

REF/VERW: 9/2/018

DATE/DATUM: 29 Oct 91

RE/IN SAKE: CAPE FORTIFICATIONS

CONTRIBUTED BY: Joanna Marx
BYGEDRA DEUR:OFFICE: W Cape
KANTOOR:

Dr Hans Fransen says that there was an exhibition of old watercolours at the Old Town House (where he is curator of the Michaelis Collection) earlier this year.

Some watercolours by HW Hermann, dating from c. 1870-1880, are of interest to us, as they provide the best pictorial record of Munnik's Lines and other fortifications.

Mr Dolby at the SA National Gallery (from which the paintings were loaned for the exhibition) could give us more information about Hermann and his work.

Please file
Brann 21/6/89

MEMO

NATIONAL MONUMENTS COUNCIL

RAAD VIR NASIONALE GEDENKWAARDIGHED

Inter-Staff Memorandum

Inter-personeel Memorandum

TO/AAN: W. Cape Regional
Representative

FROM/VAN: R.W. Brann

REF./VERW.: 4/A/1 (RWB)

DATE/DATUM: 22/5/1989

RE: REPORT ON INSPECTION OF REMAINING FORTIFICATIONS AROUND THE CAPE
PENINSULA (APRIL 1989)

4/K/Kaa/15 - Amsterdam Battery : Remains of the curved, rear walls
are still in evidence.

Recommendation: Mr David Jack of the Waterfront
Company should be persuaded to have the remains of the
battery declared a National Monument. The ruins should
be kept in good order and utilised as a tourist
attraction.

Chavonnes Battery : Although this was demolished in the
late 19th century to make way for the Alfred Basin,
there may well be remains of the battery submerged in
the basin.

Recommendation: Divers should investigate Alfred
Basin for an archeological report.

4/K/Kaa/3 - Fort Knokke : This fort was demolished in the late 19th
century to make way for the extensions to the railway
lines. No evidence of the Fort exists although remains
of the Sea Lines (which ran from the Castle to Fort
Knokke) appear to exist as raised embankments upon
which the railway lines are placed. The stone wall
which borders the Bus Depot in Woodstock on the Cape
Town side could be the remains of a stone wall which
joined Fort Knokke to the French lines.

Recommendation: This wall should be declared a
National Monument should it be clearly shown that it
was linked to Fort Knokke.

4/K/Kaa/7 - Centre Redoubt: (Trafalgar Park). This battery is in
a good state of repair. The description has, however,
been stolen by vandals. The plaque is held with the
caretakers of Trafalgar Park who caught vandals in the
act of removing it, and is at present not mounted.

Recommendation: The plaque should be mounted and a n description provided.

- 4/K/Kaa/6 - Kings Blockhouse : An inspection in April showed this fortification to be in good order with no major structural faults.

Recommendation: A plaque and description should be provided as these do not appear on the monument.

- 4/K/Kaa/6 - Queens Blockhouse : The ruin is in a poor state of repair. Cannons have been disfigured by graffiti. They require repainting and should be correctly placed on their mountings.

Recommendation: Efforts should be directed towards protecting the remains of the blockhouse from further deterioration. Undergrowth should be cleared to make this a more attractive and accessible place for visitors.

- 4/K/Kaa/6 - York Blockhouse : The ruin is neglected, deteriorating and overgrown with vegetation.

Recommendation : Both blocknames should be declared National Monuments with plaques and educational descriptions.

- 4/K/Kaa/4 - Lion Battery (Signal Hill): The remains of this large fortification built in 1889 are in a very poor state of repair. Much rust is in evidence on ventilation shafts and doors. The noon gun and four saluting guns at the battery are in good order.

Recommendation: Lion Battery should be declared a National Monument. The SADF should be persuaded to make it open to the public as a tourist attraction and keep it in good order.

Camps Bay Battery: The descriptive plaque has been removed by vandals.

Recommendation: The two guns need repainting and a new descriptive plaque should be mounted.

Apostle Battery (Llandudno): This powerful Second World War Battery was built in 1939. The three 9.2 inch gun emplacements made early this century in Great Britain are in need of renovation. The buildings and guns still have their authentic camouflage but need repainting.

Recommendation: Apostle Battery should be declared a National Monument and restored by the SADF. 71 Motorised Brigade based at the Castle will, apparently, be making use of this battery for training purposes.

4/K/Kaa/18 - East Fort (Hout Bay). Buildings above the road are not being looked-after properly. In two places the walls of the ruins have collapsed and are in urgent need of repair.

Recommendation: The fort should be repaired to prevent further deterioration. A plaque and description should be provided. The present board with its description has been vandalised and states "National Monuments Commission". It should be updated by a plaque and new description.

The battery below the road is also not properly maintained. The 8 cannon are covered in graffiti and much litter is distributed around the monument. A Second World War observation post close to the battery is in poor state of repair. The steel door lies on the ground next to the entrance of the building. The interior is filled with litter and mud.

Recommendation: Urgent attention should be paid to repair and maintenance of the battery and observation post.

West Fort (Hout Bay). The five cannon are covered in graffiti and much litter is in evidence. The battery is overgrown with vegetation and requires regular upkeep.

Recommendation: West Fort should be declared a National Monument and kept in good order.

Conway Redoubt (Constantia Nek). The large earth embankment comprising the redoubt is still in evidence behind Constantia Nek restaurant. It should be cleared of alien vegetation and grassed over.

Recommendation: The Conway Redoubt should be declared a National Monument and given a plaque and description.

Muizenberg : Malcolm Cobern of 5, 1st Avenue, Fishhoek argues this is the only remaining Dutch fortification built at the time of the Battle of Muizenberg in 1795.

Recommendation: This wall should be inspected and further research conducted to trace its origins. If his claims are proved to be correct it should be declared a National Monument.

Lower North Battery (Simonstown): This battery is the oldest operational coastal artillery fortification in South Africa. It is built on the site of "Zoutman", a battery designed by Captain Louis Michel Thibault under orders of General Sluysken in 1793. The World War II radar installations and some of the weaponry are still operational. The Battery is used for training purposes by the South African Navy. Commander Bisset of the Anti-Aircraft and Coastal Artillery Museum at Fort Wynyard has written a paper on the history of this fortification.

Recommendation: The battery should be declared a National Monument.

Scala and Upper North Battery (Simonstown). There are two 9.2 inch guns at Upper North and Scala Batteries respectively.

Recommendation: These guns should be restored and declared National Monuments as should the 9-inch rifled, muzzle loading gun (1886) found at the battery.

Robben Island : As yet it has not yet been possible to inspect batteries at Robben Island. Two large fortifications were built during the Second World War namely: "Cornelia Battery" on the northern side of the island and "Robben Island" Battery on the southern side. These were armed with 9.2 inch guns during the Second World War. The guns are, apparently, still mounted on their emplacements.

Recommendation: An inspection of these batteries should be conducted and a submission made for their declaration as National Monuments.

Boulders Beach : There are two 19th Century gun emplacements on a rock known as "The Pebble". These could well be the remains of a battery for 9 guns built in 1806 by the British.

Recommendation: If it were possible, two guns of 1806 vintage should be mounted on the emplacements which should be declared National Monuments.

Gordon's Bay : A battery was built at Gordon's Bay during the Second World War.

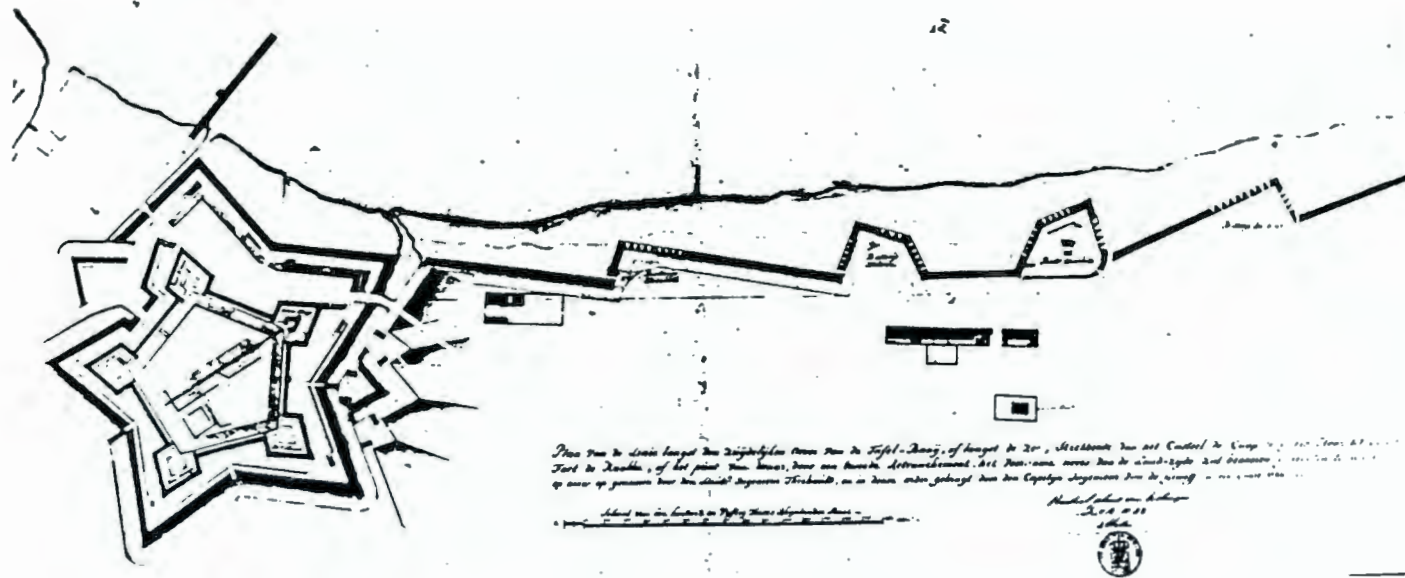
Recommendation: An inspection should be conducted and a report submitted to the NMC.

Fortress Observation Posts: Cape Point, Oliphantsbosch and Slangkop were built and completed by 1941.

Recommendation: These sites require further investigation.

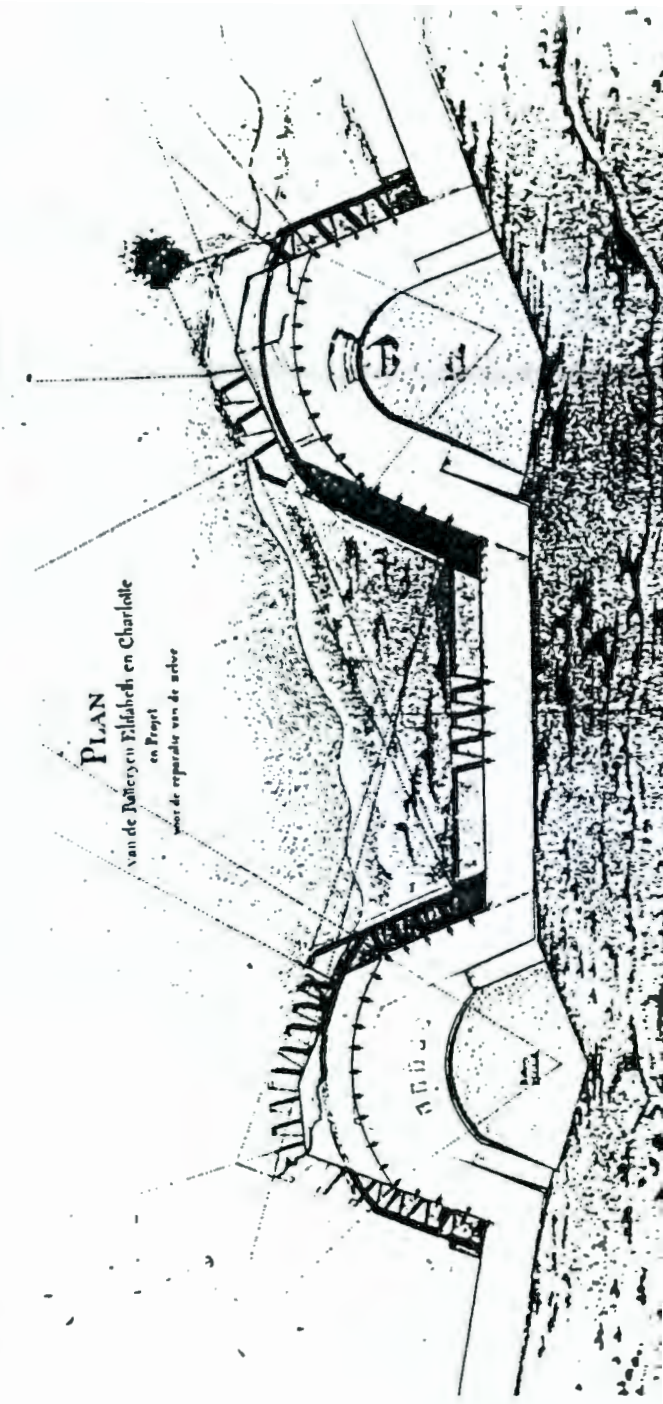
NOTE : Very little evidence remains of the fortifications around the Cape Peninsula from the time that the Cape was originally settled until 1945. As these forts not only reflect the military history of the Cape, but could also be used for tourism, it is recommended that urgent attention is paid to preserving their remains.





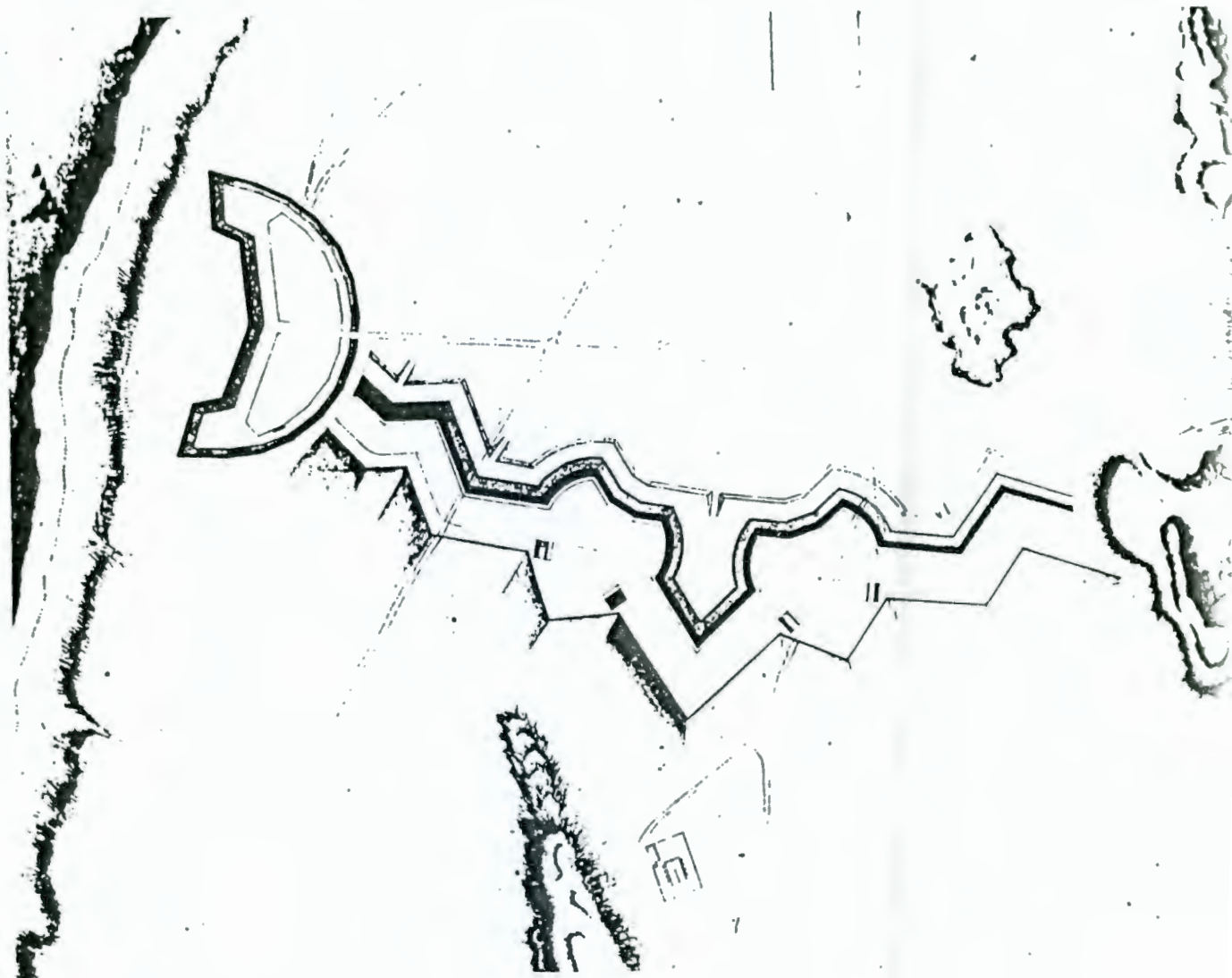
Plan van de Linie langs den Westvliet van den Tuffel-Burg, of haven de 2de, bestaende van het Castle de Vrij, en de vier Batterijen van de Knokke, of het punt van den haven, door een breede Aftwachterwal, alle vermaant, ommer den de Westvliet, dat de haven, en de haven op over op gemeten den den dierd' ingesloten Thraubelt, en in den veldt gebouwt den den Capiteyn Janssens den de vlijt, in den veldt 1744.

*Maaschepel plan van de Linie
1744*



PLAN
van de Batterijen Elizabeth en Charlotte
en Pragt
voor de reparatie van de arde

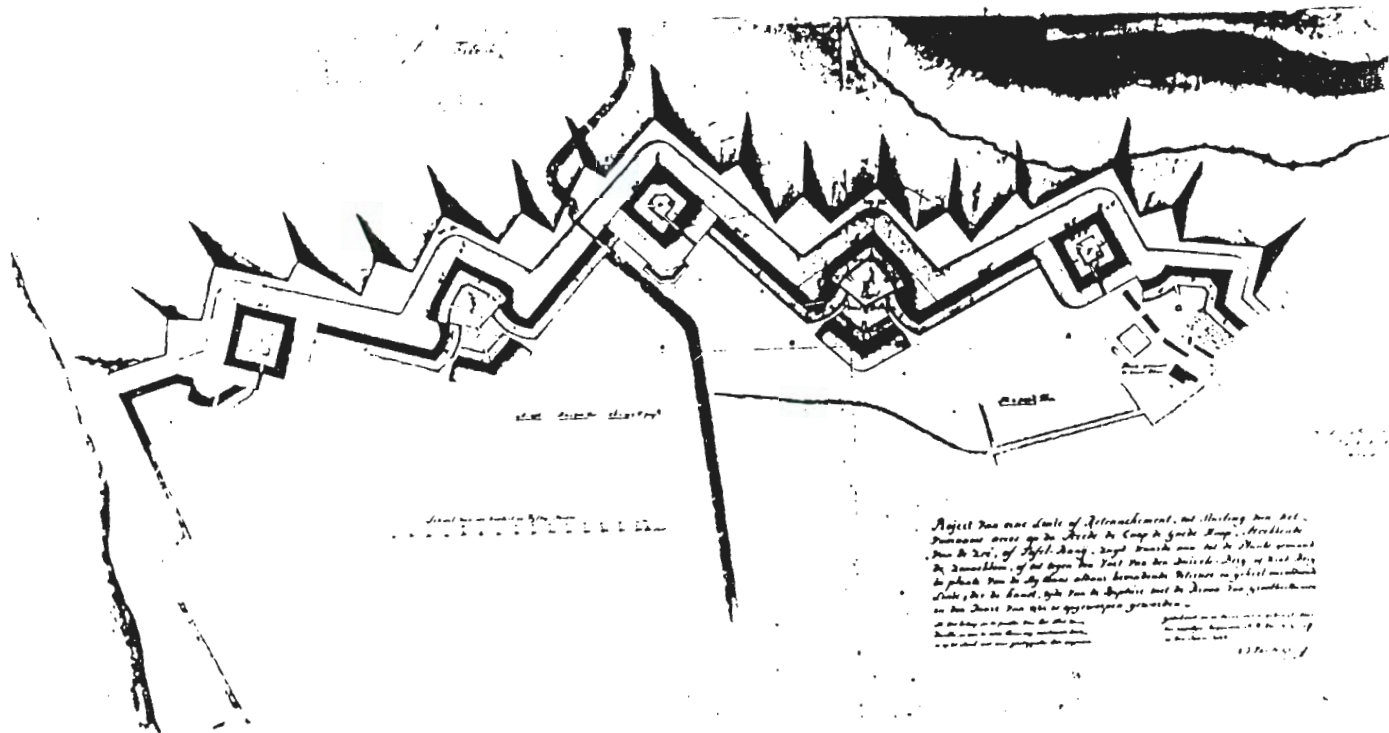
Batteries of the "Sea Lines" extending from the Castle along the brach to as far as Fort de Knokke. The four batteries were named Charlotte, Helena, Elizabeth and Tulbagh. Built in 1744 and demolished in 1828.



The Kerkhoven line was a series of earthworks or trenches that ran from Amsterdam battery up to the slopes of Signal Hill. These were to stop any troops advancing over the land from the western side of Cape Town.



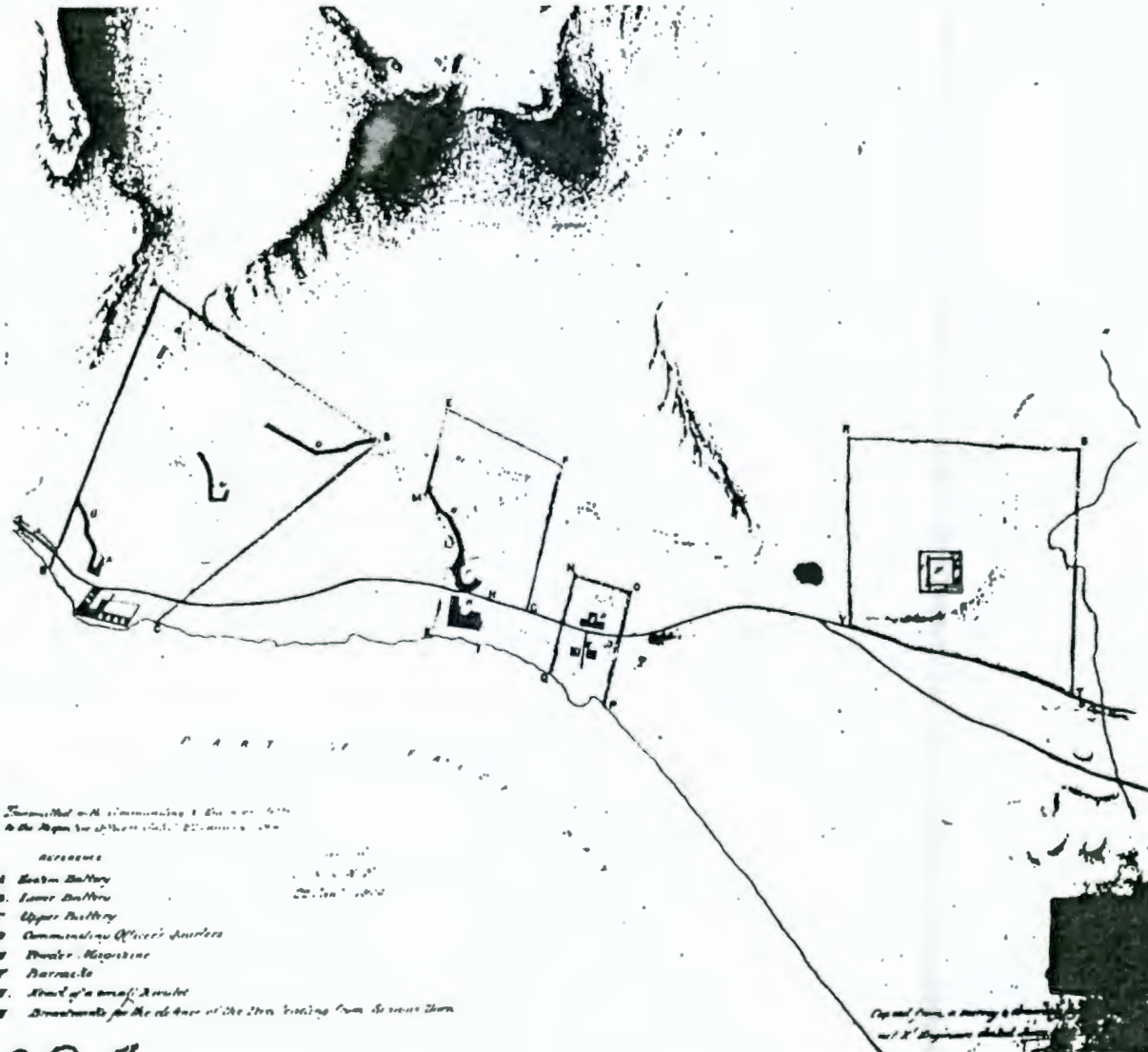
An interesting design showing all the defence lines east of the Castle. The "Sea Lines" along the coast up to Fort de Knokke. The "French Lines" running up to the slopes of Devils Peak and the two large batteries between the Castle and Devils Peak.



The eastern defence line that ran from Fort de Knokke up to the slopes of Devils Peak. The three batteries, Holland Redoubt, Centre Redoubt and Burger Redoubt. The square building of the right is the barracks. The main road (Sir Lowry Road) runs through the centre.

Copy of portion of L. M. Thibault's map
between "The Lines and Klassebosch"
1812



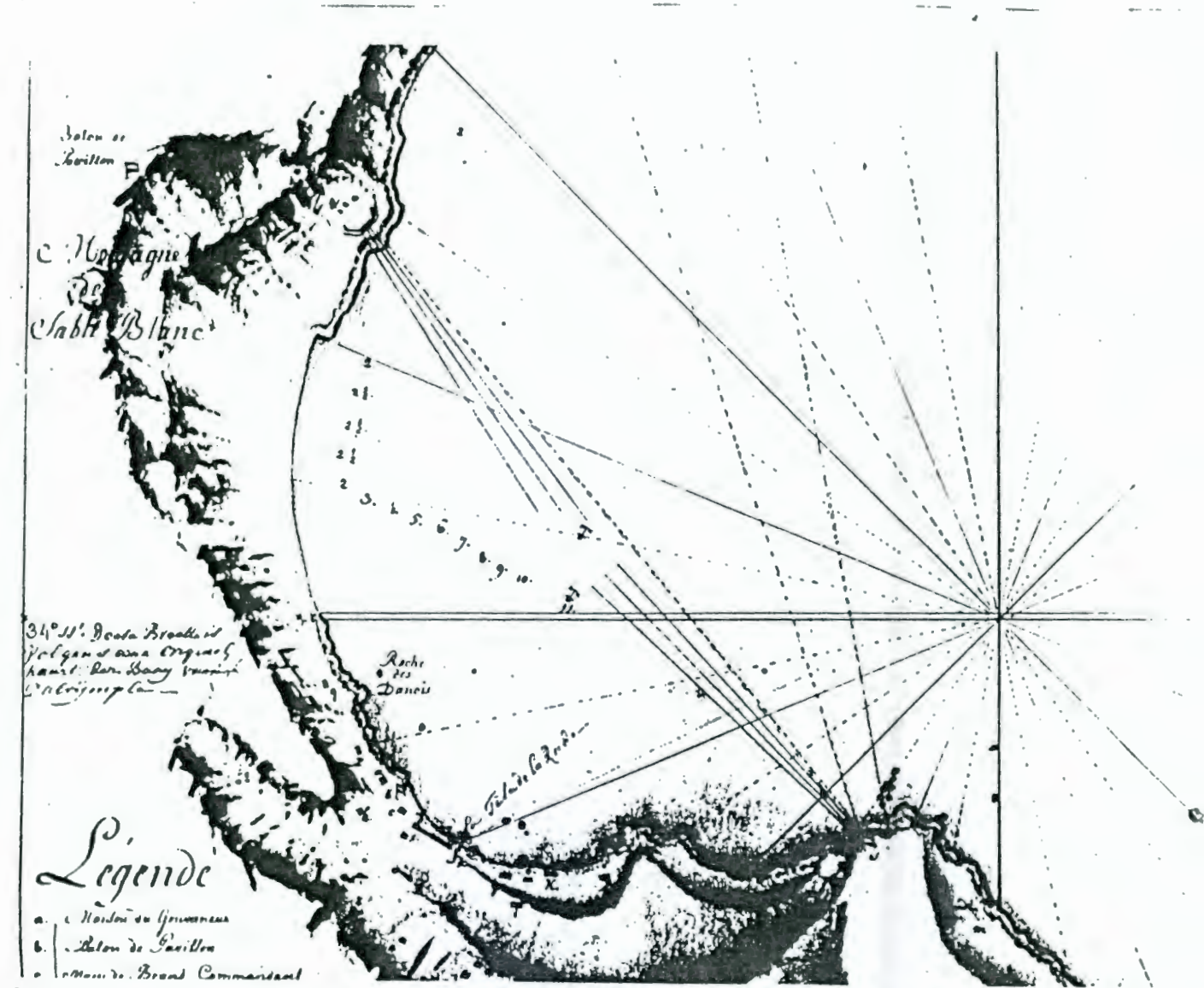


Surveyed with a compass & barometer
 by the Hon. Genl. Sir J. Mordaunt
 in the year 1795

A. Upper Battery
 B. Lower Battery
 C. Upper Battery
 D. Commisary Office's Quarters
 E. Powder Magazine
 F. Barracks
 G. Street of a small Arsenal
 H. Drawings for the defence of the town

Plan 1795

The defences of Muizenberg as they were on 7 August 1795. A gun position
 where Baileys Cottage is today. Above that ^{was} the first earthworks line with
 the second and third lines to the right. The main defence line with a gun
 battery ^{was} just above the road and another on the beach below. The inverted
 T shaped building, that is actually two buildings, is today the restored
 white building on the main road near the station. The square building is
 the cavalry stables. The bowling green is now on this site.



The north and south batteries or as they were known Zoutman and Roetselaar. Ere from these batteries covered the landing beach and the anchorage of Simon's Bay.

A Short History of Kyk in de Pot Battery and Fort Wynyard

By Cdr W.M. Bisset

Kyk in de Pot Battery (1795-1862)

Like certain other South African coast artillery batteries, Fort Wynyard was built on the site of an earlier work, Kyk in de Pot Battery.

On 11 June 1795 a squadron of British warships with troops on board anchored in Simon's Bay. In the two months which followed, the Commander of the Dutch East India Company's Forces at the Cape, Colonel R.J. Gordon, raised the height of the ramparts of the Klein en Groot Mouille Batteries and ordered that a new battery, named Kyk in de Pot Battery, should be built on a hillock overlooking what is now Granger Bay.

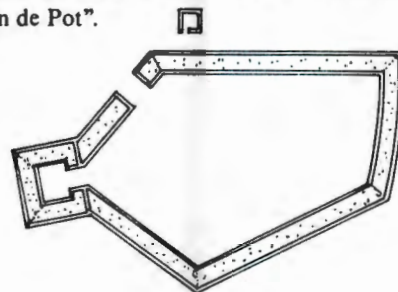
On 13 September a squadron of British ships sailed from False Bay to threaten Table Bay in support of the British advance across the Peninsula. By firing a few rounds in Chapman's Bay and off Green Point, they were able to pinpoint the location of the Dutch Batteries which returned their fire ineffectively as the British ships remained out of range. Two days later the Dutch Forces capitulated.

After restoration to the Batavian Republic in 1803 the Cape was occupied for the second time by Great Britain in 1806. That year Kyk in de Pot was altered on the orders of Lieutenant-General Sir David Baird. In December 1810 it was described as "a redoubt of an irregular figure" which was armed with four 24-pounder brass guns mounted on stone platforms. In 1827 orders were given for Kyk in de Pot and a number of other batteries to be dismantled but the land was not sold.

The American Civil War broke out on 12 April 1861 and on 5 March 1861 a committee met to consider the state of the defences of the Cape Peninsula. After inspecting these, it submitted its recommendations, which included the re-arming of Kyk in de Pot Battery with six 32-pounders. Fears that war between Great Britain and the United States appeared "almost certain" led Rear-Admiral Sir Baldwin Walker, the RN Commander-in-Chief at Simon's Town, to urge the Governor to adopt the measures proposed in the report.

Fort Wynyard (1862)

New war fears prompted Lieutenant-General R.H. Wynyard to write to the Governor about the inadequacy of the Cape's defences on 22 January 1862. The Governor then issued instructions for a board to be assembled "to consider and report on the most effective means of protecting the town and shipping". One of the board's recommendations was that five 68-pounders should be mounted in a "work to be erected on the Kyk in de Pot".



Plan of Kyk in de Pot Battery .

1806

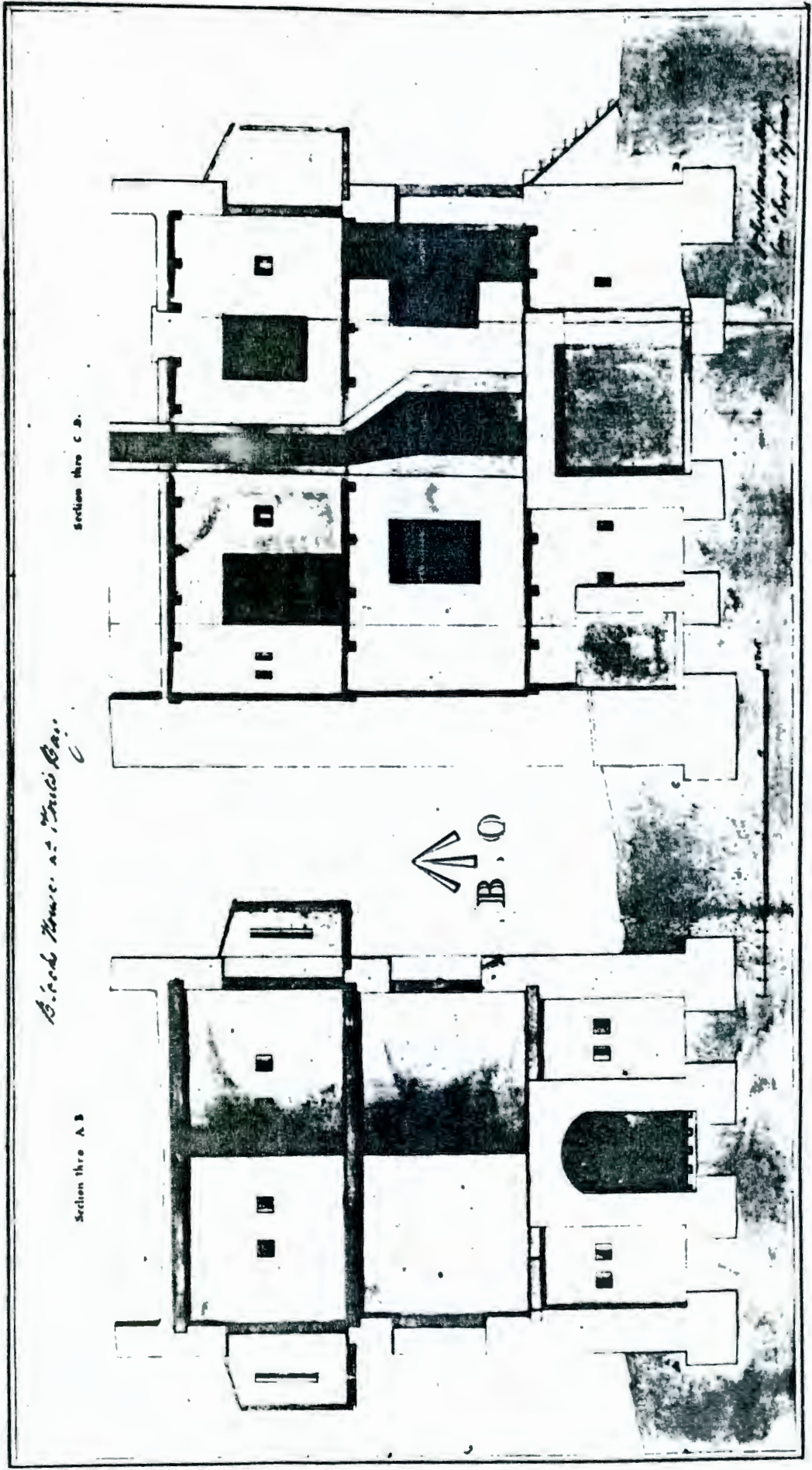
Black House at Third Bay

Section thro A B

Section thro C D

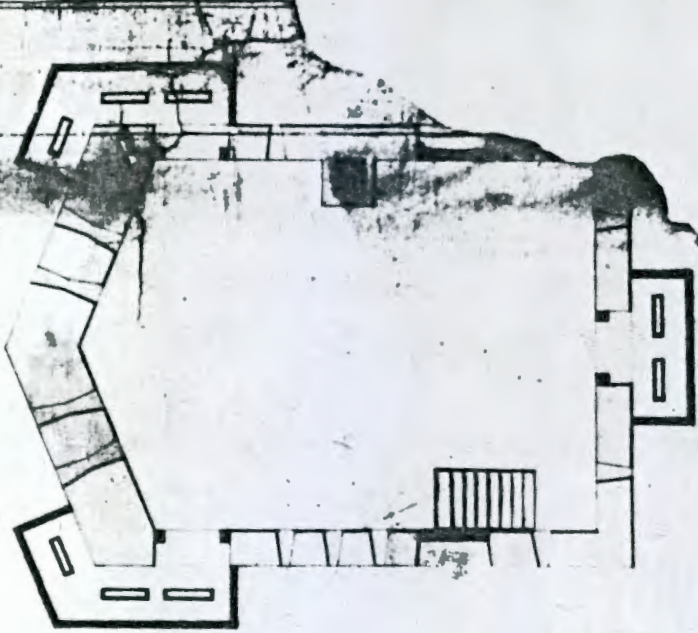
B.O.
↖ ↗

Black House at Third Bay

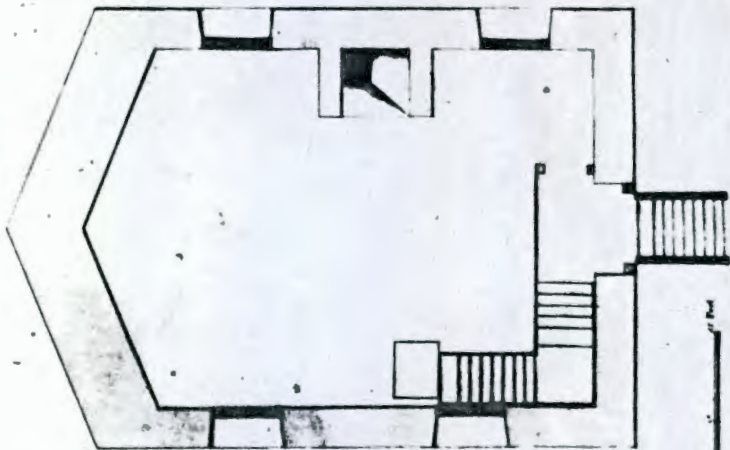


B 32/4

Plan of the Upper Floor

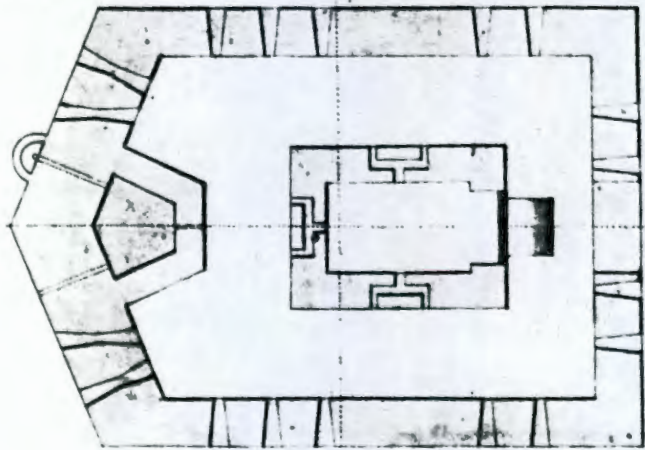


Plan of the First Floor

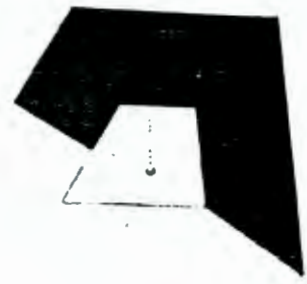
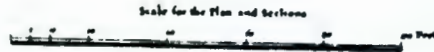


B:O

Ground Plan and Section of the Block - Inside of 18th - 19th



Plan and Section of the Battery
at Houls Bay

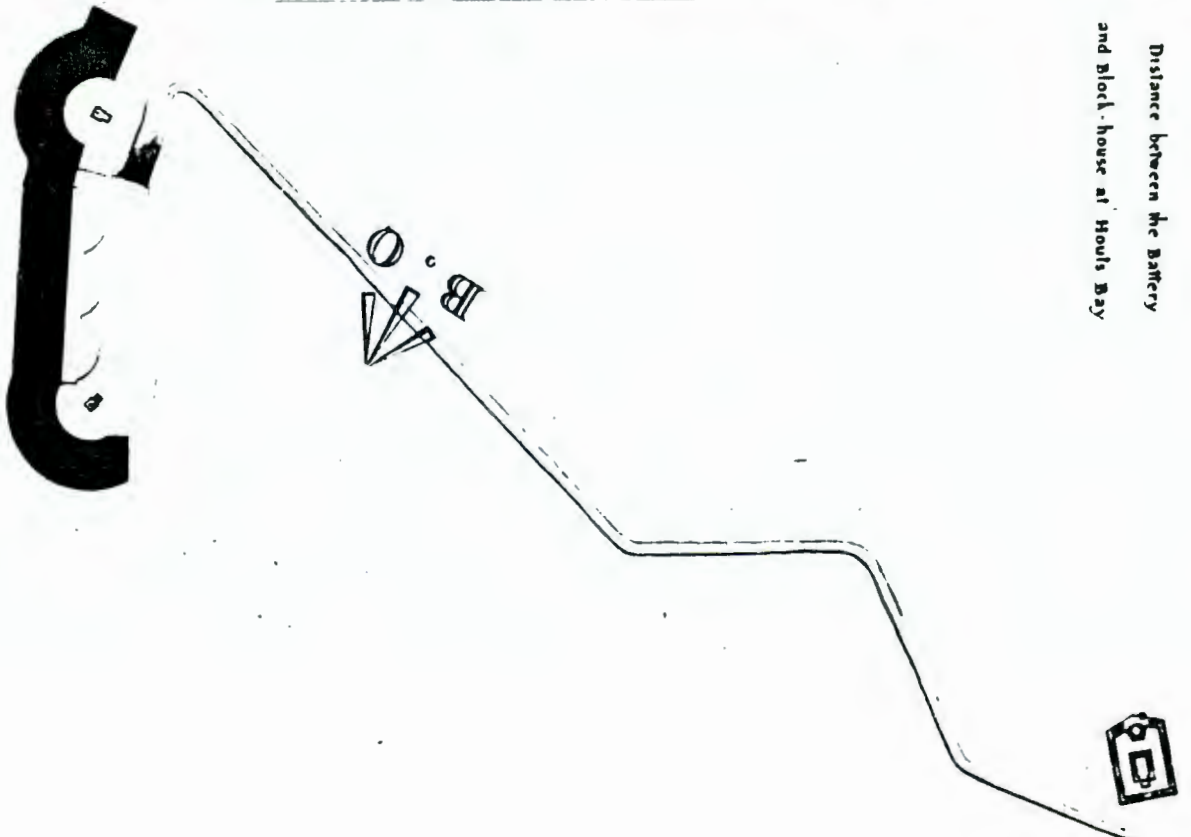


Section thro A. B.

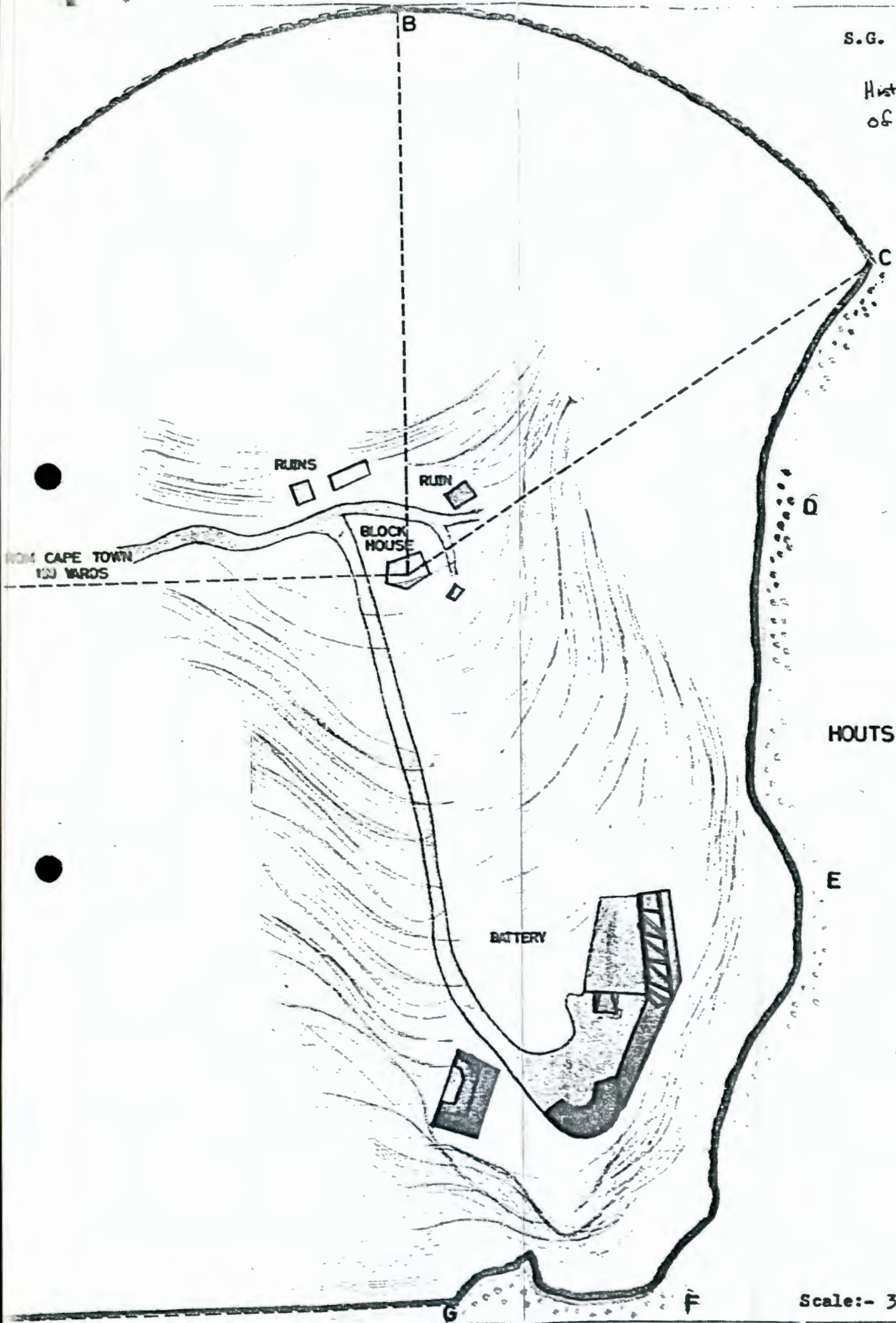
Section thro c. d.

*W. Kerstman Major
Genl. Royal Engineers.*

Distance between the Battery
and Block-house at Houls Bay



*W. Kerstman Major
Genl. Royal Engineers.*



FROM CAPE TOWN
120 YARDS

RUINS

RUIN

BLOCK
HOUSE

BATTERY

D

HOUTS BAY

E

F

G

Scale:- 32 Yards

Hoisting Guns into the Carriages.

OLD GUNS AT HOUT BAY.



VIDE CAPE TIMES
Wednesday

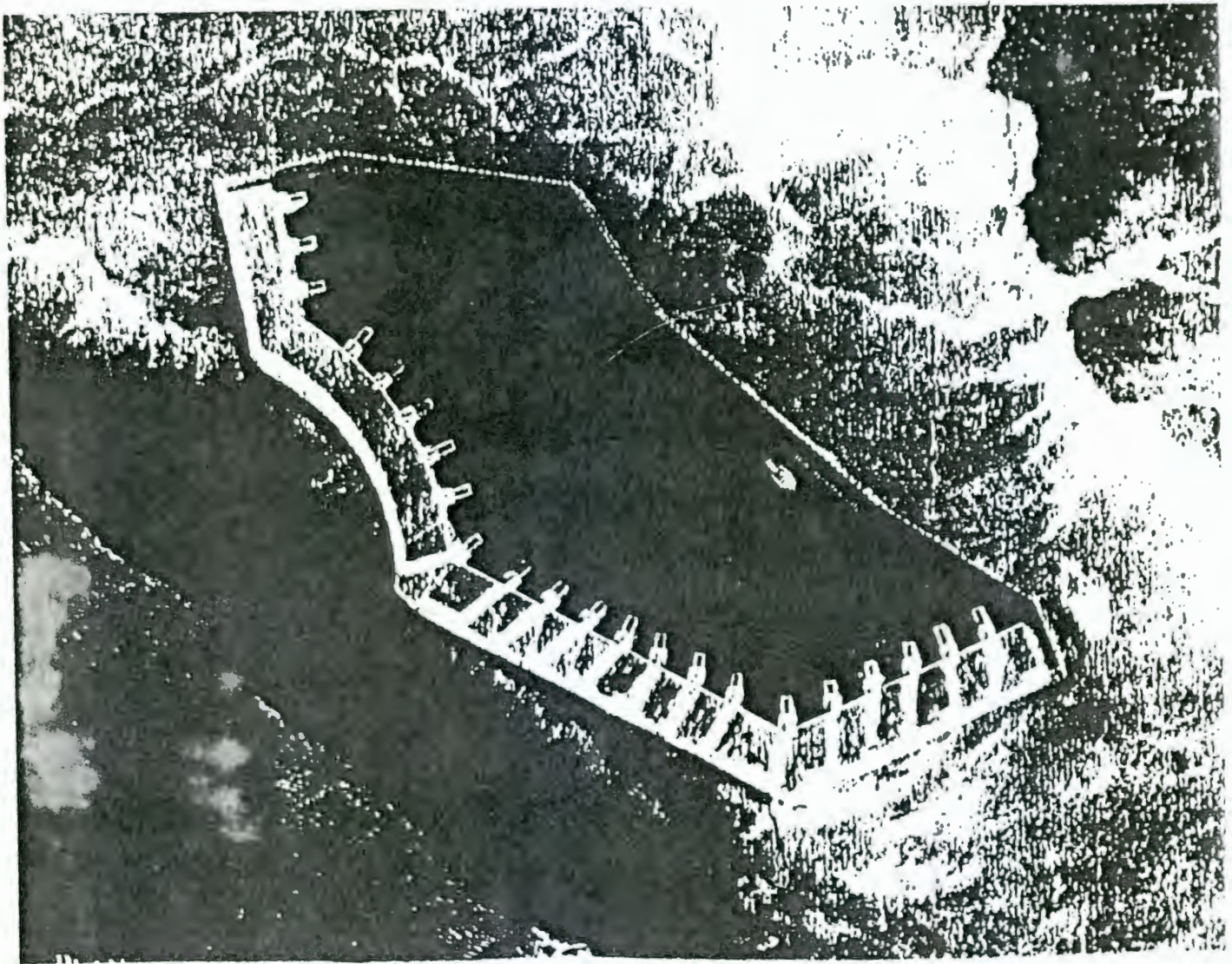
AUGUST 21, 1929.



TABLE BAY

TABLE BAY

TABLE BAY



Roggebaai battery. Built between 1782/3 in two sections. One had eight 24 pound guns and four 8 pound guns, the other section had only six 8 pound guns.

CV

CV

B J v d SANDT
13 NOV 1844
C F 9. 5

Extract from Surveyor General's Cape Flats
LELIE BLOEM
Series of sheets C. 1897 O C F 6. 170

ALTONA

KALKBRANDERY

H CLOETE

C. F 6 41

WOODSTOCK ESTA

LOT 13

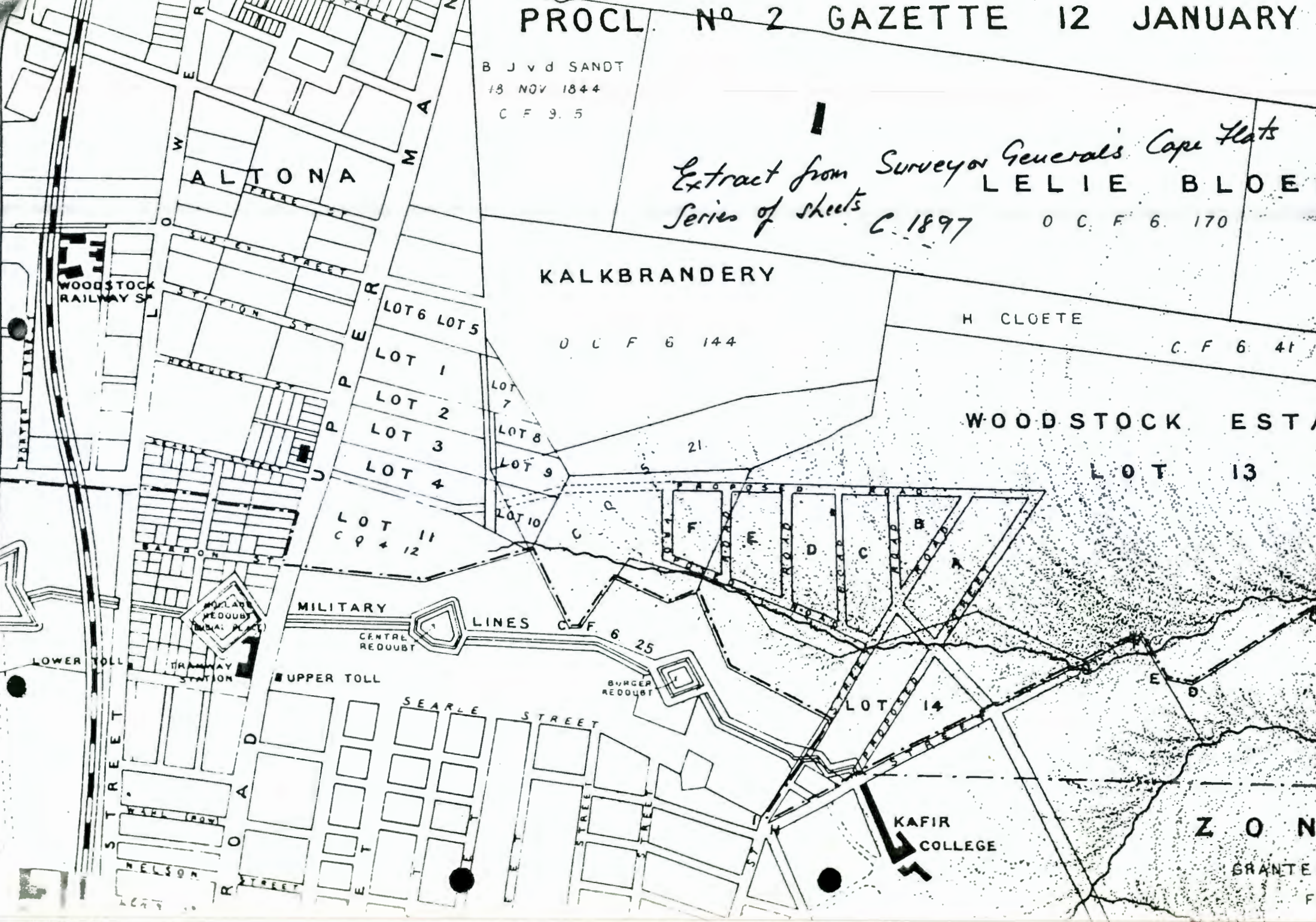
LOT 11
C 9 + 12

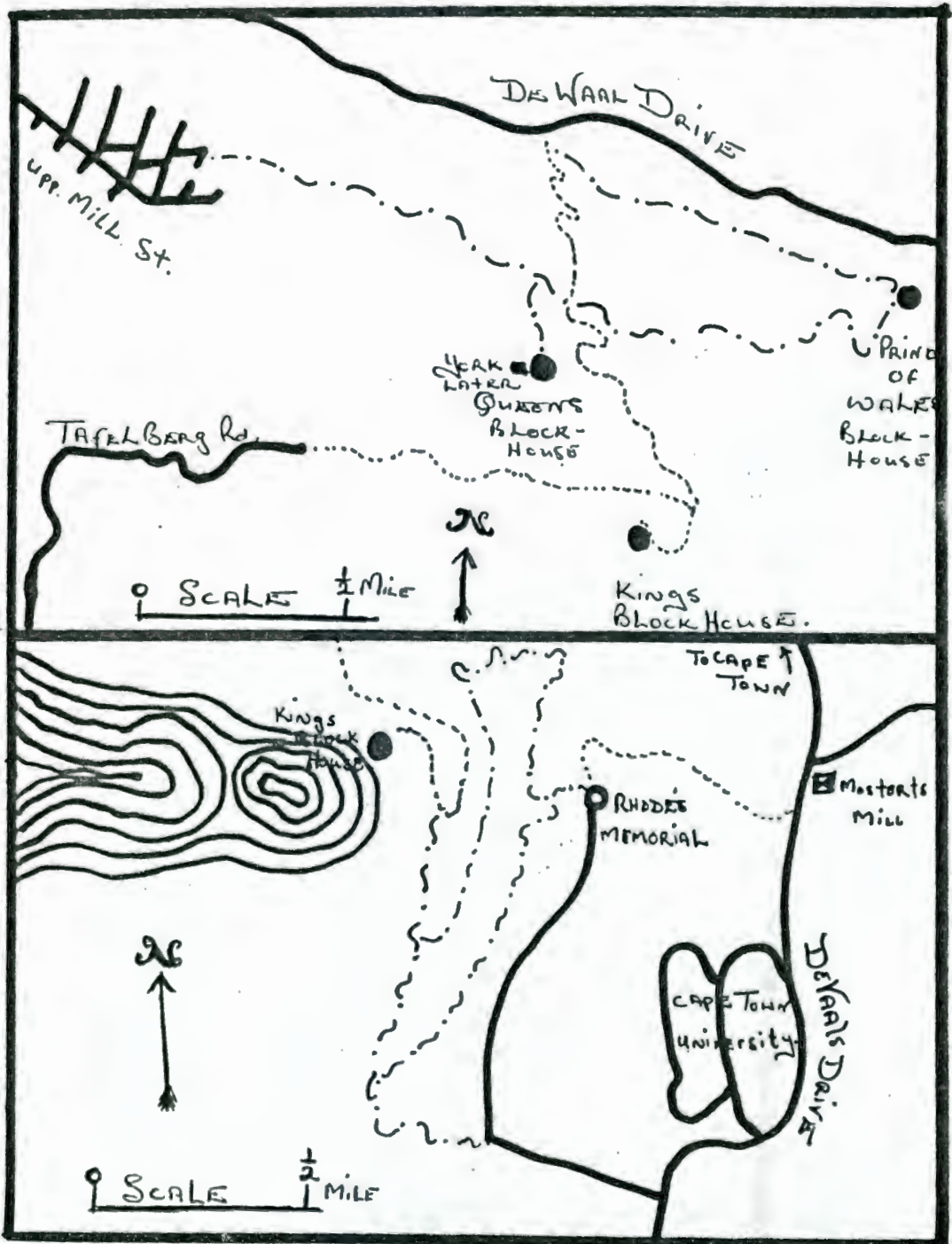
C. F. 6 25

LOT 14

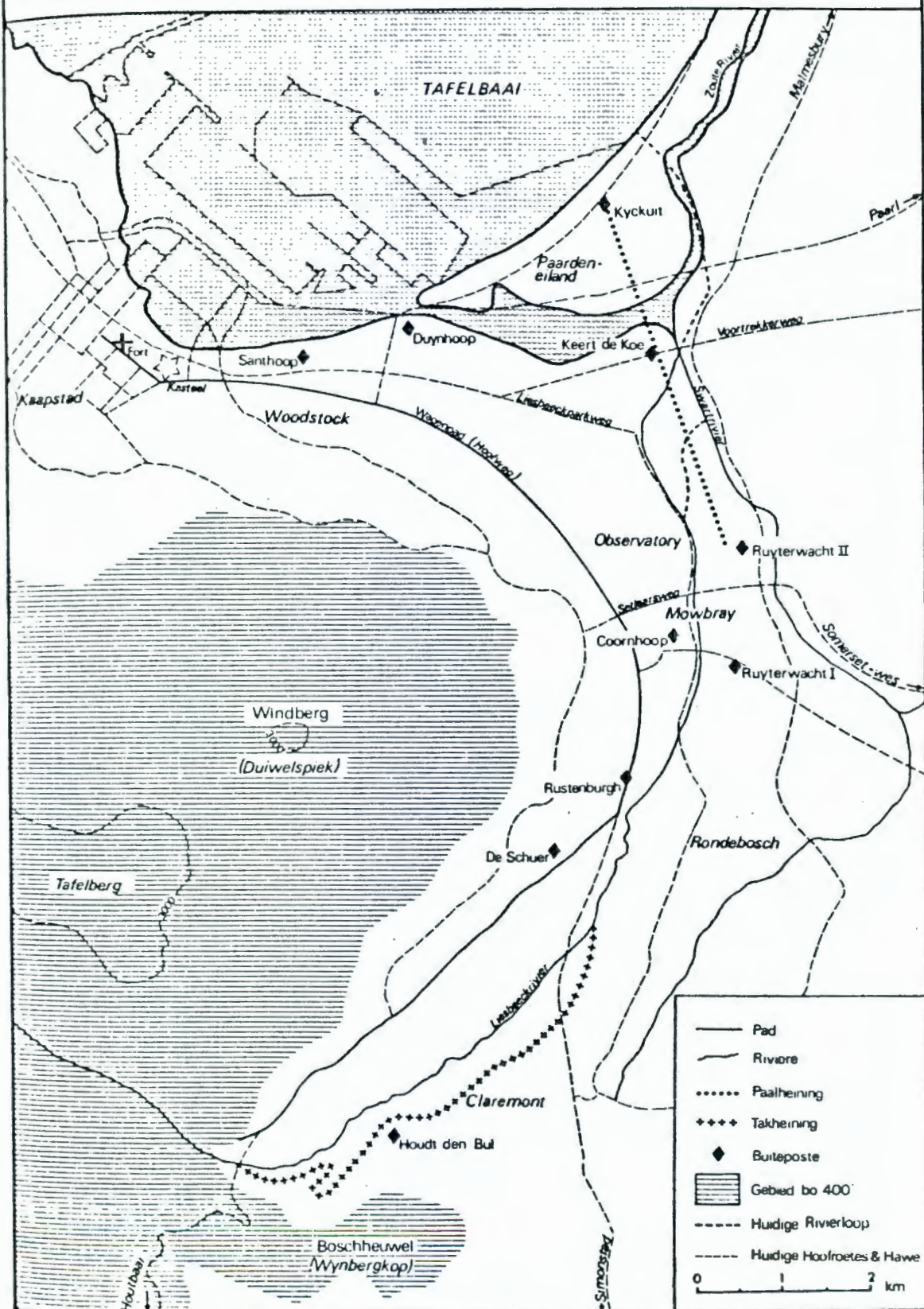
KAFIR COLLEGE

ZON
GRANTED
FO

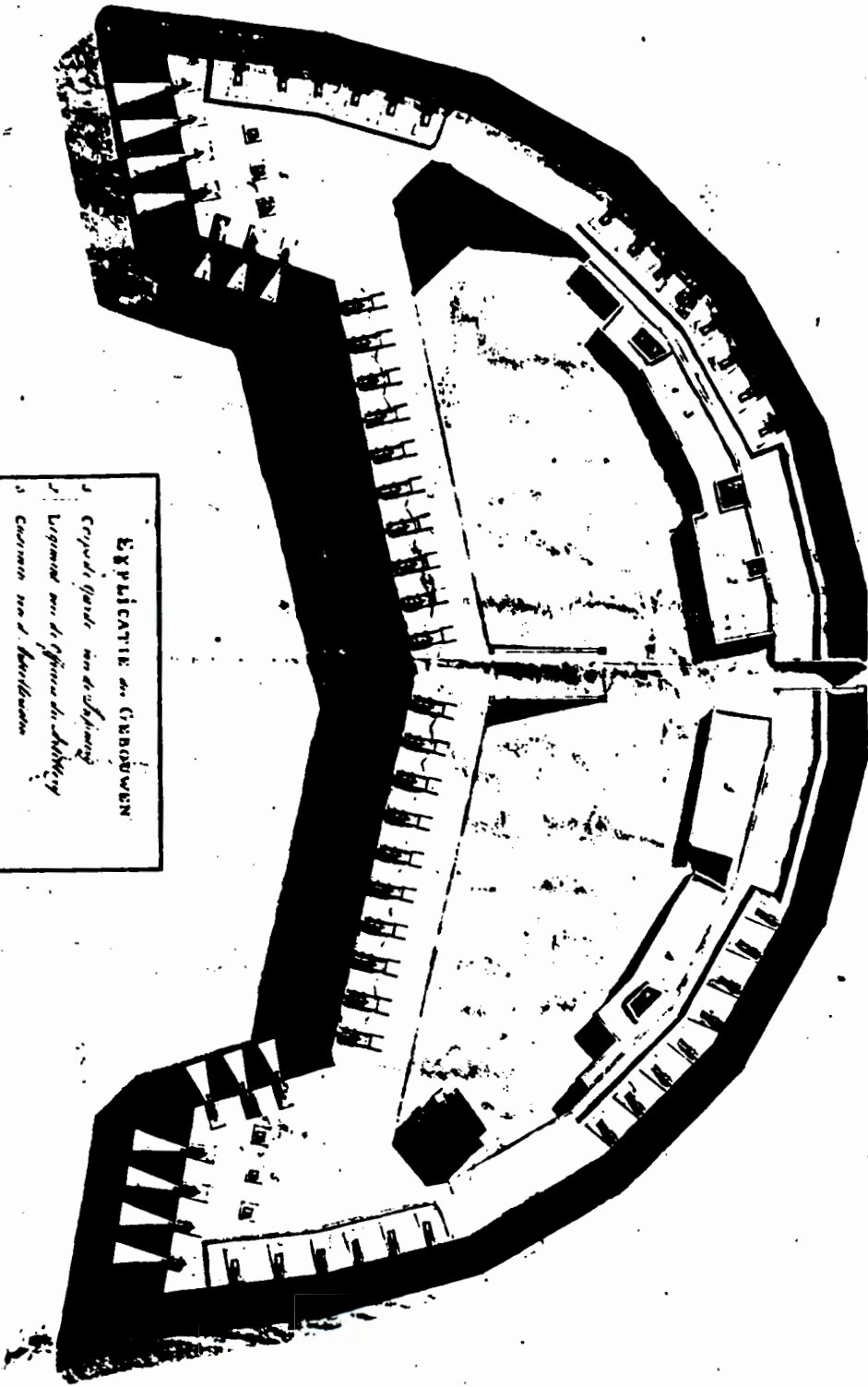




Die Buiteposte van die V.O.C. aan die Oosgrens van die Kaapse
Nedersetting, 1661. (Gebaseer op kaart M1/381(a), Kaapse Argief.)



Uitlegging der Platte van de Vesting van Amsterdam, naar de Platte van de Vesting van Amsterdam, van de Platte van de Vesting van Amsterdam.



EXPLICATIE van de GRONDWEN

1. Crayden'sche in de Schouwburg
2. Vergadering van de Staten der Provincie
3. Casernen van de Artillerie
4. Instructie van de Artillerie
5. Buiting van de Artillerie
6. Buiting van de Artillerie

TRANSLATION OF DETAILS OF AMSTERDAM BATTERY FROM FRENCH TO ENGLISH

1. Plan of one half of the Battery of Amsterdam at the Cape of Good Hope.
2. The defence is shown by the clear construction of fortified material of which it is build.
3. Construction at the ground floor.
4. a. Scale
b. Foot
5. Living quarters of the gunners.
6. Re - enforced walls.
7. Battery with red balls (heated shot).
8. Ordinary Battery.
9. Mortiers battery (explaining the angle or direction of shooting).
10. Plan of a Battery Cazemateé, on which it is possible to see the application of the re-enforced half circular wall and their advantages and also the one of the "embrasures" to fire the red balls.
11. Designed by the engineer Amballon at the Cape of Good Hope.

Talbot

DATED : 5 FEBRUARY 1981

/jvt

M1/1080 (K-A)

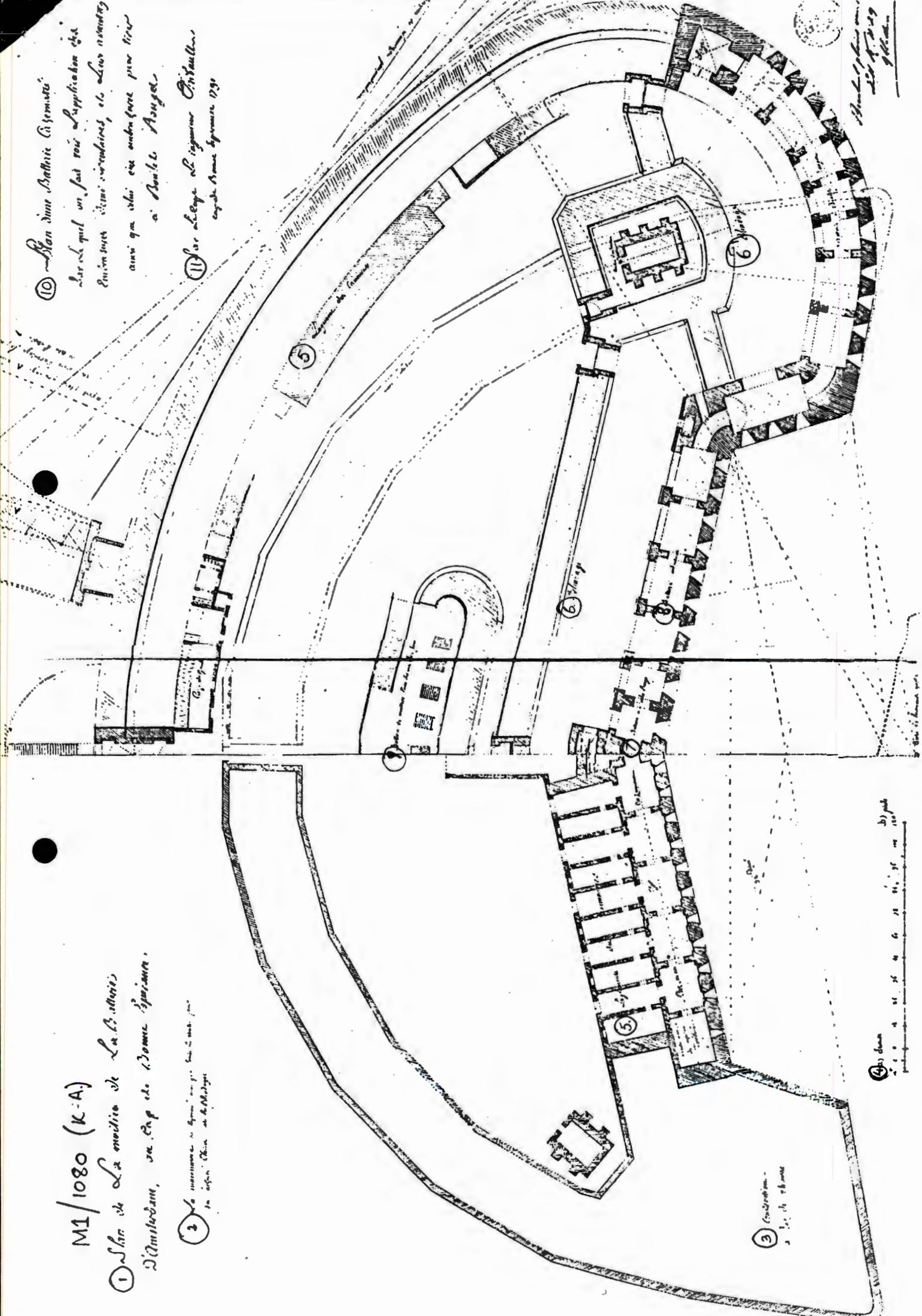
1) Plan de La maison de La B. d'Amsterdam, au Cap de Bonne Espérance.

2) Le dessin de la maison de La B. d'Amsterdam, au Cap de Bonne Espérance, par le sieur de La B. d'Amsterdam.

10) Plan d'une Batterie d'Amsterdam

sur lequel on fait voir l'application des
Principes de la fortification, et des
autres notions
qui en sont la suite.

11) Plan de la Batterie d'Amsterdam
en 1731



4) distance
0 5 10 15 20

Plan de la Batterie
d'Amsterdam
1731

DIE AMSTERDAM BATTERY, TOT 1795

Die algemene ankerplek of reede was na beraming gemiddeld een kilometer van die Tafelbaaise strand af.⁽¹⁾ Vóór 1744 was die Kasteel (suidwes van die reede) en die Chavonnes Battery (noord van die reede) die enigste swaargeskut=batterye wat dekking aan skepe op die reede kon gee. Die Chavonnes Battery, ook bekend as die Grootte Battery en Water Kasteel, het oos gefront, sodat net omtrent een-derde van sy kanonne op die reede gerig was. Dit was, na beraming, ook omtrent tweekeer so ver van die reede af as wat die Kasteel was. Die verdediging van die reede was inderdaad nie 'n oogmerk van die bouers van die Chavonnes Battery nie. Dit moes, intendeel, die ingang tot die baai teen naderende vyande bewaak, waarvoor dit ook ideaal geleë was.⁽²⁾ Na die Vrede van Utrecht (1713) het die afwesigheid van 'n direkte oorsese bedreiging 'n sterker kusverdedigingstelsel onnodig gemaak.

Toe goewerneur-generaal G. van Imhoff in 1743 die Kaap besoek het, was die Oostenrykse Suksessie-oorlog (waarby meer en meer Europese lande betrokke geraak het), die groeiende mag van Engeland in die Ooste en die VOC se kwynende winste wat 'n militêre onvermoë teweeggebring het, die probleme wat gelei het tot sy opdrag dat bykomende verdedigingswerke langs die Tafelbaaise strand gebou moes word.⁽³⁾ Na sy vertrek is die Seelinie, bestaande uit 'n reeks forte en reduite wat met 'n skans of borswering verbind is, deur goewerneur H. Swellengrebel langs die strand oos van die Kasteel gebou. Wes van die Kasteel is 'n enkele bykomende reduit, genaamd Heere Hendriks Kinderen, in 1744 tussen Roggebaai en die Grootte Battery opgerig.⁽⁴⁾ Die naam het op die goewerneur self gesinspeel, maar is afkomstig van 'n dorp naby Goes in Suid-Beveland (Zeeland). Op 'n tekening wat R.J. Gordon in 1778 van die Tafelbaaise kus gemaak het, verskyn die battery Heere Hendriks Kinderen as weinig meer as 'n skans met 'n waghuis daarby, onder die naam Kleine Battery, oos van die Grootte Battery of Chavonnes Battery.⁽⁵⁾ Die battery Heere Hendriks Kinderen is nooit ten volle ontwikkel nie en met die jare is die onderhoud daarvan verwaarloos.⁽⁶⁾

Vroeg in April 1781, en enkele dae nadat die nuus van die uitbreek van die Vierde See-oorlog (1780-1784) tussen Nederland en Engeland die Kaap bereik het, het die skip Diamant 'n berig van Here Sewentien gebring dat die battery Heere Hendriks Kinderen vernuwe en dat 'n derde battery in Roggebaai gebou moes word. Goewerneur J. van Plettenberg het as gevolg van die oorlog en die gevolglike tekort aan arbeiders nie dadelik met die werk begin nie. Nadat 'n aantal kanonne uit Mauritius ontvang is, is twee batterye (die Hoë en Lae) in Roggebaai gebou, terwyl die gewese reduit Heere Hendriks Kinderen volgens 'n plan wat in 1780 ontwerp is, omskep is in die nuwe, "gecassamateerde" battery Amsterdam. (7) Die begrip gecassamateerd beteken dat dit meer as een verdieping gehad het, waarin die kanonne in galerye of twee vlakke kon lê. Die onderste vlak van die Amsterdam Battery het gewulfdede gange en kelders gehad, waarin die kanonniërs gehuisves is. Die ingang na die battery was aan die agterkant (of westekant), en 'n pad het daarvandaan direk na die steengroef teen die hang van Vlaeberg gelei, waarmee die bron van die bousteen ook verklaar word. (8)

Die werk het onder direksie van luit-kol. P.H. Gilquin (hoof van die Artillerie) gestaan, en is eers ná die vrede in 1784 voltooi. In 1786, na die koms van goewerneur C.J. van de Graaff, is die battery voorsien van sy vernaamste geskut. (9) Die geskut, wat bestaan het uit 66 vier-en twintigponders en 6 twaalfduimmortiere, (10) is in Februarie 1787 beproef, waartydens 'n ernstige ongeluk gebeur het, toe een van die kanonne ontplof. (11) Die battery was ook toegerus met die nodige oonde, roosters, ens. om gloeiende koeëls te vuur. (12) Die kruin van die borswering was 57,5 voet en die kanonne 41,5 voet hoog bo die gemiddelde watervlak. (13) Die voltooide battery was volgens kaarte, foto's en ander illustrasies 'n voortreflike voorbeeld van 'n agtiende eeuse Kaapse vestingwerk, waarin die wetenskap van militêre argitektuur met die van ballistiek verenig is.

In 1792 is die battery se ekonomiese waarde tydens die algemene besnoeiings=

program ondersoek. Die funksies daarvan is toe beskryf dat dit woning gebied het aan die kanonniers en stoorplek vir kruit en geskut. Die doel daarvan was om vanuit 'n hoogte 'n geweldige en verwoestende vuur op vyandelike skepe en op hulle roeibote wat die strand nader, te skiet. Dit kon ook dek= vuur gee aan die kusbatterie links en regs daarvan. Die onderhoudskoste was laag, en sou vereers tot die sooiwerke en grondwalle beperk word. (14)

'n Geprojekteerde loopgraaf met 'n borswering, genaamd Dordrecht, wat van die battery af so ver as die steengroef teen die Vlaeberg op sou strek om 'n infanterie-opmars uit die noorde te stuit, is waarskynlik nie gebou nie. (15)

Met die oorgawe van die Kaap op 16 September 1795, het die battery in Engelse hande oorgegaan.

Na 1795 : Na die Slag van Blouberg (8 Januarie 1806) is die 24ste Regiment van die Britse leër in die battery gekwartier. Volgens Lawrence Green, wat soos gewoonlik nie sy bronne vermeld nie, (Tavern of the Seas, p.25) is die geskut in 1827 daaruit verwyder om die battery in 'n tronk te omskep, maar is dit weer in 1898 as battery versterk en gemoderniseer. Dit was egter in 1862 al in gebruik toe twee nuwe skietgate in die kanteel gemaak is. (16)

Die vernietiging van die battery om plek te maak vir hawe-uitbreiding dateer uit vroeg in die twintigste eeu. Dit is nie seker of die vernietiging werklik nodig was nie, omdat die grond skynbaar nie vir die voorgenoemde doel gebruik is nie.

Dr. D. Sleight
Julianaveld-Suid 6
PINELANDS
7405

18 Januarie 1988

VOETNOTE (Tensy anders vermeld, verwys argivale bronne na stukke in die Kaapse Argief.)

1. Vergelyk kaart : Plan of Cape Town and Harbour. (W. Bird : State of the Cape of Good Hope, 1822. London, 1823. Frontispiece).
2. Ibid., Foto E 3994 (Chavonnes Battery), K.A.
3. Reports of De Chavonnes and his Council, and of Van Imhoff, on the Cape. Van Riebeeck Society, Vol.I, number 1, pp. 69-70.
4. VC 26 Dagregister : 21.11.1744, g.p.
5. Kaart M1/1127 : Relief view of the coast line of Table Bay..., R.J. Gordon, 1778.
6. VC 117 Memorie over den Staat van Defensie van Cabo de Goede Hoop, 1786, p.22.
7. Ibid., p.23
8. Kaart M1/1081 Amsterdam Battery and Dordrecht Retranchement, n.d.
9. VC 117 Memorie over den Staat van Defensie..., p.71.
10. Kaart M1/337 Ontwikkeling van de Nederzetting...1786, naar de kaart 839 in 't Algemeen Ryksarchief.
11. VC 34 Dagregister : 23.2.1787, g.p.
12. C 406 Attestatiën : Verklaring van C. Cornelisz, g.d., p.180.
13. Kaart M1/1088 Plan showing the firing range of guns of the Amsterdam Battery, 1791.

14. C 202 Resolusies van die Politieke Raad : 23.3.1792, pp. 220-221.
15. Kaart M1/1081 Amsterdam Battery and Dordrecht Retranchement;
Kaart M1/1086 Plan showing the position of the entrenchment
Dordrecht, c.1791.
16. Kaart M1/59 Plan showing the newly constructed embrasures, Amsterdam
Battery, 1862.

1. FOTO'S

1.1 Elliot - Versameling (Kaapse Argief) (E)

E.3505 Afbeelding der Battery AMSTERDAM in de jaare 1781 tot 1785 onder
directie van den Colonel P.H. Gilquin, aan Caap de Goede Hoop,
aangelegd. Met Explicatie der Gebouwen. (g.d.)

E.3506 The Amsterdam Battery and Boatbuilders (?) workshops. (n.d.)

E.3548 Powder Magazine, Dock Area. (Amsterdam, during demolition?)
(n.d.)

E.8138 City from above Amsterdam Battery, 1880.

1.2 De Smidt - versameling (Parlementsbiblioteek)

1.3 Annandale - versameling (10 foto's, aangeheg)

1.4 William Fehr - versameling (Rust-en-Vreugd)

A/T 85 Gezicht van Cabo de Goede Hoop, J.Jones, 1795.

2. KAARTE : (Kaapse Argief)

2.1 M1/59 Plans showing the newly constructed embrasures, Amsterdam
Battery, 1862.

2.2 M1/377 Ontwikkeling van de nederzetting aan de Tafelbaai, 1786, uit
De Geschiedkundige Atlas van Nederland. (Naar de Kaart 839,
Algemeen Ryksarchief.)

- 2.3 M1/1080 Plan....de la Batterie D'Amsterdam... L. Thibault, 1791.
- 2.4 M/1081 Plan showing the position of the Amsterdam Battery, c.1791.
- 2.5 M1/1082 Plan and Position of Two Guns, Amsterdam Battery, c.1791.
- 2.6 M1/1083 Plan of the Amsterdam Battery, c.1791.
- 2.7 M1/1084 Plan of the Amsterdam Battery, c.1791.
- 2.8 M1/1085 Plan showing scale of the embrasures, Amsterdam Battery, c.1791.
- 2.9 M1/1086 Plan showing the position of the entrenchment Dordrecht, c.1791..
- 2.10 M1/1087 Plan showing the position of the Amsterdam Battery, c.1791.
- 2.11 M1/1088 Plan showing the firing range of the guns, Amsterdam Battery, c.1791.
- 2.12 M1/1089 Plan of the Amsterdam Battery, showing its position at the coast, c.1791.
- 2.13 M1/1127 Relief views of the coastline of Table Bay..., R.J. Gordon, 1778.
- 2.14 M1/1526 Plan of War Department property (sic) within the site of the reserve around Amsterdam Battery. (Scale 720 : 1) (Undated; traced 1873).

3. BYLAES (foto's en fotokopieë van uittreksels)

- 3.1 12 foto's, Amsterdam Battery, 1980; Annandale-versameling
- 3.2 Plan of Cape Town and Harbour, 1822. (fotokopie).
- 3.3 Kaart M1/1080 Plan...de La Batterie, met vertaling in Engels van Franse aanwysings (Fotokopie).
- 3.4 Kaart M1/1080 Amsterdam Battery and Dordrecht Retranchement (Fotokopie).
- 3.5 Amsterdam Battery en Kaapse Strandgebied g.d. (Annandale - versameling) (Fotokopie)

- 3.6 Aftekening van rotsgravure, Amsterdam Battery (Annandale - versameling).
- 3.7 Potloodskets van oorblyfsels, met afstande in treeë (Annandale - versameling)
- 3.8 Anonymous : The Buildings of Central Cape Town 1978 (Vol.1), C.P.I.O.A., Cape Town (Photo copy).
- 3.9 Louw, T. and others : The Buildings of Cape Town, Phase Two, 1983, Vol.3. C.P.I.O.A., Cape Town. (Photo copy).
- 3.10 Anonymous : The State, February 1910 (Photo copy).
- 3.11 Barrow, J. An Account of Travels into the Interior of Southern Africa. London, 1804 (Photo copy).
- 3.12 De Jong, C. : Reizen naar de Kaap de Goede Hoop, Haarlem, 1802. (Fotokopie).
- 3.13 Green, L. : Tavern of the Seas, Cape Town, 1947 (Photo copy).
- 3.14 Le Roux, G. Europese Oorloë en die Kaap (1652-1795). Ongepubliseerde M.A.-skripsie, Universiteit van Stellenbosch, 1941. (Fotokopie).
- 3.15 Percival, R. : An account of the Cape of Good Hope. New York, n.d. (Photo copy)
- 3.16 Roux, P.E. : Die Verdedigingstelsel aan die Kaap onder die H.O.I.K. (1652-1759 (sic)). (Fotokopie)
- 3.17 Semple, R. : Walks and Sketches at the Cape of Good Hope (Facsimile Reprint). Cape Town, 1968. (Photo copy).
- 3.18 Theal, G.M. (ed): The Story of S.A. told in 800 pictures. Pretoria, 1913 (Photo copy)
- 3.19 Theal, G.M. : History and Ethnography of Africa South of the Zambezi. London, n.d. (Photo copy).

9/2/018/4

ROBBEN ISLAND : LIST OF MILITARY INSTALLATIONS

Refer to attached map: Numbers refer to general survey of island
all installations World War 2

Extract from Fort Record Book

Robben Island and Cornelia Batteries

In or about June 1939, work commenced on the construction of gun emplacements and fighting buildings for a 6inch and 9.2inch Battery situated on the Northern and Southern sides of the Island respectively. By April 1940, work had advanced sufficiently to allow for a 6inch Q. F. gun being installed at Cornelia. Manning personnel were drafted to Cornelia Battery and occupied quarters in that part of the island known as "the village". Owing to lack of necessary equipment, it was not until July of that year that the Battery assumed an operational role. At the same time, the construction of the dwelling houses to accommodate members of the Peace-time Garrison and their families was commenced.

In November 1940, work commenced on the building of a jetty at Murray's bay. During May and June 1941, the first 9.2 inch was mounted, but the installation not completed as all the equipment required had not yet arrived. Towards the end of 1941, equipment started arriving in a steady flow. The second 9.2 inch at Robben Island was mounted and the Battery manned as a modern Counter-bombardment Battery in Novemeber 1941.

In March 1942, it was decided to prepare the Island against attack by landing craft. The steps taken were to construct concrete pill boxes and rifle posts at strategic points on the island.

C.A.T.C. (Coastal Artillery Tranining Corps) was established on the island and courses in Coast Artillery for W.A.A.S. (Womens' Auxiliary Atillery Service) were conducted.

On 6 January 1944 Robben Island and Cornelia Batteries went to Care and Maintenance and all operational personnel were withdrawn.

From Fort Fortress Study Group Volume 16: 1988
Coast artillery in South Africa pp97-118
1899 - 1955 by MAC EOIN BISSET

Work on the gun emplacements on Robben island began in the middle of 1939. Cornelia Battery on the northern side of the Island was armed with two 6-inch quick firing Mark II guns which were installed in June 1940 and February 1942 respectively. Robben island Battery was built on the southern side of the island and was armed with two 9.2-inch Mark VII guns from overseas which were mounted in Novemeber 1940 and July 1941 respectively. A third 9.2. Mark IX gun was recieved from overseas and erection commenced in Novemeber 1945. Wooden dummy 9.2-inch guns were built to confuse the enemy. The problem of unloading the barrel of a 9.2-inch gun on Robben Island was solved by placing it on top of trailers in an end loading barge. A low swell made it possible for the barrel to be towed ashore by tractor.

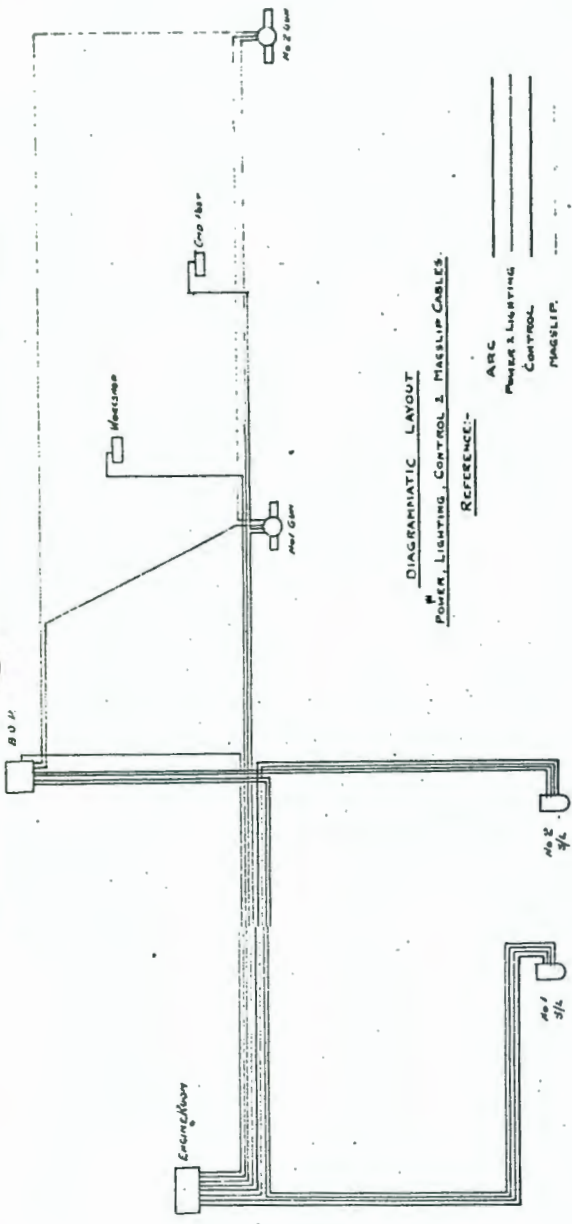
In March 1942 concrete pillboxes and rifle posts were built to defend the island against attack by landing craft. On 6 January 1944 all operational personnel were withdrawn. On 24 October 1952 Robben Island Battery was renamed De Waal Battery in honour of Brig. P de Waal's signal contribution to South Africa's coastal defence.

On 1946 the coast artillery batteries most of which had been placed under care and maintenance in the latter stages of the war were revived and renumbered..... 5 Heavy Battery (Robben Island) consisting of Cornelia and Robben Island Batteries commanded by LT. Col. A W Stanford, DSO, MC,ED.....

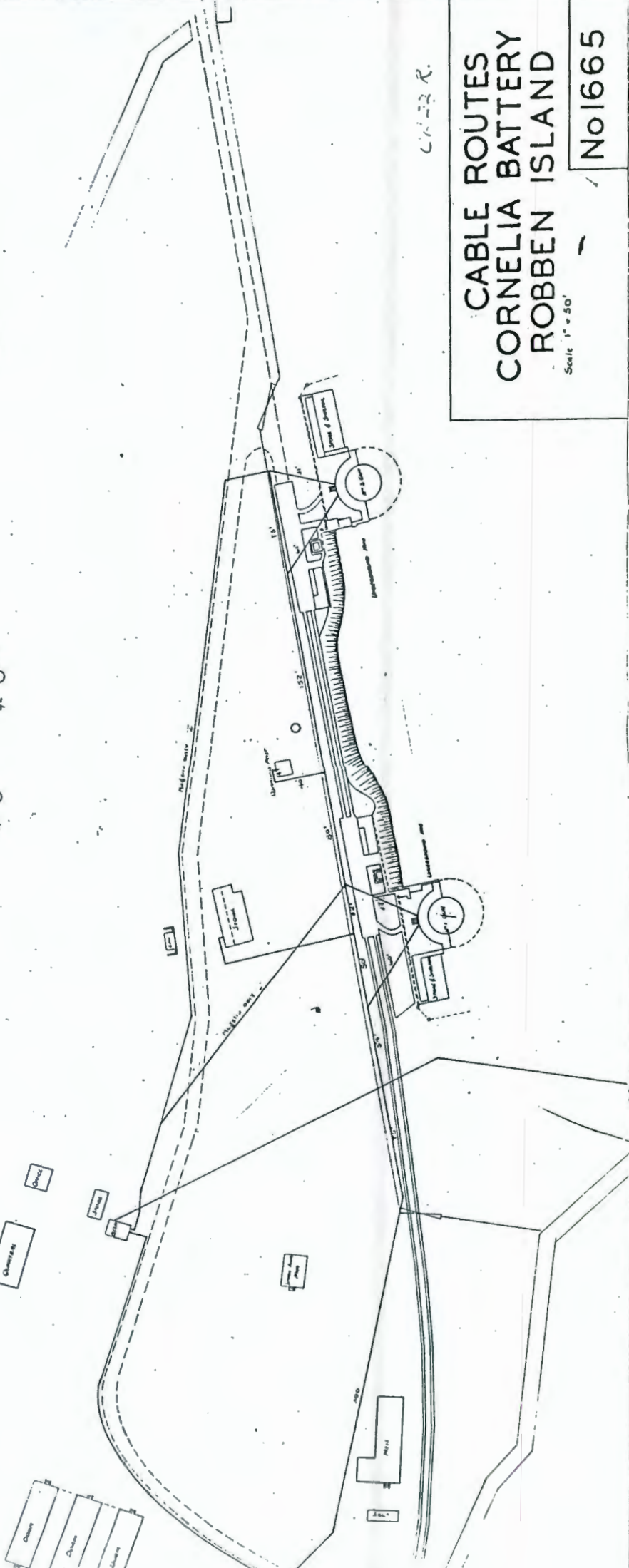
The Coast Artillery Training Centre on Robben Island commanded by Lt Col. L J Klootwyk was reactivated in 1946 and on 31 December that year the Coast Artillery Brigade was re-established as a PF unit with its headquarters in the Castle at Cape Town.

In January 1958 the Coastal Artillery was disbanded.

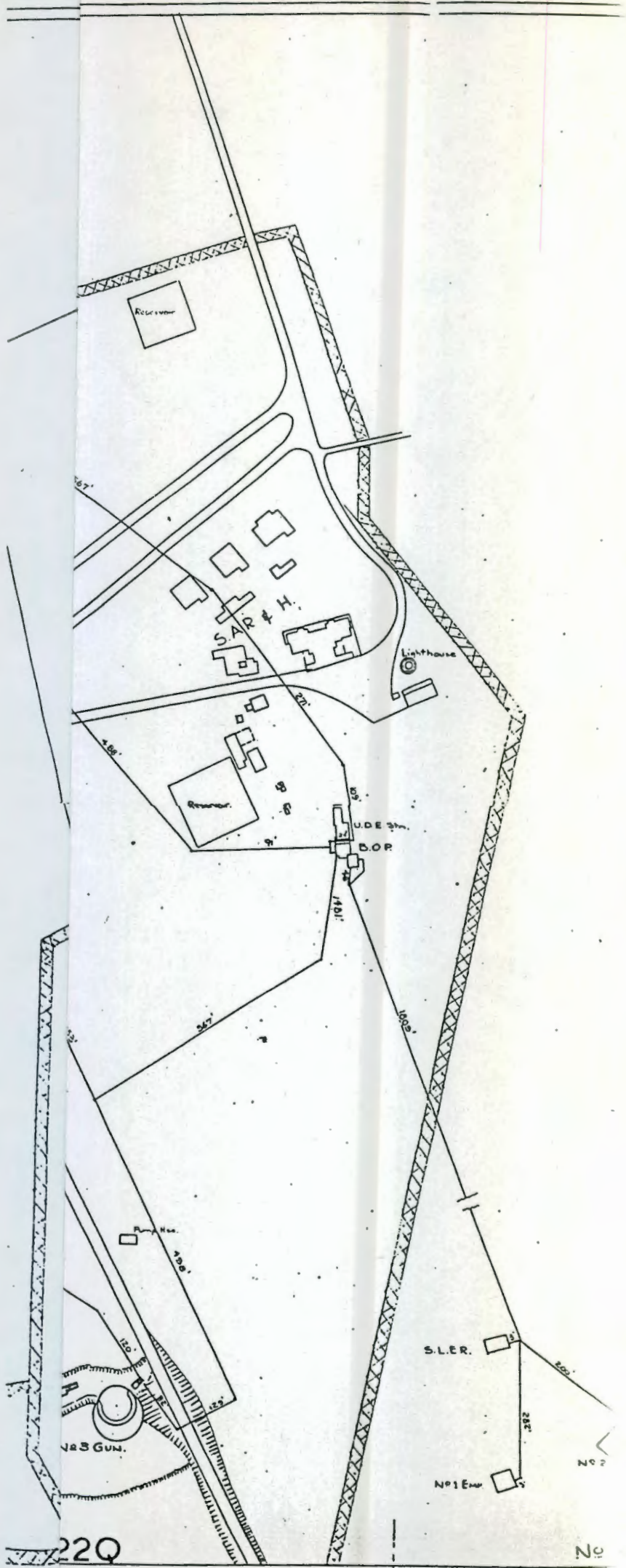
- 2.1 Bunker
- 2.2 Gun emplacement for 9.2 inch gun
- 2.3 Store Cornelia Battery
- 2.4 Store
- 2.5 Bunker
- 2.6 Gun emplacement for 9.2-inch gun
- 2.7 Bunker & ruin
- 2.8 Bunker
- 2.9 Cornelia Battery
- 6.4 Blockhouse
- 6.12 Pill Box (marked 97th Coy)
- 6.16 Block house
- 7.1 Bunker
- 7.2 Gun emplacement
- 7.4 Concrete blockhouse (Camouflage planting on roof)
- 7.5 Gun emplacement
- 8.82 building ?store
- 8.85 9,3 inch guns
- 8.86 Underground powerstation & bunkers



DIAGRAMMATIC LAYOUT
 POWER, LIGHTING, CONTROL & MASSLIP CABLES
 REFERENCE:-
 ARC
 POWER & LIGHTING
 CONTROL
 MASSLIP



Cable Routes
CABLE ROUTES
CORNELIA BATTERY
ROBBEN ISLAND
 Scale 1" = 50'
 No 1665



1. LION BATTERY Signal Hill, Cape Town: This battery was armed with two 9" Rifled Muzzle loaders in 1891 and was built at the same time as Fort Wynyard. One of these guns will be seen later in the day at Middle North Battery in Simon's Town. The battery was remodelled in 1911 and re-armed with two 9.2-inch guns. It was manned by the RGA until March 1916 when the CGA took over. No parent gun shoots were held after 1935 because of the damage caused to properties in Green Point and Sea Point. Sub-calibre guns were fired instead. The erection of Apostle Battery made Lion Battery's 9.2-inch guns redundant and they were dismantled and replaced with two 6-inch quick firing guns which had been mounted by 30 May 1942. These guns in turn were replaced by three 6-inch breech loading MK XXIV guns on MK VI mountings which were installed in December 1943, January and March 1944 respectively. In addition the battery was armed with a Vickers machine gun on a anti-aircraft mounting.

SALUTING GUNS: Lion Battery is still the Saluting battery of Cape Town. The present saluting guns are four 12-pounders. They are fired by SA Navy gunners on Republic Day, in honour of the State President or visiting warships and at noon on the day when the State President opens Parliament. On 7 March 1949 four 25 pounder field guns were sited in the battery for firing salutes and the CFA still fires salutes here from time to time.

TIME-GUNS: The guns are identical to the two 18-pounders outside the Lioness Gateway to the Castle of Good Hope and it is probable that all the surviving 18 pounders in Cape Town (there are five) were part of the armament of the Imhoff Battery which was on the seaward side of the Castle and demolished in 1896. By 1807 a noon gun was fired regularly from the Imhoff Battery. On 4 August 1902 the noon gun was fired from Lion Battery for the first time. The time gun was one of the means by which ships in Table Bay could determine the error and rate of their chronometers and has not always been fired at noon. In 1864 the gun was fired by electrical impulse from the Royal Observatory for the first time. Today the time impulse is transmitted by the Observatory along a Post Office line to Lion Battery.

From 14 May 1918 until 17 January 1919 and again during the Second World War the boom of the gun brought the whole of Cape Town to a standstill as all bowed their heads in silent prayer for two minutes and remembered those at the front.

The markings on the guns reveal that they were cast by Walker and Company in the Bahamas between 1760 and 1820 (the reign of King George III .)

Some Buildings at Lion Battery: To the left of the main gate is the building in which the officers were quartered. On the right is the Officers' Mess. The Day BOP and WAAS quarters are at the bottom of the front of the battery. The Night BOP is reached by climbing the steps above the highest gun emplacement. Other places of interest are the water tank (identical to the one which was originally at Fort Wynyard), the Battery Plotting Room and the swimming pool which was built during the Second World War.

2. APOSTLE BATTERY LLANDUDNO: Construction work commenced circa November 1939. In October 1940 the quarters were occupied and the battery became a Coast and anti-aircraft training centre for recruits but was closed down on 4 December that year. The battery was armed with two 6-inch MK XLX field guns (there are examples outside the Castle and at Fort Wynyard). Their emplacements are still clearly visible. In August 1942 a 9.2-inch MK X gun on MK V mounting from Lion Battery was mounted (No 1 gun) and operated in conjunction with the two field guns. In October 1943 a 9.2-inch MK X gun on MK IX mounting was installed (No 2 gun) and the two 6-inch guns in front of it were removed. The gun from Lion Battery was replaced by another 9.2-inch MK X gun on MK IX mounting late in 1944. The recommendation of the British Ports Defence Committee that 9.2-inch and 6-inch batteries should not have less than three guns for effective observation of fall of shot led to the installation of the third 9.2-inch gun in 1945. In September 1943 it was decided to man only one gun at Apostle Battery and from December 1943 until the end of the war the guns were not manned but a care and maintenance party was retained. General Smuts visited the battery to inspect the progress which had been made.

PLAN OF THE TOWN AND FORTIFICATIONS AT THE CAPE OF GOOD HOPE. 1806.

A	CITADEL	1	GUARD HOUSE
B	TOWN	2	POWDER MAGAZINE
C	TABLE MOUNTAIN	3	BARRACKS
D	LIONS HEAD	4	SOURCE OF THE SPRING THAT SUPPLIES THE TOWN WITH WATER
E	LIONS RUMP	5	MUNICKS HOUSE
F	DEVILS HILL	6	TOWN CHURCH
G	CRAIGS TOWER AND BATTERY	7	COMPANYS GARDEN
H	FORT KNORKE	8	FOUNTAINS OF WATER
J	RIEBECK BATTERY	9	COCHOORS BATTERY } IN RUINS AND
K	TULBACH BATTERY	10	GORDONS BATTERY } USELESS
L	CHARLOTTE BATTERY	11	YORK REDOUBT AND BATTERY
M	HELENA BATTERY	12	TOWER AND BATTERY UNDER DEVILS HILL
N	ELAZIBETH BATTERY	13	BREASTWORKS
O	IMHOFF BATTERY	14	PARK OF FIELD PIECES READY TO BE MOVED AS REQUIRED.
P	WARE	15	SIGNAL POST WHICH SEES FALSE BAY AND COMMUNICATES WITH CITADEL
Q	ROGGE BAY BATTERY	16	NEW ROAD OF COMMUNICATION TO THE HEIGHTS (ORDERS OF MAJ. GEN. CRAIG)
R	AMSTERDAM BATTERY	17	SMALL BATTERY
S	CHAYONNES BATTERY	18	MOUTH OF THE SALT RIVER
T	GRAND MOUILLE BATTERY	19	PRINCE OF WALES'S TOWER AND BATTERY
U	KEYK IN DE POT BATTERY	20	TOWER AND BATTERY
V	PETIT MOUILLE BATTERY		YORK BLOCK HOUSE
W	BATTERY BETWEEN TABLE MOUNTAIN AND LIONS HEAD		
X	HOLLANDS REDOUBT		
Y	CENTER REDOUBT		HILLS
Z	BURGHERS REDOUBT		ROAD
			GARDENS.
			FORTIFICATIONS.

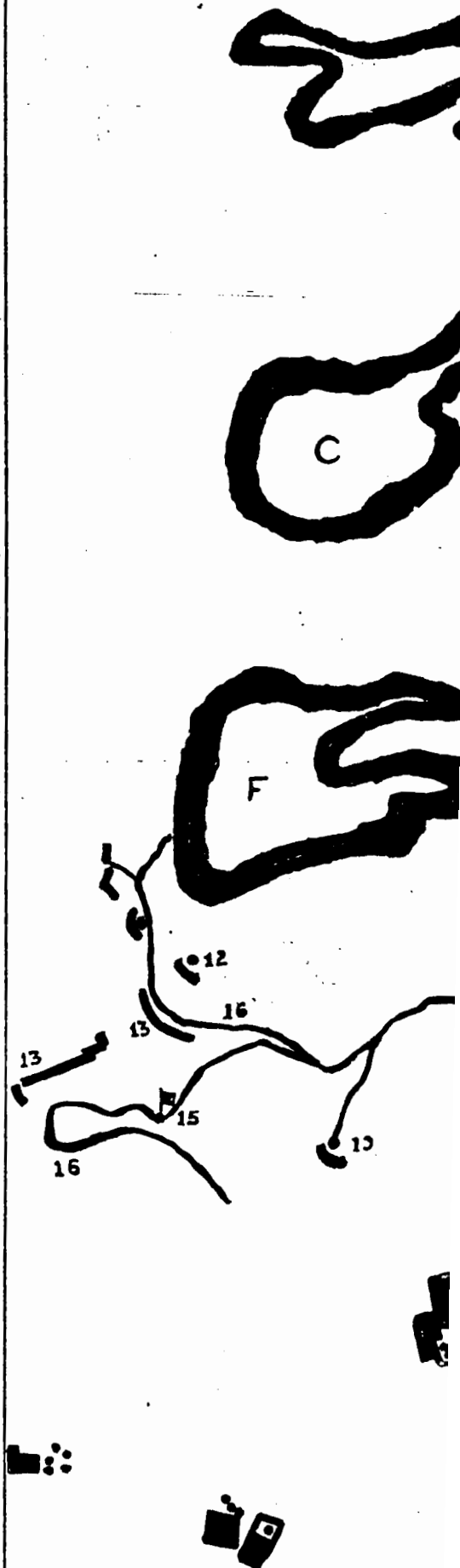
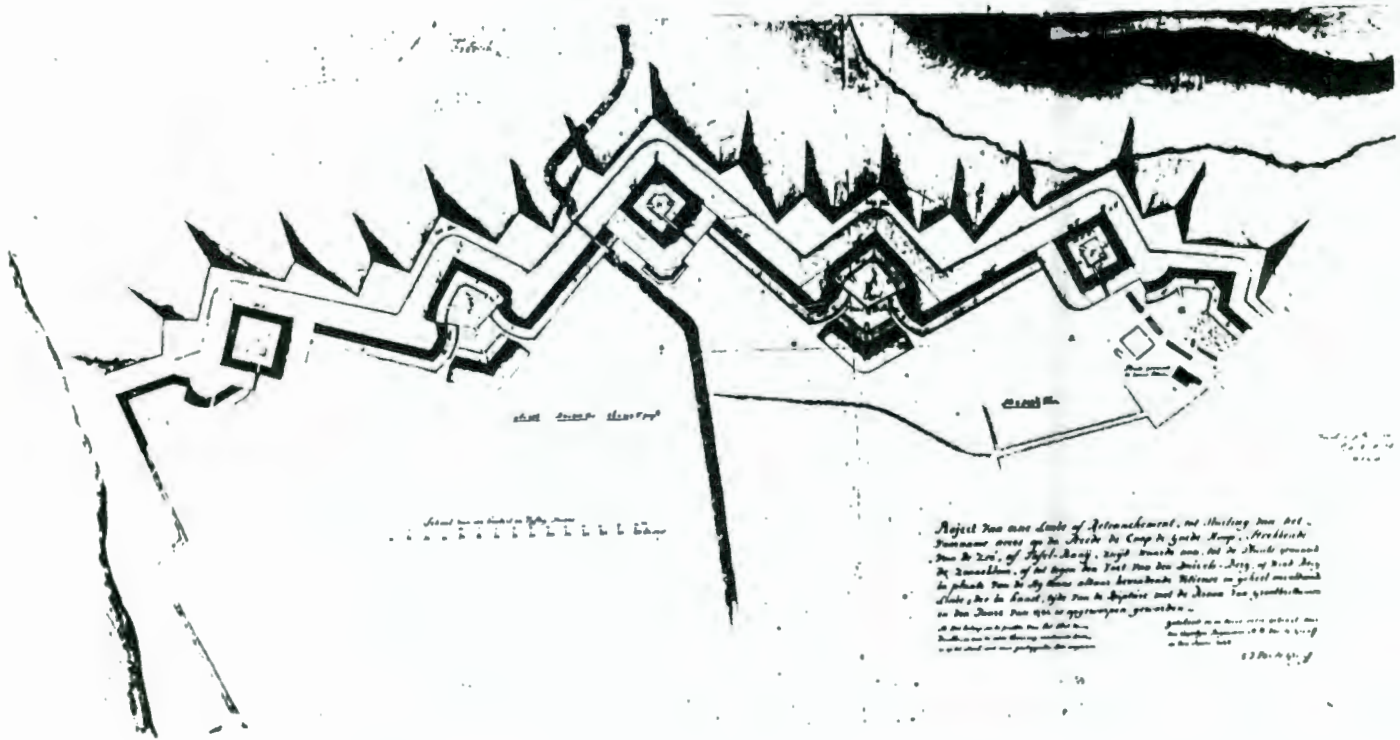
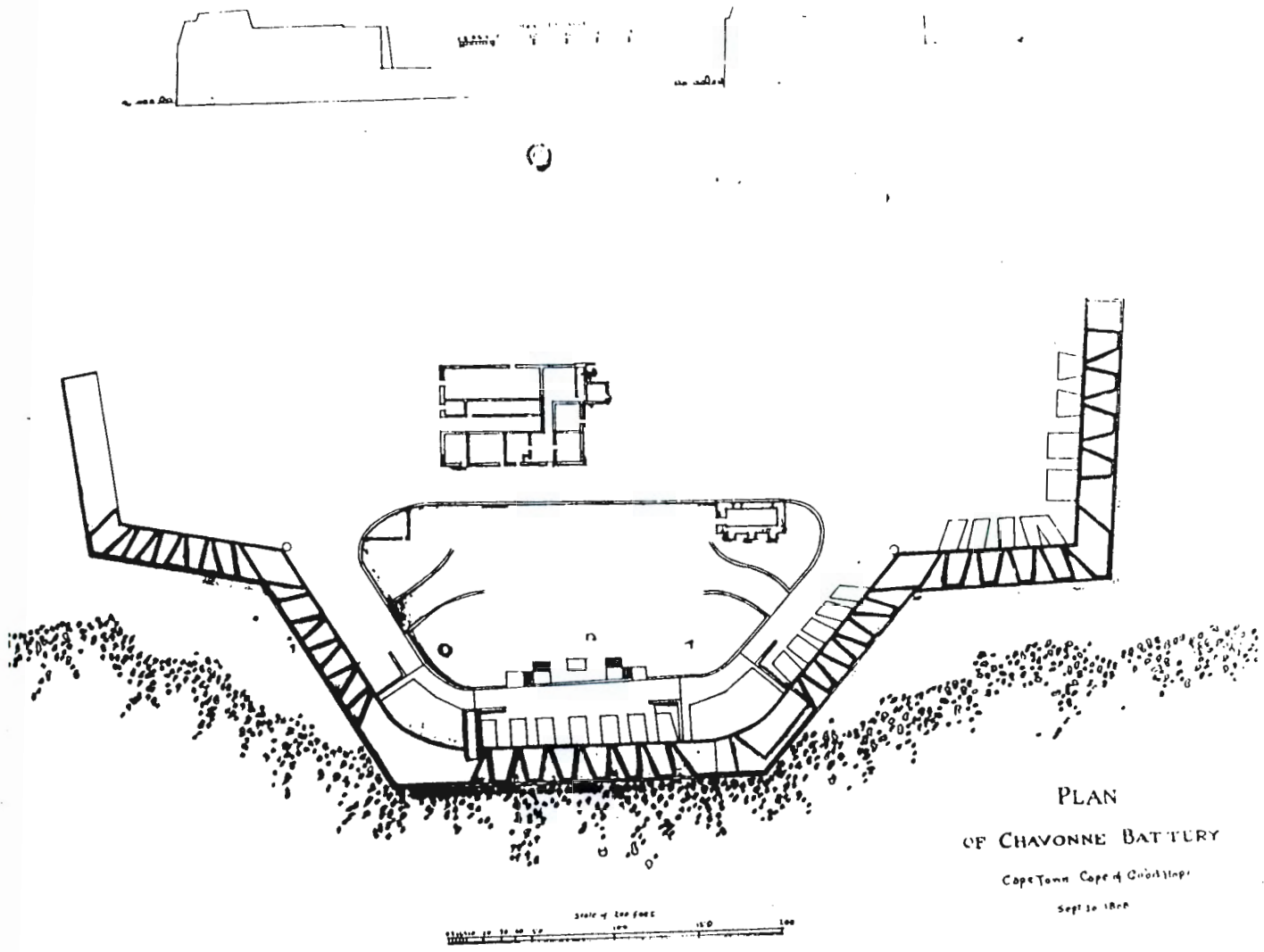




TABLE BAY

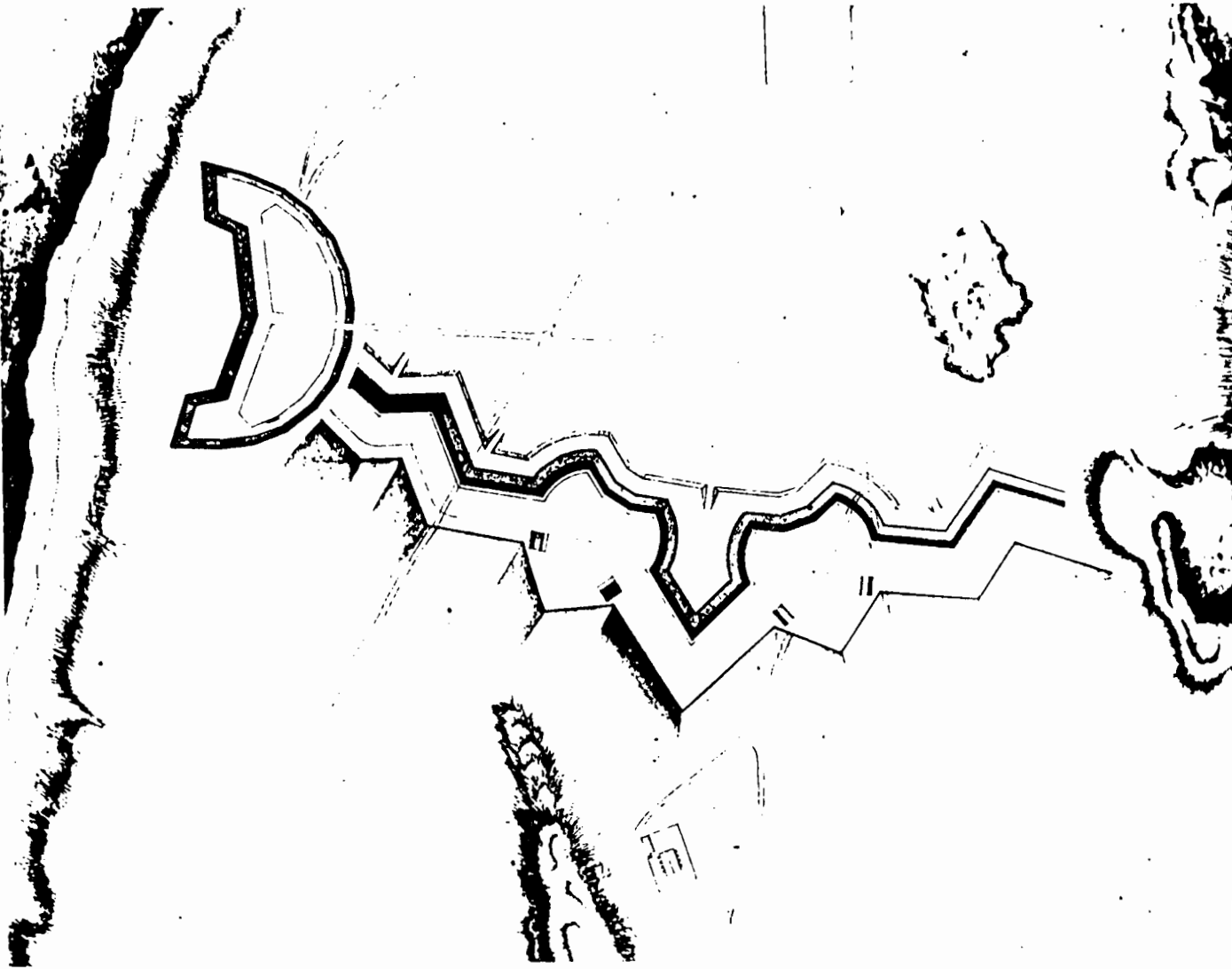


The eastern defence line that ran from Fort de Knokke up to the slopes of Devils Peak. The three batteries, Holland Redoubt, Centre Redoubt and Burger Redoubt. The square building of the right is the barracks. The main road (Sir Lowry Road) runs through the centre.

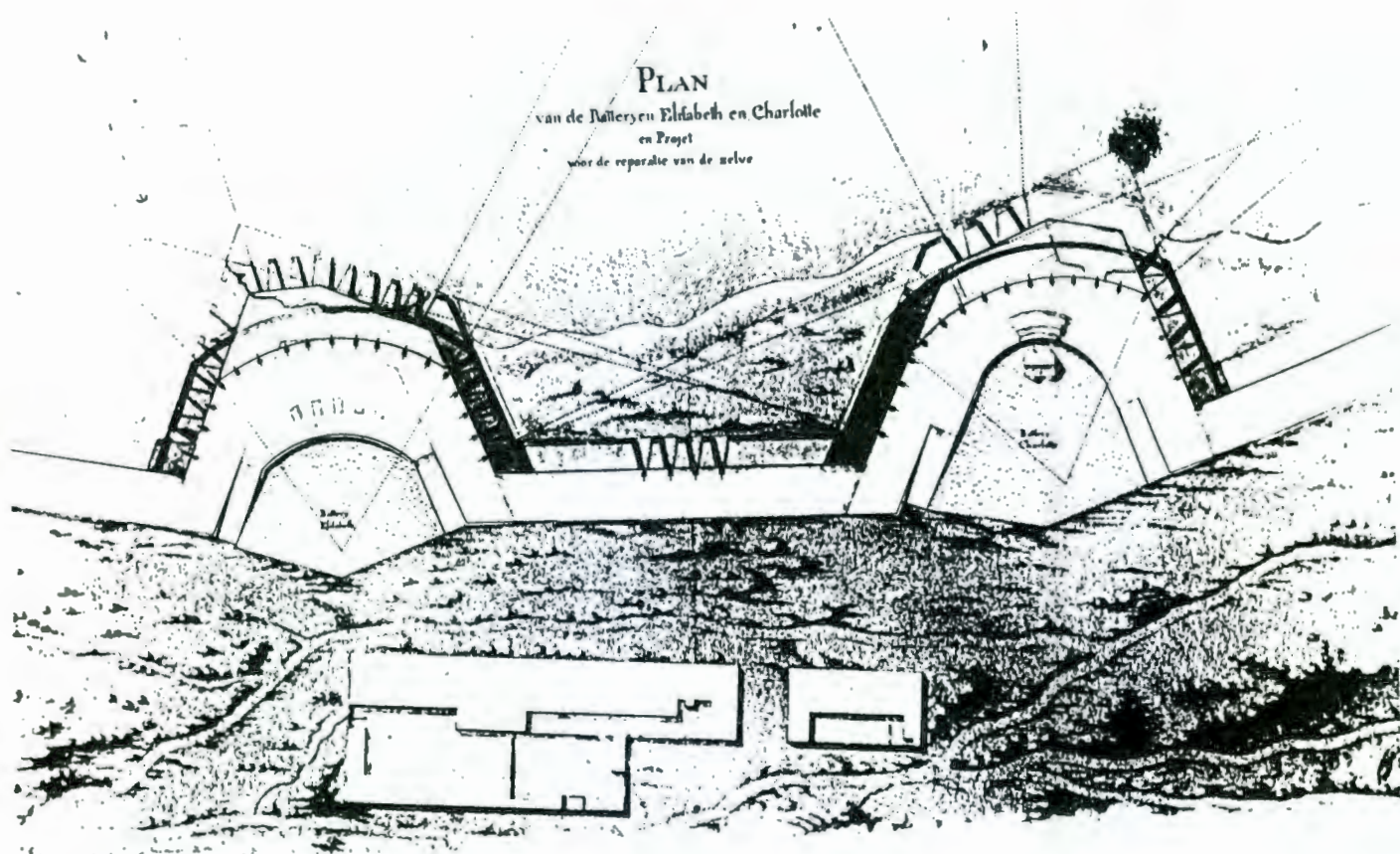


PLAN
OF CHAVONNE BATTERY
Cape Town Cape of Good Hope
Sept 10 1864

Plan of the Chavonnes battery. Started in 1715 but only completed in 1726.
This was the first battery to be built on the shore of Table Bay.



The Kerkhoven line was a series of earthworks or trenches that ran from Amsterdam battery up to the slopes of Signal Hill. These were to stop any troops advancing over the land from the western side of Cape Town.



Plan of the batteries Elizabeth and Charlotte, two of the four incorporated in the Sea Lines between the Castle and Fort de Knokke. Built in ~~1783~~ 1744

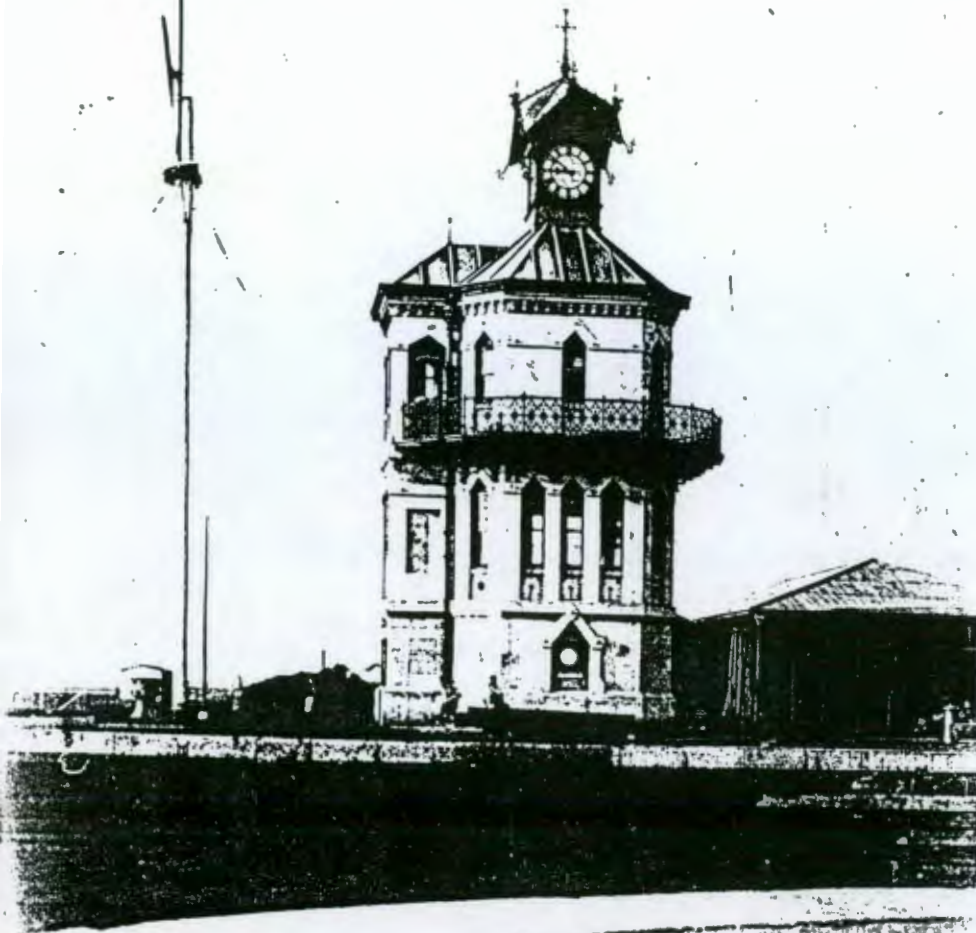
THE BUILDINGS OF CAPE TOWN : PHASE TWO 1983

VOLUME THREE : CATALOGUE AND CLASSIFICATION

A survey undertaken during 1982 and 1983
by Teresa Louw for the

Committee for the Preparation of a Catalogue of Cape Town Buildings.

Contributors: Teresa Louw
John Rennie
Gregg Goddard

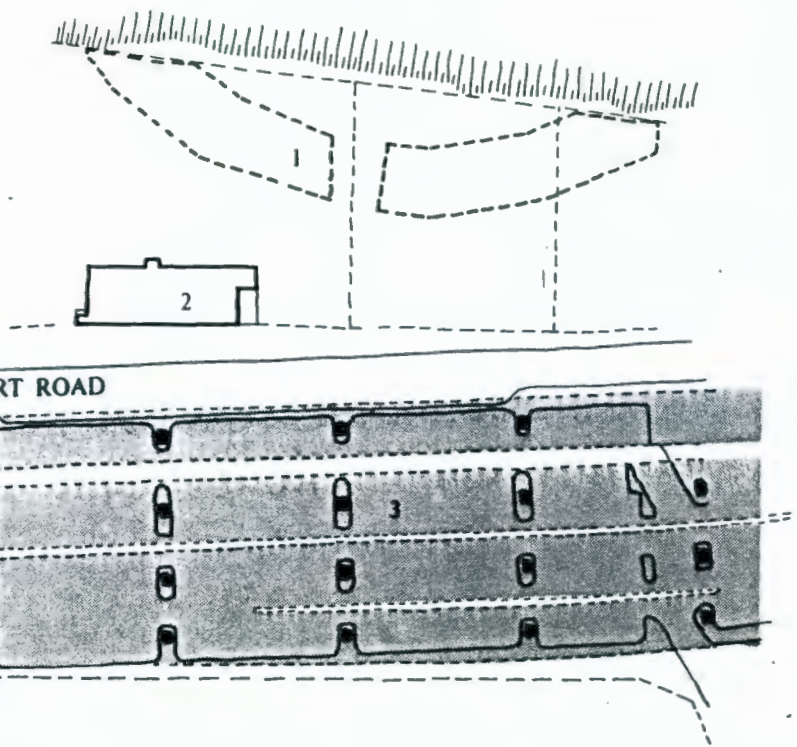


Clock Tower, Alfred Basin. From a collection of glass negatives, Jagger Library, U.C.T.
(see catalogue no 72.1)



Cape Provincial Institute of Architects 33 Church Street Cape Town 8001

7



Port Road AMSTERDAM BATTERY

erf : 192
 prop. ref. : WB 17B 99
 inspected : September 1982
 record : CA (E8138), c1880 and Pocock c1884
 (among others) show the full extent of the
 battery
 Thom c1895—"Built 1781—remodelled
 1892"
 The State, February 1910—Article by
 J H R De Smidt, "The Amsterdam Bat-
 tery"

The "Amsterdam" or "Water Castle" battery, built c1781 and remodelled in 1892, was one of the larger landmarks in a chain of coastal defence works constructed in the late half of the 18th-century between Rogge Bay and Mouille Point. Dismantling, to accommodate harbour extensions, appears to have started c1905 and today only portions of the heavy bluestone walling survive.
 Construction and historic significance comparable with the Castle bastions.



382.4

7.1

Port Road DEPARTMENT OF TRANSPORT OIL POLLUTION DIVISION

erf : 192
 prop. ref. : WB 17B 100
 inspected : September 1982
 record : 15006, 1925—John Killey for Irvin and
 Johnson Limited

Double storey, loadbearing red facebrick warehouse. Raking parapets to 3-bay gable ends, 8-bay side elevations. Timber trusses, steel roof sheeting, timber warehouse floor construction, steel stanchions and mid-span beam, industrial steel windows, painted concrete lintels, triangular timber louvred gable vents, sliding timber doors to north face.



422.5

7.2

Western Boulevard Freeway and Parking Area

erfen : 9569, 9570, 179, 180, 195, 175, 163
 prop. ref. : WB 18C 2, 9, 6
 inspected : September 1982
 record : 1974—Van Niekerk, Kleyn & Edwards for
 City Engineer's Department

Portion of Foreshore Freeway scheme. Construction of this phase ended in late 1974. Parking area completed in early 1975.



632.6

7.3

Russell

Use of Chavagnes battery during 1840
Smallpox epidemic

144

A HISTORY OF MEDICINE IN SOUTH AFRICA

He should be remembered principally for creating a practice which was subsequently blessed with a distinguished professional succession (see page 328).

The *Lady Feversham* and the *William Bentinck* incidents were only the prelude to more serious outbreaks of disease in the town: measles in 1839 and smallpox in 1840. In February, 1839 Dr. Louis Liesching as President of the Colonial Medical Committee anxiously informed the Governor that the Committee, the Officer of Health and the Garrison Medical Officer all believed that the cutaneous disease sweeping the town was measles 'in a mild and modified form'^{46,47}. On Dr. Liesching's suggestion (which the Governor repeated as his own) the town was divided into wards with a medical practitioner and two ward masters in charge of each to succour the poor, to notify new cases and to enforce disinfection. For this purpose the Government provided chloride of lime, vinegar and medicines from Polemann and Company and set aside part of the old Slave Lodge as a 'temporary Measles Hospital'. The practitioners and their respective wards were⁴⁸:

- Ward 1. Dr. P. Chiappini: between Strand Street and the Sea, bounded by the Jetty and Loop Street.
- Ward 2. Mr. Surgeon A. Brown (see page 303): from the end of Ward 1 up Strand Street 'to the late place of execution', and between Somerset Road and the Sea.
- Ward 3. Mr. Surgeon Bickersteth: all part of the upper town beyond Buitengracht until crossed by Shortmarket Street.
- Ward 4. Dr. Mader (see page 148): from the end of Ward 3, the rest of the town up to Lion's Head.
- Ward 5. Mr. Surgeon Fraenkel (see page 148): Castle, Hout and Shortmarket Streets, from Heerengracht (now Adderley Street) to Buitengracht.
- Ward 6. Mr. Surgeon Laing: Longmarket, Church and Wale Streets to Buitengracht, including the Hottentot Square.
- Ward 7. Dr. Liesching: Dorp, Pepper, Leeuwen and Bloem Streets.
- Ward 8. Dr. Hiddingh: Keerom, New (now Queen Victoria) Keerom and Orange Streets and Buitencingle.
- Ward 9. Dr. Ahrens: St. John's and Hope Streets, Stal Plein, Roeland and Upper Buitenkant Streets.
- Ward 10. Dr. Fleck: Boom (now Commercial), Plein, Lelie, Barrack, Zieke (now Corporation) and Market Streets, and Caledon Square.
- Ward 11. Dr. Montgomery: the lower part of Buitenkant Street, Irish Town, Constitution Hill, Harrington Street as far as Castle Bridge.
- Ward 12. Mr. Surgeon Bailey: Heerengracht, Keizergracht (now Darling Street), Graave (now Parliament) Street, Church Square and the lower end of Longmarket Street.
- Ward 13. Mr. Surgeon Somervale (later Liesching and Bailey): every street, lane and house between the Castle Ditch and the Upper and Lower Toll.

The Gardens. Mr. Surgeon Abercrombie.

The temporary Hospital: Drs. Pappe and Havinga van Zweel (see page 239).

Burrows, E. H.

Medical Association of South Africa, 1958.

The widespread and serious nature of the outbreak can best be gauged by the figures which Dr. Liesching relayed to the Government⁴⁹:

14th March, 1839: 7,136 cases with 12 deaths
25th March, 1839: 6,655 cases with 51 deaths
8th April, 1839: 8,542 cases with 95 deaths

When the temporary Hospital was closed in mid-May and the epidemic pronounced over, the Colonial Medical Committee estimated that about 15,000 *Kapenaars* had been victims of the measles⁴⁷.

An odd outcome of the 1839 epidemic was the abandonment of measles quarantine for ships. Since the infection seemed to get ashore anyway (as it had done in 1789, 1806 and 1839) and moreover 'the longer it is kept out, the more fatal its consequences', the Medical Committee decided in future to exempt vessels with cases of measles on board from quarantine restrictions⁵⁰. An undoubted beneficial effect of the epidemic was to bolster the rapidly growing *esprit de corps* of the Cape medical profession — a circumstance which stood it (and the community it served) in good stead six months later when the negro slaver *Escorpaio* brought smallpox to the Cape.

The *Escorpaio* had been captured by H.M.S. *Moderate* and escorted as a prize into Simon's Bay⁵¹ where Dr. Thomas Mitchell, the Port Officer of Health, diagnosed cases of smallpox among the slave cargo and immediately reported his findings to the Government. A fortnight later he relented of his diagnosis, stating that he believed the condition to be merely chickenpox⁵²; but by then unmistakable smallpox had broken out among the inmates of the military hospital under Staff Assistant Surgeon John Forrest, M.D. On the 24th of January Drs. Laing and Bailey diagnosed the disease in a coloured domestic servant at Claremont⁵³ and five days later Dr. Liesching himself attended a genuine case. From then on it spread to Wynberg, the Cape Flats and Plumstead, and finally in March assumed epidemic proportions in Cape Town itself. 'The Disease will now soon spread,' Dr. Liesching warned the Colonial Secretary and he again outlined the emergency measures that should be adopted immediately⁵³.

The Government was not disposed to act. Apart from a pathetic query as to the genuineness of the infection at the beginning of February⁵⁴, nothing was done until wild rumours and panic seized the town in mid-April. To an official request for information at that time Dr. Liesching replied that 'the reports regarding the alarming incidence of the disease . . . are true' and he mildly reproved the Government for not acting upon his advice in January⁵⁵. The town required a thorough clean-up, he wrote, and, besides hospitals, legislative authority was needed to deal with the emergency.

Provoked into action by the Medical Committee, the Government instituted measures modelled upon the experience of the measles epidemic of the previous year⁵⁶. The Chavonnes Battery which was opened as the 'Smallpox Branch of the Somerset Hospital' under control of the Surgeon-in-Charge could accommodate eighty-six patients without alterations and 121 if these were carried out. Further hospital accommodation was provided by Dr. Forrest's offer of 200 beds in the old Military Hospital. Disciplined by the measles epidemic, the town's practitioners voluntarily gave their services and each took charge of one of the fourteen wards into which the town was again divided. Wardmasters were appointed and

the 1839 disinfection measures carried out. The power to vaccinate was temporarily extended to all practitioners but the townsmen's request for compulsory vaccination was abruptly refused by the Governor. The Mohammedan priests were approached in order to gain the cooperation of the town's Malays 'in whose crowded dwellings the infection spreads most rapidly'. On grounds of their faith these people were opposed to vaccination and refused point-blank to allow their sick to enter hospital for fear that the bodies of their dead would not be delivered up to them for interment according to their creed and also because the hospital food was not prepared by a Malay cook⁶⁵. At the same time the sewers, markets and streets of the town were subjected to a thorough clean-up by the inhabitants. By the 4th of May when the epidemic had reached its peak (see below), Dr. Liesching could report that the town was 'in a state of cleanliness unprecedented of late' and that confidence had returned to its inhabitants⁶⁷.

The epidemic was now well advanced, and the Medical Committee advised the Governor on the basis of experience that confluent cases should be kept under observation for thirty days and the milder cases for a fortnight before discharge. And in order to relieve both the Chavonnes Battery and the old Military Hospital of their convalescents, a third hospital was recommended

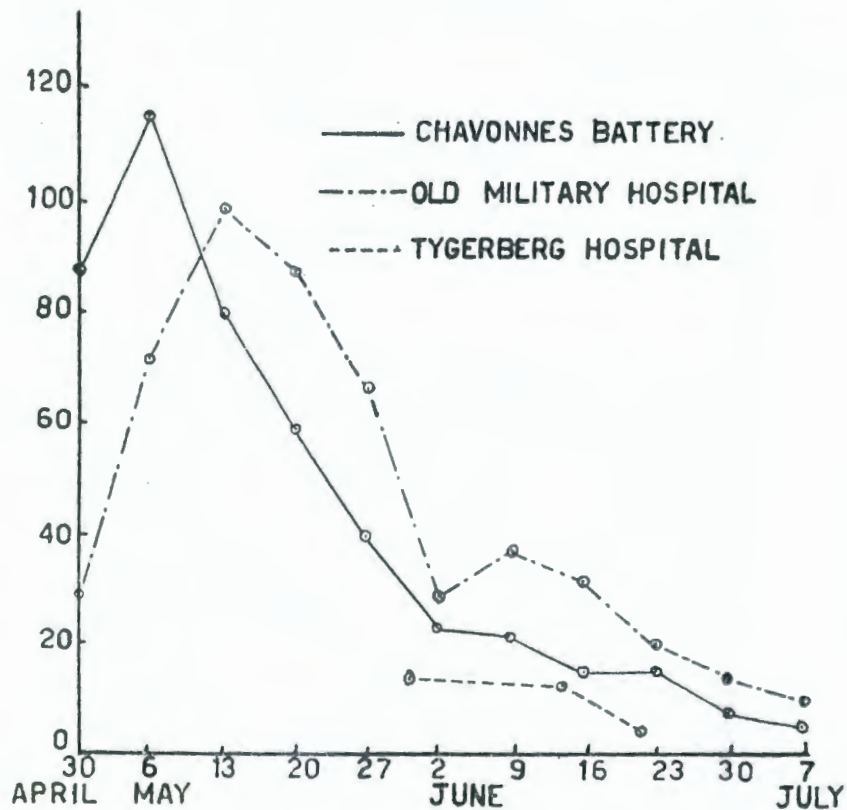


Figure 6 THE SMALLPOX EPIDEMIC OF 1840

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where patients for discharge could be thoroughly disinfected under proper supervision. All infected articles were to be burnt and bodies buried within an hour of death or directly upon daybreak in graves at least four feet deep. The Government had erred badly in January by procrastinating over the Medical Committee's warning and recommendations and Dr. Liesching had now only to make a request for it instantly to be put into effect.

By the beginning of June the epidemic was definitely on the decline and a meeting of practitioners on the 6th reported only about a hundred cases still under treatment⁵⁸, including the fifty patients remaining in the hospitals. The danger was now considered so far past that the power to vaccinate was again vested solely in the Surgeons of the Vaccine Institution. The small Tygerberg lazaretto conducted by Dr. F. L. C. Biccard closed on the 23rd⁵⁹ and the daily reports from the Chavonnes Battery (signed by Dr. Bailey) ceased on the 7th of July⁶⁰; the old Military Hospital remained open until the 21st of August for convalescents⁶¹. Though deaths in the hospitals were negligible, the epidemic wreaked havoc among the Coloured population of Cape Town; in one ward, one out of every fifteen people succumbed, and the over-all mortality was estimated at more than 2,500 persons⁶¹.

The epidemics and the local medical society combined to exert a salutary influence upon the standard of town practice. During the epidemics practitioners had been drawn together as never before and the spirit of mutual cooperation, scientific interest and communal responsibility that was engendered led — as we have seen — to the establishment of a fine medical tradition with the Somerset Hospital as its focal point. Already a large proportion of the regularly qualified practitioners were Cape-born. Of the fifteen 'doctors and surgeons' listed in the 1836 *Cape Almanac*⁶², no less than six were South Africans (marked X) and a seventh, Dr. Louis Liesching, had spent all but the first year of his life at the Cape.

J. Abercrombie	15 Strand Street
S. Bailey	87 Long Street
X A. Berrangé	3 Plein Street
X A. Brown	53 Strand Street
J. Carter	10 Burg Street
X P. Chiappini	8 St. George's Street
X C. Fleck	89 Long Street
S. Fraenkel	2 Market Street
J. Laing	14 Heerengracht
F. L. Liesching	105 Long Street
L. Liesching	105 Long Street
X H. Mader	35 Castle Street
L. Pappe	10 Graave Street
D. Somervale	32 Loop Street
X J. R. Zeederberg	35 Plein Street

Antonie Berrangé, M.D.(Leyden) (1773-1840) was one of the earliest Cape graduates from the Leyden University medical school. He was the son of a Cape *sieketrooster*, the nephew of the Reverend C. Fleck and the brother of the *dominee* of Swellendam, so that his links with the Cape Church were

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 362.

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gg. ³. Walker's *History*, p.
 35 inclusive. ⁵. *South Afri-*
⁹. *CapeTGazette*, v. 19, no.
 or 1843, pp. 291 et 292; for

1846, pp. 209-211. ⁸. Walker's *History*, p. 148. ⁹. Thompson's *Travels*, v. 2, p. 236.
¹⁰. Irwin, W. N. in *Journal of the Royal Army Medical Corps* (1927), v. 46, p. 310. ¹¹.
Cape Argus, 7th of August, 1862. ¹². Walker's *History*, p. 149. ¹³. Kirby's *Smith Diary*
(VRS20), v. 1, p. 17. ¹⁴. CapeAlm for 1826, p. 21. ¹⁵. CapeAlm for 1822, p. 100.
¹⁶. Long's *Goldswain Chronicle* (VRS27), v. 1, p. 30 footnote. He acknowledged receipt of his
appointment as district surgeon on the 18th of February, 1823 from the Grahamstown
Barracks (Professor P. R. Kirby, personal communication). ¹⁷. *CapeTGazette*, v. 20, no.
1034, 4th of November, 1825, Govt. Minute dated 1st of November, 1825; and *CapeT-*
Gazette, v. 20, no. 1035, 11th of November, 1825, Govt. Notice dated 10th of November,
1825. ¹⁸. CapeArch: C0226(79), Arthur to ColSec, 2nd of November, 1825. ¹⁹. Ander-
son, G. E. C. in SAMedJ (1894), v. 1, p. 200. ²⁰. *Dictionary of National Biography*
(1898), v. 53, p. 15. ²¹. Schapera's *Hottentots* (VRS14), p. 78. ²². Hoge's *Personalia*,
p. 60. ²³. Laidler, P. W. in SAMedJ (1938), v. 12, p. 275. ²⁴. *Nederduitsch Zuid-Afri-*
kaansch Tijdschrift (1826), v. 4, pp. 304 et 439; and succeeding volumes. ²⁵. Pappé's
Florae, 3rd edition, preface. ²⁶. *Cape Town Medical Gazette* (1847), v. 1, p. 58. ²⁷.
CapeArch: C0393, ColMedCom to ColSec, 7th of January, 1831. ²⁸. CapeAlm for 1835,
p. 237. ²⁹. CapeAlms for 1833, p. 140; for 1840, p. 274; and for 1844, p. 248. ³⁰. *Het*
Volksblad, 16th of October, 1862. ³¹. CapeAlm for 1860, p. 103. ³². CapeAlm for 1860,
p. 104. ³³. Ritchie's *College*, p. 172. ³⁴. Ritchie's *College*, p. 176 et 185. ³⁵. Leipoldt,
C. L. in SAMedJ (1930), v. 4, p. 427. ³⁶. *Dictionary of National Biography* (1893), v. 35,
p. 204. ³⁷. *The Life and Work of David Livingstone; Guide to the Centenary Exhibition*
Livingstone, N. R. 1955, p. 36. ³⁸. CapeArch: MedCom 2, minutes of 15th of December,
1834. ³⁹. CapeArch: C0447(38-58), ColMedCom to ColSec, of different dates; and Med-
Com 2, minutes of July and August, 1836. ⁴⁰. CapeArch: C0447(38), ColMedCom to Col-
Sec, 4th of July, 1836. ⁴¹. CapeArch: C0447(22), ColMedCom to ColSec, 11th of May,
1836; and MedCom 2, minutes for September, 1836. ⁴². CapeArch: C0447(29), Bailey to
ColSec, 14th of June, 1836. ⁴³. CapeArch: C0469(41a), Drew to ColSec, 10th of June, 1838:
see also C0469(51). ⁴⁴. CapeAlm for 1842, p. 341. ⁴⁵. CapeArch: C0481(10), Liesching
to ColSec, 20th of February, 1839. ⁴⁶. Beck, J. H. M. in SAMedJ (1894), v. 2, p. 144.
⁴⁷. CapeArch: C0481(11 et 12), Liesching to ColSec, 20th and 21st of February, 1839.
⁴⁸. CapeArch: C0481(29 et 52), Liesching to ColSec, of even dates. ⁴⁹. CapeArch: Med-
Com 2, minutes dated August, 1839. ⁵⁰. CapeAlm for 1841, p. 79. ⁵¹. CapeArch:
C0490(9), Liesching to ColSec, 23rd of January, 1840. ⁵². CapeArch: C0490(10),
Liesching to ColSec, 24th of January, 1840. ⁵³. CapeArch: C0490(17), Liesching to Col-
Sec (reply), 4th of February, 1840. ⁵⁴. CapeArch: C0490(34), Liesching to ColSec, 20th
of Worcester (enclosure), 3rd of May, 1853. ⁵⁵. CapeArch: C0427(59), ColMedCom
to ColSec, 20th and 30th of April, and 2nd of May, 1840. ⁵⁶. CapeArch: C0490(44),
Liesching to ColSec, 4th of May, 1840. ⁵⁷. CapeArch: C0490(59), Liesching to ColSec
8th of June, 1840. ⁵⁸. CapeArch: C0469(162), Reports from Biccard, Tygerberg. ⁵⁹.
CapeArch: C0469(160), Reports from Bailey, Somerset Hospital. ⁶⁰. CapeArch: C0490
(101), Forrest to ColSec, 22nd of August, 1840. ⁶¹. CapeArch for 1836, p. 60. ⁶².
Redelinghuys' *Familienaamboek*, p. 27. ⁶³. *Album studiosorum . . . Lugduno Batavae*
1575-1875, Lists; & CapeArch: C074(1), 27th of December, 1815. ⁶⁴. CapeAlms for
1818, p. 75; for 1823, p. 115; for 1830, p. 286; and for 1835, p. 213. ⁶⁵. CapeArch:
C028(7), SupMedCom to ColSec, 9th of February, 1811; also Theal's *Records*, v. 7, p. 491.
⁶⁶. *Cape Argus*, 24th of December, 1867. ⁶⁷. CapeArch: C0427(90), Murray to D'Urban,
19th of August, 1834. ⁶⁸. Rochlin, S. A. in *Jahrbuch der Jüdisch-Literarischen Gesell-*
schaft (1930), p. 2. ⁶⁹. CapeArch: C09(31), SupMedCom to ColSec, 12th of October,
1808. ⁷⁰. CapeAlms for 1810, *Directory*; and for 1816, *Directory*. ⁷¹. CapeAlm for
1840, p. 273. ⁷². Herman's *Jews*, p. 112. ⁷³. *Worcester Advertiser*, 16th of June, 1883.
⁷⁴. Personal Communication from Robert Donaldson, Reference Assistant in the Library
of the University of Edinburgh. ⁷⁵. *Cape Argus*, 22nd of July, 1912; and *Maria Stella ou*
Echange Criminel, Paris, 1848. ⁷⁶. CapeArch: C0427(63), ColMedCom to ColSec, 20th
of October, 1834. ⁷⁷. CapeAlms for 1839, p. 209; and for 1849, p. 215. ⁷⁸. CapeAlm
for 1835, p. 251. ⁷⁹. CapeAlm for 1849, p. 236. ⁸⁰. CapeAlms for 1847, p. 237; for
1853, p. 197; and for 1855, p. 190. ⁸¹. Burrows, E. H. in SAMedJ (1956), v. 30, p. 257.
⁸². *CapeGHGazette*, 30th of January, 1883, GovtNotice 80 of 1883, dated 25th of
January, 1883. ⁸³. Botha, C. G.: *Extract of Marriages at the Cape of Good Hope (1806-*
1821), pp. 2 et 7. ⁸⁴. *CapeGHGazette*, 12th of April, 1870, GovtNotice 117 of 1870,
dated 9th of April, 1870. ⁸⁵. CapeAlm for 1866, p. 226. ⁸⁶. *CapeGHGazette*, 31st of
January, 1890, GovtNotice 109 of 1890, dated 30th of January, 1890. ⁸⁷. Duff Gordon's

DIE VERDEDIGINGSTELSEL AAN DIE KAAP

ONDER DIE

HOLLANDS-OOSINDIESE KOMPANJIE,

(1652-1759.)

1795 ?
(Blykbaar betrek
om te wees)

Deur P. E. ROUX, M.A.



Opgedra aan die gedugtenis van my oorlede Vader, wat in sy leeftyd veel belang gestel het in die Onderwerp, en die Skrywer, deur finansiële ondersteuning as andersins, aangemoedig het tot die publikasie van hierdie werk.

is op dié plek gehou geword, omdat dit naby die landingsplek geleë was, en die water in die grag kon gelei word. Van Leeuberg af kon 'n vyand gemaklik die fort platskiet. Miskien het Van Riebeeck gedink dat die afstand tussen Leeuberg en die vesting te groot was vir 'n kanon van die tyd om enige skade te kan doen. Hierin was hy nie ver verkeerd nie. Nieteenstaande die vertroue deur die Bewindhebbers, so wel as Van Riebeeck, in die fort gestel, was dit tog maar van 'n baie swak gehalte. Dit was van aarde gemaak en daarom nie bestand teen wind en weer en allermens nie teen swaar geskut nie.

Die Bewindhebbers was nou oortuig dat die besit van die Kaap vir hulle 'n kwessie van lewesbelang was. Die "Fort de Goede Hoop" kon nie verhoed dat 'n vreemde moontheid die Kaap verower, en dus Holland se handel benadeel nie. Sedert 1652 word die Kaap druk deur vreemdolinge besoek. Die handel met die inboorlinge en vreemde skepe het aanmerklik toegeneem. Die pakhuis in die "Oude Fort" was te klein geword om al die koopware te bevat, en weens gebrek aan ruimte kon hulle ook nie vergroot word nie;

"en daaren boven wegens die goede situasie en 't groot belang van de plaats, de bezetting moest worden versterkt, ten einde dezelve met de inwoners in staat zoude zijn, om een vijand 't hoofd te bieden zoo maakte men ten eersten eenen overslag, op wat wijs men eene gantsch nieuwe, groter en ruimer vesting bouwen zoude konnen, waaruit men ook de zee beschieten en de haven berrijke konde." (10).

Die Bewindhebbers sou miskien nog geaarsel het om groot onkoste te maak, wat die bou van 'n nuwe vesting noodwendig met hom sou sleep, was dit nie dat in September 1664 tyding van 'n dreierende oorlog met Engeland ontvang geword het. In die oorlog wat volg word die besittings van die Wesindiese Kompanjie in Noord-Amerika en die handelstasies aan die kus van Wes-Afrika aangeval en verower. Die Kaap was, weens sy swak verdedigingswerke, aan dieselfde gevaar blootgestel. Die kanonne kon die skepe by die ankerplek nie bereik nie en die walke van die "Oude Fort" was reeds gedeeltelik ingestort. Dit was absoluut nodig om die Kaap sonder versuim in weerbare staat te plaas.

(10) Kolbe, Op. Cit., II, p. 223.

KASTEEL DE GOEDE HOOP. (11) Die plan (12) deur die Direkteur gekies vir die Kasteel, was 'n reëlmatige vyfhoek bastionfort (13), gebou volgens die Vauban model (14). Die plek uitgesoek vir die vesting was ongeveer 250 meters oos van die Fort van Van Riebeeck. Die 8ste Augustus, 1665, land die kommissaris Isbrand Goske en met advies van die Politieke raad word die bou terrein deur hom aangewys. Grond gelykmaak en uitgrawe van die fundamente duur vyf maande. Op die 2de. Januarie, 1666, word die eerste steen van die Kasteel gele deur die kommandeur, Zacharias Wagenaar, die tweede deur Ds. Johan van Arckel, die derde deur die Sekunde Abraham Gabbema en die vierde deur die Fiskaal Hendrik Lacus (15). Die name van die bastions van die Kasteel was "Buuren," "Leerdam," "Oranje," "Nassau" en "Katzenelleboog." Oranje en Leerdam was hoër dan die ander drie. Dit stel hulle in staat om oor die orige bastions te vuur in die rigting van die see. Meer dan honderd metal- en yster-veldstukke vorm die bewapening van die vyf punte. Aan die sekkant was die Kasteel nie beskerm deur reduite of

(11) v. "A Geographical and Topographical Description of the Cape of Good Hope," I, by O. F. Mentzel, pp. 100—107; "The Cape in Mid—Eighteenth Century," by O. F. Mentzel, p. 148. "Precis.....," Journal, 1662—70, pp. 150, 169—70; Journal, 1671—4, 1676; pp. 206, 281; Theal, Op. Cit., II pp. 141, 239—240, 244—5; Kolbe Op. Cit., pp. 223—4; C. de Jong: "Reise naar de Kaap de Goede Hoop, Ierland en Noorwegen," II, pp. 110—8; Karl Thunberg: "Travels in Europa, Africa and Asia—performed between the years 1770 and 1779," I, p. 106. (12) Kaart (K.A.) No. M. 60. Kaart No. II (B).

(13) Die Bastion forte was in swang in Europa gedurende die tydperk (1550—1870). Die diepte van fort stel die verdedigers in staat om 'n kruisvuur in alle rigtings tot op 500 meters afstand doeltreffend te maak. Met die Frans—Duitse Oorlog in 1870 kry die soort forte die nekslag. (Notes on Fortifications," deur R. B. Ward, p. 8).

(14) Vauban (1633—1707) was 'n beroemde Franse veldmaarskalk en vestingboukundige in die tyd van Lodewyk XIV. By die Vrede van Nymegen in 1678 word 'n aantal forte aan Frankryk toegeken. Die taak om hulle te herbou en te verbeter is toe aan Vauban opgedra. Sy roem het hy veral verwerf met sy uitstekende metode van aanval op versterkte plekke. Hy was ook die eerste om gewere van bajonette te voorsten.

(15) Riebeeck's J., 1662—1670, p. 150.

rawelyne nie. Dit was miskien nie nodig nie, omdat die Baai aan die kus vol rotse is, wat net uitsteek of onder die oppervlakte aangetref word. In die omtrek van die Kasteel was daar net 800 tree, waar 'n landing met Klein bootjies onderneem kon word. Die baie rotse maak dit onmoontlik vir skepe om die Kasteel te nader met die doel om dit te bombardeer. Die mure was van 'n goeie hoogte en van sandsteen gebou. Die geskut was geplaas op so 'n wyse dat dit sowel die omliggende land as die see kon bestryk. Binne die mure was die pakhuis, kasernes, goewerneur se woning, die raadsaal en ander geboue.

Die oprig van die Kasteel was 'n baie langsame proses geweest. Ag lange jare se arbeid was daaraan bestee alvorens dit so ver gevorder was dat die garnisoen kon intrek neem. Isbrand Goske het hom verdienstelik gemaak deur die werk aan die Kasteel met alle krag voort te sit. Deur hom word die "Fort de Goede Hoop" in 1674 afgebreek na dat dit vir 22 jare goeie dienste verrig het.

Waar dit betref die maak van vestingwerke aan die Kaap, het Europese toestande gedurig 'n aanmerklike invloed uitgeoefen. So lank as daar vrede in Europa heers, word die bou van fortifikasies op die lange baan geskuif; wanneer, aan die ander kant, oorlog uitbreek probeer die Bewindhebbers die verlore tyd goed te maak. In 1667 kom die tyding van De Ruyter se segetog na die Theems. Almal dink dat dit nou vergoed gedaan was met Engeland en seeheerskappy. Onmiddellik word die werk aan die Kasteel gestaak en die soldate na Batavia gestuur (16). In 1672 breek weer oorlog uit. Daar bestaan vrees dat 'n Franse eskader 'n aanval op die Kaap sou maak; daarom word die werk andermaal hervat. Die vesting word nog nie as sterk genoeg beskou nie. Op aandrang van goewerneur Bax word in 1677 'n begin gemaak met die uitgrawe van 'n grag rondom die vesting. Hierin, ter beter verdediging, kon die water in tyd van gevaar geleidelik word. In 1678 word vrede gemaak met Frankryk en aan die Kaap gevier met algehele stopset van verdedigingsmaatreëls.

Gelurende die regering van die Van der Stels is 'n paar nuttige verbeterings aan die Kasteel aangebring. Op bevel van Kommissaris van Rheede tot Drakenstein word 'n dwarsmuur gebou, en op bevel van Kommissaris de

(16) Theal, op. cit., II, p. 166.

Wilde in 1708 'n rawelyne voor die poort opgewerp. Die rawelyne was voorsien van 'n paar kanonne bedoel om die troepe te beskerm as hul uit die retranchement na die Kasteel retireer. Selfs na al die veranderings en verbeterings van tyd tot tyd tot stand gebring, was nooit 'n werk met so baie afbrekende kritiek bejeën geword as die "Kasteel de Goede Hoop" nie.

Kolbe twyfel daar sterk aan of die nuwe vesting stewiger gebou en beter geleë is dan Van Riebeeck se Ou Fort, wat daarvoor moes plek maak. Die gebou is haastig opgetrek en Kolbe spreek die mening uit:

"dat men zich billijk verwonderen moet, aangezien dat men bij 't afschieten van des stukken kapons dikwijls beducht is, dat er een brok van een zeker bolwerk om ver vallen, en 't daveren niet uithouden zal, doordien de klippen en stenen zoo slecht in malkanderen gevoegt is, dat men wijl er weinig kalk en leem op aarde toe gebruikt is, op vele plaatzen een stok zoo diep daar tusschen in kan steken, als hy lang is" (17).

Sir John Barrow maak melding van die feit dat, hoewel die Kasteel die vlek en die ankerplek beheers, dit op sy beurt beheers word deur die helling van Duiwelskop (18). Die swak punt is later deur generaal Craig ingesien, en om dit te verhelp het hy batterye en blokhuis laat oprig tot aan die steilte van gemekte berg.

Louis van Assenburg, in 'n brief aan die Here XVII, beveel aan dat die landmiliesie op goeie voet moet gehou word, want as die vyand geland het, sal die taak op hulle skouers moet rus om die voorrade af te sny en dan 'n aanval te maak. Dit sou beter

".....moet geoordeelt worden voor de behoudonissse van dese plaatse in sulc een geval als alle de groote kosten, die een houwaare fortificatie van dit Casteel soude na sig sloopen" (19).

P. G. Noodt rapporteer in 1722 dat hy kans sien om die Kasteel binne 24 uur te verower (20).

(17) Kolbe, Op. Cit., II, pp. 223-4.

(18) Sir John Barrow: "Travels into the Interior of Southern Africa," II, pp. 224 et seq.

(19) "Rapporten der Commissarissen," (K. A.), 1657-1764. (Van Imhoff se rapport, 1743).

(20) Bylagen, 1722 (K. A.), p. 530.

Selfs die kommissarisse, wat van tyd tot tyd rapport oor die Kaap moes uitbring, het nie altyd 'n gunstige opinie oor die Kasteel daarop na gehou nie. So beweer Kommissaris van Goens (Jr.) in sy memorie aan Simon van der Stel dat hy liewers nie van die Kasteel sal melding maak nie, daar die fout nou eenmaal begaan is en onherstelbaar lyk (21).

Ook die rapport van Kolonel P. H. Gilquin en L. M. Thibault was nie al te vlelend vir die hoofvesting van die Goewerment nie. Die aardewerk, sê hulle, is swak en aan gedurige reparasies onderhewig. Die vorige palissades moet voortdurend deur nuwes vervang, en die watergragte uitgediep word. By konstruksie het die Kasteel aan sy doel beantwoord ".....doch zoude thans niet lang teegens eenen magtigen "Wel gedisciplineerde Europeeschen vyand konnen resisteer: zoo wegens deszelfs onderwetsche en nadeelige constructie, als omdat het te klein en door den voet des Duyvelsbergs gedomineerd is (22).

Dit blyk dus heel duidelik dat die Kasteel die Goede Hoop as 'n bolwerk teen vreemde moonthede nie juis hoog aangeskrywe gestaan het nie. Die enorme uitgawe aan die vesting ten koste gelê sou wollig beter bestee gewees het as op strategiese punte, in Baai Vals en elders, eenvoudige batterye en forte opgerig geword is. Die Kasteel en ook Van Riebeeck se Fort het heeltamal te laag gelê om van enige militêre waarde te wees. Duiwelskop en Leeuwig het die ligging van die vestings beheers deur hulle hoër en meer strategiese terrein. Die redes vir die

(21) Wilmot and Chase: "History of the Cape of Good Hope," pp. 82—3.

(22) Resolusien 1792 (K. A.)—Rapport van Kolonel P. H. Gilquin en L. M. Thibault.

NOTA:—Selfs 'n kanonnier het dit gewaag om sy mening oor die Kasteel lug te gee. Hy sê dat, as die Franse inbesit kom van die helling van Duiwelskop, hulle instaat sou wees die garnisoen uit die vesting te skiet. Toe die goewerneur dit vernem laat hy die kanonnier vang en voor die Raad bring. Hy word gelas twee van die beste kanonne te neem en op gemelde hoogte te plaas. Van hier moes hy probeer 'n koeël in die Kasteel werp; geluk dit hom dan sou hy van alle straf vry wees. Die proef word geneem maar die Kasteel bly onbeskadig. Hy word toe verplig hom self tot 'n sot te verklaar en boonop beboet om die koste van die verwydering van die kanonne te dek. (Theal, Op. Cit. II, pp. 193—4).

oprigting van die Kasteel op die plek, waar ons dit vandag aantref, vind ons in die volgende feite: Die water hier kon gemaklik in die grag om die vesting geleë word; die ankerplek kon beter van hier beheers word dan van uit enige ander punt; die geskut van Duiwelskop of Leeuwig sou vyandige skepe nie kan verhinder om ongehinderd die ankerplek te bereik nie. In elk geval, die bou van die Kasteel met enorme onkoste, toe die Kompanjie reeds ten val begin te neig, is aan ernstige kritiek onderhewig. Die beste bewys dat selfs die Bewindhebbers nie te hoë waarde aan die vesting geheg het nie, is die oprigting van tyd tot tyd van 'n reeks kleiner forte en batterye aan die kus van Tafelbaai. Dis duidelik dat die Kaap verlore sou wees indien die Kasteel van die landsy aangeval word.

CHAVONNES OF GROOTE BATTERY (23). Die hoeksteen van die battery is gelê op 20 Februarie 1715, maar dit het toe die naam "Mauritius" gedra. Dis gebou naby die kus aan die voet van "Leeuwenbil" waar die "Breekwater" tans in die see skiet. Dit was so geleë dat aan skepe wat die baai binneeil groot hindernis en selfs skade kon berokken word. Verder kon dit geankerde skepe met die regterflank enfileer. Die Battery was uiters geskik om skepe te beskiet wat die Baai binneeil. Dit was op rotse en die 16 kanonne, waarmee dit bewapen was, kon laag op die water skiet en daarom haas onmoontlik die doelwit mis. Gate deur die koeëls veroorsaak sou baie gevaarlik wees, want hulle is natuurlik naby die waterlyn van die skip. Troepe, wat aan die landsy aanval, sou hier min teenstand ontmoet, daar die meeste kanonne slegs na die see-kant in die werk gestel kon word (24). Die battery was in 1726 voltooi gewoes, maar in die tyd van Van de Graaff is dit vernut en met twee vleuels voorsien. Kort voor die vertrek van gemelde goewerneur is allo arbeid daaraan gestaak geword. In die rapport van Gilquin en Thibault word dit beskrywe as 'n "aanzienlyk en welgeplaatste werk," wat die moeite werd is om heeltamal te voltooi (25). Die battery bly een van die verdedigingswer-

(23) Kaart, No. I. (T). Theal, op. Cit., II, p. 441; Resolusien (K.A.) 16 Nov. 1779; Mentzel, Op. Cit., pp. 148—149; Mentzel (Description of...), p. 106.

(24) Capt. R. Percival: "An Account of the Cape of Good Hope," p. 105.

(25) Resolusien 1792—Rapport van Kol. Gilquin en Thibault (K.A.).

ke van die Kaap tot 1860 toe dit afgebreek is om plek te maak vir hawe doeleindes (26).

Gedurende die tydperk 1726—40 heers daar betreklike vrede in Europa. Daar was g'n vrees vir 'n aanval op die Kaap nie en gevolglik word weinig tyd en geld aan die bou van fortifikasies bestee. Toe ogter in 1740 andermaal die oorlogswolke oor Europa saampak, is opnuut 'n begin gemaak met die versterking van verdedigingswerke. Om die Kaap teen aanvalle van vreemde moonthede te beveilig was net die Kasteel, Chavonnes Battery en 'n paar klein skansies langs die kus aanwesig. Die sandrige kus van Tafelbaai lewer orals geskikte landingsplekke op; daar was dus groot behoefte aan meer uitgebreide verdedigingsmaatreëls.

DE ZEELINIE. (27). Om die kus beter teen 'n vyandige aanval te verseker word in 1741 besluit 'n lienie langs die strand op te werp—

“daer het zand yndigt en den vasten grond begind, met een behoorlyke borstweering voorsien, te doen opwerpen van het schansjes geleegen na de strand der Soute Rivier tot by den waterloop agter het Kasteel ten eynde de militie en burgery die aan het voorm; strant soude moeten ageeren daar agter te kunnen bergen en bevryd te stellen voor het geschut; als zynde dat de enigste plaats alwaer een vyand met de minste incommoditeit soude kunnen landen en van agter welke retranchement, voornamentlyk waanneer het selve insge-

(26) Theal: “The Story of South Africa told in 800 Pictures.” p. 56.

(27) Die Seelienie behoort tot die onafgebroke veldfortifikasielienies.

In vroeër tye is hulle baie gebruik, maar op die huidige dag word hulle selde aangetref. Die werke verg veel arbeid om in goeie staat van verdediging te bring; verder, wêns sy uitgestrektheid met vooruitspringende punte, het 'n lienie van die aard baie manskappe nodig om by 'n vyandelike aanval van nut te wees. Wanneer op één plek deurbreek, kan so'n lienie nie langer verdedig word nie, en moet dan as verlore beskou word. Die onafgebroke lienies is veral nuttig tussen twee heuwels, by 'n nou pad tussen moerasse, of op 'n landengte; d.w.s. orals, waar 'n flankerbeweging onmoontlik is, kan die lienies goeie diens doen. (Major Knollys: “Field Fortifications.” p. 46.) “Rapporten der Commissarissen” (K.A.)—(1657—1764). Theal, Op. Cit., III, pp. 10—11.

lyx met geschut wierde geplant, een kragtige teenweer soude kunnen geschieden” (28).

Die Lienie is eers drie jaar later gebou om “Fort de Knokke” met die Kasteel te verbind. Dit word verdedig deur die batterye “Tulbagh” (K), “Charlotte” (L), “Helena” (M) en “Elizabeth” (N). (29).

Agter die Lienie was daar 'n paar kruitmagasyns en ook 'n lang ry platdak geboue. Tydens die vierde Engelse Oorlog word die Seelienie aanmerklik verbeter. As 'n verbinding tussen die Kasteel en Fort de Knokke was dit geskik om met sy vier batterye vyandige skepe afbreek te doen.

Gilquin en Thibault rapporteer in 1792 dat die werk in goeie orde onderhou is. (30). Dit bestaan geheel uit aarde en messelwerk, wat soms baie reparasies nodig maak. As skepe na genoeg aan die strand kom, sou die batterye hulle skade kon aandoen. Daar die ankerplek egter ver van die kus was, kon die kanonne die skepe nie met hulle koeëls bereik nie. Op die Lienie is dus nie so baie geskut geplant as op ander batterye nie. Die grootste diens wat die Lienie kon doen was om die versterkings vir die garnisoen, hetsy burgers of ander troepe, teen vyandelike geskut te beskerm. Die troepe hier in gereedheid gehou kon dan na goedynde gebruik word waar hulle die meeste nodig mog wees. Verder moes die Lienie dien om die verbinding tussen Fort de Knokke en die Kasteel te bewerkstellig; hierin lê dan ook die grootste verdienste van die Seelienie. Die soort lienies was ongetwyfeld goedkoper dan die vestings, wat met groot koste opgerig is; maar, aan die ander kant, het hulle baie manskappe van node gehad om behoorlik te kon vordedig word, en wanneer op één punt verbreek, was hulle absoluut nutteloos.

FORT DE KNOKKE (31). Die hoeksteen van Fort de Knokke is gelê op 24 Oktober, 1743. Die fort vorm die uiter-

(28) Resolusien (K.A.), 21 Maart, 1741: Sien verder: Rapport van Van Imhoff, 2. 69—70.

(29) Kaart No. 1. K.L.M.N.
NOTA:—Theal praat van “Swellingrebel” as tussen die Kasteel en die Soute Rivier geleë. Theal, Op. Cit., III, p. 11. Hy bedoel seker “Charlotte,” want Swellingrebel is die ou naam van “Battery Amsterdam.”

(30) Resolusien 1792. (K.A.).
(31) Kaart No. I. (I). Theal, Op. Cit., P. II.; Barrow, Op. Cit., II, p. 226.

ste punt van die Seelienie en dien om gemeinde Lienie af te sny of te bepaal. Fort de Knokke is gebou op die "Ster Model" (Kaart No. II. C.), is voorsien van vier punte en omring van 'n grag. Dis byna geheel van aarde en messelwerk gemaak en is gedurig aan reparasies onderhewig. Gilquin en Thibault het nie 'n gunstige rapport oor Fort de Knokke uitgebring nie. Hulle baskou die werk as van 'n baie geringe waarde. "Dit werk kan eerder gezegd worden tot de

"veldschansen en dus tot de passagere, dan wel tot de permanente Fortification te behooren en moet van wegens zyne defecteuse constructie als een zwakke post geconsidereert werden" (32).

Ook Sluysken het die fort baskou as van 'n gebrekkige gehalte, sowel weens sy vorm (ster) as weens sy stomp hoek. Fort de Knokke was na sy mening nutteloos vir verdediging, daar die vyand tot aan die rand van die grag kon kom sonder dat hy 'n kanonskot behoef te vrees.

"vormits zyn uitspringende hoeken met schilde huisjes bezet zijn en zyn schietgaten rechtstreeks en zonder enige schuinste gestoken zyn" (33).

Fort de Knokke is nog te sien naby die troinspoor tussen Woodstock en Kaapstad.

Die IMHOFF BATTERY, ook genoem "COUVRE FACE IMHOFF" (34). Die hoeksteen is gelê op 23 Nov. 1744. Die battery moes help om die gesig van die Kasteel van die seekant te dek en te beskerm; tegelykertyd vorm dit 'n aanknopingspunt vir die Seelienie. Die Couvre face se werk is verder om die hele voorkant van die Seelienie te kommandeer, en alle aanvalle van die rigting met geskut af te slaan. Met die linker face word die ankerplek bestryk en daarom was die swaarste kanonne daar geplaas. Kanonne word hier geplaas in Julie 1745. Die battery word in 1896 weggeruim om plek te maak vir spoorwegaanbou.

Veel was reeds gedoen om die Kaap teen vreemde moonthede te beskerm, en tog was daar nog baie strategiese punte wat versterk kon word. Net 'n oorlog was

(32). Resolusien 1792.—Rapport van Gilquin en Thibault. (K. A.).

(33). "Brieven en Papieren van A. Sluysken aan de Gecommitteerden," I. (K.A.).

(34). Theal, Op. Cit., III, p. II.

nodig om andermaal as spoorslag te dien tot die bou van vestingwerke. Die tydstop breek aan toe Holland gedurende die Amerikaanse Vryheidsoorlog sy lot met die Engelse Kolonies en Frankryk inwerp en aan Engeland die oorlog verklaar. Franse troepe en ingenieurs word deur die Franse vloot onder admiraal de Suffren na die Kaap verskeep ten einde die belangrike plek in die besit van Holland te verseker. Die Engelse ekspedisie, wat uitgestuur was om die Kaap te verower, moes van sy plan afsien daar die teenwoordigheid van die Franse troepe en vloot dit onmoontlik gemaak het.

DE FRANSCHER LINIE OF RETRANCHEMENT. (35). Toe Admiraal de Suffren in 1782 hier arriveer laat hy dadelik die manskappe van sy vloot, onder bevel van Kolonel de Conway, 'n "retranchement" opwerp tussen Fort de Knokke en Duiwelskop. Die "Nieuwe Retranchement," soos dit ook soms genoem word, is later voltooi met behulp van die Hollandse garnisoen aan die Kaap. Die Franse Lienie van soot en aarde het gestrek tot by "Zonnebloem," die naam van die heer Munnik se plaas (36). Die Lienie moes dien om Kaapstad teen 'n vyand, wat van die kant van Simonsbaai oor Muizenberg en Wynberg opruk, te verdedig. Dis buite reparasie gelaat weens die groot koste van onderhoud en sy geringe belang (37). Die Lienie, wat inderhaas opgewerp is, loop nie hoog genoeg langs die helling van Duiwelskop op nie, en kon dus maklik geflankeer word. Generaal Craig, die aanvoerder van die Britse troepe in 1795, was goed bekend met die toestand van die Kaapse verdedigingswerke en het die plan gehad so'n flankerbeweging te maak indien die Hollandse troepe hier sou posiesie inneem. Generaal Craig het tydens sy bewind aan die Kaap die swak puntj in die Franse Linie herstel deur die bou van 'n paar forte tot aan die steilte van die Berg (38). Volgens die opinie van deskundiges kon die Lienie met verlies van 'n paar man maklik geforseer word, omdat 'n kruisvuur van die

(35). Kaart No. I. Z.Z.Z. Theal, Op. Cit., III, pp. 164, 173, 190; Wilmot and Chase, Op. Cit., p. 185;

Nota 1: De Conway was 'n Ier in diens van die Franse.

(36). Kaart No. I. Z... 15.

(37). Resolusien 1792—Rapport van Gilquin en Thibault.

(38). John Barrow, Op. Cit., II, pp. 224—37.

Nota 2: Die ruigte van Craig se batterye is nog te sien aan die helling van Duiwelskop.

Kasteel slegs tot op 3000 jaarts afstand doeltreffend kon wees; die hele Lienie was dus nie binne bereik van die kanonne nie.

PROJECT RETRANCHEMENT. (39). Die lienie, tussen die Kasteel en Duiwelskop, was ontwerp deur 'n brigada Franse ingenieurs wat op hulle weg na die Ooste aan die Kaap vertoef het. In 1789 was daar nog net die twee bastions "Coehoorn" en "Gordon," gereed. "Coehoorn" (40) is deur goewerneur Van der Graaff aangelê; dit bestryk die vlakte tussen die Kasteel en die Franse Lienie, en sodoende kan dit die nadering van 'n vyand van die oostekant baie bemoeilik. Op bevel van Van der Graaff, kort voor sy vertrek, is die werk gestaak. Battery "Gordon" (41) lê 'n bietjie hoër op dan "Coehoorn." Dis in die haas gemaak gedurende die oorlog van 1781-4 en sedert die tyd is dit buite onderhoud gelaat. Deur dié Lienie is die Kasteel enigszins "respectabeler" gemaak. In die bastions was nie groot vertroue te stel nie, daar goeie infanterie, wat met die posisie bekend is, bokant die regterflank kon deurbreek om dan die Kasteel met kanonvuur tot oorgawe te dwing. Die "retranchement" is nooit heeltemal voltooi geword nie.

Die verskillende Lienies was nodig geag omdat, soos reeds vermeld, die Kasteel baie laag gelê het, en omdat die vyand buite bereik van die Kasteel se kanonne kon opruk van die oostekant en Kaapstad verower. Die Lienies het nie hoog genoeg gestrek langs die helling van Duiwelskop en kon derhalwe nie van groot militêre waarde beskou word nie.

"INTERMEDIARE" BATTERY (42) en die "NIEUWE BAT-

(39). Kaart No. I. 13. 13. 13.

"Memorie aan Zyne Hoogheid van de Militaire Commissie, 25 Sept. 1789—en Brieven en Rapporten van de Militaire Commissie 1790." (K.A.).

(40). "Coehoorn" Is genoem na 'n Hollandse soldaat en ingenieur met die naam (1641—1704). Coehoorn is die oprigter van baie Hollandse forte in sy tyd. Hy is die uitvinder van klein mortiere, "Coehoorns" genoem.

Resolusien 1792. Rapport van Gilquin en Thibault. (K.A.).

(41). "Gordon" is genoem na Kolonel Gordon, die hoof van die Artillerie aan die Kaap.

Resolusien 1792—Op. Cit. (K.A.).

(42). Kaart, No. I, (H); Resolusien 1792—Op. Cit. (K.A.).

tery" (43). Tafelbaai is uitgestrek. Die Kasteel, Chavonnes Battery en Fort de Knokke was nie voldoende om 'n vyandelike landing te voorkom nie. 'n Swak punt in die verdediging van Tafelbaai se kus was ongetwyfeld die feit dat ten ooste van Fort de Knokke g'n batterye opgerig was nie. Om hierin voorsiening te maak word nog twee batterye opgestel tussen Fort de Knokke en Soute Rivier, t.w. "Intermediare Battery" en "Nieuwe Battery." Die twee Batterye, van naarde gemaak, behoort tot die tydelike fortifikasies en is in 1782 haastig opgewerp. Die doel was om die strande in die omtrek van Soute Rivier met kanonne te bestryk en 'n vyandelike landing te voorkom. Die batterye is deur Van der Graaff beskou as te ver van Kaapstad geleë om behoorlik verdedig te kan word. Die batterye is ook deur hom buite reparasies gelaat en die geskut op ander plekke opgestel. In die omtrek, waar vroeër die vestingwerke gestaan het, is later die teenwoordige "Craig Battery" gebou.

BATTERY AMSTERDAM. (44). Voordat die groot verbeterings aangebring is het die battery die naam gedra van "Swellengrebel" en "s Heeren Hendriks Kinderen" (45). Aan die westekant van die Kasteel was Chavonnes Battery te swak om 'n vyand baie afbreuk te kan doen of hom in die see te beskiet. Derhalwe word dit noodsaaklik geag hier vestingwerke in die lewe te roep. Van die forte in hierdie omtrek was Amsterdam Battery die vernaamste. Die plan is deur die luitenant-kolonel van die Genie, P. H. Gilquin, opgetrek; tussen die jare 1784 en 1786 is die battery voltooi geword. Van der Graaff vind die plan gebrekkig; daar dit amper gereed was, moes hy dit voltooi. "Amsterdam" is stewig gebou van naarde en meselwerk. Dit kon 200 soldate bevat en binne die mure was ook magasyns en kasernes. Aan die land se kant was dit veral goed verdedig. Die vesting is geleë net agter die goeie ankerplek, die huidige Kaapse dokke. Die doel was om skepe wat hier kom anker te beskiet. Verder moes dit dien om die kleiner forte en batterye links en regs deur sy geskut te beskerm teen naderende vaartuie.

(43). Kaart, No. I, (G); Loc. Cit.

(44). Kaart No. I. (S). Attestasien, 1779 (K.A.). Theal, Op. Cit., III, p. 173; Theal: Story of South Africa, told in 800 Pictures, p. 59; Wilmot and Chase, Op. Cit., p. 185; De Jong, Op. Cit., p. 210.

(45). Kaart, No. I, (G); ibid.

Gilquin en Thibault rapporteer in 1792 dat die onderhoud van gemelde vesting nie kosbaar is nie, en dat vereers dit net die aarde en sooiwerk is, wat enige reparasie van node het. Battery Amsterdam is weggeruim sodert die stigting van die Unie van Suid-Afrika om plek te maak vir 'n hawe en spoorwegdoeleindes.

BATTERYE AAN DIE ROGGEBAAI. Daar is hier twee batterye, die "Laage Battery," (Q) en die "Hooge Battery" (R). Hulle is deur die Franse opgewerp en deur Van de Graaff voltooi. Die doel met die batterye was eweëns om die ander plek te bestryk en die nadering van vyandige skepe te belet. Deur middel van hulle regterflank kon die batterye 'n kruisvuur met die linkerflank van Battery Imhoff verkry. Sodoende kon die sentrum van die strand tussen die Kasteel en Roggebaai beveilig word. Die batterye aan die Roggebaai is gemaak van aarde en messelwerk (47).

DIE MOUILLE BATTERY. (48). Die battery behoort ook tot die "passagere" of tydelike batterye en is gemaak hier in 1783. Dit bestaan heeltemal uit aardewerk. 'n Battery is hier nodig geag geword omdat dit dikwels gebeur dat skepe, op weg na die ankerplek, hier met stiltes in die see te kamps kry, waardeur hulle in weerlose toestand kom te verkeer. Sulke skepe sou dan indien vyandig, blootgestel lê aan die kanonvuur van die Mouille Battery.

HEINE BATTERY. (49). Die battery is opgerig in 1779 aan die Drie-Anker-Baai. Drie ankers is ook in die inham gevestig om 'n vyandelike landing te voorkom. Die battery was van geringe waarde en 'n paar vyandelike skote sou die garnisoen hier kan uitdrywe. Dit blyk of aan die Baai vroeër 'n battery was met die naam "Kleyne Battery" (50).

FRANSCH REFRANCHIEMENT AAN DE KERKHOVEN. (51). Die "retranchement" is opgerig deur die Franse troepe in 1782. Tussen die Klipkuilen en die Kerkhoven is dit

(46). Kaart No. I. O.R. Theal, Op. Cit., III, p. 173.

(47). Resolusien 1792—Op. Cit. (K.A.).

(48). Kaart No. I, U; Resolusien 1792—Op. Cit. (K.A.).

(49). Kaart No. I., V; Barrow, Op. Cit., II, pp. 227, 234.

(50). Resolusien, I Des. 1742; 5 Maart 1742 (K.A.). Thunberg: "Travels in Europe, Africa and Asia, performed between the years 1770 and 1779." I, p. 121.

(51). Kaart, No. I., Y. Res. 1792, Op. Cit. (K.A.).

haastig opgewerp. Sedert die tyd is dit buite onderhoud gelaat en as gevolg heeltemal vervalle. Die Franse is ook verantwoordelik vir die daarstel van 'n paar ander batterye (Kaart No. I, 14, 14.)

Hoewel die Tafelbaai ongetwyfeld goed verdedig was deur die verskillende forte, batterye, lienies en skanse, het dit alles niks gebaat nie, as die vyand ongehinderd aan die orige baaie langs die Skiereiland kon land om dan die vestingwerke in die rug aan te val en te oorrumpel. Na verloop van tyd het die Bewindhebbers ingesien dat dit noodsaaklik is om die Kaapse Skiereiland ook op ander plokke teen aanvalle te verseker. Die strand was oor die algemeen ongeskik en gevaarlik vir die landing van troepe. Dit was veral die geval aan die weskus van die Skiereiland waar die see in die reël stormagtig is. Tog moes die Bewindhebbers vir alle gebeurlikhede gereed wees en die moontlike landingsplekke op die een of ander wyse versterk.

BAAI VAN KAMPS. (52). In 1782 het die Franse hier 'n "retranchement" opgewerp vir verdediging van die Baai. Sluysken het 'n klein battery opgerig waardeur die Baai, sowel as die paaie wat na Kaapstad lei, bestryk kon word. Op die uiterste hoek van Baai van Van Kamps het Sluysken 'n paar stukke geskut laat opstel. Die Bewindhebbers het nie baie koste aan die verdediging van die plek bestee nie, want hoë en aanhoudende branders maak 'n landing in die geweste haas onmoontlik. Die militêre pos in die Kloof moes dien as 'n steun en hulp vir die geskut aan die Baai van Van Kamps. As dit nie so moeilik vir 'n vyand was om hier te land nie, sou die stad van uit die Baai op sy swakste punt bedreig geword het; wanneer in besit van Leeuberg, kon die vyandige geskut byna al die vestingwerke aan die Tafelbaai bestryk en tot swye bring.

BATTERY IN DE CLOOF. (53). Die doel van die Battery was om die pad wat na Kaapstad lei te beveilig. Daar was maar min kans vir 'n vyandige aanval van die kant van Baai van Van Kamps en Hout Baai; daarom was vir 'n lang tyd g'n verdedigingswerk in die "Cloof" tus-

(52). Kaart, No. I, X; Sluysken: "Brieven en Papieren ens." I, (K.A.). Barrow: Op. Cit., II, p. 227.

(53). Kaart, No. I. W. Sluysken: "Brieven en Papieren ens." I, (K.A.). Resolusien 1792—Op. Cit. (K.A.).

sen Leeukop en Tafelberg opgewerp nie. Op die plek was net 'n militêre pos en 'n waghuisie. In 1782 word ook twee batterye, die een bo die ander, opgestel. Toe Sluysken hier aankom vind hy die batterye in 'n ellendige toestand, want sedert 1782 is hulle sonder onderhoud gelaat. Sluysken sê dat dit so nie kan bly nie, maar die kloof moet beskut word op bevredigende wyse, vas en duursaam. "Ik dring er ten zeerste op aan dat aldaar de zwakke zijde van de plaats is" (54). Die "Militaire Commissie" het ook aanbeveel om twee reduite in die Kloof op te rig.

Generaal Craig was dieselfde mening as Sluysken toegegaan en beskou dit ook as 'n hoë noodsaaklikheid dat hier sowel as op Leeuberg beter vestingwerke moet aangelê word (55). Craig beveel selfs aan om 'n vesting op Leeuberg te bou. Al word die Kasteel deur 'n vyand verower, sou dit nog moontlik wees om hom van die hoogte met geskut uit te drywe. Teen hierdie plan het die artilleriste beswaar gemaak weens die feit dat die helling van Duiwelskop hoër dan Leeuberg is, en verder dat die afstand tussen die Kasteel en hierdie heuwel te groot vir die kanonne van die 18de eeu geblyk het.

BATTERYE AAN DIE HOUT BAAI. (56). Met sy eerste besoek aan Houtbaai het Van Riebeeck die plek so waarde geskat. Daar is volop water; in die baai is goeie ankerplek vir 8 à 10 skepe; dis van nature sterk verdedig en het 'n nou ingang. Die ingang kon goed versterk word deur op die vooruitspringende punt 'n fort te bou (57). Gedurende die Engelse Oorlog (1781—4) word, volgens resoluksie van die Politieke Raad, op die wespunt van die baai 20 stukke geskut geplaas (58). Houtbaai moes toe dien as 'n veiligheidsoord vir die koopvaardyskepe van die Kompanjie. Sedert die oorlog is ook die vestingwerke buite onderhoud gelaat (59). Tydens die bewind van Sluysken word hier drie batterye aangelê. Die eerste word gebou op groot klippe aan die uiterste regter end van die baai, 50 voet bo die oppervlakte van die see, die tweede

(54). Sluysken: "Brieven en Papieren ens." I, (K.A.).

(55). Barrow, Op. Cit., II, p. 227.

(56). Theal, "Story of South Africa told in 800 pictures," p. 83.

(57). Lett. Rec., 1649—62, I, p. 145.

(58). Resolusien., Mei, 1781. (K.A.).

(59). Resolusien., 1792—Op. Cit. (K.A.).

teenoor die eerste aan die linker uiterste end van die ingang, 80 voet bo die oppervlakte van die see, en die derde teen die grond van die Baai, 115 voet bo die oppervlakte van die see. Hulle heet "Sluysken," "Gordon" en "Klein Gibraltar" (60).

SIMONSBAAI BATTERYE. Vir 'n aanval van die weskant van die Skiereiland was Kaapstad betreklik veilig. Dit kon egter nie gesê word van die oostekant nie. Dit bly 'n raaisel waarom die Bewindhebbers nie moeite gedoen het om deur vestingwerke die Baai Vals teen 'n vyandelike aanval te verseker nie. Dis te meer onbegryplik omdat die beste hawe juis daar aangetref word. Simonsbaai was 'n natuurlike en 'n veilige hawe en nie te ver van Kaapstad geleë nie. Vreemdlinge het dikwels die Baai besoek en was op hoogte van sake. In 1743 is hier deur Van Imhoff 'n stasie aangelê; 'n gebou word opgerig, wat tegelyk moes dien as pakhuis, hospitaal en kaserno vir die troepe. 'n Paar soldate onder bevel van 'n poshouer word hier gestasionneer (61). Maar dit skyn asof die Hollanders nie gemeen het dat 'n vyand daar sou land om dan teen Kaapstad op te trek nie; vandaar die verwaarloosing van Baai Vals ten opsigte van verdedigingswerke. Eers in 1767 is die toestand van Simonsbaai in die Politieke Raad bespreek omdat die skepe van die Kompanjie daar sonder beskerming lê (62). Daar word toe aan die hand gegee om twee batterye, die een op die linker, en die ander op die regter kant van die Baai, op te stel. Hieraan word nie gehoor gogee nie en op 10 Maart 1772, moes die Raad andermaal daarop aandrang (63). Toe die oorlog met Engeland in 1780 uitbreek word dadelik 50 soldate na Baai Vals gestuur om die kus te verdedig (64). Sluysken sien die erns van die toestand in en skenk sy hele aandag aan die saak. Twee klein batterye, die "Boetselaar" en die "Zoutman," word opgerig (65). Hulle moes die ankerplok en ook die pad tussen Simonsbaai en Kaapstad bestryk. Weens die uit-

(60). Sluysken: "Brieven en Papieren ens." I, (K.A.).

De Jong, Op. Cit., p. 74.

(61). Theal, Op. Cit., II, p. 52.

(62). Resolusien., 21 Nov. 1767 (K.A.).

(63). Ibidem, 10 Maart, 1772, (K.A.).

(64). Ibidem, Mei 1781, (K.A.).

(65). Sluysken, "Brieven en Papieren ens." I, (K.A.). Theal, Op. Cit., II, p. 238.

gestrektheid van Baai Vals het Sluysken dit ook nodig geag 'n sterke afdeling infanterie en kavallerie daar te plaas om die magasyn te beskerm en die vyand te verhoinder op genaakbare plekke te land. Barrow beskou Sluysken se batterye van weinig nut omdat die vyand tot op 500 jaarts kon nader sonder aan die geskut bloot te wees (66). Die nadelige gevolge van die verwaarlosing van Baai Vals is baie in die ooglopend. 'n Vyandige mag kon maklik na Soutrivier opruk en die verbinding met die binneland afsny. Indien die hellings bokant die Kasteel in hande van die vyand val, sou dit gekheid wees om die Kasteel te wil verdedig. Selfs die grag, wat van Windberg na die Kasteel lei, sou die vyand instaat stel om in een nag tot onder die mure van die vesting te kruip. Die behoud van die Kasteel en dus die Kaap was afhanklik van die goeie verdediging van die Skiereiland.

MUIZENBERG was 'n baie sterk posisie, maar ook die was nie verdedig of deur troepe beset nie. 'n Paar skansies is hier in der haas aangelê en kanonne opgestel nadat die Britse vloot in Simonsbaai geanker was (67). Deur beter gebruik te maak van die "Sleutel van die Kaap" kon die Hollanders hier aan 'n groot oormag weerstand gebied het.

Behalwe 'n klein skans aan die Visroek in Hottentots-holland was Baai Vals verder sonder enige vestingwerke (68).

KRUITMAGASYN. (69). Aan die verskillende batterye, reduite en forte was magasyn aangelê, wat moes dien as pakhuis vir ekwipasie-goedere en kruittkamers. Die Kaptein-Luitenant van die artillerie was aan die hoof van die magasyn. Daar was nie 'n gereelde arsenaal nie en derhalwe was die buskruit nie op één plek weggebêre nie, maar wel by die differente forte, batterye en bastions. In 1789 was daar 'n totaal van 293,089 lbs. buskruit verdeel en gebêre in die Kasteel, agter die batterye de Chavornnes, by die Seelienie (70), in die Battery Amsterdam, in

(66). Barrow, Op. Cit., III, p. 230.

Kyk verder; Resolusien, 1792—Op. Cit. De Jong, Op. Cit.,

F 74.

(67). Barrow, Op. Cit., III, p. 331.

(68). Kolbe, Op. Cit., I, pp. 100—101.

(69). "Memorie aan Zyne Hoogheid...ens." (K.A.).

Percival: "An Account of the Cape of Good Hope," p. 103.

(70). Kaart No. I, 6.

die kruittkamer van die Charlotte en onder die Imhoff Battery. Verder was daar kardoese met kruit aan al die batterye in gereedheid geplaas. Die Kompanjie se wapenrusting was heeltemal deeglik, maar sleg bedien. Daar was net 'n paar kanonniers en "Bosch-schieters," wat niks meer kon doen as die geskut te laai en af te skiet nie. In oorlogstyd is 100 matrose gewoonlik na die Kasteel gestuur geword om die geskut te bedien, maar ook hulle was ongeoeffend.

KANONNE. (71). Al te saam was daar omtrent 324 kanonne in gebruik. Die meeste affuite, waarop die geskut rus, was in 'n slegte toestand. Baie kanonne het op die blote grond gelê, terwyl die wiele van ander in die sand vasgeraak en dus aan verrotting oorgegee was. Dit word aan die hand gedoen om die affuite weg te bêre en die kanonne op hout balke te plaas. Die gedurige onderhoud van affuite is 'n las op die Kompanjie se skouers. G'n aanval is so onverwags dat daar nie tyd sal wees om die affuite uit die magasyn te haal en op die walle te plant nie.

GLOEIENDE KOEËLS (72). By al die vernaamste batterye was oonde vir die vervaardiging van gloeiende koeëls. Daar was ook toestelle om die kanonne met gloeiende koeëls te laai. Van die Baai van Van Kamps tot aan Fort de Knokke was daar nie minder as 19 sulke oonde wat in 14 minute tyds ruim 450 koeëls van 36, 24, 18, en 12 pond kon doen gloei (73). Tydens die bewind van Van de Graaff is onder direksie van Kolonel Gordon proefnemings met gloeiende koeëls gedoen. Groot vertroue is in die koeëls gestel en dit was algemeen geglo dat hulle veel meer doeltreffend is, en meer verderlike krag besit, dan die gewone koeëls. Dit word beweer dat 'n gloeiende koeël deur 'n muur van drie dubbele stene gegaan en nog brand veroorsaak het. By 'n anden proef het die koeëls deur

(71). Attestasien, 1779—"Staaten Inventaris van Metaalen Canons, zodanig als dezelve bevonden werden op Casteels wallen, Werken, Buyten Posten als in de magazynen, de Cabo de Goede Hoop op 31 December, 1778." (K.A.); Rapport van Van Imhoff 1 p. 70.

Bylage, 1795—Rapport van Kolonel Gordon en E. Bergh (K.A.).

Rapporten der Kommissarissen, 1657—1764.

p. 174.

(72) De Jong, Op. Cit., pp. 21—8. Theal, Op. Cit., III.

(73). Ibidem, p. 84.

die seinpos gegee as deur die een op Leeukop. Die vlagman hys die Hollandse vlag by die sien van vaartuie en skiet sy kanon af,

"... en dan op een breeden steen gaan staan zynen arm uitstekende naar den streek, daar 't schip van daan komt, terwyl zyn makker dit teken ziende, zich aanstonds spoedig naar de vesting begeeft, om den Gouverneur van de aankomst van een schip kennis te geven. Wanneer de nitkykende matroos meer dan een schip ziet dan laat hy de vlag vallen, laadt zyn kanon, heist de vlag weer op, en schiet zyn stukje ten tweede maal af, wyzende gelyk te vooren, met zyn hand de streek aan (81).

As 'n skip die Kaap verby seil, word die vlag hier Batavia en aan die skeepskapteins in verseelde briewe. Die gehys word van Leeuberg (82), word telkens verander en is net soos die wagwoord op die slagveld.

Die kleure van die vlag word deur die Direkteure in in Europa vasgestel en bekend gemaak alleen aan die goewerneur van die Kaap, die goewerneur-generaal te Batavia en aan die skeepskapteins in verseelde briewe. Die briewe mag eers in die nabyheid van die Kaap geopen word, "waarop ze dan onbeschroomt op 't vermelde tzein komen toe te stevenen" (83). Die doel van gedurige verandering van die kleure is dat die bevelhebers van die vlote kon weet watter vlag hulle by die Kaap sou waarneem om daaruit te besluit dat die Kolonie nog nie in hande van 'n vyand geval is nie.

As skepe die Tafelbaai binne vaar, word die kleure van Holland op die Kasteel gehys en daar vertoon tot dat dit deur die binnekomende skepe begroet is. Die skildwag by die Kasteel moet altyd op die uitkyk wees na die tekens, wat deur die seinposte gegee word, om dan onmiddelik die goewerneur daarvan te verwittig. Met die verskyning van 'n vyandige vloot word die "Bloedvlag" gehys.

(81). Allaman, Klockner en Hop, Op. Cit., p. 34.

(82). Sparrman: "A voyage to the Cape of Good Hope, Towards the Antarctic Polar Circle and Round the World but chiefly into the Country of the Hottentots and Caffres, from the year 1772, to 1776." I, p. 9. De Jong, Op. Cit., I, p. 109; Godet—Molsbergen: p. 171.

(83) Bogaert, Op. Cit., I, p. 98.

Wens die uitgestrektheid van die kuslyn was dit nodig in ander baai ook seinposte te doen opstel om berig van verskyning van vyandelike skepe aldaar na Kaapstad oor te sein. Gewoonlik word die berig gestuur na die naaste drosdy, of militêre pos, vanwaar dit met die grootste spoed na die Kasteel oorgebring word. Die seinposte in die verskillende baie dien ook om aan die skepe kennis te gee of die Kaap nog in hande van Holland is. Die kleure van die vlag word hier eweëns, volgens geheime instruksies deur die Direkteure uitgegee, van die vlagpaal vertoon. Daar was sulke seinposte met die nodige geskut in Mosselbaai, Plettenbergbaai, Saldanhabaai, Baai Vals en Houtbaai.

BAAI VALS. (84). Vóór 1792 was dit die gewoonte gewees om boodskappe oor die Skiersiland langs die landweg te stuur. In tyd van oorlog was dit raadsaam om van 'n gouer middel gebruik te maak. Daarom word besluit om by sigbare plekke op geskikte afstande van mekaar, seinposte op te rig, Baai Vals is naby die Kasteel geleë en een van die moontlike baie waar 'n vyand sal probeer land; daarom was daar behoefte aan 'n gereëde seiendiens in die omtrek. Op vier plekke tussen Simonsbaai en die Kasteel was 'n vlagstok geplant met 'n kanon vir die doen van seine, t.w. by die "Uitkyk" te Simonsbaai, van 'n hoë sandduin by Muizenberg, van die Wynberg se hoogte, bokant die plaas genoem "Velthuyzen," en van 'n kop bokant die plaas van die ou-burgerraad Jacobus van Reenen wat uitsig het op Wynberg.

Wanneer van die "Leeuwekop" in Baai Vals vier of meer skepe bymekaar gesien word, sal van die "Uitkyk" die volgende seine gedoen word: Eén skot word by *nag* deur die kanon by Simonsbaai gevuur, twee lantêrens, die een bo die ander aan die vlagstok gehang en 'n groot vuur aan die linker kant van die vlagstok gemaak. Blyk die naderende skepe vyandelik te wees, dan word bowendien nog twee ander kanonskote afgevuur en 'n tweede vuur naas die vorige aangesteek. By *dag* word by die waarneem van vier of meer skepe twee kanonskote kort na mekaar afgevuur en 'n wit vlag gehys. In geval die aankomende skepe blyk vyandelik te wees, word bowendien ook nog een kanonskot afgevuur en 'n rooi vlag in plek van die witte gehys. Wanneer die seine deur die ander seinposte gesien word, sal hulle sonder versuim een na die ander dit repoteer. Eers werd dit gedoen deur die vlagman by Muizenberg, dan deur die een op die hoogte van Wynberg, en eindelijk

'n drywentle wrak heen gegaan en met sy deurtog het hy die vlam laat uitslaan. Ons weet van een geleentheid in Suid-Afrika waar dit teen 'n vyand gebruik is, en wel in 1795 deur artilleris Kemper by Houtbaai, toe Britse skepe die Baai wou binnesail.

SEINE LANGS DIE KUSTE. Seine is aangenome tekens om iets op 'n groot afstand kenbaar te maak, of om berigte van die één plek na die ander oort te stuur. Seine word byvoorbeeld gegee deur die vertoon van 'n vlag, die afskiet van 'n kanon of die aansteek van 'n vuur. Van die vroegste eeue af het die mens hom bedien van een of ander sein. Selfs die primitiewe volke het tekens gehad om die verskyning van 'n vyand aan te kondig. Dit word vertel dat die Boesmans by die nadering van 'n vyand dikwels vure aangesteek het as teken van waarskuwing (Kyk Hoofstuk VI). Terra del Fuego het sy naam te danke aan die vure deur Ferdinand de Magelhaens op die eilande waargeneem toe hy die suidpunt van Suid-Amerika omseil het. Waarskynlik was dit die seine van die inboorlinge by die sien van die vreemde skepe.

Die Hollanders aan die Kaap het 'n gereelde en uitgebreide seindiens ingestel. Dit was absoluut noodsaaklik gewees in die 17e en 18e eeue, toe so iets as telegraaf, telefoon of kables onbekend was, en toe die reis na Oos-indië soms ses maande of meer geneem het. Die doel van die seine was hoofsaaklik om aan die goewerneur in die Kasteel kennis te gee van die aantog van skepe en ook om die kapteins van Hollandse vaartuie te laat weet of die Kaap nog in hande van die Kompanjie is, Sodra 'n seinman 'n skip in gesig kry moet hy dadelik, deur middel van voorafgesproke tekens, die tyding na die Kasteel oorstuur. Die tekens vir die aandui van die koms van vreemde skepe en Kompanjie se vaartuie was verskillend. Was dit nie vir die seine nie sou die Kaap onverwags deur vyande kon oorrumpel word. Die Kaapse Skiereiland is voorsien van hoë bergtoppe van waar skepe op groot afstande waargeneem kon word. Op verskeie sulke prominente punte was dan ook seinposte opgestel.

Op ROBBENEILAND (74) was 'n vlagstok geplant en 'n kanon geplaas. Die poshouer met sy wag moes die seinpos bedien. Skepe wat van Europa in aantog is word eers hier gesien. In die nag word vuur gemaak as teken dat

(74) Theal, Op. Cit., II, p. 75.

skepe in gesig is. Vir elke skip gesien word 'n kanonskot afgevuur. By dag word vir elke skip die Hollandse vlag gehys en 'n kanon afgeskiet. Deur die seinpos word altyd dieselfde vlag vertoon. Na die seinberig van Robbeneiland deur die Kasteel en Leeubergse seinposte ontvang is, word ook hier die vlag gehys (75).

Omdat CHAVONNES BATTERY die eerste deur aankomende skepe waargeneem word, is hier ook 'n vlagstok geplant. Sodra die skepe verby seil word die Hollandse vlag gehys "ter teken voor vreemde schepen dat daar geschut ligt, en waar door alle voorgeven van ignorantie zal worden weggenomen" (76). Niemand kan dan die Hollandse regering aan die Kaap beskuldig van nie sy neutraliteit te gohandhaaf het nie.

Op LEEUKOP (77) is 'n swaar vlagstok geplant, waarna 'n huisie en 'n paar kanonne gestaan het. Hier is gedurig wag gehou geword deur 'n soldaat of matroos, wat moes uitkyk na die koms van skepe. Sodra die seinman skepe in gesig kry, laat hy die vlag waai en skiet so veel skote as wat daar skepe te sien is. Die seinman kan vaartuie op 7 à 8 myl afstand sien aankom en moes oplet dat hulle nie ongemerk verby seil, of stil die hawe binne loop nie. Die twee matrose wat wag hou, en mekaar aflos, woon in één waghuisie in die Kloof tussen Leeukop en Tafelberg. Die vlagman klim op na sy seinpos met behulp van 'n valreep (78). Om te verhoed dat die seinposte geplunderd word, soos al dikwels gebeur het, word die vlagmanne gelas om toe te sien dat niemand snags die Leeukop nader nie (79).

Ook op LEEURUG was 'n vlagpaal geplant met 'n kanon waarnaas (80). Dieselfde tekens word hier deur

(75). Allaman Klockner en Hop: "Nieuwste en beknopte beschryving van de Kaap de Goede Hope; nevens een dagverhaal van eenen landtogt, naar het binnenste van Afrika." p. 34.

(76). Resolusion, 16 Nov., 1779. (K.A.).

(77). De Jong, Op. Cit., I, p. 107; Thunberg, Op. Cit., I, pp. 236—7; Percival, Op. Cit., pp. 105—6; Mentzel: A Geographical and Topographical Description of the Cape of Good Hope, pp. 98—99. Borchers: "An auto-Biographical Memoir of Petrus Borchardus Borchers." p. 24.

(78). 'n Valreep is 'n tou wat van die skeepsboord afhang en waarlangs die matrose op en af klim; dit beteken ook soms die trap selfs.

(79). Resolusion, 12 Des., 1724. (K.A.).

(80). Thunberg, Op. Cit., pp. 236—7; Dogaert, Op. Cit., p. 98.

deur die een op die hoogte bokant die plaas van Van Reenen. Die vlagmanne is verplig voortdurend op hulle poste teenwoordig te wees. 'n Berig kon nou, in stede van 3 à 4 uur, binne één uur na Kaapstad oorgesein word.

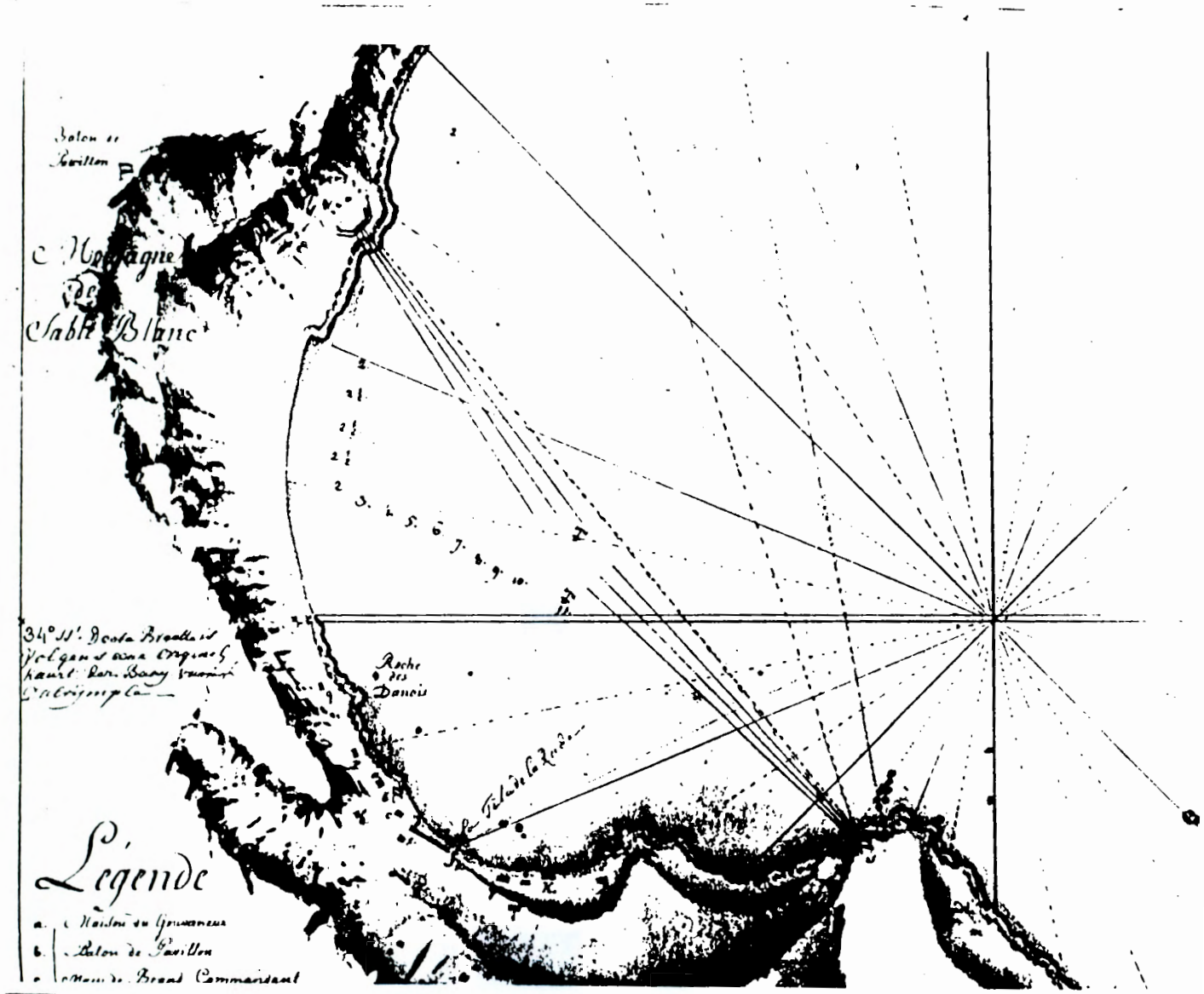
HOUTBAAI. (85). In die kloof waardeur die pad na Houtbaai lei is 'n vlagstok met 'n kanon geplaas. Wanneer 'n oorlogskip of 'n eskader van meer skepe op weg na Houtbaai gesien word, sal die persoon wat vir dié doel altyd gereed is, dadelik met die grootste spoed te perd na die kloof ry, sowel by dag as by nag, en die boodskap aan die vlagmanne aldaar bring. Die seine wat gebruik word is as volg:— By *nag* word vir 'n enkele oorlogskip twee kanonskote agtermekaar afgevuur, een lantêrn aan die vlaggestok gehang en 'n groot vuur aan die regter kant aangesteek. Vir 'n eskader of vloot word by *nag* drie kanonskote skielik agter mekaar afgeskiet, een lantêrn aan die vlaggestok gehang en twee groot vure aan die regter kant aangesteek. By *dag* word een kanonskot gelos onder die vertoon van 'n vlag, halfwit en halfrooi met die wit gedeelte bo; dit geskied wanneer een enkele oorlogskip gewaar word. Vir 'n eskader of vloot word by *dag* drie kanonskote gevuur en 'n vlag gehys, half wit en half rooi, met die rooi gedeelte bo. Sodra die seine in die kloof gedien is, sal die vlagmanne op die Wynberg die seine repeteer en oorbring aan die vlagmanne op die hoë kop bokant die plaas van Van Reenen; hulle moet dit dan weer herhaal.

Van forte en batterye uit die tyd van die Hollands-Oosindiese Kompanjie se bestuur is op die huidige dag nie meer baie te bespeur nie. Alles moet wyk vir die vereistes en smaak van ons moderne beskawing. Die een na die ander word hulle met die grond gelyk gemaak totdat vandag nog net die Kasteel en Fort de Knokke oorgebly het. Die skrywer van "The Story of South Africa, told in 800 pictures" sê in sy voorwoord o.a. die volgende:

"Thirteen years ago the landmarks in brick and lime which remained to us of the Cape's strange eventful history were rapidly disappearing before modernising influences."

Ons kan dan ook net hoop en vertrou dat die oudste gebou in Suid-Afrika, en die vernaamste van die vestings

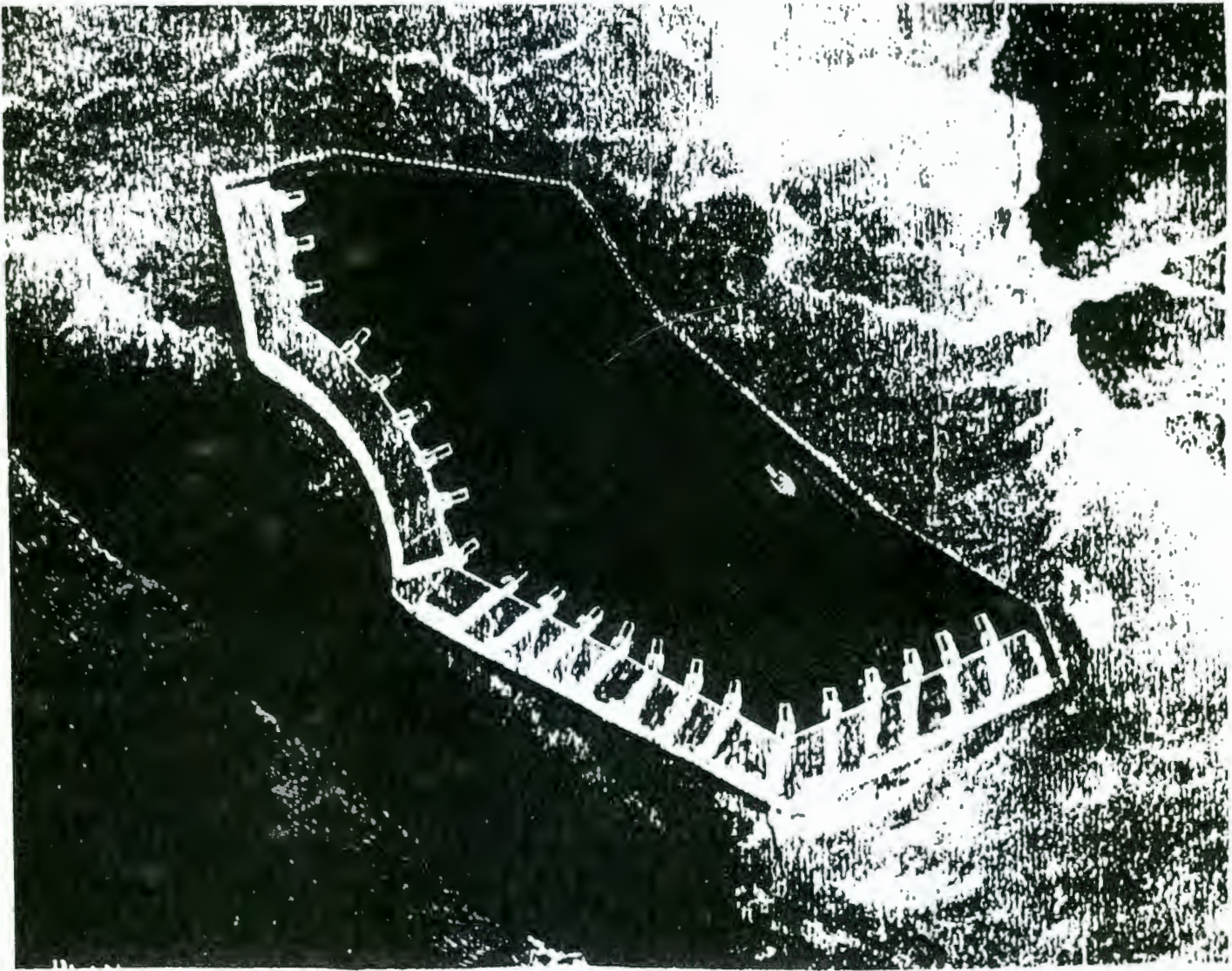
van die Kompanjie, t.w. die Kasteel die Goede Hoop, wat ons herinner aan die pogings deur voorgeslagte aangewend om die vyand se voet van ons strande te weer, nooit van Afrika se bodem mag verdwyn nie.



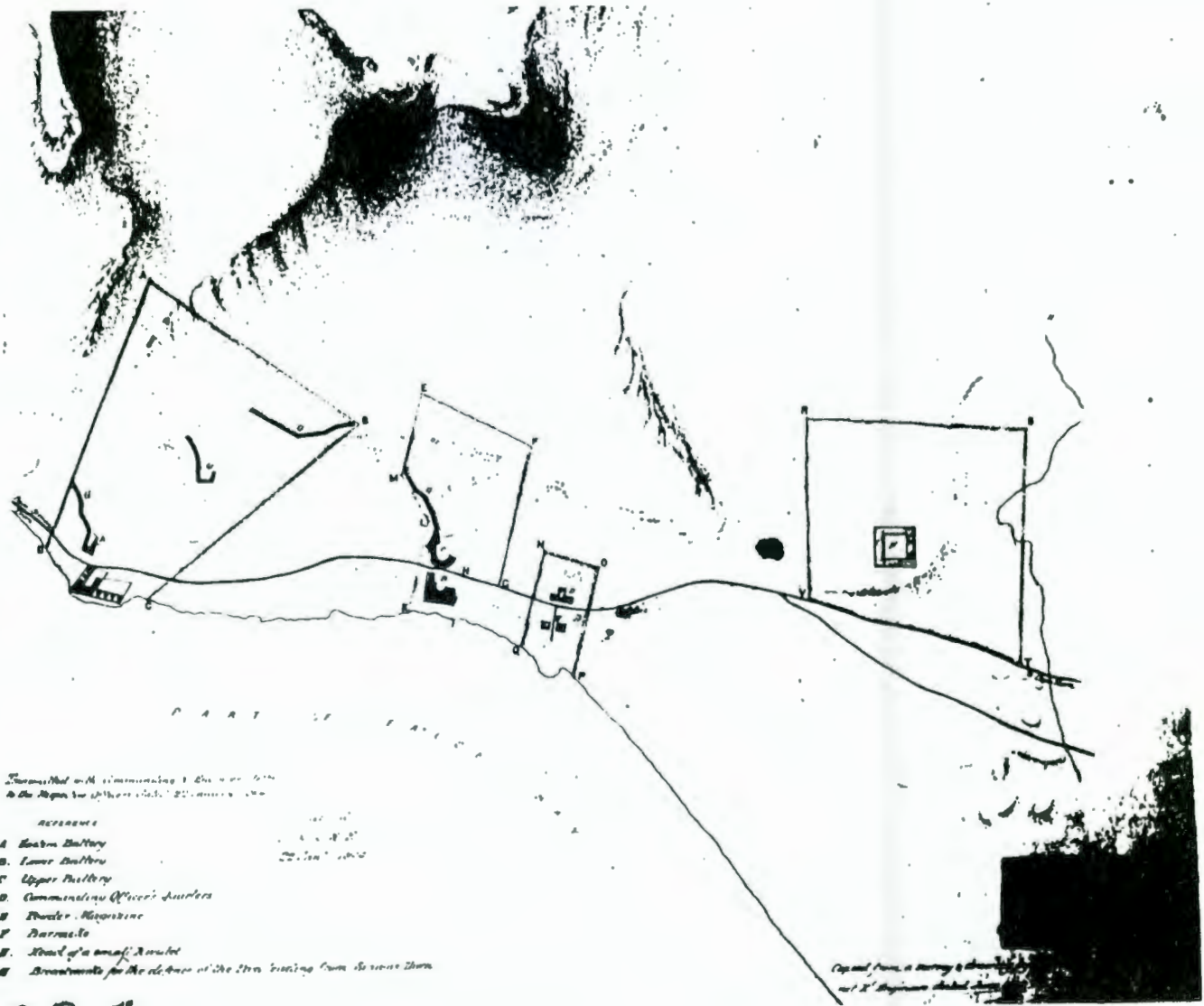
The north and south batteries or as they were known Zoutman and Boetselaar. Ere from these batteries covered the landing beach and the anchorage of Simon's Bay.



An interesting design showing all the defence lines east of the Castle. The "Sea Lines" along the coast up to Fort de Knokke. The "French Lines" running up to the slopes of Devils Peak and the two large batteries between the Castle and Devils Peak.

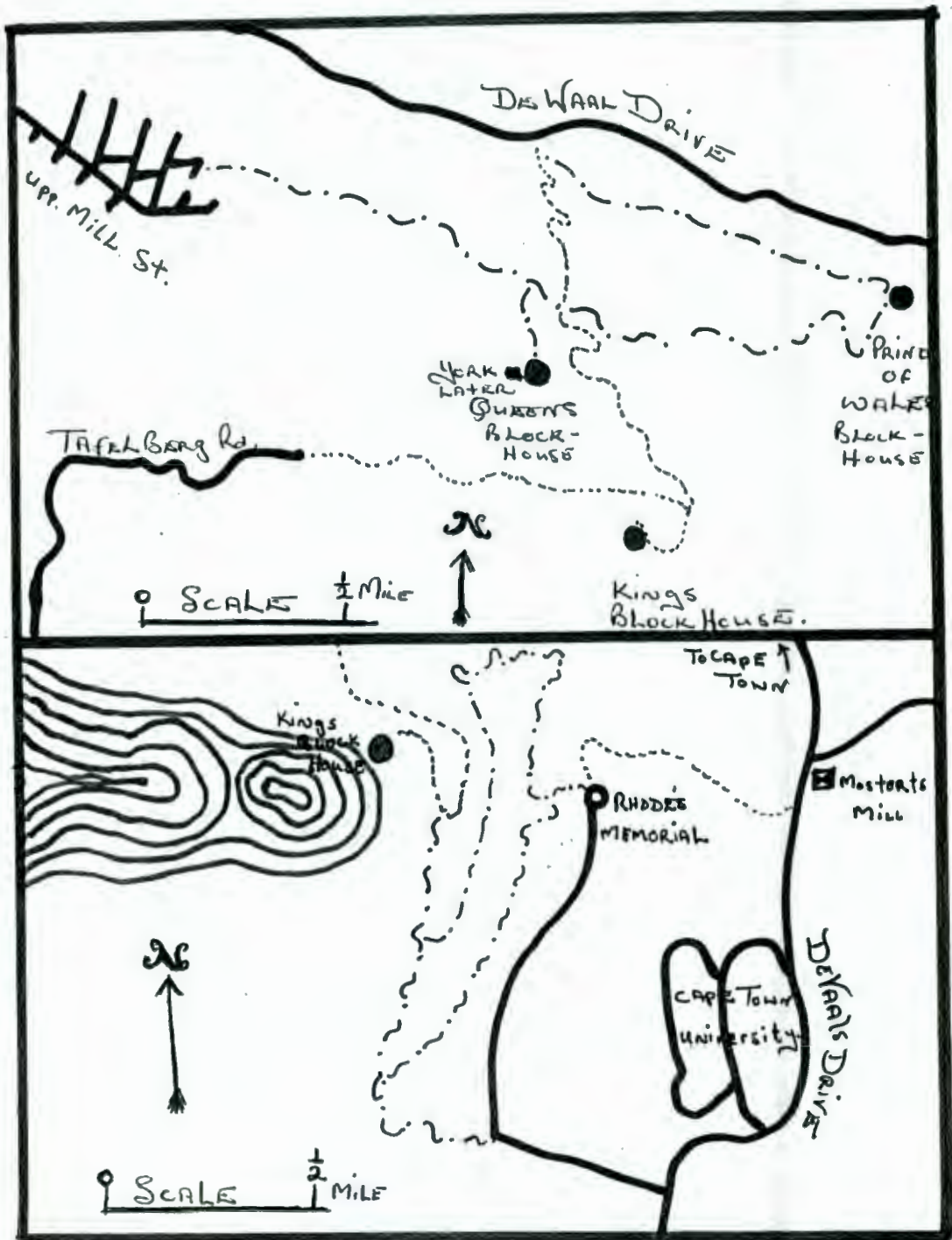


Roggebaai battery. Built between 1782/3 in two sections. One had eight 24 pound guns and four 8 pound guns, the other section had only six 8 pound guns.



Theo 1795

The defences of Muizenberg as they were on 7 August 1795. A gun position ^{were} where Baileys Cottage is today. Above that, the first earthworks line with the second and third lines to the right. The main defence line with a gun battery ^{was} just above the road and another on the beach below. The inverted T shaped building, that is actually two buildings, is today the restored white building on the main road near the station. The square building is the cavalry stables. The bowling green is now on this site.



6579
Dr. W. G. ...
REIZEN

NAAR DE

**KAAP DE GOEDE HOOP,
IERLAND EN NOORWEGEN,**

IN DE JAREN 1791 TOT 1797;

DOOR

CORNELIUS DE JONG,

MET HET, ONDER ZIJN BEVEL STAANDE,

'S LANDS FREGAT VAN OORLOG,

S C I P I O.

EERSTE DEEL.

MET PLATEN.

*

TE HAARLEM BIJ
FRANÇOIS BOHN,

MDCCCL.

Abt
deur
Gilquin
gebou

De stad of het vlek is niet groot; ik geloof, dat zij nauwlijks de uitgestrektheid van de stad *Gouda* zal hebben. Zij ligt in het midden van een aantal kasteelen, batterijen en forten; de voornaamsten zijn het kasteel *de Goede Hoop*, voor het welk de *couvre face*, *Imhoff*, naar den voormaligen Gouverneur Generaal van dien naam; waar binnen men heeft het Gouvernement, de raadzaal, de secretarie, het pakhuis, het woonhuis van den secunde of tweede, die te gelijk hoofd-administrateur is, dat van het hoofd der militie, de weeskamer, de negotie-pakhuizen, de *dispens*, de wapenkamers en aanhorige winkel; de bank van leening, het postkantoor en nog eenige anderen. De sterkheid van de hoofdwacht, die den ingang bewaakt, hangt af van de sterkte van het guarnisoen. Thans is 'er slechts één bataillon, dat nauwlijks 600 man zal uitmaken. Onmiddelijk aan dit kasteel grenst de linie, die de aannadering des vijands, zoo van de zijde der Fals-Baai als van den kant der Zoute-Rivier, belet. De genen, die uit de Hospitalen aan het herstellen zijn, hebben hier naast het huis van den Ingenieur hunne woonplaats. Zij werken aan de linie, tot dat men hun gelast, het gebrek aan volk op 's Compagnies schepen te vervullen. Kleine batterijen, als *Koelhoorn*, *Gordon* en andere ga ik met stilzwijgen voorbij. Dezen beschermen het landen, genen het naderen van het vlek. De batterij *Amsterdam*, nu onlangs door den Luitenant Kollonel van de Genie, GILQUIN,



HOOP.

600 man

Gilquin
vbon

QUIN, aan de andere zijde der stad gebouwd, bestrijkt de gantsche reede; zij bestaat in eene batterij van 12 ponders *en barbette*, en in eene andere, die geheel gecafamatteerd is, van 24 ponders, welke laatste waarschijnlijk niet voldoen zal. Deze sterkte is de voornaamste aan de Kaap, te meer sedert dat men uitgevonden heeft om met gloeiende kogels te schieten. Op een klein draagbaar fornuis wordt de kogel gloeiend gemaakt en op de kardoes een rond stuk hout gezet, aan de eene zijde met schapenvacht en aan de andere met een ijzeren plaat bekleed, het welk het stuk vult, dienende deels om meerder te sluiten, deels om den kogel van den kardoes af te houden; een diergelijke, mede met een ijzeren plaat en drie springveeren voorzien, wordt op het gloeiend ijzer zelve gezet, en dus pointeert men links en rechts, dompt en vlucht, even, doch schielijker, als of het stuk met een koude kogel geladen was. Voorheen moest men altoos eerst pointeren, naar om hoog schieten, en, zoodra de kogel 'er in was, vuur geven; doch deze uitvinding voorkomt zoodanig dit ongemak, dat men omtrent het gloeiend ijzer vrij gerust is: evenwel men haast zich. Aan wien men dezelve verplicht is, weet ik niet. In den voorgaanden oorlog heeft men op diergelijke wijze reeds uit *Gibraltar* geschoten en de vlottende batterijen der Spanjaarden vernield. Een enkele kogel kan noodlottig zijn; ik heb gezien, dat hij door een muur van drie dubbele steenen brand veroorzaakte, en bij een vorige proef was een kogel uit het

AN
ACCOUNT
OF
THE CAPE OF GOOD HOPE;

CONTAINING

Historical View of its original Settlement by the Dutch, Capture by the British in 1795, and the different Policy pursued there by the Dutch and British Governments. Also Sketch of its Geography, Productions, the Manners and Customs of the Inhabitants, &c. &c.

WITH

AN ACCOUNT OF THE POLITICAL AND COMMERCIAL ADVANTAGES WHICH MIGHT BE DERIVED FROM ITS POSSESSION BY GREAT BRITAIN.

BY CAPTAIN ROBERT PERCIVAL,

Majesty's Eighteenth or Royal Irish Regiment; and Author of an Account of the Island of Ceylon.



NEGRO UNIVERSITIES PRESS
NEW YORK

THE CAPE OF GOOD HOPE.

in one great unbroken range. On the left hand appears the Tiger Hill which you are immediately under; the redoubts and batteries regularly slope down its sides from near the summit to where you stand. The Table Mountain, so awfully grand, rises majestically above all the rest. The deep chasms in its sides are relieved by the Company's gardens at its foot, and the plantations and gardens which skirt the back of the town, while the groves of silver and other trees scattered in various places appear sprouting out of the rocky eminences. The Liewen's Koep or Lion's Head, so called by the Dutch, and by us commonly the Sugar Loaf, from its conic form, seems attached to the Table Mountain; and beyond the Lion's Head, the Liewen's Staart or Lion's Rump, extends like a half-moon till it comes opposite to where you stand, and terminates close to the shore of Table Bay a mile beyond the town in a sloping green point. Immediately opposite appears the town like an amphitheatre, large, regular, and well built. The houses are all well plastered and white-washed, and this adds considerably to the uncommon neatness of its appearance from a distance. Beyond the town the Amsterdam and Chevone batteries, near the edge of the bay and close to Green Point, complete this noble and grand view, which is scarcely equalled in any part of the world. Such is the delightful prospect presented to the traveller on his approach to Cape Town; nor is he less struck with the new appearances which present themselves when he comes more minutely to examine the place and its various inhabitants.

THE CAPE OF GOOD HOPE.

The Cape Town is pleasantly situated, nearly parallel to Cape I the upper end of Table Bay, on a sloping sandy or rather gravelly plain, which rises with an easy ascent to the foot of the three great hills, the Tiger Hill, the Table Mountain, and the Lion's Head. With the Lion's Head is connected the Lion's Rump, which defends Table Bay from the westerly winds, and skirting the shore forms a barrier to the town from that side. Two very strong batteries are placed here facing the sea; that nearest the Green Point is called the Chevone. It has, level with the sea, one great tier of guns, and farther back, but more elevated, another range, with a flanking redoubt at each end, to enfilade both edges of the shore. This battery is capable of greatly annoying ships standing into the bay, immediately on their rounding Green Point. A quarter of a mile from this battery, and towards the town, is another strong battery called the Amsterdam, with a rampart round it, and bomb proof. There are casements and magazines inside, where prisoners of war are generally confined. It is capable of containing at least two hundred troops, in the ranges of barracks and store houses in the body of the work. The Amsterdam battery is well defended on the land side by several pieces of cannon, planted on the rampart, which is not the case with the Chevone; this last having only a range of guard houses for the troops on duty, and a small arsenal for military stores. Troops attacking this latter post have to encounter little obstruction from the land side. The lower tier of guns could never be brought to

Chevone
Amsterdam
batteries

Author's
remarks concerning
the battery being
attacked with
success.

THE CAPE OF GOOD HOPE.

bear, except towards the sea, and a coup-de-main might easily carry the upper. I would not, however, lead my countrymen into an error, by representing the obstacles in their way as trifling, should it ever be their object to attack the Cape Town by sea from the Table Bay side. Having been several times on guard at the Chevone in the year 1796, I had an opportunity of minutely observing the several defences at this side of the town; and of considering the way most likely to succeed in making an attack from thence. Those two batteries, the Chevone and the Amsterdam, are certainly very terrific in their appearance, and might render it a hazardous business for ships to attempt an entrance into the bay; yet were the Chevone once mastered, and some ships drawn up abreast of the Amsterdam, it could not possibly long hold out, especially when attacked with that ardour and spirit which I have so often witnessed in our brave seamen.

It would be necessary at the same time, for the sake of co-operation, to land troops at the back of Green Point, where, though some parts are shoally, there are partial spots of sandy beach without much surf, and only a few small batteries or guns planted at intervals. Kickein de Potte, as the Dutch name a small battery here, could not make much resistance; and the distance from thence to the Chevone is very short. There is no good anchorage opposite the Chevone; a ship cannot anchor there, although she may near the Amsterdam. Still if it were found impossible to carry these batteries by assault, they might be

passed, and ships might keep at some distance towards the other side of the bay. After passing the Amsterdam, there are no batteries by the town towards the sea, except a small one at Raggou Bay; and the castle is too far off to do much injury to the ships at anchor; indeed they may anchor completely beyond its reach, at the distance of three or four miles from it. The wind to serve for an attack conducted in this manner, should be west, or west north west. These observations are merely thrown out as hints which may be improved upon by officers of maturer judgment and greater experience. The other side of the town is flanked by the Devil's Hill, which forms a barrier, and shuts in the approaches from the Wineberg side, except a narrow space between it and Table Bay. This space is strongly fortified with lines, redoubts, and batteries, most of them added by the English; for the Cape on our first arrival was but in a poor state of defence, compared with that in which it was left by us. Close to the entrance of The castle. the town is the castle, which is a large and extensive building, of a pentagonal form, surrounded by a ditch, which was always dry during my stay there. The ramparts are strong; and built of large blocks, of a kind of reddish granite. A number of cannon are planted on the walls in every direction, so as to command the approach, as well as the town itself, and the part of Table Bay opposite. Inside the walls are two regular oblong squares, in the outer of which are barracks for a regiment of foot, with guard houses at each side of the gateway, and over them a band

THE CAPE OF GOOD HOPE.

some mess-room for the officers. In the inner-square are the quarters of the principal officers both civil and military. The governor has apartments in the castle, though he seldom uses them. All the public offices of government are in this square; all the papers of consequence are lodged, and all important business transacted in the castle.

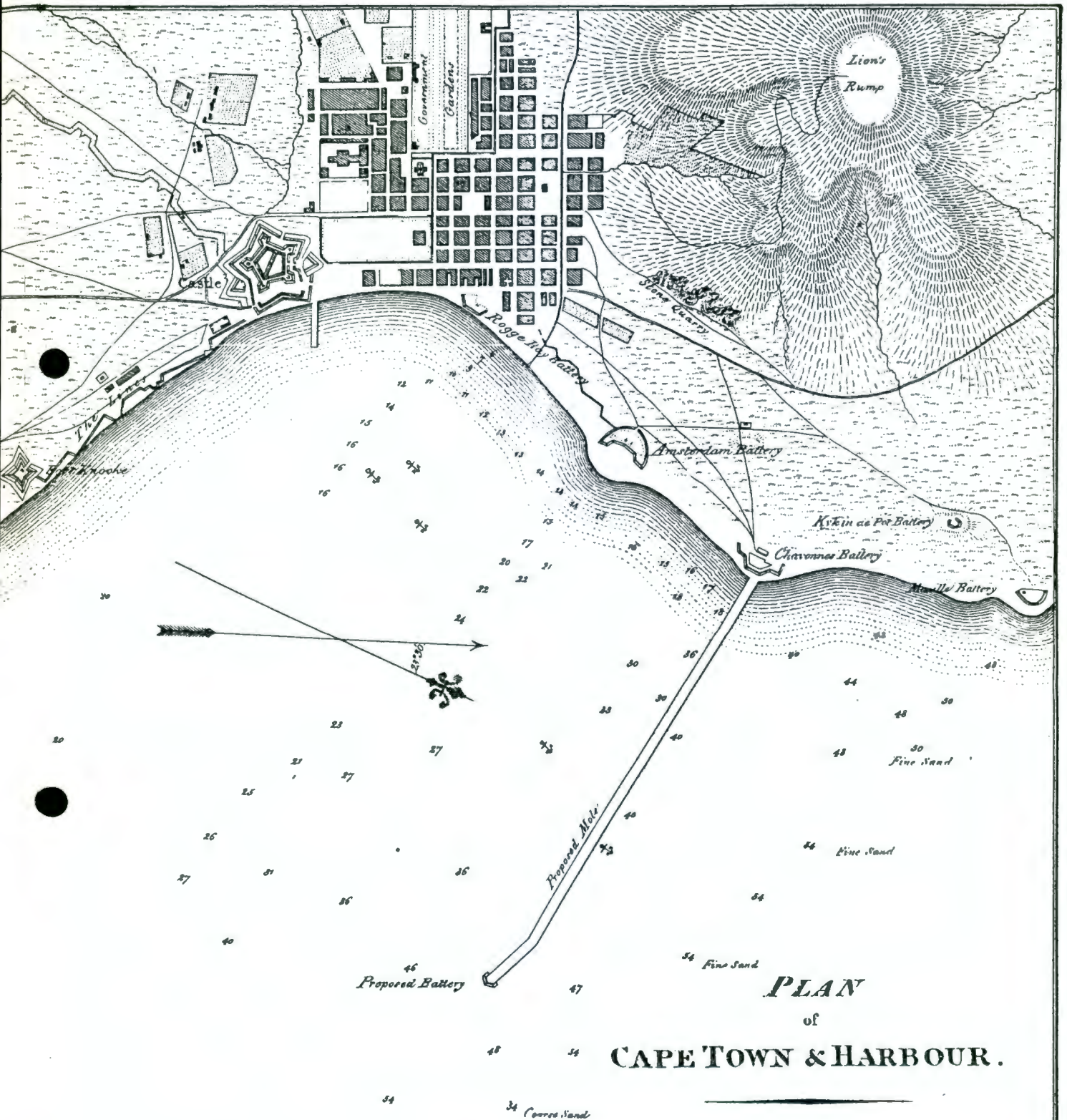
Situation of
Cape Town.

The situation of Cape Town is singularly well chosen; and the Dutch certainly deserve great credit for the regularity and convenience with which it is laid out. It is divided by five streets, running in a parallel direction from the shores or edge of the bay towards the Table Mountain, with five other streets, intersected by lanes at regular intervals, which cross the larger streets at right angles, and run from one end of the town to the other, beginning from the street bordering the esplanade, and ending towards the Lion's Rump. The whole town is seen in one view, although very large. You can land from the shipping in the bay at any part of the beach, which is bordered by a very long street, extending quite from the castle to the Amsterdam battery, upwards of a mile in length. This proves a wonderful convenience to the trading ships, which can thus take in water from several streams which run down from the hills through the town in various parts of the beach. Most of the streets are wide, airy, and spacious, planted with oak trees entwined in each other, which shade the houses and take off the great glare occasioned by the reflection of the sun from the white houses, and from the Table Mountain. They also serve to break the violence of the south-

east winds, to which the town is much exposed. Several of the streets have small canals of water running through them, quayed and walled in, which, with the regular rows of trees, and the uniformity of the streets, have a very fine effect to the eye.

The officers and inhabitants frequently assemble to converse by the sides of those canals, and sit on the low walls under the shade of the trees planted at their edges.

The streets in general are kept in tolerably good order. A few of the principal ones are paved; the rest, though unpaved, are firm and hard from the nature of the soil, which is a solid bed of sandy clay, covered lightly with a reddish gravel. The dust here is extremely disagreeable, and flies about in astonishing quantities. When the south-east winds prevail with violence, one can scarcely see their way through the streets; indeed it is hardly possible to stir out of doors. As soon as the south-east wind makes its appearance in any great degree, every house is close shut up; yet still this subtile sand will enter and cover the table and provisions. There is scarcely a bit of bread fit at those periods to be eaten, it is so full of dust. Even the ships in the bay four or five miles from the shore, are not exempt from their share in this nuisance; the sand is soon perceived on the ropes, which acquire a harsh and gritty feel in pulling. The roads are at this season, as it may easily be imagined, in a still more disagreeable state. A Dutchman would think himself in danger of being destroyed if he travelled at that time. The inhabitants indeed seemed surprised at the



PLAN
of
CAPE TOWN & HARBOUR.

0 100 200 300 400 500 600 700 800 900 1000 Yards.

N.B. Soundings in Feet.

Frontispiece; W. Bird: State of the Cape of Good Hope, 1822. London, 1823.

P. R. Baker Lithog.

Printed by O. Hillmandel.

London. Published by John Murray.



Robert Semple

From a print (by courtesy of the Public Archives of Canada).

ROBERT SEMPLE'S
WALKS & SKETCHES AT THE
CAPE OF GOOD HOPE

*A facsimile edition with new introduction
by Frank R. Bradlow*

*"L'habitant built the
A. battery," p. 110*



1968

Cape Town & Amsterdam
A. A. BALKEMA

INTRODUCTION

attention to items in the Archives, and the assistance given by Mr. Peter Crail, on archival material concerning Semple's sojourn at the Cape, was invaluable. I am also indebted to Mr. Alfred Behrendt for translating the introduction to the German edition.

I am grateful for the assistance given by His Excellency, the Canadian Ambassador, Mr. Charles Woodsworth, in obtaining the photograph of the print of Robert Semple. I would also like to thank Dr. Kaye Lamb, Cominon Archivist and National Librarian of Canada. The print is after a miniature painting that was originally in the possession of Matthew Semple and the date is given as "about 1815."

Above all, I am most indebted to Dr. Vernon Forbes of Rhodes University, Grahamstown, who gave me invaluable, and otherwise unobtainable assistance in tracing the modern names and situations of places mentioned by Semple. When I sent him a long and involved questionnaire about these places, he replied at length despite the fact that he was extremely busy.

INTRODUCTION

MODERN EQUIVALENTS OF NAMES

What follows is a selection of some of the more prominent personalities and place names used by Semple, with their modern equivalents and situations. The figure in brackets after each item is the page number in the second edition; the capitalised words are Semple's.

- XI
- AMSTERDAM BATTERY. This battery was completed in 1787. It stood on the seaward side of Port Road near Ebenezer Rd., Cape Town. It was demolished between 1903 and 1907 [110].
- BARRIS, Frederich. Frederick Barris' house must have been near George [152].
- BERG RIVER. Berg River. The upper Berg River near Paarl [183].
- BLACK RIVER. (See also Zwarte River and Second Black River.) "Swart River, west-bank tributary of Kaaimans, lies two miles East of George" (Dr Vernon Forbes) [153].
- BLETTENBERG'S BAY. Plettenberg Bay [122].
- BODLER'S KLIP. Botteliers Kop. "Near the railway station named Rhebok." (Forbes' *Pioneer Travellers of S.A. P.* 23) [150].
- BOTT RIVER. Bot River [127].
- BRAK RIVER. (See under Little Brak River, or Great Brak River) [150].
- BREE RIVER (OF BROAD RIVER). Breede River [133].
- BROAD RIVER. Breede River [133].
- BUFFEL IAGTS RIVER. Buffeljagts River [134].
- BUFFEL JAGTS RIVER. Buffeljagts River.
- CAFFER CUYLS RIVER. Kafferkuils River, near Riversdale [141].
- CAIMANS RIVER. Kaaimans River, near George [154].

epochs; it will not appear singular that Charles and I were delighted with the scene and with the moment. Yes, my good reader, and I do truly believe, that had you been with me at that moment, and felt your heart lifted up towards the Creator, as mine always is, at an interesting view of nature, your blood would have begun to run more kindly through your veins, and you would have been the better man for it, for a week to come.

My friend and I walked cheerfully along till we had now turned what is properly called the Head. We then stopped and looked down upon a small house built close to the shore, named the Society House. The land here projects a small way into the sea, and presents a barrier of rocks to stem the fury of the whole Southern Ocean which breaks upon this shore with immense impetuosity. The wind, which was beginning to freshen up from the west, impelled this great body of water with increased violence; it rolled in upon the shore enormous waves, which as they approached the land seemed to collect all their force, till rising to a tremendous height, they began to curl at the top, and instantly descended with a noise like thunder, and a force that shook the ground; the

glittering of the water in the moonlight, as it broke over the rocks, formed a brilliant scene beneath our feet, whilst the dark clouds rising heavily up from the westward, spread a gloom over the distant part of the sea. The picture was grand and striking, and we enjoyed a full view of it during the whole time that we descended the hill until we reached the plain which lies between the Lion Hills and the sea. All along this shore, however, which is bold and rocky, the waves broke with a dazzling brightness and a "sullen roar" which gratified at once the eye and ear. It would seem that the scene had disposed us both to silence, for we advanced without speaking till we reached the race ground at Green Point; following the course, it brought us round by a deserted battery, originally constructed for the defence of a small bay or inlet, which it commands. This point, which is extremely favourable for the landing of boats, is almost entirely neglected by the English;—a few anchors cast into the sand, and which perhaps are meant to operate against boats, in the same manner as crow-feet against cavalry, being all that is appointed for its defence. At low water the rocks here extend some distance into the sea,

on which, on Sundays, numbers of slaves may be seen busy in catching a small delicate rock-fish named clip-fish, both with the rod and line, and with baskets, which they let down into the water, with a bait at the bottom, and hawl up one after another by a long hooked pole. As we continued to follow the circle of the race ground, it brought us again to the public road, into which we passed, and continued our way towards the town. On our left hand lay the batteries, constructed along shore to defend the entrance of the bay. Of these, the Amsterdam battery is the chief, being large, well faced with stone, and originally built with cazerns beneath for firing two tier of cannon, though these are now bricked up or formed into windows to air the prison rooms underneath. The Rogge Bay battery is surrounded by fishermen's houses. On the edge of the town, and on the other side of the Amsterdam battery, lies the Chavone's battery, the walls of which are built upon a rock, and washed by the waves. Close under this battery is a round hole, pretty deep, where the water is always still, much frequented in the hot weather by the English gentlemen for the purpose of bathing. These batteries are all



open in the rear; a great defect, since an enemy has only to silence the guns of the first, where he might land, and, for any defence that they could make, take the rest easily; a single battery of two guns, and a kind of block house surrounded by a wall, being all that is appointed to defend the plain, and the first too high placed to answer that purpose effectually.

Whilst I was giving my friend a description of these batteries, which did not seem to interest him very much, he interrupted me rather earnestly, with "What are these small stones, some of them dark and others white, which shine in the moon light, and seem not to have been set there by chance?" They were not indeed, Charles, said I. "Tread lightly, tread lightly, my friend, we now approach a region sacred to silence and deep repose. These black and white stones are memorials of the dead—and of the neglected dead. Yonder is the slaves' burying ground."

To this, my friend answered not a word: at the mention of the slaves' burying ground, he stopped suddenly, and then as quickly walked on. We soon reached the spot, where

stantia: and here we stopped to take some refreshment.

X [The house of Mr. Van Reenen, though not yet completed, is by far the most elegant of any building, public or private, in the whole colony. It was planned by Mr. Thiabault, a French engineer, who built the Amsterdam battery. Behind the house a copious spring of pure water gushes out at the foot of the Devil's Hill, and which together with the springs of Nieuweland form the beginning of the salt river; adjoining is a wood of silver trees, so called from the glazed silvery appearance of the leaves. The bark resembles that of the beech, with numerous horizontal fissures, and the wood is of little value except for firing. In a landscape mingled with other trees of a dark green foliage they produce a singular and beautiful effect. Behind the brewery is a path by which persons acquainted with these hills can reach the summit of Table Mountain; it is even said to be easier of access on this side than by the passage in the face of the mountain towards the town.

At eight o'clock we left the brewery, preceded by a slave who shewed us a nearer

road than that with which we were acquainted, and brought us to the back of the camp at Wynberg, a small hill which forms a healthy situation for troops, and a good military post between the two bays. Here we dismissed our guide, and after passing the camp reached an eminence whence we had a view of the False Bay, the pass of Muysenberg, and the opposite hills of Hottentot Holland. These views, joined to what we had before observed suggested the following ideas:

First. The flatness and sandy nature of the ground which separates the two bays seemed clearly to indicate that they had been formerly united, in which case the present peninsula of the Cape must have formed an island separated from the main continent of Africa by a strait of from ten to fifteen miles in breadth.

Secondly. The strait must have been shallow; for had the water been deep and the current consequently strong, the middle part of the channel could not have been filled up as it now appears, by the deposits of the ocean and the soil washed down from the hills.

Thirdly. The steepness of the ranges of

THE AMSTERDAM BATTERY.

Passing along the Dock Road, Cape Town, and between the new and the old Dock Gates, we may notice an ancient stone-fronted and now dismantled fortress. It presents a truly forlorn appearance, with its two great flanking bastions in ruins, disclosing the remains of vaulted chambers beneath. The displaced stonework and other debris lie in chaotic confusion at the foot of the battery, and the prospect is not improved by the presence, on the ground formerly occupied by the earthworks, of a row of unsightly sheds and platforms. This battery—the “Amsterdam,” or “Water Castle”—was built in the year 1781, and formed one of a chain of fortresses and redoubts, starting from Rogge Bay and ending at Mouille Point.

In order to deal with the history of the Amsterdam Battery it will be necessary to quote from the works of certain travellers and others

who visited the Cape in those early days, and also from some more modern sources of information on the subject. Let us first turn to that delightful old periodical the “Cape Monthly Magazine” (Vols. V. and VI.), where in an interesting contribution on the “Maritime Defences of the Cape Colony” we may read as follows:—



THE GALLERY.

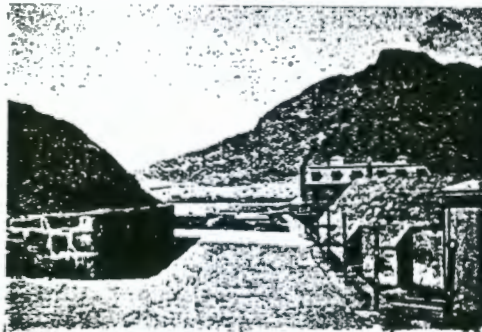
Between 1751 and 1796 the Dutch Government paid considerable attention to strengthening the defences of the Cape Peninsula at least. The lines, the redoubts on the flank of Table Mountain, the Amsterdam Battery . . . appear all to have been erected about the period of the American War, when the Republic of the Seven United Provinces were in alliance with France, and Admiral Suffrein in 1781, after the fight at St. Jago, escaped from Commodore Johnston, landed a considerable force from his fleet, and materially assisted in putting the defences of Table Bay in good order.

A most interesting narrative detailing the assistance rendered by the French in the erection of these defensive works will be found in Le Vaillant's "New Travels into the Interior Parts of Africa, by way of the Cape of Good Hope, in 1783, '4 and '5."

The biographer, Rudolph Siegfried Alleman, whose merciless criticism of our Castle as a defensive or offensive work may be recalled, speaking of the Amsterdam, informs us that the armament of this fort consisted of about sixteen guns. In his general description of the fortifications he airs his opinions thus:—

These fine batteries are most miserably manned and served. One constable and one sub-constable, with eight or ten sailors, called *boss-schieters*, who all understand nothing further than how to load and fire a gun, are the only so-called artillerymen.

He then proceeds to detail the ignorance displayed by these



THE PROMENADE.

artillerymen of more than a century ago, and winds up with the comforting prophecy that "they would certainly not storm heaven or set the bay on fire!"

The next writers to whom we may refer are Sir John Barrow and Captain R. Percival. The former held the important post of secretary to the Earl of Macartney (Governor of Cape Colony in 1797) and was the author of a most interesting and valuable book entitled "Travels into the Interior of Southern Africa." He deals exhaustively with the question of the defence of the Cape at that period and states that the Amsterdam Battery, the guns of which bore directly upon the anchorage, was a strong one; but he mentions that there were certain defects in the work,

and, in the opinion of some naval officers, the battery would soon be silenced by a single ship of the line brought to lie close alongside of it.

Captain R. Percival, in his work "An Account of the Cape of Good Hope" (circa 1796-1804), agreed with the writer last mentioned, and recorded his opinion that the fortress would not

*Life of RS Alleman
p. 149
no. Walter -
Kastiel is
de Charvones*

have been capable of withstanding the onslaught of determined troops.

In spite of these adverse criticisms these old fortifications must have had a deterrent effect upon would-be invaders, for we read in history that in 1806 (the date of the second capture of the Cape) "the English, landing near Blaauwberg, avoided the dangerous batteries of Chavonnes and Amsterdam."

We may, however, safely assume that this rugged and time-worn fortress never participated in any offensive or defensive operations.

On one occasion his-
 recorded its
 the means of
 serious dan-
 threatened
 We read in
 mot's "His-
 Colony of
 Good Hope"
 during the
 Macartney



A POWDER MAGAZINE.

On one oc-
 torically re-
 presence was
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 the Colony.
 Mr. A. Wil-
 tory of the
 the Cape of
 (1869) that
 rule of Lord
 a mutiny

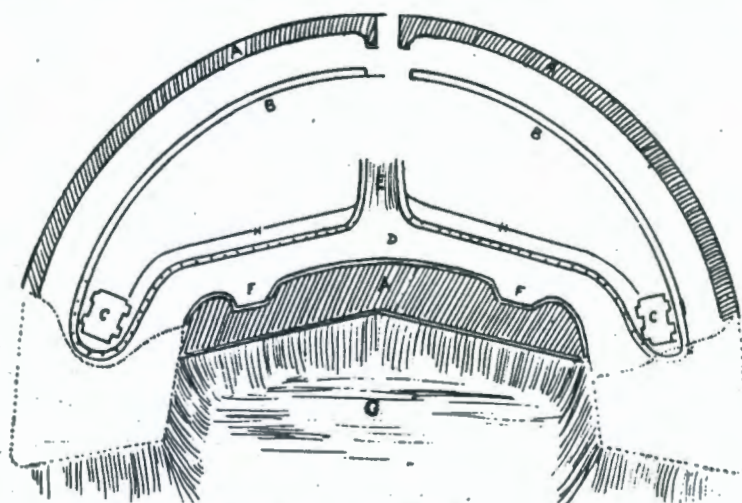
broke out on board the flagship of Admiral Pringle, in 1797. The vessel was lying off the Amsterdam Battery.

Lord Macartney proved himself well fitted to command. He immediately ordered the guns of the fort to be loaded and shot to be heated in the ovens, while he dispatched a message to the mutinous crew in the "Tremendous," informing them that if they did not hoist the Royal Standard in half-an-hour, as a token of unconditional surrender, he would blow their ship out of the water. Within the given time submission was made.

In the year 1892 the battery was remodelled, and a few heavier and more modern guns were mounted thereon; but from a structural point of view it was not much altered. Later it was abandoned as being obsolete and quite incapable of withstanding the fire of an enemy directing the terrible guns of modern invention against it, and the work of demolition was started some four or five years ago by removal of the bastions and earthworks bordering the Dock Road, to make room for contemplated harbour extensions.

As sufficient of the fort has been spared to enable us to study its character and construction, let us proceed to make our inspection, under the guidance of the obliging official in charge. Entering by the old gateway facing Signal Hill, we notice the

great thickness of the outer rampart, with its stone-fronted walls, the top overgrown with rank grass, on which a cow may at times be seen peacefully grazing. We pass through between loop-holed walls, and find ourselves in a grassy, crescent-shaped courtyard, the greater part of which is now taken up by sheds used for the storage of produce and looking singularly out of place amidst such old-time environs. Immediately in front, and



Dock Road

PLAN OF DISMANTLED AMSTERDAM BATTERY, CAPE TOWN.

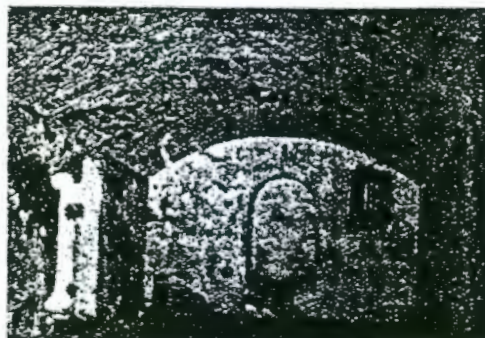
- A. Ramparts.
- B. Inner loopholed wall.
- C. Powder magazines.
- D. Terrace, or promenade, formerly providing access to guns and shell magazines.
- E. Approach to terrace (removed).
- F. Recesses serving as approaches to explosives stores.
- G. Site of former earthworks and mounds.
- H. Space lined with large flagstones in front of doors leading to store-rooms and dungeons.

Note.—The portion demolished is indicated by fine dotted lines.

set within a long obtuse-angled wall of heavy proportions, appear a series of arched teak doors and barred windows, belonging to the prisons, magazines and store-rooms underneath the main rampart. But before exploring these subterranean regions let us first dispose of what is to be seen above. Two powder-magazines (*kruid-kamers*) of massive construction are located in the courtyard. The doors are arched, the arches being turned in

concrete and constructed of small yellow or Batavian bricks. This material indeed appears to have been generally utilised for the doorways throughout the battery. The outer walls are buttressed, having small ventilating apertures between the buttresses. Magazines of this description were at one time attached to most of the old fortifications at the Cape, but it is believed that these two are the only ones which have been preserved. The inner looped-holed wall, elsewhere referred to, is carried round the magazines, being here built higher so as to protect them from artillery fire. In order to form an idea of the strength of buildings of this kind it may be mentioned that the use of dynamite had to be resorted to when removing one of similar construction which formerly stood in another part of the Dock area.

Facing the entrance gates of the fort, some displaced stones and masonry are all that is left of the inclined approach to the front rampart, up which, we are informed, it was at one time possible for a vehicle to be driven, and thence along the promenade, passing out by the gates through the space between the outer rampart and the loop-holed wall.



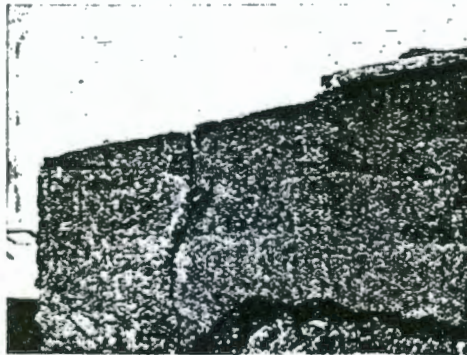
A BOMB-PROOF CHAMBER.

Our courteous guide next unlocks one of the teak doors and ushers us into a bomb-proof chamber, the walls of which have a thickness of over two feet. The roof is curved and there is a niche or recess in one of the walls. Judging from the barred windows, it is probable that this apartment served as a prison. We reflect that, could these battered walls speak, what tales of woe could they perchance unfold of time-worn and hopeless captives condemned to pine within these gloomy dungeons! Through an arched doorway we may gain admittance to a passage communicating with similar prisons or store-rooms. Captain Percival in his book thus describes the accommodation afforded by these rooms:—

There are casements and magazines inside, where prisoners of war are generally confined. It is capable of containing at least two hundred troops, in the ranges of barracks and store-rooms in the body of the work.

Passing along a corridor we reach a long gallery, running at right angles to the rooms we have just quitted, and consisting of chambers opening one into the other by means of huge arches. Some of the plaster-work having fallen away, we are enabled to study the workmanship and excellence of the materials used. The perspective from either end of the gallery is striking, and we might almost imagine ourselves in some old cathedral crypt. The traveller, Robert Semple, tells us in his book entitled "Walks and Sketches at the Cape of Good Hope," published in 1803, that several cannon were once mounted here, but that the embrasures were subsequently bricked up or formed into windows to air the prisons.

At each end of this gallery is an arched doorway, and passing through one of these we reach a ruined vaulted chamber, of the same massive proportions as the gallery we have just quitted. Here it behoves us to exercise caution in our movements, as the greater portion of the chamber has been destroyed, the ruins



SHOWING THE EFFECT OF THREE CHARGES OF DYNAMITE ON ONE OF THE WALLS.

lying beneath us at a depth of many feet. A false step may lead to disaster. Part of the roof hangs over us in threatening fashion, and illustrates the great strength and durability of the fabric, as, in its shattered state, it still supports the weight of the rampart and walls above it. It may readily be believed that it would have proved a task of some magnitude, if not an impossibility, to have destroyed this fortress with the defective artillery of its day.

Retracing our steps, we regain the courtyard and may reach the promenade inside the front rampart by scrambling up the ruins of the inclined approach thereto. In consequence of the

destruction of the bastion at each end the terrace ends abruptly, yet it is still possible on the one side to proceed along the top of the wall surrounding the powder-magazine and thus obtain a nearer view of this interesting structure. We stop to examine the neat manner in which the retaining wall of the grass-covered rampart has been built. Along the edge, overlooking the courtyard, is a row of iron fencing-posts, which once were furnished with chains—a substantial railing it must indeed have been!

In the body of the rampart are two rooms, which formerly were used for the storage of explosives. The roofs are strengthened with iron bars, and in one corner of each is a circular well or "shoot," serving for communication with the magazines beneath and for raising ammunition.

We next mount a few steps, and reach the summit of the rampart, which is the most elevated part of the battery. At one side, at a slightly lower level, we see the remains of a wall on which the only effect of three charges of dynamite has been to crack the structure to the width of only a few inches! From the top of the rampart a superb view of the Bay, town and mountains unfolds itself, which alone repays the visitor for the slight exertion entailed in the ascent.

Lingering here, we contrast the prospect as it is now with what it must have been in the days of old. We seem to see the old place once more peopled by the folks who frequented it in days of yore, or to hear the clang of the sentinel's musket on the flagstones beneath us. And here the heroic General Janssens, during that trying period of stress and anxiety prior to the second conquest of the Cape by the British forces in 1806, may have paused during his tour of inspection of the fortress, while he mused with sadness of heart over his indifferent chances of success in contending against the vastly superior forces of his enemies. We leave the fort, with its desolate ruins and changed conditions, reflecting that the Cape Town of a by-gone age is, unhappily, rapidly disappearing, and with a pang of regret for the passing of so striking a landmark.



On the right is 'Uitkyk', also built by Jacob Trautman, and still owned and occupied by his descendants. Many alterations have taken place over the years, but one can still see the small window which provided light in the loft.

Further up, the road bends to the left and becomes Baviaans Kloof Road. On the right is 'Hillside',

3 HILLSIDE c. 1890



another house built by Jacob Trautman c1890. At one time the house was used as an annex to the Royal Hotel.

Follow the bend into Baviaans Kloof Road, which is lined with fishermen's cottages. The oldest one on the right is called 'Oak Villa', again built by

4



Jacob Trautman in 1882 as a three-roomed cottage. The two back rooms were added

later. The house was proclaimed a National Monument in 1982, one hundred years after it was built. The lofts in the fishermen's cottages were good vantage points for watching the comings and goings in the bay. Oak Villa has a good example of this loft.

5 LINDA VISTA c. 1900



'Linda Vista' - the original house was built of stone by Jacob Trautman II on the corner of Baviaans Kloof

Road. Ernest, his son, remembers being trapped under the sledge which was pulled by two horses and used for carrying stones to the site. The house had a Victorian verandah, and the 'vista' is still as breathtaking on this corner.

Along the road, shaded by tall pines, one can see more of the same type of fishermen's cottages. At the end of the road, and protected by two fierce looking eagles, is the large property called

'vla', where the famous Anthropologist Ronald Dart once lived.

At this point, it is peaceful to rest under the umbrella pines before walking back. This time, give your attention to the numerous indigenous trees growing along the stretch of road between the bend after passing 'Linda Vista' and the junction of Military Road.

The continuation of Military Road to the left is merely a path now hedged with more indigenous trees. Two Hundred years ago it led to the East Fort, and was used extensively by soldiers during the time the forts were being built and occupied. Half-way along the path one has a bird's eye view of the whole village. The path ends at a farm gate which prevents the cows from wandering from the meadow on the left (don't forget to close it behind you).

Now join the tarred road which takes you down to Chapmans Peak Drive. On the left is 'Fine View', a magnificent home built by a Cape Town contractor in 1901. The rear portion was built in 1899 by Johan Trautman

(son of the first Jacob Trautman) as a holiday cottage for a Frenchman, Mr Jaco. The lower section was the stable, and the upper floor the living quarters. Here Mr Jaco and his family spent their holidays until the main house was built. The Trautman family later bought the house and ran it as a boarding house.

On the corner of the sharp bend to the left is a rusty gate on the righthand side of the road. Pass through this gate and it will take you to the 'look-out' post used by fishermen for observing the movement of shoals of fish in the bay. This site was also used as a sentry and signal post in the 2nd World War.

When the road joins Chapmans Peak Drive, cross to the other side. From here one can see Flora Bay, a holiday resort developed by the Trautmans c1930. Before that, it was a popular camping site. The Trautmans still own Flora Bay.

Beyond Flora Bay, the remains of the old Manganese Mine Jetty are still visible, a reminder of a mining venture at the turn of the century, and the Canons of the East Fort (1795) can also be seen on the rocky slope. Directly below is the famous leopard perched on a massive granite boulder. This Leopard was a gift to the people of Hout Bay from the famous sculptor, Ivan Mitford-Barberton who lived in Hout Bay for many years. Leopards once roamed our mountains - the last one sited in Hout Bay was in 1933.

Take Chapmans Peak Drive back into the village.



Chapmans Peak Hotel was built in 1903, and stands on the corner overlooking the beach. The original Victorian hotel, named 'Beach Hotel', was destroyed

by fire in 1903, and the new hotel was built on the same site. It was a beautiful example of an Edwardian seaside hotel, and remained virtually unchanged until in 1981 extensive alterations were embarked upon.

Next to the Blue Sky Cafe is 'Melmin House', built in c1900.

Directly opposite the hotel is the 'Red Sails' built by the Kingswell family as a holiday home. It had a tennis court on its roof. The sails of the windmill were taken down due to the strong south easterly winds. The new owner, Nigel Friend-Smith, not realising the red sails referred to a windmill, adopted the red sails of a

28 Ruins of the King's Blockhouse, Cape Town.
(E. Col.)



CHAPTER TWO

THE FIRST BRITISH OCCUPATION

1795 – 1803

The British flag was raised over the Castle at Cape Town on September 16th 1795.

The first concern of the authorities was the securing of the fortifications for defence. General Craig expressed himself dissatisfied with the existing lines and set about improving them. Thus, during the early years of the occupation, building activity under British administration appears to have been limited almost entirely to works of a military nature.

Nevertheless, two years of bankruptcy under the Company had left the public buildings and government farms in a state of neglect, which led General Craig, before the end of 1795, to search for some trustworthy and loyal person as Inspector of Government Lands and Buildings.* On January 1st of the following year he appointed William Somerville to the post. His duties were to include the supervision and repair of all government properties, excluding those occupied by the military or naval forces.

William Somerville had arrived in the Colony as Hospital Mate, but was appointed by General Clarke soon afterwards to be Surgeon to the Garrison, which position he retained while performing his Inspectorate. 'The duties of his two employments are perfectly compatible with each other,' reported General Craig.¹ One of the qualifications Somerville had to offer was that in the few short months since his arrival he had made himself master of the Dutch language, by no means a common feat. But of experience in architecture or in surveying no mention is made, and we are left to imagine the anomalous situation which thus arose, whenever the Inspector of Lands and Buildings came into contact with the skilled workmen and officials of the old régime.

In January 1796 General Craig decided that the French lines, which had been intended as a protection against attack along the Simonstown road, should be extended up the slopes of the mountain, to terminate high on Devil's Peak in a blockhouse tower which was afterwards named King's Battery [28].[†] Distributed along the lines below were first the Prince of Wales' Tower and Battery [30 and 31], below that York Blockhouse, and lower still York Redoubt and Battery, near the present De Waal Drive. These fortifications were connected to the town by a new road. All the batteries were

* Theal. *Records of the Cape Colony*. I, 275. (For Louis Thibault's position at this time see page 26.)

[†] King's Battery, which was of stone and 24 feet square, was visible both from False Bay and the Castle, and was therefore used as a signal station.

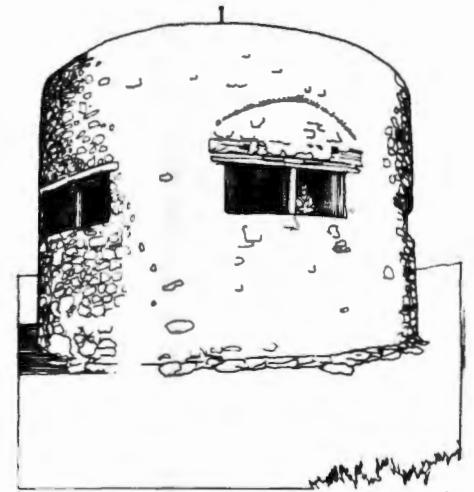
like those shown in [28 and 31]. They were usually from twenty-four to thirty-two feet square, with walls up to eight feet thick. They were built of rubble stone using clay mortar pointed with lime mortar. The lower floor contained a magazine and a water cistern, with living quarters above and a gun platform on the roof.

In addition to the batteries on the slopes of the mountain, another, called Craig's Tower, was built at the mouth of the Salt River, and was of similar construction, thirty-two feet in diameter. Small batteries were also erected at Camp's Bay, Simonstown (one to the south of the town—[29]—and two more along the coast beyond), Muizenberg, and at Elk, Visch and Kalk Bays to prevent surprise enemy landings. Fortified barracks were built on the east side of Hout Bay. They were three storeys in height, twenty-eight feet long and twenty feet wide, and again contained magazines and cisterns on the lower level. A stone battery of five guns was built below the barracks,* and grouped round it were five additional wooden huts to provide further accommodation for the men (each 24 ft. by 13 ft.).² The remains of the battery and the barracks survive to this day; the battery was erected by a Cape builder who contracted to do the work for 4,000 rixdollars, the military authorities wisely feeling that they were insufficiently acquainted with building methods in the area to undertake the work. The presence of wooden huts around the barracks suggests that they may possibly have been prefabricated elsewhere, perhaps at 'Witteboomen', and afterwards assembled by the military. All these buildings were certainly designed by officers of the Royal Engineers, and can hardly have had pretensions to a more than purely utilitarian character.

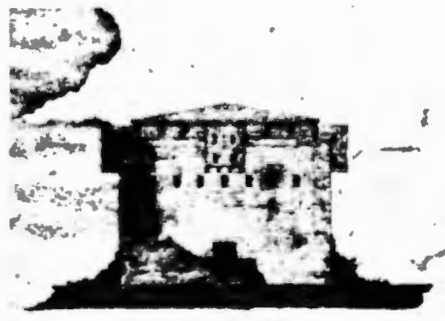
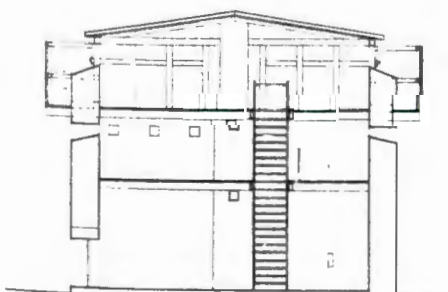
After the occupation, the Dutch camp at Wynberg was chosen as the camp for the British forces. From the scanty references which mention this Dutch camp it does not appear to have contained any permanent buildings.³ The 'Half-Way House', however, was near by, and Samuel Plummer in 1801 refers to 'Windburgh, a small village, consisting of a few huts occupied by Dutch farmers. Here are seen some beautiful gardens . . .'⁴

In 1797 the authorities decided to make the Wynberg camp a permanent one. On August 18th Henry Frazer wrote to the Governor 'to represent to your Excellency that three hundred White trees [Silvertrees] are wanted for the huts at Wynberg, and to request your Excellency will be pleased to permit that number to be cut in the Government wood at Witteboom'.⁵

Later, mention is made of thatching the huts.⁶ Plummer refers to the fact that 'One regiment lay in straw huts'⁷ and Percival, who visited Wynberg a short time afterwards, describes the camp in detail. 'On a rising piece of ground near our left hand, the light companies of the 78th, 84th, 95th and 98th were very comfortably huddled. Their huts were formed into regular streets, like an encampment, and presented the appearance of a neat village [?]. They were composed of large branches and limbs of trees, well thatched with very thick sedges, peculiar to the country, and well calculated to keep off the violent winds and rain. At the upper end of the encampment and a little way detached, was a kraal of Hottentots, consisting of nearly 500 men with their



29 Martello tower, Simonstown.



* Theal. *Records*, I, 357-8. Illustrations of the Hout Bay blockhouse may be seen among the collection of watercolours by 'J.W.' in the Library of Parliament, Cape Town, or in Lewcock: *The architecture of the Cape Colony from 1795 to 1837* [3 and 8], pages 34-5.

30, 31 Details from the original drawings of the Prince of Wales Blockhouse, Cape Town: 30 Cross-section; 31 Elevation.

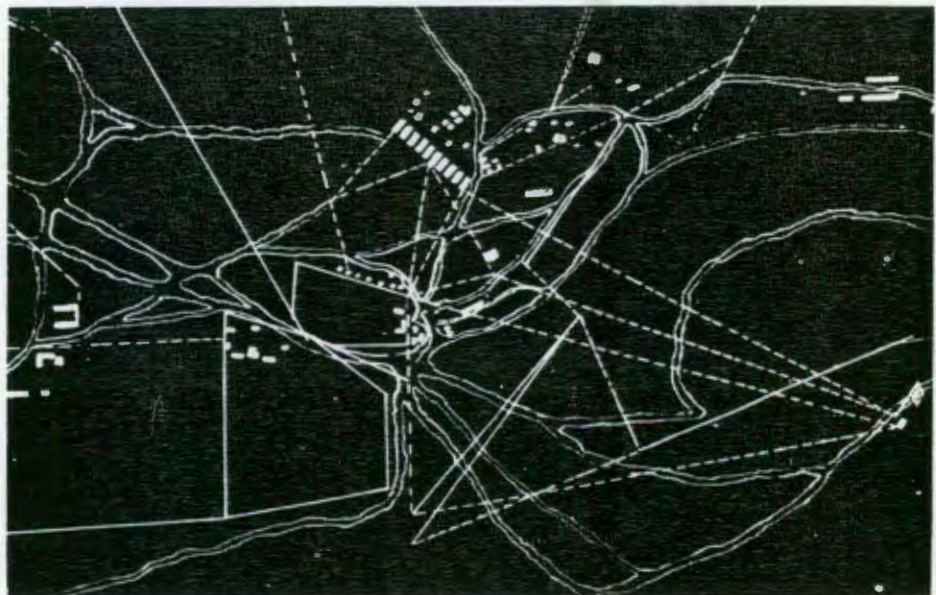
families . . .'.⁸ As for the officers, Lady Anne Barnard wrote to the Earl of Macartney (March 1800) that '[Craufurd's] Regiment is ordered to Wynberg, and Baillie's house is taken for the commanding officer'.⁹ But Percival observed that 'I spent some days with the officers of a regiment encamped near this spot (Half-way House)' and Burchell, who visited Wynberg in 1811, then found that 'this camp consists of huts constructed of reeds and plastered with mud. Those of the officers, although built of the same materials, are not wanting in comfort and neatness within. There is a range of stabling and barracks for the cavalry, and the whole forms a little village of singular and interesting appearance'¹⁰ [33]. A memorandum of 1807¹¹ speaks of the 'state of decay' of the mess house and some of the officers' quarters, which would seem to make it certain that some of the officers lived in grass huts during the First British Occupation. After 1807, however, a few of the buildings were sold to the officers¹² who then assumed responsibility for their maintenance, and the remainder were repaired at government expense.¹³ An inventory of 1811 lists those buildings which were privately owned by the officers, and the values allotted to some of them are quite high.*

From Burchell's drawings of 1811 and from the list of the materials used to repair the huts in 1807,¹³ we are able to form a fairly accurate picture of the type of construction followed. The huts were from 10 to 15 feet wide with eaves so low that the doors and windows cut into them. The main framework of the walls up to the wall plate was constructed from 4 in. by 4 in. scantling, the uprights being sunk into the ground, with studs and rails forming a framework between them. Doors and windows, wall plate and window frames were made up from deal boards 1 inch thick.† The rafters were formed of pairs of Witteboom poles 15 feet long leaning against each other with ties at the bottom, altogether 60 poles to a hut.¹⁴ The grass thatch of walls and roof was tied to cane battens which had been fixed to the uprights and rafters. Most of the later officers' huts were also ceiled with cane ceilings. Floors were presumably of compacted earth, as they were in most of the Cape farmhouses of the day. The earliest mention of plastering the outside walls over the straw was made by Burchell in 1811. It is clear from his drawings, however, that even at that date many of the walls were simply left as vertical thatching. This type of construction was an inheritance from mediaeval times in Northern Europe, and was common to both the English and the Dutch. It was to be extensively used again in the first houses of the 1820 Settlers.

The roofs of these buildings appear to have been almost invariably given hipped

* C.O. 33/21. October 17th 1811. Many of the huts listed here were erected, or re-erected, after 1807.

† Some of this deal may well have been cut locally.



32 Plan of Wynberg, taken from Thibault's manuscript notes to his survey of 1811. The flag on the right is placed on the line of the present Main Road. (C.A.)

Office of Ordnance
Cape of Good Hope

31st October 1809

Report of the State of the
Forts and Batteries and Field Ordnance
composing the Ordnance Establishment
in the Colony of Good Hope.

The Castle

Is a regular Pentagon, surrounded by
a Trapezoidal Bray and Ditch with the
exception of the North Front where it
is washed by the Sea; two Ravelins protect
the East and West Gates and a covert way
is added to the East Front. The Parapet
of the body of the place and the Out Works
are in a good state of Repair.

In the Castle are Mounted the
following Ordnance. viz.

Guns	Brass	6 lbs.	2	Dutch
		18 "	9	
	Iron	12 "	3	
		9 "	2	
		8 "	23	
Mortars	Brass	5½ In.	2	

In

In the Envelope

Guns—	Brap	18 lbs. ——— 7
		4 ——— 1
		3 ——— 1
Iron	18 ——— 27	
	12 ——— 16	
	9 ——— 2	
	8 ——— 11	
Mortars—	Brap	13 Inch — 2
		12 1/2 ——— 9

There are no Platforms in the Castle, excepting on the Saluting or Imhoff Battery (which are in good order) the Guns being placed on planks, as the expense of laying them down would be very considerable and probably unnecessary. The Mounted Ordnance in the Castle are supplied with Fifteen Rounds each well secured in a good Magazine on the Ramparts. — The Magazine in the Castle which is Bomb Proof has in it besides the Ammunition for the Mounted Ordnance a proportion of Ammunition in charge of the Ordnance Storekeeper, is sufficiently large to contain Two Thousand Barrels of Powder, over the Magazine is a Room One Hundred and Thirty three feet long appropriated for Naval Ordnance Stores, and above it the Ammunition containing Five Thousand Five Hundred and Forty Stand of Dutch Arms

in

in good condition. There are Six other
Store Rooms in the Castle containing
Ordnance Stores and the whole in good
repair. — The Royal Artillery both Officers
and Men are chiefly quartered in the
Castle and the Barracks in charge of
that Department. — The Castle Ditch to
the Southward which is a public thoroughfare
contains the Office of Ordnance (lately
removed from the Interior of the Castle
and altered by permission of the Honble
Board) the Officers Mess House, Barracks
for the Royal Military Artificers, Work
Shops for the Civil Artificers of the
Ordnance, and a new Shed as a covering
for Waggon erected by Order of the Honble
Board.

The Laboratory

" Is an enclosed yard about Two
Hundred feet outside the Castle Gate
to the Eastward, surrounded by a wall
nine feet high, It is Eighty Yards long
and Thirty Broad and contains five
small rooms out of repair. — His Lordship
The Master General and Honble Board
having ordered a Laboratory Establishment
to be formed at this Station it is desired
the Commanding Engineer on the spot
should be authorised to cause these rooms
to be repaired and fitted up in a
proper manner. "

Sea Lines

These Lines are in general out of repair and allowed to go to decay, but the several works on them are in good order. W^o. Fort Charlotte, Greys, Talbach, De Mist, and Rebeck Batteries, the former has a good Magazine (not constructed for Barrels of Powder) containing Five Hundred and Forty Rounds of Ammunition for the Guns mounted on the Lines, there are three Furnaces for heating Shot, the Platforms are of Wood and Stone.

		24 ^{lb} P ^o l. 2	
Fort Charlotte - Guns	Iron	12 - " - 2	Dutch
		0 - " - 1	
Greys	"	30 - " - 3	French
Talbach	"	12 - " - 1	Dutch
	Brass	24 - " - 2	
De Mist	Iron	18 - " - 4	English
	"	24 - " - 1	
Rebeck	Guns	" - 12 - " - 1	Dutch
	Mortars Brass & Iron	" - 1	

Fort Knock

Is an irregular Star Fort, with a Dutch palisaded, and glacied, is in a good state, has in it a Storeroom containing Three Hundred Rounds of Ammunition for the Guns, and a Furnace for heating Shot. In this work are mounted the following

Cranam

Ordnance on Wood and Stone Platforms
in good order. viz

Guns	Iron	{	36 Pounds	3	French
			25 "	2	English
			18 "	3	Dutch
Howitzers	Brass		7 1/2 Inch	2	

Right of Fort Knock

Is Mounted En Barbet One
18 Pounds Dutch Iron Gun on a Stone Platform
in good order to protect the entrance of
the lower barrier. - It has Thirty Rounds
of Ammunition lodged in Holland's
Redoubt.

Fort Craig

Is a Halfmoon Sea Battery and
the Guns in it are Six Iron Dutch 18 Pounds
En Barbet, it is open in the rear with
a Tower or Block House, under which
is a good Magazine containing One
Hundred and Eighty Rounds of Ammunition
for the Guns, - the Platforms are of Stone
in good order, and it has a Furnace
for heating Shot.

Holland's Redoubt

In which are Mounted One
18 Pounds and Four 8 Pounds Iron Guns, is a
Square Redoubt, enclosed in the Rear
with a Ditch and Palisades, - It has within
a small Shed for the preservation of the
Portable Magazines, in which are contained
One

One Hundred and Fifty Rounds of
Ammunition in good order, the Platforms
are of Wood and in good repair.

Center or Prince Frederic
Wilhelm's Redoubt }

Is a regular work enclosed
in the rear with a Ditch and Palisades,
in which are mounted One $\frac{1}{2}$ Inch
Breech Dutch Howitzer, and Four 8^{Foot}
Iron Dutch Guns. It has within a
small Shed for the preservation of the
Portable Magazines which contain One
Hundred and Fifty Rounds of Ammunition
for the above Ordnance.

Right of Center Redoubt.

Two Iron 8^{Foot} Dutch Guns
are mounted here on Iron Stone Platforms
En Barbet, the Ammunition consisting
of Lead Rounds is lodged in Center
Redoubt.

Burgheim's Redoubt

Is a Square Redoubt, and in it
are mounted Four Iron Dutch 8^{Foot} Guns
it is enclosed in the rear with a Ditch
and Palisades in good order, it has a
small Shed within for the preservation
of the Portable Magazine which contains
One Hundred and Twenty Rounds of
Ammunition, the Platforms are of
Stone

Stone and in good order.

King's Block House

Is a circular En Barbet work with a Block House in which is a good Magazine containing Ninety Rounds of Ammunition for the Guns and Four Thousand Musquet Ball Cartridges for the Troops, the Platforms are of Stone and in good order. In this work but not in the Block House are mounted the following Ordnance viz, Guns — Iron — 24 Pcs — 2 Dutch Howitzers — Brass — 8 Inch. 1 English

Prince of Wales's Block House

In which are mounted Four 24 Pcs Iron Dutch Guns, is a circular En Barbet work, with a Block House in which is a Magazine containing One Hundred and Twenty Rounds of Ammunition for the Guns and Three Thousand Musquet Ball Cartridges for the Troops, the Platforms are of Stone and in good order.

York's Block House

Is a circular En Barbet work with a Block House, in which is a Magazine containing One Hundred and Eighty Rounds of Ammunition for the Guns and Four Thousand Musquet Ball

containing One thousand Three Hundred and Ninety two Rounds of Ammunition for service of the Battery, besides a quantity of Powder &c. in charge of the Ordnance Storekeeper. - There are Two Furnaces for heating shot, the Mounted Guns are on Wood Platforms out of repair, and it is the opinion of the Commanding Engineer it would be useless to go to the expense of laying new Platforms unless the Battery is entirely altered. -

		36 lbs	12	Dutch
Guns	Iron	18 "	14	
		18 "	2	English
Mortars	"	10 Inch	1	

Kick in de Pot

Is an irregular Redoubt and has Four 24 lbs Brass Guns Mounted on Stone Platforms in good order, for which One Hundred and Twenty Rounds of Ammunition are contained in Portable Magazines.

Mortar Sea Battery

Is merely a Traverse with Three wooden Platforms in good order. The Ammunition for this Battery consisting of Thirty Rounds is lodged at Chavonne Magazine, and the following

Amsterdam Battery

Is a Sea Battery casemented and consists of a Front with a regular Curtain and two Demi Bastions, - It is enclosed in the rear by a Parapet wall, and the Guns in the flanks and faced of the Demi Bastion are mounted on Garrison and Field Carriages, - The Platforms are of Stone and Wood in good order, and the Guns in the Curtain are on Traversing Platforms and the whole in good order, In this work are Four Bomb Proof magazines, containing besides One Thousand and Twenty nine Rounds of Ammunition for service of the Battery, a quantity of Powder in charge of the Ordnance Storekeeper, - There are Sea Furnaces in this Battery for heating Shot, the following are the mounted Ordnance, viz,

Guns	Iron	{ 24 Pds. — 14	} Dutch
		{ 10 " — 5	
Mortars	"	{ 9 " — 2	} English
		{ 10 Inch — 1	

Chavonne Battery

Is a formidable Sea Battery in good order, in which is stationed One Captain of Artillery and Forty Rank and File; - In this work is a magazine containing

Ball Cartridges for the Troops in this are mounted the following Ordnance on Stone Platforms in good order, viz

Guns	Brass	6 lbs	1	} Dutch	
		24 "	2		
	Iron	8 "	2		
Howitzer Brass 7 $\frac{1}{2}$ Inch				1	

York's Redoubt

In a circular En Barbet work, in which is a small magazine containing Two Hundred and Ten Rounds of Ammunition for the Guns and Four Thousand Muzquet Ball Cartridges for the Troops, the following Ordnance are here mounted on Wood Platforms in good order, viz

Guns	Brass	6 lbs	2	} Dutch
		Iron	24 "	

Rogge Bay

In a small Sea Battery in good condition and enclosed on the Rear with Palisades, it has a small Shed for the preservation of the Portable Magazines which contain One Hundred and Sixty Rounds of Ammunition. In this Battery are mounted the following Ordnance on Stone Platforms, which are in good order

Guns	Brass	12 lbs	4	} Dutch
		18 "	4	
	Iron	12 "	6	
		8 "	2	

0078-44-105

Following Ordnance are here Mounted
 Howitzers — Brass — 7½ Inch — 1 } Dutch
 Mortars — { " — 13 — " — 1 }
 " — Iron — 10 — " — 1 English

Groote Moulle

Is a Sea Battery enclosed, where are Mounted the following Guns. This Battery is to undergo an immediate alteration which will be attended to in the next Periodical Report.

Guns — Iron — { 36 7th — 4 } Dutch
 " — " — { 24 — " — 5 }

Three Anchor Bay Battery

N^o 1 a Four Gun Battery with Embrasures. — N^o 2 One Gun and Two Carronade Battery En Barbet, the Platforms are of wood and in good order there is a Furnace in this Battery, the following Ordnance are here Mounted, and the Ammunition consisting of Two Hundred and Five Rounds is lodged in a Portable Magazine.

N^o 1 Battery — Guns — Iron — 18 7th — 4 }
 N^o 2 — " — { Guns — " — 18 — " — 1 } English
 " — " — { Carr. — " — 32 — " — 2 }

Between the Lion's Head and Rump are Mounted
 Two 4 7th Iron Dutch Guns for Signals.

Lion's Rump

One 1 7th Brass Dutch Gun for Signals.

Comptrol Bay Paper Knots

Item in Rabbit Works

distances between the Strand there and
Salt Mountain, for it is a distance

the following distances on level

platform or good road and the

distance consisting of three thousand

feet or thereabouts in a good wayward

road for the purpose

from 12th Feb. 2 knots

Cannon 11 — 37 — 4 English

Comptrol Bay

Item in Rabbit Works in which

are located the following distances, the

18th Feb and 27th Feb Cannon on Plate

and the other on level platform in good

road, the distance consisting of

three thousand feet or thereabouts in a

small permanent wayward

18th Feb — 2 knots

from — 10 — 2

Cannon 11 — 37 — 2 English

Black Bay

Black Bay is a low battery and in

a horizontal line to the entrance of the

Bay. It has in it a number of

they - eight 24^{lb} for Dutch guns and

distances have been on discovery

platform and then on discovery

on level and some platform all in

good

good order, - The Ammunition consisting of Seven Hundred and Seventy eight Rounds and Two Thousand Musquet Ball Cartridges for the Troops is contained in a small permanent Magazine.

East or Block House Battery is situated on the East side of the Bay and produces a plunging fire to the entrance of it. In the rear about One Hundred Yards is a Block House without Guns, - "Eight 18 Poun Gans are mounted here, Four on Traversing and Four on Travelling Carriages on Wood Platforms requiring trifling repair, - The Ammunition consisting of Seven Hundred and Thirty Seven Rounds & Two Thousand Musquet Ball Cartridges for the Troops is lodged in a small permanent Magazine.

Thurenberg

Consists of a Line and a Bitch, with a Sea Battery on its left flank, termed the lower Battery and separated by the road leading from Simon's Town to Cape Town. - A few Fliches are advanced in front of this Line, - There is a good Magazine in which, with the Portable Magazine on the Works is contained the Ammunition consisting of Four Hundred and Eight Rounds for service of this Post. - The following Ordnance are mounted here on Wood Platforms and in good order.

Lower Battery - Guns. Iron. 24 Poun - 6	} Dutch
Howt. - Brass 7½ In. - 2	
Upper - # - Guns. Iron. 8 Poun - 2	} French

of Service and constant work decaying fast, and it is attended with much expense to keep it in any tolerable state of repair; It is recommended to The Hon^{ble} Board that on the arrival of new Harness, the Stockkeeper be authorized to sell by Public Auction any Extra or old Harness there may be above the quantity required for mere Fatigues, and in the event of its being laid by, it would soon perish, and the expense of Packing and sending it to England would be more than its value. — The Royal Artillery Drivers are quartered in the public Barracks belonging to the Barrack Department and their Horses occupy Three Government and Four private Stables contiguous to the Barracks, the latter are hired on the most reasonable terms and paid for by The Hon^{ble} Board. —

The Bellows on the several Batteries as well as the side Arms and Carriages for the Mounted Ordnance on the Works are perfectly unserviceable, should The Hon^{ble} Board conceive it proper to send out new Carriages,
it

Silver Mines

Is a Pass in the Mountains between Fish Hook Bay and Cape Town, - This Post not being occupied since the conquest of the Colony is suffered to go to decay. - Three or Four Dutch Guns are lying there.

Simon's Town

Has Two permanent Batteries North and South, and One temporary Sea Battery called Tucker's, - At this Station the following Ordnance ^{are} supplied with One Thousand One Hundred and Fifteen Rounds of Ammunition in a permanent Magazine are Mounted on Wood Platforms in good order.

North Battery - Guns Iron - $\left. \begin{array}{l} 18^{\text{th}} - 3 \\ 12 - 2 \end{array} \right\} \text{English}$

South Battery - $\left. \begin{array}{l} \text{Guns Iron} - \left\{ \begin{array}{l} 18 - 3 \\ 12 - 2 \end{array} \right\} \text{English} \\ 3 - 3 \\ \text{Mortars Brass 12 In.} - 2 \end{array} \right\} \text{Dutch}$

Tucker's - Guns Iron - 18th - 4 English

As the Admiral removes his Flag here for nearly half of the Year, there is lodged in the Magazine a quantity of Powder for the use of the Navy, and it being found necessary to form a Depot of Naval Ordnance Stores at this Station, a Store room is at present hired for their reception from a Mr. Rossouw on the most reasonable terms, but should the Colony be continued a British Settlement, it is recommended to the Honble. ^{Board} to authorise a Store room to be erected here. ||

Algoa Bay -

Algoa Bay

Is a Military Position, situated on the coast Five Hundred Miles to the North East of Cape Town; - It has a Block House with Two 8^{Pos} Dutch Guns.

Park of Artillery

Composed of Four Medium 12^{Pos} with Two Hundred and Eighty Rounds of Ammunition, Ten 6^{Pos} Light English with One Thousand Six Hundred and Forty eight Rounds of Ammunition, Four 6^{Pos} Dutch with Six Hundred and Twenty four Rounds of Ammunition, Two Light 3^{Pos} with Two Hundred and Eighty Rounds of Ammunition, Two 5¹/₂ Inch Howitzers Light with One Hundred and Twelve Rounds of Ammunition, and One 4²/₅ Inch Howitzer with Fifty seven Rounds of Ammunition, with their Carriages, Side Arms, Small Stores, Nine Waggons, Ten Cart, Seven Ball Cartridge Carts containing Fifty five Thousand Musquet Ball Cartridges and Two Thousand Musquet Flints for the Troops, and two Forge Carts are lodged in a well erected Shed in the South Curtain of the Castle, which Shed is kept in repair at the expense of the Ordnance.

"The Harnes is from length
of

155
it is recommended they may be of Iron,
as Wood Carriages when exposed to the
weather in this Climate very shortly
decay. //

Magazines

There are Two excellent Magazines
one to the West and the other Eastward of
Cape Town, well secured and guarded,
that contain the Ammunition for the
Navy and Army in Charge of the
Ordnance Storekeeper.

General Observations

There are neither Houses
nor Quarters for the Respective Officers in
this Colony, and for want of them on the
spot or as contiguous to the Castle as
circumstances will admit of those
Gentlemen as well as the Clerks and
Others belonging to the Department are
much inconvenienced, the allowances
granted them for House-Rent being
by no means adequate to the expense
they are severally put to. — The Civil
Artificers are chiefly employed in
repairing the Garrison and Field
Carriages, Waggon's &c. and in making
altering and repairing Gun Carriages
for the Navy and the Current Service
of the Department. —

In

W. 6. 44. 105

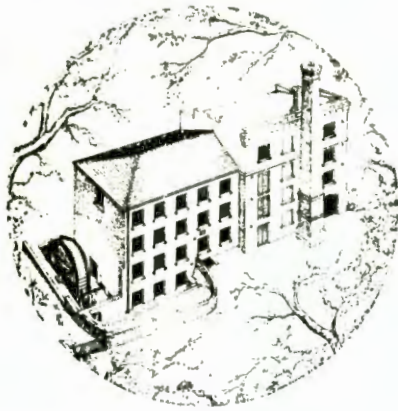
In the last Periodical Return, the Camp Equipage was from length of Service reported to be in an unserviceable state, but the period for taking the Field being at hand and no new Camp Equipage arrived, the Commanding Officer of Artillery has directed the Storekeeper to have the best of that in Store immediately repaired. —

The Respective Officers take this opportunity to observe that when the new Camp Equipage (reported to be ordered out) does arrive, that authority be given to dispose of the old Camp Equipage by Public Auction the usual mode of disposing of Articles in this Colony. —

W. Coy
L. Col. Camp
R. A.

J. W. Edwards
Commissary & Paymaster
Acting Storekeeper

W. J. W. W.
Clerk of Cheque



HISTORICAL SOCIETY OF CAPE TOWN HISTORIESE VERENIGING VAN KAAPSTAD

THE JOSEPHINE MILL BOUNDARY ROAD

NEWLANDS 7700

P O BOX 157

NEWLANDS 7725

Phone 6864939

Newsletter - March 1989

Annual General Meeting

On 13 March, the Chairman of the Society, Dr Howard Phillips, welcomed members to the 23rd Annual General Meeting at the Mill. His report will be published in full in the 1989 issue of 'Cabo'. Dr Phillips described 1988 as a year of vigorous activity with the Josephine Mill becoming one of Cape Town's leading small museums and a popular venue for functions. He paid tribute to our team at the Mill, miller Dick Evans, receptionist Val Epstein, housekeeper George Bawuti, and of course Owen Kinahan. Unfortunately Dick Evans is to retire because of ill health, and he was warmly thanked for his excellent contribution to the successful running of the Mill.

Members of the Committee were thanked for their valuable contributions towards the running of the Society, and Mike Ryan, who is retiring from the Committee, was awarded honorary life membership. The citation for the award reads as follows: "Our Society has been brought to its present high station by labour vision and a commitment of the sort Mike Ryan has devoted to it. I do not doubt that the new Committee will look to his outstanding example for inspiration in tackling the problems which loom ahead: increasing our membership and promoting historical awareness amongst all Capetonians".

The Treasurer's report was circulated and adopted.

Election of new Committee

The Committee for 1989#90 will consist of: Jean Blanckenberg, Roger Goodwin, Owen Kinahan, Paul Lange, Howard Phillips, Gillian Russell, Rob Sieborger, Phillida Simons, Jim Simpson, Arderne Tredgold, Leonie Twentyman Jones and Derrick Willett. Portfolios will be listed in the next Newsletter.

New Editor for Cabo

Dr Arthur Davey, who edited the 1988 issue of 'Cabo', has resigned and we thank him for the work he has done for our journal. His place is being taken by Mrs Jo MacRobert, who is teaching in the UCT History Department. After leaving school she spent a year in Canada as a Rotary Exchange Student. When

the blacksmith exhibit in the old coal store.

The Albion Spring

New plans are being mooted for the complex of buildings at the Albion Spring, near neighbour of the Josephine Mill. The property was formerly occupied by the Schweppes Mineral Water Factory. One proposal has been made by UCT to the City Council, which owns the site, that the University should become a "shareholder" in the site and that it would become a centre for research in high technology. It would offer facilities for research for example in bio-medical and biotechnological engineering. Professor Dave Woods, Deputy Vice-Chancellor at UCT suggested that such things as enzymes and computer chips could be studied. The scheme could also provide a conference centre where scientists and businessmen could meet and discuss the latest developments in their particular fields and matters of mutual interest. Some of the old residences have been altered but they could be restored and provide accommodation when it was needed. The scheme would attract scientists and businessmen from other parts of the country and encourage local industrial development, Professor Woods said. The historic buildings of the site are associated with the Cape Town District Waterworks Company that, in 1889, acquired a servitude on the strong flowing Albion spring that is fed by underground sources from Devils Peak. Water was supplied to the municipalities of Woodstock and Claremont and later Rondebosch and a small quantity went to Ohlsson's Brewery and an adjacent mineral water and ice factory run by the Dix family.

The water was later taken over by the municipalities of Claremont and Woodstock and in 1913 when various suburban municipalities amalgamated with Cape Town, water continued to be pumped into the reticulation system and it is still used in the local water supply.

About 1818 Johannes Gerhardus Munnik, who owned Rouwkoop on the other side of the Liesbeek, and also the ground where the spring was, built a water-mill there, called De Hoop. It was later bought by Jacob Letterstedt, who built the Josephine Mill, and in 1878 was transferred to his daughter, Lydia, and by then it was known as the Albion Mill. In 1889 Anders Ohlsson bought the property.

National Monuments

The Simon's Town Museum has been proclaimed a National Monument. The building, one of the oldest and most valuable historically in Simon's Town, dates from 1777 and was used by the Governor of the Cape as his winter residence in the mid 19th century. Later it became the Residency, housing the Magistrate's court and the Magistrate's residence until 1979. The Museum moved into the Residency in 1983 and has become a vital storehouse of historical memorabilia of Simon's Town and its neighbourhood. The old prison cells still exist and

the building during the first service and broke all the windows.

Today the congregation is the only 'Coloured' one that belongs to the N G K with full admission to its synod. All other 'Coloured' congregations belong to the daughter or mission church.

The building has been repeatedly threatened with demolition, but in 1965 was proclaimed an historic monument. In 1984 the Church Council decided to launch a Restoration Project, and they are working very hard to raise funds to preserve this historic building. A very worthwhile project which deserves every support.

Excavations at the Amsterdam Battery

A few years ago, our Chairman Dr Howard Phillips was planning an historic walk in the Docks area, when he saw the remains of a wall in Mamacos Warehouse yard. This turned out to be all that remains of the Amsterdam Battery. The information was passed on to UCT's Archaeology Department, and the following note was written by a volunteer "digger" Dr Gaby Kuhn.

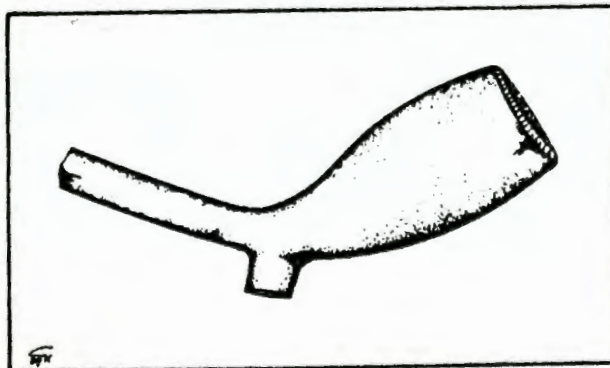
During November 1988 a team, headed by Mrs Ute Seemann, Honours student in the Department of Archaeology at UCT, started excavating the remains of the Amsterdam Battery (completed in 1785) down at the Docks. Overlooking the harbour it served the protection of the ships at anchor.

The excavation took place at two digs on the site: between the old caretaker's house and the inner rampart and the area of the ordnance house.

Not much cultural evidence was found, probably due to the thorough clearing up operation when the battery was demolished around 1900. Nevertheless, pieces of Chinese porcelain, Victorian glasses, a clay pipe, a uniform button and a small weight were brought to the surface.

The main objective of the dig is to compare the architecture of the battery with that of the Castle which was built a century earlier.

Clay pipe, made in Harlem, Holland, 1775
Found during the excavation



example, many modifications were made to the building prior to the Royal Visit in 1947. In the 1950's the building was scheduled for demolition, but in 1985 was proclaimed an historic monument.

The main hall, lined with Burmese teak panelling was the first big hall available to the City. It was used for a great variety of events from musicals, concerts, meetings, film shows, and balls to wrestling matches and cat shows. We heard how the hall was gradually modified to its now permanent use by the City Orchestra. During the excursion, members were taken into the roof above the concert hall - a fascinating sight of wooden beams and cladding, and enormous winches to let down the chandeliers so that the light bulbs can be replaced.

The splendour of the former Council Chamber, with its stinkwood gallery for the press and public, has been somewhat marred by its conversion for use by the Central City Library, as are the former Banqueting Hall, the Minor Hall and the Robing Room. One hopes that another more suitable home will be found for the Library so that the City Hall can operate as a cultural and tourist centre.

Intrepid members clambered up the increasingly narrow stairway in the 200 foot tower past the carillon of bells to the clock. A not to be forgotten experience for those who made it to the top, with the south-easter whistling about and the bells booming forth!

March lecture:

Mrs Gwen Fagan, wellknown conservationist and historical botanist, gave a fascinating talk on the history of Cape Town's Botanic Garden, 1652-1910, illustrated by numerous slides. Mrs Fagan's lecture was based on her detailed research on the possibilities of restoring the gardens in the central city. It covered the early Dutch kitchen garden of Jan van Riebeeck's day, with influence from Persia, with a very formal layout surrounded by clipped hedges; Simon van der Stel's period, during which numerous medicinal herbs and indigenous plants were exported to Europe; the French influence; to the English landscape period, when informality was popular. Mrs Fagan also described the menagerie, started in 1791, the Avenue, and the various entrances to the Gardens. She showed how the Company's Garden had always greatly influenced the development of gardens amongst private citizens at the Cape, as well as stimulating the growth of botanic gardens throughout the country.

Arderne Tredgold
Leonie Twentyman Jones

Tavern of the Seas



By

Lawrence G. Green

HOWARD B. TIMMINS

Monarch House



Long St. Cape Town

1947

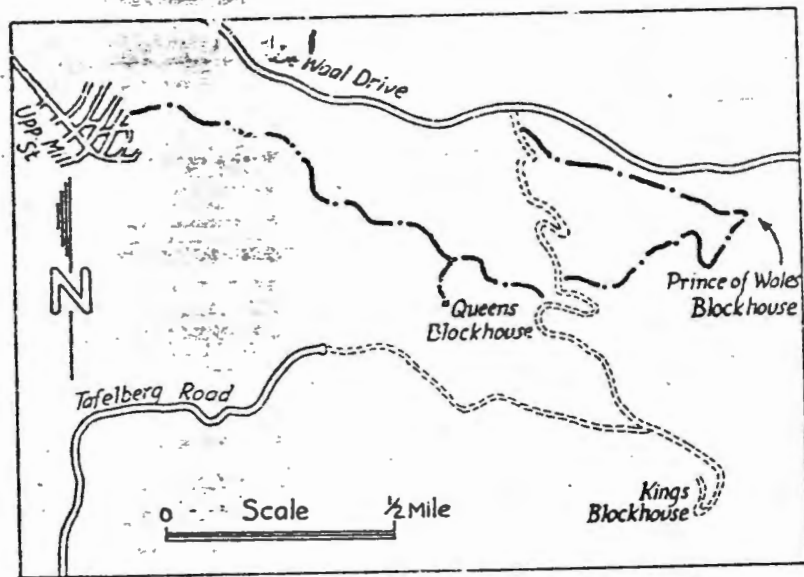
day in 1901 the signalman counted 128 ships in the docks and Table Bay, the largest fleet ever seen at the "Tavern of the Seas". Not even during the two greater wars that followed was there such an array of ships assembled. But a bay full of ships is like an overcrowded nursery; demands are sudden and imperative, and emergencies may arise at any moment. With a dozen Morse lamps winking in the darkness at once, a hundred signal flags streaming in the breeze by day, the signalman had little time for that hot cup of cocoa on which all the men of the trade seem to thrive.

Older than all the other buildings is another landmark at Table Bay Docks—the Amsterdam Battery. From those ruined ramparts one may be sure that an anxious watch on the sea was kept. The fort was built in 1784, the Dutch authorities receiving help from the French Admiral Suffren, an ally of the period against England.

They built so well that many charges of dynamite had to be used when the fort was dismantled early this century. The Amsterdam Battery, or what remains of its flanking bastions, vaults, magazines and bomb-proof chambers, stands near the present Dock Gates. It was designed to command the anchorage; but throughout its history no shot was ever fired in anger from its cannon.

It is recorded that when the armament was first tested a cannon burst, killing two soldiers and wounding Van der Graaf, Governor of the Cape. Invaders were influenced by the presence of this and other batteries, however, as the British landing in 1806 at Blaauwberg, on the far side of the bay, proves. The Amsterdam Battery was useful, too, when the crew of Admiral Pringle's flagship Tremendous mutinied in Table Bay. Guns were loaded, shot heated in the ovens, and an ultimatum was sent to the mutineers. Within a short time the Royal Standard was hoisted as a signal of surrender.

In 1827 the battery was dismantled and fitted as a prison; and in the dungeons many wretched men fretted and wept. An attempt was made in 1898 to bring the fort up to date, and heavier guns were mounted. It was soon realised, however, that the loop-holed walls of the eighteenth century would not stand up to modern artillery. Thus the old fort, which had heard the rattle of the Dutch East India Company's muskets, was abandoned at last.



12. The Blockhouse Walk

When a friend told me he had found an old road on Devil's Peak, running above De Waal Drive, I was sceptical—it sounded like a forestry road. Still, he was positive, so I accompanied him along it.

Our starting point was on the outskirts of Devil's Peak Estate, at the corner of Barnham Avenue and Windburg Laan; the track we followed was a continuation of the latter street—a hopeful sign since the old name for Devil's Peak was the Windberg.

The road has changed considerably since 1962, when I first saw it. Then it was choked with sand, and overgrown with wattle. Today the Forestry Department has discovered the road, and it has been cleared and included in their road-complex.

You will find yourself crossing the slopes of Devil's Peak 200 feet above De Waal Drive. In places the road has been cut into the mountainside; at other points the outer edge has been built up with stones.

57

Jose Buman, Where to walk in the Cape Peninsula,
Human + Rousseau CT + Pta 1967.

the steep mountainside until it reaches the King's Blockhouse. The road winds across the buttresses, passing one turn-off to the right (which connects with Tafelberg Road) and, after another hairpin bend, travels back along the slope for quite a distance, before arriving at the blockhouse.

Until recently a forester's dwelling, erected in 1893, stood just below the King's Blockhouse; today it has been demolished, leaving only a memorial plaque to the original forester, Frank Jarman, which reads:

'he found these barren stony slopes treeless, and left them covered with forest'.

The early forestry cultivation was all done with the aid of convicts. If you enter the King's Blockhouse, which was declared an Historical Monument in 1936, you will find that it is no longer a fort but a prison. Though the 24-foot square tower is still in quite good condition, with the loopholes in the walls intact, convicts were housed in the fort from 1893 onwards in a series of dormitories. Their number fluctuated over the years, being 42 convicts and six warders in 1895, but only 21 convicts by 1917. It ceased to be a convict station in the 1920s.

This explains the anomaly of the old road. It had been the main supply line for the convict station, and was constructed, or at least renovated, by convict labour. It probably fell into disuse when the convicts were withdrawn, and has been replaced by the road leading directly up from De Waal Drive.

To find the York Blockhouse (or the Queen's as it was later called), you must return to the old Blockhouse Road. Just before its junction with the road from De Waal Drive, it bends eastward, to contour round a buttress; in the bend, on the Cape Town side of the buttress, the vegetation is split by a narrow path which burrows its way steeply up the slope. A couple of hundred feet higher, the path bears to the left and leads onto a knoll covered with a dense thicket of wattle and pine. In the middle of this stands the Queen's Blockhouse.

The blockhouse is in a ruined condition. A couple of the walls still stand, and on the terrace in front of it, a dismantled cannon, bearing the date 1755, lies rusting. At the other end of the terrace, hidden by the thicket, is another 1755 cannon. Although its muzzle still pokes over the wall of the redoubt, this old gun is quite impotent, for it has been spiked.

59

Suddenly you will come on a Malay tomb by the side of the road. Above the stone-packed tomb stands a post surmounted by a wooden crescent, and a coloured cloth flutters in the breeze. Who lies buried in this anonymous tomb?

When I traversed the route in 1962 the road degenerated into a footpath, and finally disappeared under fallen trees and dense wattle. I was puzzled about the origin and purpose of this road. An old picture gave me the answer. It was a water-colour sketch by Thibault, done in 1812; its subject was the Grand Parade, but Devil's Peak figured in the background; what is more, a road along the slopes of Devil's Peak was clearly visible, and at the termination stood - a blockhouse!

When the British captured the Cape in 1795, the defences of Cape Town were not put to the test, for the British had only reached Wynberg when the surrender was negotiated. General Craig, who took over the defences, knew he might have to ward off a French attack, so he inspected the fortifications carefully.

Immediately he perceived a flaw in the defences of Cape Town, for the French lines, which protected the Castle from the south, stopped short on the slopes of Devil's Peak and could be bypassed with ease by active infantry.

Craig erected three blockhouses on the slopes of the mountain above the French lines. They were called respectively the King's, York and Prince of Wales' blockhouses, and were in the form of a triangle. At the apex, high on the ridge of Devil's Peak was the King's Blockhouse, the other two forming the base, with the York nearest Cape Town. In addition, Craig built a road from the town up to the blockhouses.

Whether the road from Cape Town is the original one, I would not like to say, for the chances are that Craig connected the blockhouses with the French lines which ran from Toll Gate in Woodstock up the slopes. In fact, the road may be only 70 years old, for a map of the 1890s shows the road to the blockhouses marked as 'carriage-way in construction'. The reason for this will be evident in a moment.

About $1\frac{1}{4}$ miles from the start, the Blockhouse Road suddenly emerges on a broad motor road, entering it at a hairpin bend in the latter. This is the present road from De Waal Drive to the King's Blockhouse, which is no longer open to motor traffic.

Take the upper (right) road and follow it for about two miles across

the steep mountainside until it reaches the King's Blockhouse. The road winds across the buttresses, passing one turn-off to the right (which connects with Tafelberg Road) and, after another hairpin bend, travels back along the slope for quite a distance, before arriving at the blockhouse.

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To reach the Prince of Wales' redoubt, take the main forestry road which leads down from the old Blockhouse Road. It heads south for a little distance, before turning at a hairpin bend and descending towards the Forestry Station a mile or so below. Soon you will spot another road, turning off at a sharp angle and leading south.

This latter is the road to the Prince of Wales' blockhouse, and it contours round several buttresses before it emerges from the trees onto open hillside. Below, you can see the twin channels of De Waal Drive, over which crawls a constant stream of traffic. The road leads down towards the Drive, and ends at the redoubt, which can be identified by the chimney of a derelict house poking through the tall vegetation.

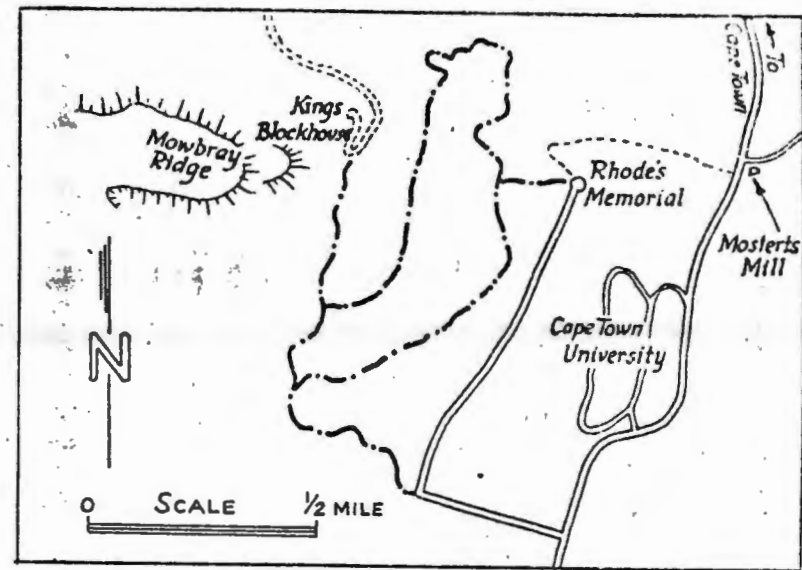
The Prince of Wales' blockhouse may prove a disappointment to you, since the blockhouse was demolished in 1926 and all that remains is the ruin of some buildings and a stone terrace. On this terrace lies a dismantled cannon of 1782 vintage, defaced by countless names, some painted on it in gaudy colours, others carved into the very metal.

Just below the terrace you will find some steps leading to a trench with two low concrete structures. These are gun emplacements, looking out over Table Bay. Both gun sites are overgrown and cannot have been used for many years. It would be interesting to know just when they were erected, and to deal with what enemy.

From the Prince of Wales' redoubt a little footpath leads northwards along the slope, for about a quarter mile, to end at the point where the forestry road emerges onto De Waal Drive.

A permit will be required for this walk, as it lies almost entirely in the forest. The walk, including trips to all three blockhouses, covers a distance of approximately seven miles.

For anyone interested in seeing one of the fortifications without embarking on an extended walk, the Prince of Wales' redoubt is ideal, for it lies only a quarter-mile from De Waal Drive, along an easy path.





WEEKEND ARGUS 8 JUNE '74 page 2

VIEW of redoubt in Trafalgar Park.

THE FRENCH REDOUBT

Part of hastily built 1781 defence line

TOLL GATE is now synonymous with the City Tramways bus depot and offices at Sir Lowry Road, Woodstock. Here, at the turn of the 18th century stood the City Gates.

A toll was taken for those passing through the gates into the city. Flocks of sheep were levied at 2d per head, a horse and cab at 9d and a heavy horse or ox wagon paid a toll of six shillings.

The toll system came from Europe. The money collected was used for building and maintaining roads. Other toll gates existed, including the one in Bain's Kloof Pass. The original iron gates at Woodstock were bought by Cecil Rhodes.

In Trafalgar Park, opposite Toll Gate, stands the French Redoubt. The easiest entrance is from Searle Street (off Sir Lowry Road). Past the rather

grand Victorian bandstand, (alas — no longer used) on the right stands a sight to delight any child — a real fort with cannons.

The French Redoubt, also known as the Central or Frederick William Redoubt, was part of the hastily constructed French line of defence built by a French garrison in 1781.

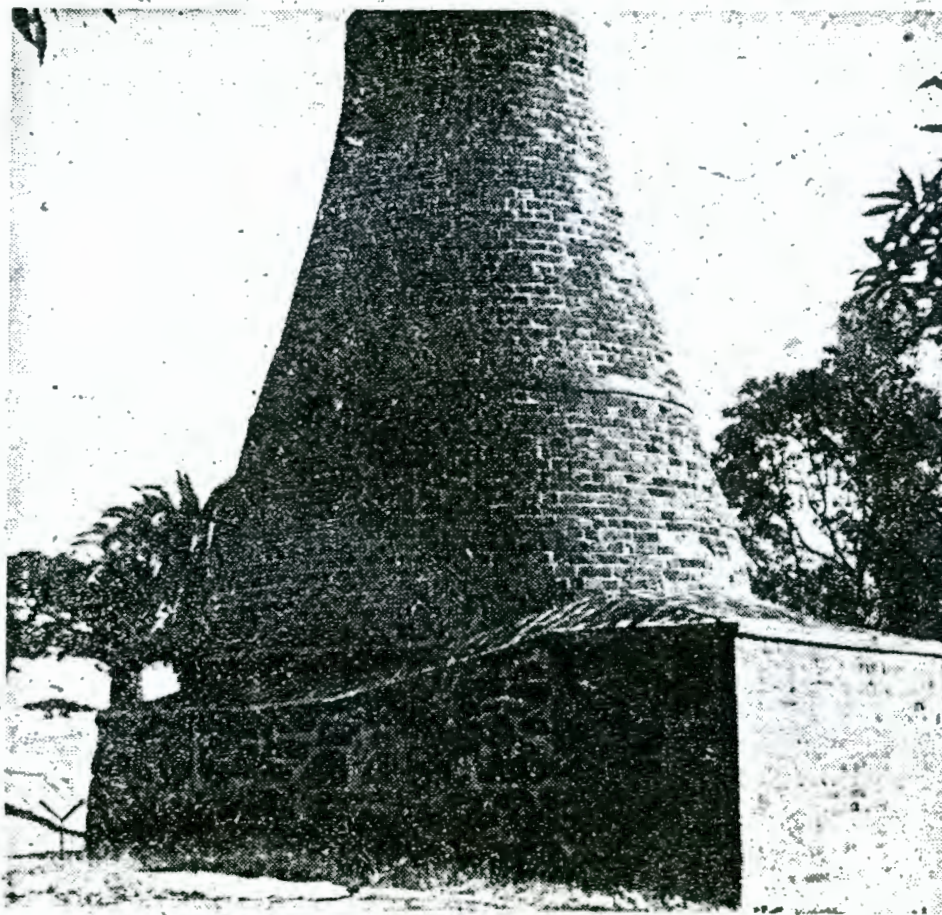
The Dutch East India Company, expecting an attack by the British, realised they were extremely vulnerable overland from False Bay. They formed a line of four forts stretching from Fort Knokke (where Woodstock Railway Station stands) to the slopes of Devil's Peak. The other forts were the Hollandse Redoubt and the Burger Redoubt.

Five years after it was built the line was in poor

state, and after the British occupation in 1795 the connecting earthworks were restored. The line fell into disuse in 1827 when orders were given to demolish the forts.

The French Redoubt has earth banks and a stone entrance. There is an interesting structure in this fort, a brick kiln-like chimney, about which there has been much speculation. Theories have ranged from this being an oven in which cannon balls were heated before being fired at wooden ships, to the suggestion that this was a miniature oast-house for the making of beer.

As imaginative as the stories have been, it seems that this was a brick-kiln used for the making of bricks after the fort was demilitarised. The fort is a little-known relic of the past, well worth a visit.



THE kiln part of the redoubt. Note how part of the base has been built of stone.

* Amsterdam bot. spijer
Kans v/ Valgraff. p 122
1785+

EUROPESE OORLOË EN DIE KAAP

(1652 - 1795).

G.A. LEROUX.

Verhandeling ingehandig ter verkryging van die
M.A. graad aan die Universiteit van Stellenbosch.

July, 1941.

by Saldanhabaai is bevry en as gaste deur die Engelse ontvang. Op 24 Julie het die vloot weer vertrek en, omdat hy nie kans gesien het om die Kaap aan te val nie, het Johnstone die troepe na Indië gestuur en die res van die vloot het hy terug na Europa geneem. Die Politieke Raad het hierdie "smerteljk berigt" met groot misnoeë ontvang en het die saak in die hande van die independent fiskaal Boers gestel om "exact onderzoek te doen of en in hoe verre de meerm: skeepsoverheeden hunl: pligt behoerlijk hebben opgevolgd"¹⁹⁾ en, indien hulle skuldig bevind word, sou hulle voor die Raad van Justisie gedaag word. In sy rapport het Boers verklaar dat al die skippers behalwe die van die "Middelburg" hulle²⁰⁾ plig versuim het en dus "actionabel" was. Die skuldiges is dan ook almal later uit die Kompanjie se diens ontslaan.

Die ekspedisies van Johnstone en De Suffren was 'n aanduiding van die strategiese belang van die Kaap wat ook ander moondhede begin insien het en die Kompanjie het met meer ywer as ooit te werk gegaan om die behoud van die Kaap te verseker. Die Kaapse garnisoen was onvoldoende en in die buiteland is huurtroepe deur die Kompanjie in diens geneem. Die Regiment van Pondicherry wat in Junie 1781 op De Suffren se vloot was, het aan die Kaap gebly vir die duur van die oorlog. Hulle het gestaan onder bevel van Kolonel Conway, is deur die Franse regering besoldig en is in April, 1784 na Mauritius verskeep.

In Mei, 1782 kom 'n tweede Franse regiment die "Regiment van Luxemburg" by die Kaap aan.²¹⁾ Hoewel hulle in Frankryk

19) Res. C.73 - 3 Aug., 1781.

20) Res. C.73 - 9 Okt., 1781.

21) Dagregister - 20 Mei, 1782.

gerekruteer was, is hulle deur die Kompanjie besoldig. Hulle is in Feb., 1783 na Ceilon verplaas en hulle plek aan die Kaap is gevul deur die Switserse Regiment van Meuron. Genoemde regiment het tot lank na die vrede nog aan die Kaap vertoef en is eers in 1788 na Colombo verskeep. In 1783 is die Franse Regiment van Waldener uitgestuur en, nadat die vir 'n tydjie aan die Kaap aangehou is, is hulle na Batavia afgestuur. Behalwe die troepe is ook Franse ingenieurs uitgestuur wat moes help in die optrek van vestingwerke. Die regiment van Pondicherry onder Kolonel Conway het dadelik begin om 'n wal tussen fort de Knokke en Duiwelskop op te werp. Met behulp van hierdie wal of "Retranchement" moes 'n vyand wat van Simonstad kom, afgeweer word. In die linie is drie batterye ²²⁾ geplaas nl. die "Holland", "Centre" en "Burger" redoute. Die omgewing van Soutrivier was totnogtoe van geen batterye voorsien nie en 'n vyand kon maklik in daardie deel land, want ten ooste van fort de Knokke was geen batterye nie. Om in hierdie leemte te voorsien, is in 1782 tussen fort de Knokke en Soutrivier voorlopig twee batterye opgewerp nl. die "Intermediare Battery" en die ²³⁾ "Nieuwe Battery". In dieselfde jaar is ook 'n loopgraaf deur die Franse gegrawe tussen die Klipkuilen en die Kerkhoven. In Roggebaai het hulle twee batterye die "Laage Battery" en die "Hooge Battery" opgewerp. Die doel hiermee was om die strand tussen die Kasteel en Roggebaai te beheers, want deur middel van hulle regterflank kon daar 'n kruisvuur met die linkerflank van Battery Imhoff verkry word. Die Franse het groot waarde geheg aan

22) Botha C.G., Early Military Defences of the Cape.

23) Rapport van Gilquin en Thibault, Res. 3 - 1792.

aan die oprig van vestingwerke en, waar nie tyd was vir hegte vestingwerke nie is daar tydelike fortifikasies wat net vir die duur van die oorlog moes dien, opgerig. Onder die batterye wat in hierdie tyd opgerig is, is Die Mouille Battery, Heine Battery (1779)²⁴⁾ Gordon, Batterye aan Kampsbaai, in die Cloof ens.

Die Franse is met die versterking van die Kaap gehelp deur die inwoners wat in hierdie verband baie ywer aan die dag gelê het. Le Vaillant dink "het was inderdaad een bewonderenswaardig schouwspel die groote menigte te zien, die, met schoppen en spaden en diergelijke werktuigen op hunnen schouder 's morgens in order de stad uitgetrokken en vrolijk aan het werk gangen."²⁵⁾ Hoewel die ywer later verkoel het, is tog baie gedoen om die Kolonie teen vyande te beveilig. Van Tafelberg tot by Valsbaai was die weg beset met klein skanse en die pad van Houtbaai na die Kaap was deurkruis deur 'n menigte loopgrawe.²⁶⁾

Die burgers van die buitelandse distrikte het ook hulle deel bygedra om die Kaap te beveilig. 'n Aantal uit elke distrik moes maandeliks Kaap-toe kom om daar die piketwag te kom hou en, sodra die seinskote gedoen sou word, moes elke weerbare man sig na die Kaap begeef. Die inwoners van die Kaap moes dan die pikette en ander burgers van die buitelandse distrikte by hulle aan huis neem volgens 'n skema deur die regering opgetrek. Daar is egter geen verskil gemaak tussen armes en rykes nie en klagtes het ingekom dat

24) Sien. verder Roux, P.E., Die Verdedigingstelsel....p.p.14 - 18.

25) Le Vaillant, Reize in die Binnelanden van Afrika....p.XIV.

26) Le Vaillant, Reize in die Binnelanden van Afrika....p.p.XV-XVI.

Hoofstuk VI - Die Franse Rewolusie.

Die voorgename aanslag van Engeland op die Kaap het groot ongemak in Nederland veroorsaak en verontrustend ingewerk op die gemoedere van die direkteure van die Nederlands-Oos-Indiëse Kompanjie. Die sluiting van die vrede van Versailles het, anders as vorige vredes, geen verslapping aan die Kaap gebring nie. Gordon, hoof van die milisie het kort na die vrede die verdedigingswerke van die kolonie deeglik ondersoek en 'n "Beredeneerde Memorie ¹⁾ over den staat van defensie van Cabo de Goede Hoop" opgetrek. Hy beveel hierin aan dat die verdedigingswerke sodanig moet wees dat die kolonie sonder vreemde hulp 'n vyand kon weerstaan. Die verdediging van enige plek hang af van sy vestingwerke en artillerie, van die aantal en deugszaamheid van die militêre asook van die geografiese toestand van die land. Die natuurlike verdediging van die Kaap is die see, die klipperige strand waar nie orals geland kon word nie en die heersende winde wat Tafelbaai in die winter onveilig maak. Tenspyte hiervan is daar tog verskeie baie waar 'n vyand kan land en daarom moes dit met kunsmatige vestingwerke versterk word. Die waarde van die bestaande vestingwerke was in die algemeen gering en baie daarvan was feitlik waardeloos.

Die getal artilleriste was erg onvoldoende en die krygsvoorrade was ook ontoereikend. Artilleriste moet betyds gekies word, want dit vereis behalwe oefening ook nog fisiese en morele kwaliteite by persone. Die Kaapse garnisoen bestaan uit 'n bataljon van vyf-honderd ge oefende voetvolk en 'n regiment van elf-honderd Switserse soldate.

1) Woordelike Afskrifte 117.

VC 117

Die landmilisie tel ongeveer duisend man, maar voordat mens op hulle kon reken, moet daar eers seker gemaak word dat hulle in geval van 'n aanval betyds aan die Kaap sal wees en ook of hulle lank genoeg daar kan bly. Daarom moes aan die Kaap huisvesting vir minstens ses-honderd kavallerie ingerig word. Behalwe die vestingwerke wat reeds aan die Kaap was, moes nog verskeie ander opgerig word, veral om die kuslyn in die omgewing van Tafelbaai te versterk t.w. by Kampsbaai en Roggebaai en dan ook die kuslyn van Valsbaai by Simonsbaai en Muisenberg. Houtbaai was 'n nuttige baai want daar kon sonder om groot konkoste te maak - slegs twee batterye - twaalf Kompanjie's-skepe beskerm word.

Naby Soutrivier tussen die Kaapse vlakte en die voet van Duiwelsberg moes 'n "capitaal fort van ses Roijale Bolwerken" 2) opgerig word om die kommunikasie met die binneland te verseker. Hierdie fort was, hoewel geïsoleerd tog noodsaaklik omdat die Goede Hoop in 'n kom tussen heuwels en berge lê, waardeur die beste vestingwerke beheers word.

Die aantal troepe wat nodig was om die Kaap te verdedig op die oomblik voordat die aanbevole fortifikasies voltooi is, is ongeveer ses-duisend. Hierdie getal kon maklik aan die Kaap gekry word deur die troepe wat Indië moet verdedig aan die Kaap op te lei. Wanneer die aanbevole fortifikasies egter klaar is, sal 'n garnisoen van drie-duisend infanterie, twee-honderd dragonders en vyf-honderd artilleriste genoeg wees om die kolonie met sukses te verdedig.

2) Beredeneerde Memorie over den staat van defensie van Cabo de Goede Hoop - V.C.117.

Gordon se rapport was slegs een van 'n aantal wat in die tagtiger jare uitgebring is i.v.m. die verdediging van die Kaap. In 1788 is 'n Militêre Kommissie uit Nederland gestuur en hulle het die verdedigingstelsel van die kolonie geïnspekteer. Hulle het andermaal wenke tot verbetering aan die hand gedoen, maar moes tot hulle teleurstelling in 1792 by hulle terugkoms vind, dat hulle aangevelings nie uitgevoer is nie.³⁾

Dië was ongetwyfeld teleurstellend vir Here XVII dat die kolonie waar reeds so baie aan verdedigingswerke spandeer is, in so 'n swak staat van verdediging was, veral op 'n tydstip toe die Kompanjie reeds onder 'n sware skuld las gebuk gegaan het. Hulle was ~~na~~ nietemin vasbeslote om die Kaap so veel as dit in hulle vermoë was te versterk. Goewerneur Van Plehtenberg is herroep en 'n militêr van hoë aansien in die persoon van luitenant-kolonel Jacob van de Graaff is in 1785 na die Kaap gestuur. Hy het dadelik begin met die oprig van nuwe verdedigingswerke en 'n hospitaal. In hierdie tyd is die Amsterdam battery opgerig op die plek waar die battery genoem "S Heeren Hendriks Kinderen" was, en 'n tweede bastion, Coehoorn" is opgerig in die Project Retranchement tussen die Kasteel en Duiwelskop.⁴⁾ In die volgende jare is ook Simonsbaai met twee batterye "Boetselaar" en "Zoutman" versterk, en teneinde Houtbaai vir skepe te beveilig, is drie batterye "Sluysken", "Gordon" en "Klein Gibraltar" daar opgerig. Om die ammunisie te verbeter, is proefnemings met gloeiende koeëls

3) Memorien van den Gouverneur van de Graaff p.p. 22, 24.

4) Theal G. McC, History of S.A. before 1795, vol. III, p. 239.^{237 24 111}

gemaak want hulle het gemeen dat dit doeltreffender was as gewone koeëls.

Here XVII het nou ook besluit om 'n gereelde garnisoen van twee-duisend man aan die Kaap te stasioneer. Om genoeg rekrute te kry wat deeglik geoefen is, veral by die artillerie moes Van de Graaff 'n militêre kweekskool aan die Kaap oprig. Die skool moes ook rekrute vir die Indiese garnisoene werf en hulle moes aan die Kaap opgelei word om terselfdertyd aan die verandering van klimaat gewoon te raak.⁶⁾

Die Kaapse regering het nou ook doelbewuste poging aangewend om die kolonie van ondergrawende elemente te suiwer. Die Franse was angetwyfeld goed ingelig omtrent die militêre gesteldheid van die Kolonie en indien hulle die Kaap sou aanval, sou hulle op die swakste punte van die verdediging konsentreer. Maar ook die Engelse ambisie het die kolonie begin bedreig. In 1785 het 'n daad van die Engelse die regering groot ongemak besorg. 'n Retoerskip het gedurende Mei-maand in St. Francisbaai geland en honderd siekes aan wal gebring. Terwyl die skip gerepareer is, en verversings ingeneem het, het verskeie militêre beamptes oor land na Kaapstad gereis en daar is beweer dat hulle op weg die land in besonderhede verken het. Die Politieke Raad het hierdie daad in 'n ernstige lig beskou en besluit dat die "van 't aller uytterste gewigt, vooral in de presente conjuncture van tijden voorquam, dat in voorsz: Mossel - Plettenbergs - St. franciscus - en a la goabaaij sufficiente militaire detachementen wierden gelegd."⁷⁾

6) Inkomende Briewe C.470.

7) Res. C.77 - 17 Junie, 1785.

By Dr. G. M. THEAL.

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BY

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THE CAPE COLONY TO 1795, THE KORANAS, BANTU, AND PORTUGUESE IN SOUTH AFRICA TO 1800



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lerymen at the Cape were as proficient in their use as any in the world. The system of allowing soldiers to take temporary employment with farmers was continued, but this custom did not extend to engineers or gunners. It was very severely commented upon by critics such as Van Braam Houckgeest, who asserted that the officers regarded the money saved as their perquisite, and did not credit the Company with it. This, however, was almost certainly a gross exaggeration.

In the summer of 1787-8 the regiment of Wurtemberg—a body of mercenary troops two thousand strong—arrived at the Cape to relieve the Swiss regiment of Meuron, which proceeded to Colombo. The garrison included also the national battalion, as it was called, under Colonel Gordon, about six hundred strong, and four hundred engineers and artillerymen.

As landdrost of the new district, to the formation of which the directors had consented, on the 13th of December 1785 the council of policy appointed an old burgher resident in the village of Stellenbosch, named Maurits Herman Otto Woeke, who was believed to be a man of sound judgment. He was directed to make a tour along the border, to select a site for his court, and to report fully to the council. The district at the same time had the name Graaff-Reinet given to it, in honour of the governor and his lady.

The boundaries were decided upon, but were not made known until the 19th of July 1786, when a placat was published concerning them. They were: on the west the Little Lion river from its source in the Nieuwveld mountains to its junction with the Gamka, the Gamka to the Zwartebergen, the northern base of the Zwartebergen to the source of the Brak river, the Brak to its junction with the Gamtoos, and the Gamtoos to the sea; on the east the Tarka river, the Baviaans' river to its junction with the Fish, and the Fish river to the sea. On the north the boundary was undefined, the only fixed

point being the beacon placed by Governor Van Plettenberg on the bank of the Zeekoe river.

As the best site for the public offices, Mr. Woeke selected two farms near the source of the Sunday river, then in occupation of a burgher named Dirk Coetsee, who agreed to dispose of the buildings on them for about £530, and to accept land of equal extent elsewhere. This arrangement was ratified by the council. In July 1786 a board of six heemraden was appointed, two of whom were thereafter to retire every year, and to be succeeded by others selected by the council of policy from a double nomination. The first members were Adriaan van Jaarsveld, David de Villiers, David Schalk van der Merwe, Andries Pieter Burger, Josua Joubert, and Jacobus Gustaf Triegard. In October the landdrost opened his court for the first time.

Shortly afterwards a schoolmaster, who was also to act as a comforter of the sick until the arrival of a clergyman, was sent to the new drostdy. In September 1791 the directors engaged the reverend Jan Hendrik von Manger to minister to the people of Graaff-Reinet, but when he arrived in South Africa no instructions had been received concerning him, and the council therefore resolved to keep him in Capetown until despatches should come to hand. Thus he did not commence his duties until October 1792. Steps were taken, however, in anticipation to establish a consistory at Graaff-Reinet, and on the 13th of March 1792 the council approved of Marthinus Wessel Pretorius and Jan Jacobsen as elders, and selected from a double nomination Andries Pretorius and Barend Burger as deacons of the newly-formed congregation.

The district was of such immense extent that many of the parishioners could only attend the services at very long intervals, some for instance needing three weeks to a month for the journey to and from their homes. Mr. Von Manger considered he was fulfilling his duty if he

BARROW

Dr. W. J. LEYDS
Franklin 1807
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AN
ACCOUNT
OF
TRAVELS
INTO THE
INTERIOR OF SOUTHERN AFRICA.

IN WHICH IS CONSIDERED,
THE IMPORTANCE OF THE CAPE OF GOOD HOPE TO THE DIFFERENT EUROPEAN
POWERS, AS A NAVAL AND MILITARY STATION; AS A POINT OF SECURITY
TO OUR INDIAN TRADE AND SETTLEMENTS DURING A WAR, AND
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AT THE CAPE OF GOOD HOPE, AND CHIEF CLERK OF THE GOVERNMENT GENERAL
OF FRANCIS BONDAS DURING HIS GOVERNMENT.*

ILLUSTRATED WITH GENERAL E. BARROW'S DRAWINGS.

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1804.

and a long range of low buildings that were converted, under the English government, into a general hospital, with lodgings for the inspector, storekeeper, and apothecary to the forces.

On the west of the bay are three strong batteries at the points K, L, M, the Rogge-bay battery, the Amsterdam battery, and the Chavonne battery, the guns of which all bear directly upon the anchorage. At N is also a small battery, called the Mouillé, commanding the entrance of the bay; for all ships, when coming in, keep the point of the Mouillé close on board, and go out of the bay between Roben Island and the continent. A little farther, at the point O, where there is a small sandy cove, a work was thrown up with a few light guns and a furnace for heating shot, to prevent a landing at this place, which they have further endeavoured to impede by fixing three anchors across the inlet. A very few shot from one of our frigates soon, however, dislodged the enemy from this work.

At Camp's Bay, on the western coast of the peninsula, there are also a few small batteries, and a military post on the height above it, directly between the Table Mountain and the Lion's Head. An almost perpetual surf rolls upon the sandy beach of Camp's Bay, otherwise, this might be considered as a very vulnerable point. An army landing here, and at Three Anchor Bay, might take the town and all the batteries in their rear, or, which would still be more important, might get possession of the Lion's Rump at F; from whence, with a few howitzers, the town and citadel, and the strong batteries on the west side of Table Bay, would be completely commanded. And this hill
has