

A HERITAGE IMPACT ASSESSMENT OF KALK BAY POINT

Prepared for

Jessica Hughes & Associates

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1. INTRODUCTION

The Archaeology Contracts Office of the University of Cape Town was commissioned by Jessica Hughes and Associates to conduct a phase 1 Heritage Impact Assessment of Kalk Bay Point, South Peninsula, Western Cape Province. Although this portion of land is relatively undeveloped at present, the general area has a long history dating from prehistoric times to the early colonial history of the Cape and the 20th century development of Kalk Bay harbour as we know it today.

The Archaeology Contracts Office was requested by the client to fulfil the following Terms of Reference.

1.2 Terms of Reference

- Investigate and document the historical use of the area and to map the location of structures onto available topographic maps and/or aerial photographs (to be supplied).
- Undertake an archaeological survey of the site, in the context of the Point's historical development and to map and document finds.
- On this basis of the historical and archaeological investigation, identify zones of varying historico-archaeological sensitivity with a view to informing the potential for development on the site. For each sensitivity area (low, medium, high) the potential impacts of development on historico-archaeological artefacts should be indicated.
- Indicate ways of limiting and optimising the impacts of further development.
- Identify further investigations that should be carried out.

1.3 Current use of the area

A portion of the area that makes up the point now serves as a parking area for visitors to the harbour. The remainder is open land through which a formal pedestrian path has been built. It serves as public open space used by people for walking, whale watching and picnicking, and accommodates



the overflow of day visitors from the harbour beach during peak season. At present the presence of litter, broken bottles and human waste degrade the visitor's experience of this area.

The point is a potentially attractive vantage point offering excellent views of False Bay and the mountains. It is a landmark easily visible from Boyes Drive and the mountainside hiking trails, as well as from many private homes and businesses between the Main Road and Boyes Drive. It forms one of Kalk Bay's key visual markers and contributes significantly to "sense of place".

The adjacent harbour and fish quay is used predominantly by professional fishermen for the mooring of boats and landing of fish. The traditional boats, fishing methods and the auctioning of the catch contribute significantly to the character of Kalk Bay, which is becoming increasingly popular as a recreational and tourist destination.

2. BACKGROUND HISTORY

The chronological history of the registered owners of erven on Kalk Bay point has been researched in the Deeds Office by Dr Antonia Malan and is included as Appendix A of this report. Historical material was also derived from selected unpublished and published sources (Furlong 1919; KBHA Bulletin 1 1997), in discussion with Mike Walker of the Kalk Bay Historical Association and from observations on site.

2.1 The Pre-colonial Period

2.1.1 Middle Stone Age

A number of cave sites, discovered in the Kalk Bay mountains on the Cape Peninsula in the 1920s, contained deep deposits with large numbers of carefully made stone artefacts. These had many similarities to those found in Africa and Palaeolithic sites of Europe. Similar kinds of artefacts have since been found on many open sites and on rare occasions in the deposits of caves throughout South Africa. A wide selection of fine grained raw material was used for their manufacture, which showed specialised techniques of production and secondary working into intricate tools. Modern research has shown that these artefacts belong to a period known in South Africa as the Middle Stone Age and date to the period between 40 000 and 200 000 years.

MSA people are thought to have been an early form of modern humans (*Homo sapiens*) who were capable of hunting large animals. Current theory is that early *Homo sapiens* evolved into a fully modern form in Africa and migrated to Europe via the Middle East some 40 000 years ago. It is believed that these new migrants may have been responsible for the demise of the Neanderthal populations in Europe. There has been a resurgence of interest in this period and a number of sites in the Cape are being investigated by local and international archaeological teams. Development of new dating techniques, extending beyond the range of those based on radiocarbon age, is greatly enhancing this research.

Much of the ancient material in the Kalk Bay area was destroyed by amateur archaeologists during the 1920s during excavations associated with the extraordinarily rich deposit in Skildergat Cave on Peers Hill. Unfortunately the work was not done to today's professional standards, so a great detail of information has been irrevocably lost. Nevertheless, Kalk Bay

is distinguished by being one of the first places in the country to be subjected to systematic archaeological research.

2.1.1 Late Stone Age

This period has been subjected to detailed study by archaeologists. Late Stone Age people, ancestral to the San (Bushmen) and the Khoekhoen (Hottentots) of early colonial times, lived in southern Africa some 40 000 years ago.

During most of the Holocene (last 10 000 years) southern Africa was inhabited by small groups of San hunter-foragers who were highly mobile. They hunted with bows and arrows, snared small animals and, where groups lived close to the shore, gathered shellfish and other marine resources. This resulted in the use of the term “Strandlopers” by Europeans. They used digging sticks, often weighted with bored stones, to find a variety of subterranean vegetable foods, particularly iridaceous bulbs. They had a prodigious knowledge of the environment and the resources around them, and their cultural repertoire included a complex belief system, aspects of which are represented in many rock painting and engraving sites in the northern and western Cape. Many paintings and engravings are understood as being closely linked with shamanistic ritual or belief.

The occurrence of sheep and pottery remains in archaeological sites dating to the last 2000 years points to the appearance at that period of a new economy and way of life based on pastoralism. It seems most likely that a few groups of people adopted the pastoralist way of life, herding fat-tailed sheep and later cattle (Smith 1987, Sealy and Yates 1994). They were probably the ancestors of the Khoekhoen of colonial times. With the advent of pastoralism, or soon afterwards, clay pot making technology was introduced. The precise origin of early stock keeping and ceramic technology in southern Africa is still unclear but it is suggested that it was introduced from the north. While some San groups appear to have co-existed with pastoralists, it has been suggested that hunter-foragers were marginalized, moving to areas where grazing opportunities were less attractive to pastoralists.

First contact between Europeans and indigenous southern African pastoralist groups occurred when Portuguese mariners, sailing down the coast in the 15th and 16th centuries, bartered supplies of meat from the Khoekhoen (Smith 1985). With the increase of shipping rounding the Cape, it was inevitable that some would be wrecked. The survivors recounted how they met and traded with the indigenous groups. The arrival of the Dutch East India Company (DEIC or VOC) in 1652, to set up a permanent replenishment station at the Cape, followed a long history of both friendly and violent interactions. The VOC encountered several Khoekhoe groups. Some of these lived on the Cape Peninsula while the larger groups grazed herds of sheep and cattle in the Tygerberg Hills and further afield.

At first the relationship between the Dutch and the Khoekhoe was one of co-operation, with a great deal of bartering taking place to secure regular supplies of fresh meat to supply passing ships. However, the colony grew and the Company started to breed and raise its own cattle. Free burgher stock farmers were granted lands further away from Cape Town, encroaching on grazing lands previously available to the Khoekhoen. The conflict for land began a process of attrition which, when accompanied by genocidal government policies as well as several deadly smallpox epidemics, broke down the indigenous population and its political structures. Those who survived were pressed into service as farm labour or settled around several large mission stations that had been established in the Cape.

During the Late Stone Age and the early colonial period, the shallow sheltered bay of Kalk Bay provided prehistoric people with an easy opportunity to collect some of their staple foods, shellfish and lobsters. In all likelihood, the first colonial period visitors to Kalk Bay would have encountered San or Khoekoen groups gathering sea food. The area around Kalk Bay was probably covered with prehistoric shell middens (piles of discarded shells), which may have provided the raw material for the manufacture of shell lime during the colonial period. Kalk Bay and the Point have been subject to extensive development activities so the survival of in-situ archaeological material is unlikely. Late Stone Age archaeological sites have been found close to the main road in Muizenberg, at St James beach and the mountains.

2.2 The Colonial Period

Simon's Town was established as the winter anchorage for ships in 1741. An early painting (circa 1780) of Kalk Bay Point depicts structures thought to be Dutch East India Company storehouses. Provisions for Simon's Town were transported by road and stored on the point until being taken by small boats to Simons Bay, which was inaccessible by road for large wagons. Kalk Bay was used as an anchorage from DEIC times and was probably manned by a small garrison. Kalk Bay was equipped with a gun battery, possibly located on the point itself, while locals claim that a signal cannon was positioned on Trappieskop above the harbour.

Although a small fishing community of mixed origins was already established in Kalk Bay, the first formal land grant on the point (erf 9005) was made in 1808 to Messrs. Cloete, Reitz and Anderson, who were engaged in commercial fishing. The survey diagram of the time depicts the rocky point and indicates that a small house stood on the North West corner. After being sold several times, the land passed into the hands of the Cape of Good Hope Whaling and Sealing Company in 1848. Whaling was a prominent activity in False Bay with activities taking place from Kalk Bay, Muizenberg and St James. The transfer deed for the same erf dating to 1855 confirms that the land had 'buildings' on it.



Looking down on Kalk Bay c.1900 (Cape Archives: AG 2699)



The Point, fishermen's houses and landing place c.1880 (Cape Archives: J7968)

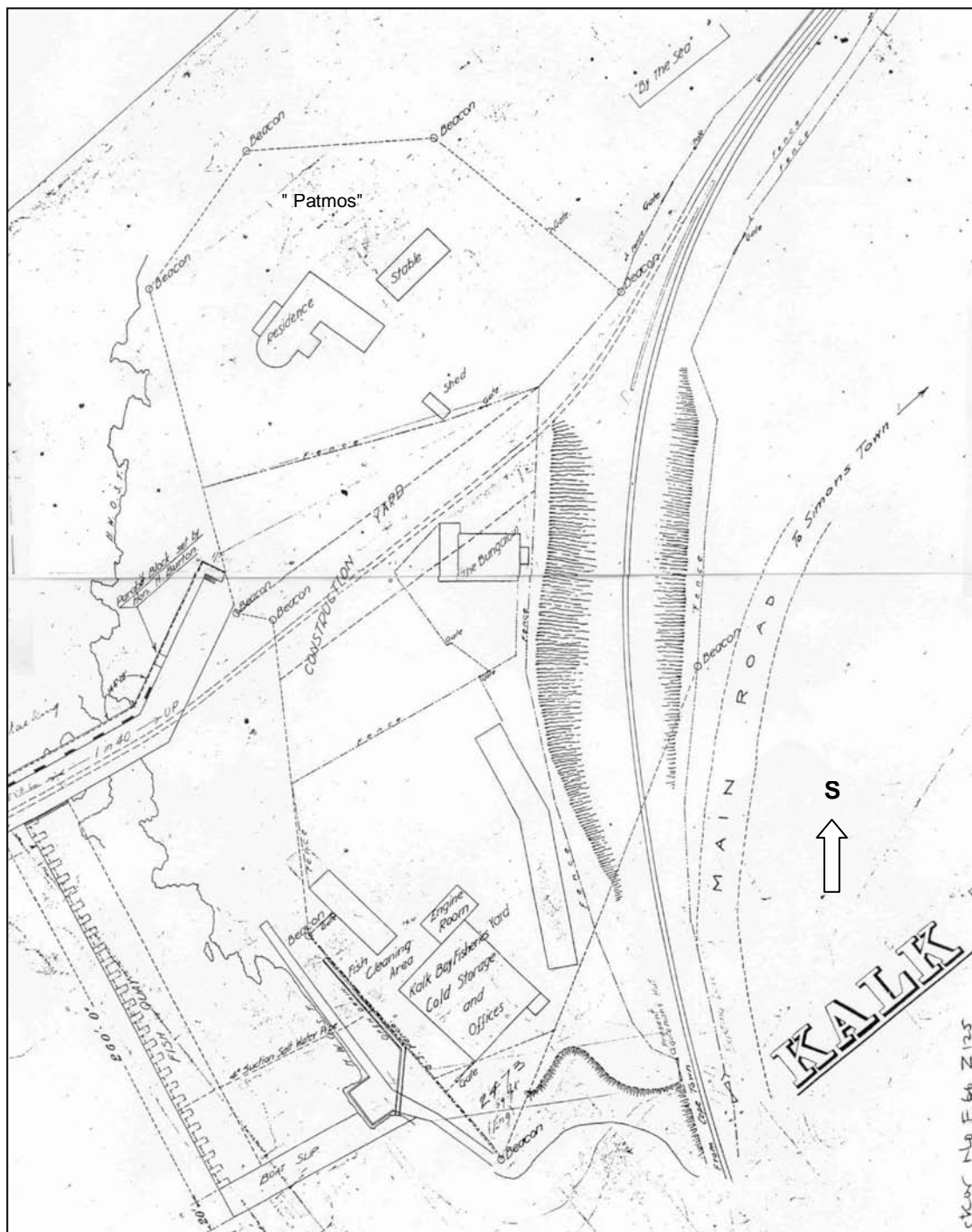
Two photographs dated circa 1880 and circa 1900 show typical thatched and flat-roofed and whitewashed fishermen's cottages on the corner of the landing beach (erf 90005), which probably related to whaling and sealing activities. The bay itself served a safe place for whaling and fishing boats to be beached, and the whales were brought ashore for flensing and processing. In the background of these photographs two residential buildings are visible. On the left is 'Patmos' with its stable (erf 90016) and on the right is 'By the Sea' (outside the research area). The two buildings appear on a survey diagram dated 1846 and were therefore built before that date. 'Patmos' was rented by the Dutch Reformed Church from the Kalk Bay Land and Sea Company (later Irvin & Johnson), for Andrew Murray to use as a holiday retreat. Both these residences and their occupants are of particular interest to Mike Walker of the KBHA and their stories are currently being researched for publication.

In 1877, a portion of land adjacent to the point was expropriated by the Colonial Government for the extension of the Simonstown Railway line. The railway (Cape Gauge), which was completed 10 years later, effectively severed the bay and point from the growing community of Kalk Bay. The railway was built on a viaduct over the beach, diminishing the area that fishermen had available for beaching their vessels, which had to be hoisted above the intertidal zone on specially built gantries. In 1913 a spur railway line was built from the Simonstown line, extending across Kalk Bay point, for the purposes of building and servicing the Harbour Breakwater. Remnants of this line are still visible on the breakwater, but all traces of it have been removed from Kalk Bay Point.

It was during this time that we believe significant changes were made to the local landscape with the construction of a viaduct to carry the line to the breakwater, a temporary siding, the works yard and sheds. An immense amount of sand had already been removed for ships' ballast, now, land was reclaimed to make the fish quay of Kalk Bay harbour and the fill in all likelihood included sand and rubble from the point area.

An account of this activity in the South African Railways and Harbours Magazine of 1919, describes how a sand hill was moved to make way for the line. Within the sand hill were the remains of an old building with thick stone walls mortared with lime. This was referred to as a limeworks, but may well have been the remains of the 18th century Dutch East India Company stores. It is quite probable that the structure was destroyed and the fabric used in the harbour reclamation. An existing wood and iron 'bungalow' was shifted to a new location on the site. The harbour itself was equipped with a new fish-cleaning slab (with fresh water), a bait house, a café and club room, lavatories and facilities for the "non-European" community.

'Patmos' was demolished in about 1904 but its outbuildings survived until much later (sometime after 1930). The original fishermen's cottages were



obscured by the new fishing company cold store in a photograph of 1906 but were probably integrated into the long 'stores' structure shown on harbour plans of the 1920s. The cottages, refrigeration plant and the temporary structures associated with railway to the breakwater had all gone by about 1930. 'By the Sea', however, still stands and can be recognised by its cruciform plan, but with a second storey. The concrete fisherman's cubicles, which were built in 1917, are the oldest surviving buildings at the harbour.

3. FINDINGS

3.1 Structures

- A physical inspection of the study area revealed that there was very little surface evidence of previous buildings in the north east portion of the site as this had been subject to past impacts and levelling for construction of a parking area.
- The remains of the house 'Patmos' and its associated outbuilding were located on the southern portion of the site. These take the form of foundations and concrete floor surfaces.
- Heavy stone foundations of an as yet un-identified structure were identified very close to the eastern shore of the point. An examination of available historic photographs and diagrams has not presented any opportunity to securely identify the find. It is possible that this is the remains of an early building, which was demolished before the final years of the 19th century. A block of dressed stone covered in lime plaster is testimony to a previously existing historic building.

3.2 Pre-colonial material

- Fragments of shellfish, which could very easily be the remains of midden material, are scattered throughout the site. However none of this appears to be in-situ and therefore worth formal archaeological sampling. The study has shown that besides that fact that shell middens may have been used as a source of lime, the point has been subject to severe impacts in the earlier part of this century. It is unlikely that any material will have survived, although it is possible that remnants could lie buried under some of the sand drifts on the site.

4. IMPACTS

4.1 Impacts (negative)

- Re-development of the site will not create physical impacts to any above-surface heritage sites on the point. However, if redevelopment of the entrance to the harbour, the fish quay and cubicles is envisaged, planning approval will have to be sought from the South African Heritage Resources Agency as the structures and precinct is over 60 years old and therefore protected.
- There is a slight possibility that buried pre-colonial and colonial period archaeological material may be impacted during the course of construction activities on the north half of the site.

- There is a high probability that that known colonial period archaeological sites will be impacted if the southern half of the point is developed.
- The long intermittent historical use of the point area, its visual prominence from the surrounding coastline, Boyes Drive and the local business and residential areas, imparts an important quality to the point - an historic landscape with a special "sense of place" within the local community. Of all the potential impacts that could take place on the point, we believe that impacts to the visual integrity and meaning of the area to be potentially the most significant. Construction of excessive bulk, and poor planning with respect to the visual aspects of the site (already compromised by the enlarged restaurant) will have a significant negative impact.
- Kalk Bay Harbour is very much a "working harbour" with a fishing tradition that is over 200 years old. The manner in which the fishing is done, the landing and auctioning of the fish has changed very little. A significant proportion of the wooden boats themselves are in excess of 50 years old. Although not stated as such, the harbour itself has all the qualities of a living museum, and continues to attract people on a daily basis, who come to the harbour to enjoy the experience, and purchase fish off the boats. The working character of the harbour has the potential to be irrevocably changed by alteration of the physical environment - a blatant thrust towards tourism, upmarket residential housing and shopping has the potential to trivialise the "experience of the place".

4.2 Impacts (positive)

- The point, despite attempts to position benches and create a walkway, is neglected, dirty and poorly secured. A positive by-product of re-development would be making the area, safer, cleaner and more acceptable for general recreational activities.
- The history of Kalk Bay, although evident in the many photographs of the area that decorate the interior of number of local businesses, is not formally publicly displayed. We would encourage the designation of a small exhibition area (or community museum) within any new development so that the history of the precinct and its community can be revealed to the public through an arrangement of images and artefacts. Themes could include the history of the point, the community, the fishing industry and the local marine ecology.

5. RECOMMENDATIONS

1. *Northern area:* physical impacts to heritage material on the northern part of the point are minimal. As a precautionary measure, an archaeologist should be appointed to inspect foundation and service excavations on a bi-weekly basis. A contingency fund of R30 000 (ex vat) should be set aside should rescue any archaeology or ad hoc excavation be required in the event of unforeseen finds being made.
2. *Harbour entrance and fish quay:* insensitive alteration of the fish quay area and entrance to the harbour will impact the "sense of place" of the area, and may affect a number of protected structures such as the fisherman's cubicles, for which a SAHRA permit will be required to alter or demolish.
3. *Southern area:* the southern portion of the site contains the archaeology of several historic structures. Ideally this area should be conserved as public open space, thereby conserving the sub-surface archaeological remains. If development of this area is envisaged, a series of trial excavations undertaken by an archaeologist accredited by the CRM section of the Southern African Association of Archaeologists is recommended.
4. A cautionary statement is offered in that we believe that the point area contributes to the identity and meaning of the harbour, and is therefore of special local significance. This will present the planning of any future development with a particular challenge in terms of balancing the requirements of redevelopment, with the need to conserve the tradition and ambience of Kalk Bay Harbour - a significant heritage site on the Cape Peninsula.

APPENDIX A

Property Ownership

Undated plan of City Land zoned Public Open Space includes remainders of erven 90003, 90005, 90016 and erven 90006-90008 Cape Town. The erven with known historical buildings on them are 90005 and 90016, and so their title deeds were investigated in detail. The rest are listed in summary.

Erf 90003

Ex Lot Annex The Fisheries

Grant/deed ref. & date	Diagram?	Extent	From	In favour of	Notes
CF 29/32 of 23/11/1918	6862/1917 1358/1917	11sr 118sf	Grant	Irvin & Johnson Ltd	
T4874 of 23/6/1923			I & J	African Lands & Hotels Ltd	
T3780 of 25/4/1927		Half	ALH	Government of the Union of SA	Vide 90002
T9561 of 6/11/1935		Half	ALH	Council of City of Cape Town	

Erf 90004

Ex Lot Roadway portions

Grant/deed ref. & date	Diagram?	Extent	From	In favour of	Notes
T10773 of 5/11/1918	1357/1917	12sr 24sf	I & J	Government of the Union of SA	

Erf 90005

Grant/deed ref. & date	Diagram?	Extent	From	In favour of	Notes
CF 6/26 of 15/6/1808	64/1808	512sr 72sf	Grant	Cloete, Reitz & Anderson	Diagram shows rocky point and 'huis' marked in NW corner.
T75 f155 of 29/5/1812		1 mo 8sr	Abraham Kloppers	Jan Fredrick Reitz & Co.	Seker stuk land ... 225 guldens. Previous transfer dd 2/11/1803
T76 f156 of 29/5/1812		1mo 520sr 72sf	Jan Fredrik Reitz (Cloete Reitz & Anderson)	Hanno Geerts Timmer (Muller & Timmer)	Twee stukken lands ... 18,000 gulden
T188 f68 of 14/7/1815		1mo 520sr 72sf & 3mo 153sr	HG Timmer	William David Jennings	35,500 gulden
T209 f73 of 5/2/1848		3mo 358sr 72sf	Estate late WD Jennings	Johan Hendrik Wicht, Pieter Paul Marais & Abraham Pieter	Two pieces of ground and piece of perpetual quitrent

				Herholdt, trustees of the Cape of Good Hope Fishing, Whaling & Sealing Company	land. £326. Next tters: lot P T717 of 10/2/1931 to EH Pratten; lot R T785 of 15/2/1932 to L. Lazarus; lot Q T2007 of 7/4/1932 to EHP COPY
T1157 of 7/3/1855		512sr 72sf	Johan Andries Heyse Wicht & Johan Coenraad Wicht	Dirk Christoffel Lezar, jr.	Two pieces of land with buildings thereon ... £576.
T163 of 17/2/1872		512sr 72sf	Sarah Berendina Louw (born Appel) widow & executrix of Christoffel Louw	John Robert Wilson	Two pieces of ground with the buildings thereon ... at Muisenberg near so-named Kalk Bay being prev. tfer to C of GH Fishing, Whaling & Sealing Company on 5/2/1848. £850.
T5468 of 22/10/1892		512sr 72sf	JR Wilson	Anna Susanna Sophia Louw, born de Villiers, widow of Johannes Wynand Louw	Two pieces of ground with buildings thereon .. £1000.
T1262 of 14/3/1896		512sr 72sf incl. Exprop. Railway land	Maria Elizabeth de Villiers executrix late ASS Louw	Sebastian V. Hofmeyer	Two pieces of ground with buildings thereon marked A now lots 1 & 2. £800.
T3934 of 2/6/1916		Ptn. 64sr 71sf	Kalk Bay Fish & Land Company	Government of Union of SA	Liquidation. Vide 90007
T10773 of 5/11/1918		Ptn. 12sr 24sf	I & J	Government	Vide 90004
T1389 of 25/2/1919		Ptn. 121sr 79sf	I & J	Government	Vide 90009
T4874 of 23/6/1923		Rem. 314sr 42sf	I & J	African Lands & Hotels Ltd	
T9561 of 6/11/1935 (para.2)		314sr 42sf	ALH	The Council of the City of Cape Town	

Erf 90006

Ex Annex Harbour

Grant/deed ref. & date	<i>Diagram?</i>	<i>Extent</i>	<i>From</i>	<i>In favour of</i>	<i>Notes</i>
Quit. 47/20 of 17/12/1924	131398/1924	2sr 115sf	Grant	African Lands & Hotels Ltd.	Tiny piece of land
T9561 of 6/11/1935		2sr 115sf	ALH	Council of City of Cape Town	

Erf 90007

Ex Harbour Lot comprising (a) 2sr 90sf of grant to MG Blake on 21/7/1846 (see erf 90016) and (b) lot A ex Cloete, Reitz & Anderson (see erf 90005).

Grant/deed ref. & date	<i>Diagram?</i>	<i>Extent</i>	<i>From</i>	<i>In favour of</i>	<i>Notes</i>
T3934 of 2/6/1916	674/1916	67sr 137sf	Kalk Bay Fish & Land Company	Government of Union of SA	Liquidation
T11374 of 12/12/1924			Government	African Land & Hotels Ltd	
T9561 of 6/11/1935 (para.5)			ALH	Council of the City of Cape Town	

Erf 90008

Ex Lot C ptn. Railway Lot KB1

Grant/deed ref. & date	<i>Diagram?</i>	<i>Extent</i>	<i>From</i>	<i>In favour of</i>	<i>Notes</i>
T11374 of 12/7/1924	A1305/1924	33sr 53sf	Government	African Land & Hotels Ltd	
T9561 of 6/11/1935 (para.4)			ALH	Council of the City of Cape Town	

Erf 90009

Ex Railway Lot KB1 comprising ptn erf 90005 & Blake land erf 90016

Grant/deed ref. & date	<i>Diagram?</i>	<i>Extent</i>	<i>From</i>	<i>In favour of</i>	<i>Notes</i>
T1387 of 25/2/1919	1248/1918	217sr 71sf	I & J	Government	
T11374 of 12/12/1924		Subdiv. 33sr 53sf	Government	African Land & Hotels Ltd	
T751 of 2/2/1925		Subdiv. 14sr 67sf	Government	Andrew Agnew	Vide erf 90022
CG 39/44 of 5/5/1944		100sf	Government	Bernard Wisenberg	Vide erf 90014
CG 5/54 of 2/9/1954		249sf	Grant	Gustave Theodore Barnes	Vide erf 90013

Erf 90016

Grant/deed ref. & date	Diagram?	Extent	From	In favour of	Notes
CF 12(2)/57 of 21/7/1846	316/1846	395sr	Grant	Matthew Gregory Blake	COPIED
T1653 f36 of 2/12/1847		395sr	Insolvent Estate MG Blake	Francis Bertrand Pinney	.. certain piece of freehold land with the buildings erected thereon ... £300
T? of 3/12/18?52			?FB Pinney	?WP Jamison	Link not found
T232 of 18/12/1854		395sr	William Poupillon Jamison	Johan Coenraad Gie, Michael's son	... buildings ... £400
T341 of 22/6/1861		395sr	JC Gie	Sebastian V. van Reenen	... buildings ... £500
T169 of 10/9/1873		395sr	SV van Reenen	John Henry de Villiers	£300
T350 of 19/11/1877		395sr	Sir John Henry de Villiers, Knight	Widow of Hendrik Francois de Villiers	... buildings ... £500 Consent to expropriation plan no.5917 by Colonial Govt for Simonstown extension Railway.
T1261 of 9 14/3/1896		395sr (including land appropriated for Railway purposes, see diag for Mr Blake of 21/7/1846).	Maria Elizabeth de Villiers, widow late Hendrik Francois de Villiers	Sebastian Valentyn Hofmeyer	... freehold land with the building erected thereon.
T3835 of 14/5/1898	762/1898 (erf 90023)	Subdiv. Ptn. 20sr 3sf	SV Hofmeyer	Jacob Johannes Meyer	
T8510 of 27/9/1913		20sr 3sf	Estate late JJ Meyer	Andrew Agnew	£60. Certificate of amended title (consolidation) dd 12/8/1942
T3934 of 7/6/1916		Subdiv. Ptn. 90sf 2sr 120si	Kalk Bay Fish	Government	Vide 90023
T1387 of 25/2/1919		Subdiv. Ptn. 95sr 136sf	I & J	Government	Vide 90009
T4874 of 23/6/1923		Subdiv. Rem. 275sr 83sf	I & J	African Land & Hotels Ltd	
T9561 of 6/11/1935 (para 1)		275sr 83sf	ALH	Council of the City of Cape Town	£4500

Erf 90017

Ex van Reenen (21/7/1846)

Grant/deed ref. & date	Diagram?	Extent	From	In favour of	Notes
T3621 of 6/5/1897	768/1897	95sr 100sf	Estate late CA Balston	Ivo Acton Sampson	
T44014 of 7/7/1900			IA Sampson	Charles Thomas Mills	
T6449 of 17/5/1957			Estate late CT Mills	Alice Mary Mills	Spinster, dob 13/12/1900
T33581 of 27/12/1972			Estate late AM Mills	Ronald St George Glyn	Dob 4/3/1913

Occupants

Kalk Bay street directories at the National Library were searched for names occurring in the transfer deeds and for locations on or near the point.

Date	Name	Address	Directory
1903	Anderson, TJ	'Beaufort Cottage', Kalk Bay	General Directory of SA, Dennis Edwards & Co.
1903	Cloete, SV	Kalk Bay	General Directory of SA, Dennis Edwards & Co.
1904	Anderson TJ	'Quarter Deck' Cottage, Kalk Bay	General Directory of SA, Dennis Edwards & Co.
1908	Mrs Tom Anderson	Kalk Bay	General Directory of SA, Dennis Edwards & Co.
1908	R Andrews	Station master, Kalk Bay	General Directory of SA, Dennis Edwards & Co.
1908	Mrs Kimberley Louw	Cottage, Main Road, Kalk Bay	General Directory of SA, Dennis Edwards & Co.
1935		Kalk Bay Harbour & Pier	Cape Times Cape Peninsula Directory
1935		Killowen Private Hotel	Cape Times Cape Peninsula Directory
1935	A Agnew	'Fintimara', Main Road, Kalk Bay	Cape Times Cape Peninsula Directory

National Archives (CA) maps worth photographing or photocopying

Reference	Date	Description	Notes
M2/851	?1820s	'A plan of Seamans Bay. This place might be made a Good Harbour at present it is safe riding ...'	Kalk Bay is marked as 'kelp bay'. Oral spelling of place names. G. Thompson signed this undated and rough but attractive sketch. The George Thompson who did the Cape Town plan was around from the 1820s.
M1/2675	1837	Land grants around Kalk Bay Point.	Diagram of grants annotated to accompany letter dd 20 June 1837. Slide or b/w photo available.
M3/385	1881	Coastal properties and grants Muizenberg to Fishhoek	Colour wash. Gie noted as owner at the Point. He owned erf 90016 from 1854 to 1861 – check date of 1881.
M5/210	1897	Compilation plan of Kalk Bay Municipality	Dated 12/5/1897.
M4/134	1900	?Haugh; noting sheet	Varnished, but worth a photo.

CA photographs

Date	Reference	Description	Notes
1905	CA ??	'Die Dam' with harbour in background; wreck in bay	Both houses standing; railway and coldstore in place. Fig 4.1 KBHA Bulletin 1, March 1977
1906	??	The outspan on Main Road	KB Walk booklet cover; KB Fish & Land Co Ltd seen from side.
1930	CA ??	Harbour: breakwater, fishing quay and slipway	Fig 2.7 KBHA Bulletin 1, March 1977
	CA ??	'Middeldorp' with harbour in background	Coldstore demolished; 'Patmos' demolished but outbuilding remains.
	AG527	View of harbour and Point	
	AG2699	View from mountain	
	AG8523	View of Point	
	AG8525	View of Point	From slope above Main Road
	AG1680	Fishermen's boats	Print missing
	AG14995	'By the Sea'	
1905	E3182	Regatta	
c1930	E5845	Point and houses	
	E8907	Patmos from North	
c1900	E93366-7	Looking down on Point	Same as AG2699 sepia print.
c1900	J4617	Fish market	Building marked African Hotel & Lands Co.
	J6059		Print missing
1880s	J6066	View of Point	Early view with reed building in foreground
	J6937	'By the Sea'	
1875	M672	View of beach from Point	Shows a whalebone marker, barrels and huge iron pot.

KBHS photographs & pictures

Date	Reference	Description	Notes
	Unmarked	View from upper road	KBHS collection
	SAL	'Patmos'	J du Plessis biography of Andrew Murray – probably not Patmos.
1780s		Print of picture of VOC storehouses on Point	Source?
1888	SAL	View of the Point	
1910	SAL	"By the Sea"	<i>Transvaal Leader</i> , Christmas 1910
1929	SAL	"By the Sea"	<i>Cape Times Supplement</i> , 21 Sept 1929