

Maritime Heritage Impact Assessment: Muizenberg Beachfront Refurbishment, Muizenberg, Cape Town

Report prepared for
Infinity Environmental

On behalf of
City of Cape Town

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Executive Summary

ACO Associates cc was appointed by Infinity Environmental, on behalf of the City of Cape Town to undertake a maritime heritage impact assessment of a 20 m wide work zone located below the high water mark on the seaward side of the area that is the subject of the proposed beachfront refurbishment programme in Muizenberg, Cape Town.

The HIA was requested by the South African Heritage Resources Agency at a meeting with the City and Infinity Environmental held on 14 April 2023 to discuss the Muizenberg development.

The assessment was desk-based and drew on a range of primary and secondary sources to trace the history of Study Area.

Findings:

The HIA considered the potential for maritime archaeological resources in the Study Area, and for artefacts associated with the Battle of Muizenberg (1795). The potential for archaeological artefactual overspill from a number of important historical sites in the vicinity of the Study Area was also considered, these being the Posthuys and a now demolished VOC powder magazine on the Sandown-on-Sea site. Lastly, based on evidence from elsewhere on the western seaboard of False Bay sand material noted during a site visit undertaken for this assessment, the potential for the presence of pre-colonial shell midden material within the Study Area was considered.

Conclusions:

It appears that there is very limited potential for the presence of historical material related to the shipping casualties in the immediate vicinity of the Study Area, or from the Battle of Muizenberg. There is also some, albeit low, potential for overspill of archaeological material from nearby heritage sites in the beach sands of the Study Area. Overall, the maritime and general archaeological potential and significance of the Study Area is assessed is low, but cannot be ruled out.

In respect of pre-colonial coastal archaeological sites or material, the western end of the Study Area has some potential particularly under the area of reclaim that is the Point. Any pre-colonial archaeological site or material that was present in this area is likely to have been heavily impacted by the historical use of the site, but there may still be traces of such material remaining. The pre-colonial archaeological potential and significance of the Study Area is assessed to be low.

The proposed works in the Study Area are likely to disturb or destroy any archaeological material present but, the significance of impacts is assessed to be low.

Ordinarily in an area with such low archaeological potential, no formal archaeological programme of mitigation would be proposed. In this case, however, the proximity to the Study Area of a number of important historical sites and a number of shipwrecks, its involvement in the Battle of Muizenberg, and the possible presence of pre-colonial archaeological material suggests that some form of mitigation is required.

It is recommended, therefore that a programme of archaeological monitoring accompanies the works to be undertaken in the Study Area. It is further recommended that the archaeologist must be appointed before any work in the Study Area commences.

Should archaeological material be encountered during the works in the Study Area, the archaeologist must assess the find and determine the need for further mitigation.

If human remains are uncovered on site, work must cease immediately, the remains must be left in place and made safe, and the project archaeologist and HWC must be notified in order for the significance of the material to be assessed and a decision taken as to how to deal with it.

Provided the mitigation measures recommended above are implemented, the proposed work in the Study Area is considered acceptable.

Details of the Heritage Practitioner

This study has been undertaken by John Gribble BA Hons, MA (ASAPA) (CIfA) of ACO Associates CC, archaeologists and heritage consultants.

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1 Introduction and Terms of Reference

ACO Associates cc was appointed by Infinity Environmental, on behalf of the City of Cape Town (CoCT) to undertake a maritime heritage impact assessment (AIA) of a 20 m wide work zone located below the high water mark on the seaward side of the area that is the subject of the proposed beachfront refurbishment programme in Muizenberg, Cape Town.

At a meeting between the South African Heritage Resources Agency (SAHRA) the CoCT and Infinity Environmental held on 14 April 2023 to discuss the Muizenberg development, SAHRA expressed concerns with regards to:

- Possible heritage resources that may be located in the beach sands in which some construction work for the beachfront redevelopment will occur, namely the work zone highlighted in orange on Figure 1;
- The potential for maritime heritage resources below and in the fill of the Point section of the parking in Surfer's Corner which is to be demolished and which currently creates an artificial highwater mark, similar to reclaimed land; and
- Possible heritage resources associated with the Battle of Muizenberg (1795), other shipwreck material or overspill from nearby heritage sites which may be located below the beach sands within the 20 m wide work zone.

SAHRA requested that an assessment of the impact to heritage resources in this work zone (hereafter, "the Study Area") be conducted as part of the Environmental Authorisation (EA) application in terms of section 38(8) of the National Heritage Resources Act (25 of 1999) (NHRA).

They stipulated that the report must comply with section 38(3) of the NHRA although It was noted that that the draft Basic Assessment Report (DBAR) had already done extensive work with regards to section 38(3)d and e, so the requested impact assessment should focus on section 38(3)a, b, c, f and g.

This report will, therefore:

- Identify and map the heritage resources in the Study Area;
- Assess the significance of such resources in terms of the heritage assessment criteria set out in section 6(2) or prescribed under section 7 of the NHRA;
- Assess the impact of the development on such heritage resources;
- Consider alternatives if heritage resources will be adversely affected by the proposed development; and
- Recommend mitigation of any adverse effects during and after the completion of the proposed development.

Given the location of the Study Area below the high water mark, this assessment is maritime in nature and it is assumed that should heritage resources be present in this area they will, in all likelihood be maritime archaeological sites and/or materials.



Figure 1: Proposed Muizenberg Beachfront redevelopment area (blue) showing the 20 m work area adjacent and on the seaward side (orange) which comprises the Study Area of this HIA.

2 Methodology

The approach taken in this largely desk-based assessment, has been to review the history of the Study Area its wider local context to make a statement about the archaeological potential or significance of the site.

2.1 Study Area

As indicated above, the Study Area for this assessment comprises a narrow strip of beach directly below the artificial seawall and revetments that line the back of the beach at the western end of the Muizenberg beachfront in the area known as Surfer's Corner and which are due for refurbishment and replacement as part of the proposed project (Plate 1).

The Study Area is 20 m wide and approximately 530 m long and is shown in detail in Figure 2 below.



Plate 1: View north-east from the Point of the concrete walling and steps (foreground) and the timber revetment along the back of the beach that will be replaced (Photo: J Gribble).



Figure 2: Area covered by the planned refurbishment (dark blue polygon) and associated Work Zone/Study Area (orange polygon). The yellow and pale blue polygons represent the positions of the Posthuys and Sandown-on-Sea site respectively (Source: Google Earth).

2.2 Sources

A survey of available and relevant heritage literature was carried out to assess the general heritage context of the Study Area.

This was achieved through reference to a range of documentary sources, including historical maps, paintings and photographs, archaeological reports and other literature related to the development of Muizenberg, which together provide a baseline of information upon which to make a statement about the archaeological potential and sensitivity of the Study Area.

The historical 1:50 000 maps sheets for the area, Google Earth satellite images and historical maps and aerial photos were interrogated for evidence of heritage resources within and around the Study Area .

The information sources used in this report are presented in Table 1 below.

Table 1: Information sources used in this assessment

Data / Information	Source	Date	Type	Description
Maps	Chief Directorate: National Geo-Spatial Information	Various	Spatial	Historical and current 1:50 000 topographic maps of the study area and immediate surrounds
Historical mapping	ACO Archive	Various	Spatial	Map of the area dating back to the 18 th century
Aerial photographs	Chief Directorate: National Geo-Spatial Information	Various	Spatial	Historical aerial photography of the study area and immediate surrounds
Satellite imagery	Google Earth	Various	Spatial	Current and historical satellite imagery of the study area and immediate surrounds

Background data	South African Heritage Resources Information System (SAHRIS)	Various	Reports	Previous impact assessments for any developments in the vicinity of the study area
Shipwrecks data	ACO	Various	Spatial	Database maintained by ACO Associates
Background data	Books, journals and websites	Various	Books, journals, websites	Historical and current literature describing the study area and any relevant aspects of cultural heritage.

Based on the above, the report assesses the potential for impacts from the proposed development on archaeological receptors in the Study Area and suggests strategies to mitigate any impacts.

2.3 Site Visit

A site visit was conducted by the author on 25 April 2023 during which the seaward edge of the development area and the Study Area were inspected for archaeological material. Photographs of the area were captured at the same time.

3 Site Description and Development Proposal

Muizenberg is located in the extreme north-western corner of False Bay at the intersection of the largely rocky shoreline between Clovelly and Muizenberg, and the long sandy beach that makes up most of the northern shore of the bay.

The Study Area is predominantly sandy beach, except for area around the Point which is rocky.

The beach at Muizenberg has been popular bathers and surfers for many years but the beach precinct has become rundown over the years and is in need of an upgrade. The gradual rise in sea level is also having an effect on the precinct, with overtopping of the existing coastal defences during storm events and the undercutting of defences in places like the Point.

The proposed upgrade of the Muizenberg beachfront precinct aims to address the sea level issue, to provide universal access to the beach, to deal with traffic congestion and maximise the use of currently underutilised space.

Of the plans being proposed, of most relevance to this assessment are is the demolition of the existing collapsing promontory at the Point which will allow the primary beach to again be linked with the rocky beach on the western end of the beachfront. Instead of a wall and staircase, the proposal is to construct a new area of steps which will form the coastal defence structure in this area and will also double up as a leisure space. East of the Point, the existing timber retaining edge along much of the beach as far as the Civic Centre has reached the end of its lifetime and is it proposed that it will be replaced with steps like those already in place on the eastern side of the promenade.

4 Maritime Archaeology of the Muizenberg Area

The maritime history of False Bay goes back to the very earliest days of European incursions into the waters around the Cape. Bartholemeu Dias stopped at Buffelsbaai near Cape Point in 1487 and thereafter ships regularly put into False Bay to carry out repairs. After 1741 it was the stated policy of the VOC authorities at the Cape that no Company vessels were to call at Table Bay during the winter months, but must instead use the much safer anchorage in Simon's Bay (Brock and Brock, 1976; Knox-Johnston, 1989).

In five centuries, there have been at least 48 maritime casualties in False Bay, of which eight occurred at the northern end of the bay against the lee shore of the Muizenberg and Strandfontein beaches, in the general proximity of the Study Area (see Table 2 below).

In addition, there is a record of the scuttling in the 1970s of steel three trawlers east of Muizenberg. The positions of these wrecks are known and are more than 4,5 km from the Study Area.

The estimated positions of the wrecks listed in Table 2 and shown in Figure 3. With the exception of the scuttled trawlers these positions do not necessarily represent the actual positions of these wrecks on the seabed. Some of the wrecks have never been found so their positions are based on the written descriptions of their losses. Others, such as the *Admiral Cockburn* and *Johanna Wagner* have been located by divers and their positions are more accurate (Charlie Shapiro, pers. comm.).

Of the wrecks in the area, it is only those in the corner of the bay, directly opposite the Study Area that have any potential to have a presence in the Study Area but it is likely than none are within the Study Area.

It is likely that these vessels would have stranded offshore in the surf line - this was certainly the case with the *Admiral Cockburn* and *Johanna Wagner* (Charlie Shapiro pers. comm.) - and broken up there. And although material from the wrecks would have washed ashore, this would have been collected and salvaged and is unlikely to have remained on the beach to be buried in the sands of the Study Area.



Figure 3: Approximate locations of the recorded wrecks in the vicinity of the Study Area (orange polygon at far left) (Source: ACO database).

Table 2: Wrecks recorded in the vicinity of the Study Area

Ship Name	Approximate Position	Place	Event Type	Vessel Category	Year	Notes
<i>Admiral Cockburn</i>	-34.0995 18.5104	Muizenberg Beach	Wrecked	British wooden barque (whaler)	1839	<p>On entering False Bay went ashore on Muizenberg Beach between 7 and 8 o'clock at night and became a total wreck.</p> <p>1039 barrels of sperm oil saved.</p> <p>No lives lost.</p> <p>2 August 11:00 Public sale on Muizenberg Beach part of stores and apparel that was landed or washed up.</p>
<i>Felix Vincidor</i>	-34.1100 18.4719	Muizenberg Beach	Grounded	Local wooden schooner	1841	<p>Had been detained by HMS <i>Clio</i>. Went ashore on the beach at night.</p> <p>No lives lost.</p>
HMS <i>Cockburn</i>	-34.1082 18.4752	Muizenberg Beach	Wrecked	British wooden schooner	1823	<p>Lost in a south-easterly gale when her cables parted. The hulk was subsequently used as a store ship.</p> <p>No lives lost</p> <p>Ex steamer <i>Bragza</i>.</p> <p>According to Marsh, the <i>Cockburn</i> was a Naval Tender, which came ashore in a stiff breeze on 6 April 1823, and was so badly damaged that her timber was later sold for scrap. She had originally been one of the earliest American steamboats, but had had her engine dismantled before she was purchased in Rio de Janeiro by Captain Owen for use as a tender to HM Survey Ship, <i>Leven</i>, in Simonstown.</p> <p>Shipping Register: This vessel mistook the land & finding shallow water brought up at 10pm on the night of the 2nd off Muizenberg beach. At 4am on the 3rd blowing strong from the SE the vessel parted her cable & drove on shore. All the crew were saved. Her mast were cut away 7 her rudder lost. The boat of HMS <i>Andromache</i> are employed in</p>

						endeavouring to get her off but little hope of success are entertained the surf being always so very great.
<i>Johanna Wagner</i>	-34.0973 18.5224	Strandfontein: 5 km from Muizenberg	Wrecked	Prussian wooden barque	1862	Bound from Batavia to Amsterdam with a cargo of tobacco, sugar, coffee, India rubber, gall-nuts, gum damar, and tin when she was wrecked at Strandfontein No lives lost.
<i>La Camille</i>	-34.1105 18.4710	Farmer Peck's Farm (near)	Wrecked	French wooden brig	1836	Ran ashore on Muizenberg beach and became a total wreck. Most of the crew saved. From Reunion with a cargo of sugar, nutmegs, coffee, cloves and tortoise shell
<i>La Penelope</i>	-34.1088 18.4741	Muizenberg Beach	Wrecked	French wooden frigate (40 guns)	1788	Stranded and went to pieces on Muizenberg beach after entering Simon's Bay on the night of 16/17 October, Had 430 men and crew aboard, most of whom got ashore safely.
<i>Padang</i>	-34.1106 18.485	Muizenberg Beach	Wrecked	Dutch wooden barque	1828	Vessel ran aground at 10pm, and became a total wreck. No lives lost.
<i>Vrouw Ida Alida</i>	-34.1186 18.4836	Off St James tidal pool	Wrecked	Dutch East Indiaman	1818	Wrecked while carrying a cargo valued at £80 000.

5 Battle of Muizenberg (1795)

When the French Revolutionary War commenced in 1792, Britain was anxious about the security of the sea route around the Cape. After the French invaded the Netherlands late in 1794 and the new Dutch State, the Batavian Republic, became an ally of France, Britain became increasingly concerned that the Cape might fall into French hands (Potgieter & Grundlingh, 2007).

An expeditionary force under the command of Lord Elphinstone was therefore despatched to the Cape in 1795, anchoring in Simon's Bay on 11 June of that year.

The defences of the Cape at that time consisted of an extensive system of fortifications, roughly 400 artillery pieces, and a garrison, a Khoi (Pandoer) regiment and the Burgher militia, which together totalled about 3600 men (Potgieter & Grundlingh, 2007).

The fortification included the Kalk Bay Battery and the Muizenberg Redoubt, hurriedly established in 1794 and 1795 respectively (Boucher & Penn, 1992). The British at the Cape, 1795-1803. Houghton: The Brenthurst Press.). According to De Vries & Hall (2001:24), the small battery at Kalk Bay was located "in a commanding position above the road" and contained two 6 pounder guns aimed at the turn of the road where it rounds the point between Clovelly and Kalk Bay.

The defences at Muizenberg comprised "a system of trenches and two gun batteries stretched from the beach up the slope to a point where the enemy would have difficulty outflanking the defences" (De Vries & Hall 2001:24). The lower battery had two 24 [pounders] and the upper battery two 18 pounders, all of which were aimed at the road from Simon's Bay.

On 14 June two British officers went to Cape Town to deliver a letter from Prince William of Orange to the VOC Council of Policy. The letter requested them to allow British warships to defend the Cape and to receive the British troops into the Castle to prevent a French invasion but the authorities at the Cape were divided and could not agree a decision.

At the same time Elphinstone's invasion force numbered only 1600 and was outnumbered by the Dutch defenders. Furthermore, they were in a precarious position: they had no foothold ashore and were short of water and provisions, with many men in the squadron suffering from scurvy so he could not press the matter.

This state of indecision dragged on for more than 10 days before the British commanders made a direct appeal negotiate to the citizens of the Cape. The Dutch authorities reacted by stopping all supplies to the British at Simon's Town, and after the British seized three Dutch vessels in Simon's Bay, the Dutch evacuated the town during the night of 29 June and withdrew to Muizenberg, giving the British a beachhead at which to land their troops (Knox-Johnston, 1989; Potgieter & Grundlingh, 2007).

The Dutch withdrawal to Muizenberg was strategically sound, as the narrow pass between Steenberg Mountain and the sea and Sandvlei provided an easily defensible position which was virtually impossible to flank. At the time of the British arrival there was a signal station at Muizenberg with some mortars in position, but no fortification (Hart, 1994). This was

remedied by the hasty erection of a battery which commanded the road from Simon's Town, and the placement of two 24-pounder cannons in position to face the sea.

On 7 August the British mounted an attack up the road from Simon's Town. 1600 soldiers, marines and sailors under the command of Major-General Craig approached the Dutch position at Muizenberg while four British ships bombarded it from the sea (Plate 2).



Plate 2: Depiction by Johann Frederici of the British bombardment of Muizenberg on 7 August 1795. Frederici was present at the battle on the Dutch side (Source: <https://zandvleitrust.org.za/archive/art-history-The%20Battle%20of%20Muizenberg%201795.html>).

On the morning of the attack there were 200 men of the national battalion, 120 artillerymen, 200 burgher cavalry, and 150 pandours at the Dutch positions around Muizenberg. There was also a small guard at Kalk Bay. The Dutch camp was at the foot of the mountain facing False Bay, and eleven pieces of artillery commanded the road.

“Lieutenant Colonel De Lille, the Dutch commander at Muizenberg, and his infantry fled in great confusion, leaving everything except five field guns behind and retreated to Lochner's Farm”. Only a few gunners remained behind and conducted some sort of defence with two 24-pounders, managing to score a few hits on the British warships anchored offshore. Eventually, however, the naval bombardment from the sea also forced these gunners to retreat (Potgieter & Grundlingh, 2007:49).

Skirmishes took place over the next few days and Dutch fell back gradually to Wynberg. The British dug in at Muizenberg but were still too poorly supplied and waiting for reinforcements to force an end to the conflict.

Eventually, after the East Indiaman *Arniston* arrived with troops from St Helena, and a fleet with supplies and more reinforcements under General Clarke arrived in Simon's Town, Elphinstone felt able to launch a final attack on the Dutch. On 14 September they advanced on Wynberg with more than 4000 men forcing the Dutch to retreat again, and as the situation

now seemed hopeless, the Dutch authorities opened negotiations. The surrender of the Cape to the British took place on 16 September 1795 (Potgieter & Grundlingh, 2007).

Physical evidence of the battle that remains today consists of an extensive stone fort built later by the British on the site of the Dutch fort located on the property now occupied by Casa Labia. Higher up the mountainside, below Boyes Drive is a crudely built defensive parapet that was probably also built by the Dutch (<https://zandvleitrust.org.za/archive/art-history-The%20Battle%20of%20Muizenberg%201795.html>). The whereabouts of the small redoubt at Kalk Bay is not known.

Evidence of the event itself has been found at St James in the form of a 24 pounder cannon ball (see <http://muizenberghistory.co.za/2021/10/02/the-st-james-cannonball/>) (Plate 3) and it is entirely likely that other such shot from the British warships in action that day will be present in the Muizenberg area. Although not directly in the line of fire between the British squadron and the Dutch fortifications, there may have been cannon fire across the Study Area, perhaps aimed at the Dutch camp in the vicinity of Muizenberg Park. If balls fell short, they could be present under the sand in the Study Area.

6 Other Historical Sites and Resources in the Surrounding Area

Other important historical sites in the vicinity of the Study Area are the Posthuys, and the remains of a possible VOC powder magazine, now demolished, but whose foundations are still present under the most southerly of the car parks below Muizenberg Station.

6.1 The Posthuys

The building known as the Posthuys is considered to be the oldest colonial structure in Muizenberg. Although this building has been the subject of serious historical and archaeological research in recent years, its exact date of construction remains unclear.

According to Hart (1994), Hennie Vos dates the building to c.1720 on archaeological evidence, but foundations running across the centre of the right-hand room suggest that there was an earlier building on the site. Historical research by Marion Robertson has shown the presence of a military lookout post in False Bay thought to be first occupied in 1673 during the Anglo-French war (1672-78).

A map exists (CA M1/982), showing a "posthuys" existing somewhere on the False Bay Coast in c.1687 but inaccuracy of the drawing makes its positive location difficult (Hart, 1994). A later map dated 1710 (CA M1/3317) shows a Posthuys on the False Bay coast, although according to Saitowitz (1982), the VOC expert Daniel Sleigh believes that there is no evidence for an official company outpost at Muizenberg.

Whatever its origins, the for much of the 18th century the Posthuys served as the VOC post at this strategic corner of the Dutch settlement at the Cape. The job of the post-holder was to keep a lookout for foreign shipping and to report new arrivals in False Bay to the Castle. It is possible that Muizenberg is named for one of the post-holders, a Captain Wynand Willem Muys.

The Posthuys was occupied and would probably have played an important role in the events around the Battle of Muizenberg. The building is 70 m as the crow flies from the Study Area

and although unlikely, it is possible that midden or dump material associated with its use and occupation may be present on the slope down to the coast and in the Study Area.

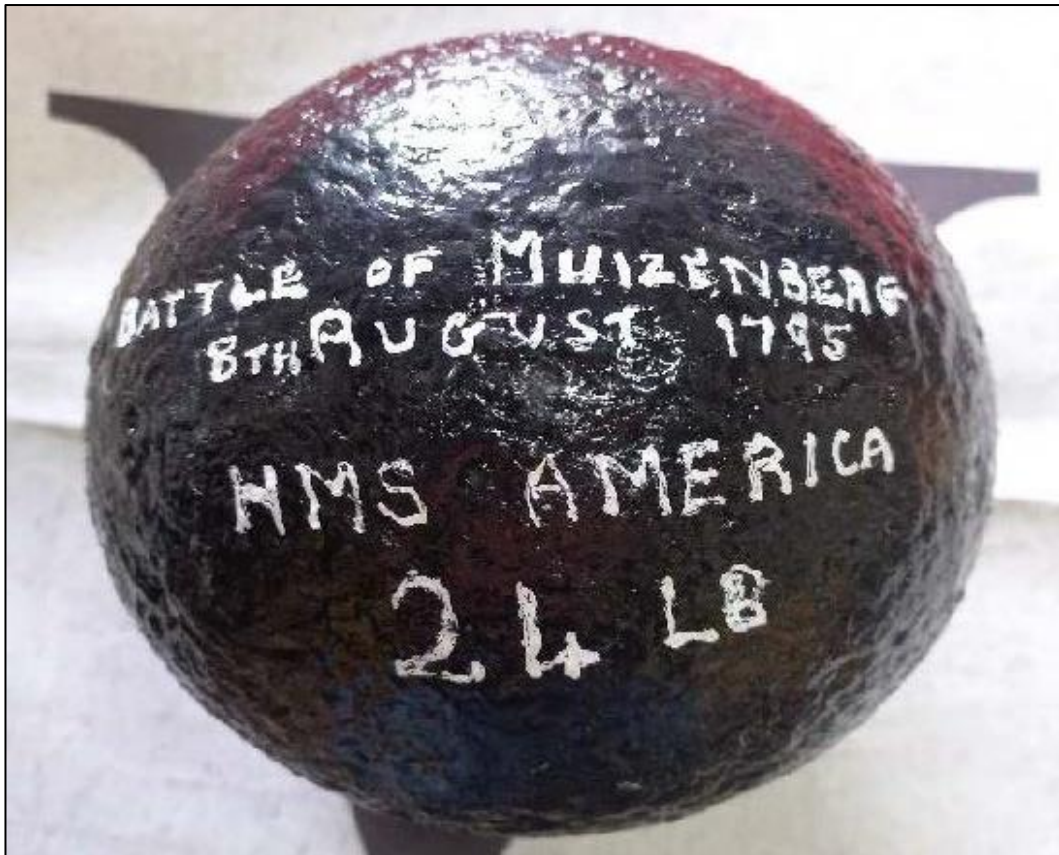


Plate 3: 24 pounder cannonball found in a garden in Ley Road, St James and probably fired by Elphinstone's flagship at the Battle of Muizenberg, HMS *America* (Source: <http://muizenberghistory.co.za/2021/10/02/the-st-james-cannonball/>).

6.2 VOC Magazine

A related VOC structure situated directly below the Posthuys on the rocks above the sea was what is believed to have been a powder magazine. This structure was included in a later holiday home called Sandown-on-Sea, and when that was demolished in 1994, the older structure was extensively studied and excavated by the Archaeology Contracts Office from the University of Cape Town (Hart, 1994).

Although not conclusive, the results of the excavations, read with documentary evidence in the form of a number of maps and historical descriptions suggest that this structure may well have been a magazine, although it appears to have been converted into a fisherman's cottage during the 19th century, before being incorporated in a modern holiday cottage (Hart, 1994).

Following the ACO investigations, the structure was demolished to ground level, but the foundations were retained. The Sandown-on-Sea site is now the most southerly of the informal car parks below Muizenberg Station and lies just beyond the southern end of the Study Area. Should development of the site ever be proposed, Hart's report (1994) makes detailed recommendations with regard to the treatment of the buried archaeology still on the site.

6.3 Pre-colonial Archaeological Material

The other potential archaeological resource in and around the Study Area, particularly at the rocky western end of the area, is pre-colonial shell midden.

Although Hart (1994) reported that the excavation of the powder magazine reached sandy beach, no mention was made of any shell midden material. Shell middens are known from this stretch of the False Bay coast, with a large one formerly present on the rocky point south of Kalk Bay harbour (Tim Hart, pers. comm.)

The site visit conducted for this assessment did note marine shell in open patches adjacent to the coastal walkway just to the south of the Study Area, and although no artefactual material was seen, it is possible that this shell is a coastal midden.

Coastal development has destroyed most traces of the pre-colonial archaeology of the western seaboard of False Bay and if there is midden material near, and potentially within the Study Area (under the Point, for example) this would potentially be very important.

7 Archaeological Significance of the Study Area and Impact Assessment

Based on the above, it appears that there is very limited potential for the presence of historical material related to the shipping casualties in the immediate vicinity of the Study Area, or from the Battle of Muizenberg. There is also some, albeit low, potential for overspill of archaeological material from nearby heritage sites in the beach sands of the Study Area.

Overall, the maritime and general archaeological potential and significance of the Study Area is assessed as **low**, but cannot be ruled out.

In respect of pre-colonial coastal archaeological sites or material, the western end of the Study Area has some potential particularly under the area of reclaim that is the Point. Any pre-colonial archaeological site or material that was present in this area is likely to have been heavily impacted by the historical use of the site, but there may still be traces of such material remaining. The pre-colonial archaeological potential and significance of the Study Area is assessed to be **low**.

7.1 Impact Assessment

The proposed works in the Study Area are likely to disturb or destroy any archaeological material present but, as noted above, the archaeological potential and significance of the Study Area is considered to be generally **low** and the significance of impacts is thus assessed to be **low**.

8 Mitigation

Ordinarily in an area with such low archaeological potential, no formal archaeological programme of mitigation would be proposed.

In this case, however, the proximity to the Study Area of a number of important historical sites and a number of shipwrecks, its involvement in the Battle of Muizenberg, and the

possible presence of pre-colonial archaeological material suggests that some form of mitigation is required.

It is recommended, therefore that a programme of archaeological monitoring accompanies the works to be undertaken in the Study Area. It is further recommended that the archaeologist must be appointed before any work in the Study Area commences.

Should archaeological material – for example, shell midden material, historical dump material or shipwreck-related material - be encountered during the works in the Study Area, the archaeologist must assess the find and determine the need for further mitigation.

If human remains are uncovered on site, work must cease immediately, the remains must be left in place and made safe, and the project archaeologist and HWC must be notified in order for the significance of the material to be assessed and a decision taken as to how to deal with it.

9 Conclusion

The Study Area comprising the Work Zone for the Muizenberg beachfront refurbishment has been assessed to have a low archaeological potential and significance. Provided the mitigation measures recommended above are implemented, the proposed work in the Study Area is considered acceptable.

10 References

Boucher, M. and Penn, N. (eds) (1992) *The British at the Cape, 1795-1803*. Houghton: The Brenthurst Press.

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Appendix A: Curriculum Vitae – John Gribble

Name: John Gribble
Profession: Archaeologist (Maritime)
Date of Birth: 15 November 1965
Parent Firm: ACO Associates cc
Position in Firm: Senior Archaeologist
Years with Firm: 5+
Years of experience: 33
Nationality: South African
HDI Status: n/a

Education:

1979-1983 Wynberg Boys' High School
1986 BA (Archaeology), University of Cape Town
1987 BA (Hons) (Archaeology), University of Cape Town
1990 Master of Arts, (Archaeology) University of Cape Town

Employment:

September 2017 – present: ACO Associates, Senior Archaeologist and Consultant
2014-2017: South African Heritage Resources Agency, Manager: Maritime and Underwater Cultural Heritage Unit
2012-2018: Sea Change Heritage Consultants Limited, Director
2011-2012: TUV SUD PMSS (Romsey, United Kingdom), Principal Consultant: Maritime Archaeology
2009-2011: EMU Limited (Southampton, United Kingdom), Principal Consultant: Maritime Archaeology
2005-2009: Wessex Archaeology (Salisbury, United Kingdom), Project Manager: Coastal and Marine
1996-2005: National Monuments Council / South African Heritage Resources Agency, Maritime Archaeologist
1994-1996: National Monuments Council, Professional Officer: Boland and West Coast, Western Cape Office

Professional Qualifications and Accreditation:

Member: Association of Southern African Professional Archaeologists (ASAPA) (No. 043)

Principal Investigator: Maritime and Colonial Archaeology, ASAPA CRM Section

Field Director: Stone Age Archaeology, ASAPA CRM Section

Class III Diver (Surface Supply), Department of Labour (South Africa) / UK (HSE III)

Experience:

I have more than 25 years of professional archaeological and heritage management experience. After completing my postgraduate studies and a period of freelance archaeological work in South Africa and aboard, I joined the National Monuments Council (NMC) (now the South African Heritage Resources Agency (SAHRA)) in 1994. In 1996 I became the NMC's first full-time maritime archaeologist and in this regulatory role was responsible for the management and protection of underwater cultural heritage in South Africa under the National Monuments Act, and subsequently under the National Heritage Resources Act.

In 2005 I moved to the UK to join Wessex Archaeology, one of the UK's biggest archaeological consultancies, as a project manager in its Coastal and Marine Section. In 2009 I joined Fugro EMU Limited, a marine geosurvey company to set up their maritime archaeological section. I then spent a year at TUV SUD PMSS, an international renewable energy consultancy, where I again provided maritime archaeological consultancy services to principally the offshore renewable and marine aggregate industries.

In August 2012 I established Sea Change Heritage Consultants Limited, a maritime archaeological consultancy. Sea Change traded until 2018, providing archaeological services to a range of UK maritime sectors, including marine aggregates and offshore renewable energy.

Relevant maritime experience includes specialist archaeological consultancy for more than two dozen offshore renewable energy projects and aggregate extraction licence areas in UK waters including:

Lynn and Inner Dowsing OWF;

Humber Gateway OWF;

Sheringham Shoal OWF;

Race Bank OWF;

Docking Shoal OWF;

Triton Knoll OWF;

Near na Gaoithe OWF;

Dogger Bank OWF;

Hornsea OWF;

Navitus Bay OWF;

Aggregate Area 392/393, Hilbre Swash;

Area 478, East English Channel;

Area 372/1, North Nab;

Areas 401 & 2;

Area 466, North West Rough; and

Area 447, Cutline.

In the UK I was also involved in strategic projects which developed guidance and best practice for the UK offshore industry with respect to the marine historic environment. This included the principal authorship of two historic environment guidance documents for COWRIE and the UK renewable energy sector (*Historical Environment Guidance for the Offshore Renewable Energy Sector* (2007) and *Offshore Geotechnical Investigations and Historic Environment Analysis: Guidance for the Renewable Energy Sector* (2010)). I was also manager and lead author in the development of the archaeological elements of the first Regional Environmental Assessments for the UK marine aggregates industry, and in the 2009 *UK Continental Shelf Offshore Oil and Gas and Wind Energy Strategic Environmental Assessment* for Department of Energy and Climate Change. In 2013-14 I was lead author and project co-ordinator on *The UNESCO Convention on the Protection of the Underwater Cultural Heritage 2001: An Impact Review for the United Kingdom* and in 2016 I was co-author of a Historic England / Crown Estate / British Marine Aggregate Producers Association funded review of marine historic environment best practice guidance for the UK offshore aggregate industry.

I returned to South African in mid-2014 where I was re-appointed to my earlier post at SAHRA: Manager of the Maritime and Underwater Cultural Heritage Unit. In July 2016 I was appointed as Acting Manager of SAHRA's Archaeology, Palaeontology and Meteorites Unit.

I left SAHRA in September 2017 to join ACO Associates as Senior Archaeologist and Consultant. Since being at ACO I have carried out a wide range of terrestrial and maritime archaeological assessments, many of which are listed in the following section.

In 2018 of the potential impacts of marine mining on South Africa's palaeontological and archaeological heritage for the Council for Geoscience, on behalf of the Department of Mineral Resources.

I have been a member of the Association of Southern African Professional Archaeologists (No. 043) for nearly thirty years and am accredited by ASAPA's Cultural Resource Management section.

I have been a member of the ICOMOS International Committee for Underwater Cultural Heritage since 2000 and served as a member of its Bureau between 2009 and 2018.

Since 2010 I have been a member of the UK's Joint Nautical Archaeology Policy Committee.

I am a member of the Advisory Board of the George Washington University / Iziko Museums of South Africa / South African Heritage Resources Agency / Smithsonian Institution 'Southern African Slave Wrecks Project'.

I have served on the Heritage Western Cape Archaeology, Palaeontology and Meteorites Committee since 2014.

Selected Project Reports:

Gribble, J. 2017. *Archaeological Assessment of Farm No 8/851, Drakenstein*. Unpublished report prepared for Balwin Properties Pty Ltd. ACO Associates.

Gribble, J. 2017. *Archaeological Assessment of Bosjes Phase 2, Farm 218 Witzenberg*. Unpublished report prepared for Farmprops 53 (Pty) Ltd. ACO Associates.

Gribble, J. 2017. *Canal Precinct, V&A Waterfront: Heritage Impact Assessment*. Unpublished report prepared for Nicolas Baumann Urban Conservation and Planning. ACO Associates.

Gribble, J. 2017. *Archaeological Assessment of the proposed dam on the farm Constantia Uitsig, Erven 13029 and 13030, Cape Town*. Unpublished report prepared for SLR Consulting (South Africa) (Pty) Ltd. ACO Associates.

Gribble, J. 2017. *Archaeological Assessment of Erf 4722 Blouvlei, Wellington*. Unpublished report prepared for Urban Dynamics Western Cape (Pty) Ltd. ACO Associates.

Hart, T.G., Gribble, J. & Robinson, J. 2017 *Heritage Impact Assessment for the Proposed Phezukomoya Wind Energy Facility to be Situated in the Northern Cape*. Unpublished report prepared for Arcus Consulting. ACO Associates.

Hart, T.G., Gribble, J. & Robinson, J. 2017 *Heritage Impact Assessment for the Proposed San Kraal Wind Energy Facility to be Situated in the Northern Cape*. Unpublished report prepared for Arcus Consulting. ACO Associates.

Gribble, J. 2018. *Integrated Heritage Impact Assessment of the Peter Falke Winery on Farm 1558 Groenvlei, Stellenbosch*. Unpublished report prepared for Werner Nel Environmental Consulting Services. ACO Associates.

Gribble, J. & Halkett, D. 2018. *Heritage Impact Assessment for a Proposed Extension of the Kaolin Mine on Portion 1 of the Farm Rondawel 638, Namaqualand District, Northern Cape*. Unpublished report prepared for Rondawel Kaolien (Pty) Ltd. ACO Associates.

Gribble, J. 2019. *Archaeological Impact Assessment for Proposed Sand Mining on Portion 2 of Farm Kleinfontein 312, Klawer District, Western Cape*. Unpublished report prepared for Green Direction Sustainability Consulting (Pty) Ltd. ACO Associates.

Halkett, D. & Gribble, J. 2018. *Archaeological/Heritage Report for the Expansion of the Current Granite Mining at Oeranoep and Ghaams, Northern Cape Province*. Unpublished report prepared for Klaas Van Zyl. ACO Associates.

Gribble, J. 2018. *Potential Impacts of Marine Mining on South Africa's Palaeontological and Archaeological Heritage*. Report prepared for Council for Geoscience. ACO Associates.

Gribble, J. 2018. *Maritime Heritage Impact Assessment: Block ER236, Proposed Exploration Well Drilling*. Unpublished report prepared for ERM Southern Africa (Pty) Ltd. ACO Associates.

Gribble, J. 2018. *Maritime Heritage Impact Assessment: IOX Cable Route*. Unpublished report prepared for ERM Southern Africa. ACO Associates.

Gribble, J. 2018. *Archaeological Assessment of the Terrestrial Portion of the IOX Cable Route*. Unpublished report prepared for ERM Southern Africa. ACO Associates.

Gribble, J. 2018. *Archaeological Assessment: Erven 11122, 11123, 11124, 11125, 11126, 11127 and Re 11128, Corner Frere Street and Albert Road, Woodstock, Cape Town*. Unpublished report prepared for Johan Cornelius. ACO Associates.

Gribble, J. 2018. *Maritime Heritage Impact Assessment: Expansion of Diamond Coast Aquaculture Farm on Farm 654, Portion 1, Kleinzee, Northern Cape*. Unpublished report prepared for ACRM. ACO Associates.

Gribble, J. 2018. *Heritage Impact Assessment: Ship Repair Facility, Port of Mossel Bay*. Unpublished report prepared for Nema Consulting. ACO Associates.

Gribble, J. 2018. *Archaeological Assessment: Sites B and C, Portwood Ridge Precinct, V&A Waterfront*. Unpublished report prepared for Urban Conservation. ACO Associates.

Gribble, J. 2018. *Heritage Impact Assessment: Zandrug, Farm Re 9/122, Cederberg*. Unpublished report prepared for Cederberg Environmental Assessment Practice. ACO Associates.

Gribble, J. and Hart, T.G. 2018. *Initial Assessment Report and Motivation for Exploratory Permit, Erf 4995, corner of Waterfall and Palace Hill Roads, Simonstown*. Unpublished report prepared for Regent Blue Sayers' Lane (Pty) Ltd. ACO Associates.

Gribble, J. and Hart, T.G. 2018. *Initial investigation report with respect to human remains found at Erf 4995, corner of Waterfall and Palace Hill Roads, Simonstown*. Unpublished permit report prepared for Regent Blue Sayers' Lane (Pty) Ltd. ACO Associates.

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Gribble, J. 2019. *Maritime Archaeological Impact Assessment of Proposed Aquaculture Areas 1, 6 And 7, Algoa Bay, Eastern Cape Province*. Unpublished report prepared for Anchor Research & Monitoring (Pty) Ltd. ACO Associates.

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Gribble, J. 2020. *Archaeological Assessment: Erven 10712 and Re 14932, Corner Railway Street and Albert Road, Woodstock, Cape Town*. Unpublished report prepared for Claire Abrahamse. ACO Associates.

Gribble, J. & Euston-Brown, G.L. 2020. *Heritage Impact Assessment: Leliefontein to Conmarine Bulk Water Pipeline, between Paarl and Wellington*. Unpublished report prepared for Aurecon South Africa (Pty) Ltd. ACO Associates.

Gribble, J. & Euston-Brown, G.L. 2020. *Heritage Impact Assessment: Proposed Expansion of the Sand Mine on Portion 4 of The Farm Zandbergfontein, Robertson, Western Cape*. Unpublished report prepared for Greenmined Environmental. ACO Associates.

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UK UNESCO 2001 Convention Review Group, 2014, *The UNESCO Convention on the Protection of the Underwater Cultural Heritage 2001: An Impact Review for the United Kingdom*, ISBN 978-0-904608-03-8.

Sadr, K., Gribble, J. and Euston-Brown, G, 2013, Archaeological survey on the Vredenburg Peninsula, in Jerardino et al. (eds), *The Archaeology of the West Coast of South Africa*, BAR International Series 2526, pp 50-67.

Gribble, J. and Sharfman, J, 2013, Maritime Legal Management in South Africa, *Online Encyclopaedia of Global Archaeology*, pp 6802-6810.

Gribble, J., 2011, The UNESCO Convention on the Protection of the Underwater Cultural Heritage 2001, *Journal of Maritime Archaeology* 6:1 77-86.

Gribble, J., 2011, The SS Mendi, the Foreign Labour Corps and the trans-national significance of shipwrecks, in J. Henderson (ed.): *Beyond Boundaries, Proceedings of IKUWA 3, The 3rd International Congress on Underwater Archaeology*, Römisch-Germanische Kommission (RGK), Frankfurt.

Gribble, J., 2011, Competence and Qualifications, in Guèrin, U., Egger, B. and Maarleveld, T. (eds) *UNESCO Manual for Activities directed at Underwater Cultural Heritage*, UNESCO - Secretariat of the 2001 Convention, Paris.

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Sadr, K and Gribble, J., 2010, The stone artefacts from the Vredenburg Peninsula archaeological survey, west coast of South Africa, *Southern African Humanities* 22: 19–88.

Gribble, J., 2009, HMS Birkenhead and the British warship wrecks in South African waters in *Proceedings of the Shared Heritage Seminar*, University of Wolverhampton, 8 July 2008.

Gribble, J., Parham, D. and Scott-Ireton, D., 2009, Historic Wrecks: Risks or Resources? In *Conservation and Management of Archaeological Sites*, Vol. 11 No. 1, March, 2009, 16–28.

Gribble, J. and Athiros, G., 2008, *Tales of Shipwrecks at the Cape of Storms*, Historical Media, Cape Town.

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Forrest, C.S.J., and Gribble, J., 2006, Perspectives from the Southern Hemisphere: Australia and South Africa, in *The UNESCO Convention for the Protection of the Underwater Heritage: Proceedings of the Burlington House Seminar*, October 2005, JNAPC / NAS.

Gribble, J., 2003, "Building with Mud" – Developing historical building skills in the Karoo, in ICOMOS South Africa, in *The Proceedings of Symposium on Understanding and using urban heritage in the Karoo*, Victoria West, South Africa, 3-5 March 2002.

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Gribble, J. 2002, The Past, Present and Future of Maritime Archaeology in South Africa, *International Handbook of Underwater Archaeology* (eds Ruppe and Barstad), New York, Plenum Press.

Thackeray, F. and Gribble, J., 2001, Historical Note on an Attempt to Salvage Iron from a Shipwreck, *Looking Back*, Vol 40, November 2001, pp 5-7.

Gribble, J., 1998, Keeping Our Heads Above Water – the development of shipwreck management strategies in South Africa, *AIMA Bulletin*, Vol 22, pp 119-124.

Gribble, J. 1996, Conservation Practice for Historical Shipwrecks, Monuments and Sites of South Africa, Colombo, Sri Lanka, ICOMOS 11th General Assembly.

Gribble, J. 1996, National Databases on Monuments and Sites, Monuments and Sites of South Africa, Colombo, Sri Lanka, ICOMOS 11th General Assembly.

Sadr, K, Gribble, J, & Euston-Brown, G L, 1992 The Vredenburg Peninsula survey, 1991/1992 season, *Guide to Archaeological Sites in the South-western Cape, Papers compiled for the South African Association of Archaeologists Conference*, July 1992, by A.B. Smith & B. Mutti, pp 41-42.

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Smith, AB, Sadr, K, Gribble, J & Yates, R., 1991, Excavations in the south-western Cape, South Africa, and the archaeological identity of prehistoric hunter-gatherers within the last 2000 years, *The South African Archaeological Bulletin* 46: 71-91.

Appendix B: Declaration Of Independence

I, John Gribble, declare that:

- I act as the independent specialist in this application;
- I will perform the work relating to the application in an objective manner, even if this results in views and findings that are not favourable to the applicant;
- There are no circumstances that may compromise my objectivity in performing such work;
- I have expertise in conducting the specialist report relevant to this application, including knowledge of the Act, Regulations and any guidelines that have relevance to the proposed activity;
- I will comply with the Act, Regulations and all other applicable legislation;
- I have no, and will not engage in, conflicting interests in the undertaking of the activity;
- I undertake to disclose to the applicant and the competent authority all material information in my possession that reasonably has or may have the potential of influencing any decision to be taken with respect to the application by the competent authority; and the objectivity of any report, plan or document to be prepared by myself for submission to the competent authority;
- All the particulars furnished by me in this form are true and correct; and I realise that a false declaration is an offence in terms of regulation 48 and is punishable in terms of section 24(F) of the Act.



Signature of the specialist

ACO Associates cc

Name of company (if applicable):

9 May 2023

Date