wars many a famous Admiral of the Fleet came out of retirement to serve as Lieutenants in small craft such as minesweepers. The last appointment of an Admiral of the Fleet in the Royal Navy was Sir Benjamin Bathurst in 1995.

Yellow Admirals: This had nothing to do with cowardice, but they were Captains who became due for promotion to flag rank but because there were insufficient commands to go round, were placed on the retired list on half pay, immediately after promotion to Rear Admiral. After an appropriate period in the rank it was not unusual for further promotion to Vice-Admiral.

Local Admirals: These were local noblemen appointed by the Lord High Admiral to look after certain stretches of the coastline and who were vested with full executive and judicial powers. They bore the title of Vice Admiral of Great Britain or Vice Admiral of Ireland, as appropriate to their appointment. Their names appeared in the Navy List, even though they were not necessarily professional naval officers. Most of their powers were removed in the mid-1800s but it was another 100 years before these appointments were finally abolished. When the position of the Admiral of the Port of London was abolished, the title was taken over by the Lord Mayor of London who was always received on board H.M. ships in this capacity, being piped over the side and accorded full honours.

References:

Various Encyclopaedias.

Captain Brian Hoffman SAN (Retd).

THE STANDER GANG

A.E. READ

In the late 70s and early 80s this infamous gang carried out robberies and attacks on about 20 banks in just 6 weeks. Alan Heyl, the only surviving member of "the gang" stated recently in a radio interview that it never was a gang. He and Stander had met by chance in Sonderwater prison and they hit it off immediately as two like-minded people. Heyl by August 1977 had robbed 7 banks and been sentenced to 7½ years. Stander had been the youngest Inspector in the S.A. Police and was thought to have a very promising police career in front of him before he turned to crime.

After their escape from prison they hid out in Houghton in Johannesburg and were extremely lucky not to get caught sooner as they used the same blue car every week for their robberies on banks. On the plus side it must be said they hardly ever used a fire arm – how different to-day. They also stole several cars.

After his escape Stander bought a luxurious 15 metre ketch the LILY ROSE from the yacht builder Bill Cooper of Cape Town, in which he intended to escape to America. He paid R219,000 for it. He and McCaul, whom he had later recruited to join him in his activities, were killed in separate shoot-outs with American police. Heyl in his life has spent a total of 27 years in jail and finally became a free man in May 2005.

The yacht was auctioned by Julius Buchinsky, a well-known auctioneer, at the jetty in Simon's Town on 23 June 1984 for R225,000 and was bought by a Mr. John Carr of Durban, an ex-naval man, who intended to use it for cruising, initially in the Indian Ocean and then further afield.



The luxurious Lily Rose — hope of escape for bank robber Andre Stander — was sold for R225 000 by the State