

# AN ARCHAEOLOGICAL ASSESSMENT OF THE RE-DEVELOPMENT OF CULEMBORG MOTOR CITY, A PART OF ERF 164070, FORESHORE, CAPE TOWN

Prepared for

**Chand Environmental Consultants**

July 2009



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# 1. INTRODUCTION

This heritage study represents part of a risk assessment of the so called Culemborg Motor City, Roggebaai, Cape Town Foreshore. The position of the property (5.3 Ha) is shown on Figures 1 and 2.



**Figure 1:** The location of the site on the foreshore<sup>1</sup>

**Figure 2:** Aerial photograph with site marked<sup>2</sup>

Since completion of land reclamation in the late 1940's, and despite the proposed the grand plans for development of the area, the foreshore in general remained undeveloped for many years. Large parts functioned as parking lots and some still continue to do so. The name Culemborg refers to the birthplace of Jan Van Riebeeck. During the 1952 Van Riebeeck tercentenary festival, the foreshore was used as the main venue for exhibits<sup>3</sup>. A replica of Culemborg was constructed on the site and the name has stuck. One of the earliest permanent developments to take place on this site was the Culemborg rail yards and more specifically, buildings for the Van Riebeeck festival that were later used by the railways (see Fig 12). More recently, several projects have been proposed on, and in the vicinity of the foreshore. Some have remained as proposals but others have been carried through to completion. While some of the earlier developments hardly penetrated the surface, except where foundations were required, more recent projects often penetrate deeply into the earth to provide basement parking facilities. In the process these interventions often cut through the landfill and old seabed into the underlying shale bedrock.

As the greater part of the foreshore only came into existence sometime between 1938 and 1943<sup>4</sup>, one would expect the task of assessing potential heritage risks/impacts in this area to

<sup>1</sup>3318CD Cape Town Mapping information supplied by: Chief Directorate -Surveys and Mapping (Website: w3sli.wcape.gov.za)

<sup>2</sup> Excerpt from a drawing supplied by Chand Environmental Consultants

<sup>3</sup> Witz 2003 p189

<sup>4</sup>Cape Town Foreshore Plan: Final report, June 1947. Cape Town Foreshore Joint Technical Committee. Presented to the Minister of Transport :10

be relatively straightforward compared to say the inner city. While true to some extent, development sites on the foreshore present a set of heritage problems (and opportunities) unique to that area. This is particularly the case with deep large scale excavations where the possibility of encountering the physical traces of the towns' maritime past is an ever present risk. Such remains may be in primary position trapped on the old seabed or shorelines, or in secondary context within the landfill material itself, dredged from what used to be the middle of the bay.

This study has sought to determine through the study of existing documentation what the potential risks are with respect to buried heritage during bulk excavations on the proposed site. While we have only seen general development proposals, we must assume that basement parking will be provided in some cases.

The Archaeology Contracts Office, in having been appointed for this task, and mindful of the general foreshore history, agreed to the following:

- Undertake a desktop review of available historical data pertaining to the site;
- Analyse available data where possible, for the purposes of assessing potentially significant heritage issues;
- Prepare a report on our findings to be submitted before 29th July 2009.

## **2. THE SITE AT PRESENT**

For the last few years, the site has been used to centralise a number of car dealerships selling some of the leading brands available. A ceramic tile warehouse is present on the northern side. The elevated freeway crosses the eastern portion and a number of large footings supporting the structure penetrate into the substrate.

## **3. METHOD OF STUDY**

Although the idea of land reclamation was first mooted as far back as the 18<sup>th</sup> century, the logistics meant that it was only practised on a large scale for the first time at the end of 19<sup>th</sup> century. Attempts to provide safe anchorage in Table Bay through the construction of harbour facilities and wave barriers, meant that the normal cycle of marine erosion and deposition of sand within the bay and along the shore was disrupted and led to both natural progression and regression of the shoreline. Sea walls were built and landfill took place sporadically to try and halt erosion. As a result, two old shorelines now lie buried below sections of the town, including the original shore, and a later one established in front of the initial reclamation between 1860 - 1920. Establishing the positions of those old shorelines is a crucial part of any heritage assessment of development on the foreshore.

The involvement of heritage specialists in some of the recent larger foreshore development projects, such as the Cape Town International Convention Center, has meant that some primary data with respect to the heritage resources of the foreshore has been assembled. However, few large projects have been located on the old shorelines and we still have to rely heavily on primary and secondary archival sources of data in order to gain some insight about potential heritage material.

The range of buried heritage resources varies depending on the location within the broader foreshore area. As will be seen, the old shorelines are particularly sensitive, as it was there that the majority of wrecks came to rest. The South African Heritage Resources Agency

(SAHRA) maintains a database of shipwrecks that can be consulted. However, a major omission from the historical record as far as older wrecks are concerned is the complete lack of precise geographical co-ordinates for their locations. This fact bedevils any study that tries to precisely analyse the probabilities of encountering wreck material below the landfill.

## **4. HISTORICAL BACKGROUND**

As far as heritage is concerned, the Cape Town foreshore presents a unique situation where two of the major influences on the city, namely town expansion and maritime history, come together. When the Dutch East India Company (VOC) established the small ship refreshment station at the foot of Table Mountain in the 17<sup>th</sup> century, the officials could never have imagined the way in which the small settlement would develop into today's city. The founding of Cape Town is therefore inextricably linked to maritime trade, and the need to ensure safe moorings in a bay that by all accounts was not always the safest place for vessels under sail or steam, and in fact still remains dangerous for vessels with modern propulsion and navigation systems.

The increasing size of the settlement was paralleled by the increase in trade and numbers of ships visiting the bay. The importance of the trade meant that harbour facilities and attempts to reduce wave action at the anchorage have always assumed an important part in the city's civil works program. Increasing population and urban expansion inevitably meant that more and more land was required for housing, commercial and industrial development. The geographical constraints posed by the mountain on the city bowl, meant that expansion possibilities were limited and it was inevitable that the long mooted land reclamation would become a reality at a time when commerce was largely centralised in the city.

Land reclamation was primarily motivated by the need for larger and deeper harbour facilities to keep pace with the increasing size and types of ships increasingly plying trade to our shores. The solution was to either extend moorings into the deeper parts of the bay, or to deepen facilities that were closer to shore through dredging. Land reclamation meant that both of these could be met. While the early harbour works, provided safer moorings, they led to changes in the way that sand movement took place in the bay. Increased erosion took place on the eastern shores in the second half of the 19<sup>th</sup> century and some attempts to curtail loss of land led to the construction of sea walls behind which, some of the earliest land reclamation took place.

These themes form the core of any discussion of the foreshore, and we will be examined in more detail in following sections.

### **4.1 Built Environment**

The position of the development site has been established in relation to the old shoreline. Until at least 1920 it would have been impossible for any buildings to have existed there. As far as we can establish, the railway sheds and buildings related to the 1952 Van Riebeeck Festival appear to have been the first structures to have been built. A road network had been laid out by this time many of which are still in use today. All the older structures that existed on the site were demolished some years ago to be replaced by the present vehicle showrooms and repair facilities. It is possible that some remains of the older buildings could exist below the new structures. We do not believe that they are of major heritage significance. Urban legend has it that organs of State Security operating during the Apartheid

era made sinister use of the railways buildings, and that tunnels exist on the site<sup>5</sup>. It is impossible to verify such stories but they are most likely untrue.

## 4.2 Shipping in Table Bay

It is perhaps fitting that in 1647, during an assessment of the African coastline for a suitable location for a refreshment station, the VOC ship Haerlem was driven ashore by a strong wind while entering what would later be known as Table Bay. The 62 survivors established a camp in the dunes near Bloubergstrand and remained there for a year while arrangements were made for their return to Holland. The enforced stay gave these men plenty of opportunity for exploration and on their return to the Netherlands, they were able to give favourable reports to the VOC who chose the bay as the location for the replenishment station (Mavradinov 1999, Werz 2003).

While this was amongst the first reported shipwrecks (although there seems to be an indication of one as early as 1610 but this is not indicated in the SAHRA shipwreck database nor in Werz's list), it was certainly not the last and over the ensuing years some 360 ships are recorded as having been wrecked in and around Table Bay and Robben Island (Werz 2003). This does not include the wrecks of numerous small vessels that did not warrant any special mention. A database of all shipwrecks around the South African coast is now maintained by The South African Heritage Resources Agency (SAHRA). The information in the database includes any information that was recorded in surviving documents. As pointed out earlier, no geo-referenced locations were ever recorded and as such, its effectiveness for impact assessment is reduced, though not entirely useless. Looking at the partial list (300 ships – Appendix 1) we can deduce from the broad location data that there are certain areas of the bay where most shipwrecks occurred for example Woodstock Beach (88) and Salt River beach (51). So despite inaccurate geo-referenced locations, these two areas are the most likely places to find ship remains. Vessels which were blown into shallow waters by violent north westerly winds were generally stripped of all salvageable items with the result that probably little more than timbers and keel remained. However, ships that foundered in deeper water out of easy reach of people on the shore often went down with cargoes and fittings. This data is summarised in Table 1.

Zone	Wrecks	Zone	Wrecks
Blaauwbergstrand	1	Amsterdam Battery	3
Anchorage Table Bay	1	Mouille Point	4
Wharf near Table Bay	1	Castle & Salt River (between)	7
Breakwater Table Bay	1	Harbour	8
Pier	1	Castle	10
Rogge Bay	1	Table Bay	96
Bok Point	2	Possibly Table Bay??	19
Green Point	2	Salt River/Salt River Beach	51
Milnerton Beach	2	Woodstock Beach	88
Oude Schip	2		
<b>Total vessels - 300</b>			

**Table 1:** Analysis of wreck locations in the SAHRA database (only Table Bay) 1610 - 2006.

<sup>5</sup> Chris Snelling, pers com



**Figure 3:** Ships stranded during the “great gale”<sup>6</sup>

An additional problem with the database is that some wreck locations are very broad e.g. there is a category listed simply as “Table Bay” and another listed as “Possibly Table Bay”, which in essence means that there is no solid information on where exactly they occurred. It has been suggested (Mavradinov, pers com) that unprovenanced wrecks such as these could probably be assigned proportionately to the areas of the coast where most other wrecks occurred particularly since it was the prevailing elements that were responsible.



**Figure 4:** The remains of ships on Woodstock Beach. Perhaps these were the remains of vessels already salvaged?

In instances where the actual positions of ships are known (particularly VOC vessels), they may be jealously guarded for salvage or other purposes. The positions of the Oosterland and Waddinxveen have been published and are known to lie off Milneron Lagoon (Werz 2003), while a ship presumed to be the Nieuwe Rhooon was found during the bulk excavations at the site of the Cape Town Civic Centre in 1971 (Lightley 1976). This is perhaps the best example of what could be found anywhere in the offshore zone.

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<sup>6</sup> Watercolour by Otto Landsberg (in Veitch 1994)



**Figure 5:** A photograph showing ships at anchor during the Anglo-Boer war<sup>7</sup>

**Figure 6:** A painting depicting an earlier period nevertheless showing virtually the same anchorage<sup>8</sup>. The varying directions in which the ships face probably reflects prevailing winds

A further factor to consider in connection with wreck statistics is that prior to the advent of self powered ships, it was the wind that took a heavy toll on the vessels, by causing them to drag, or lose anchors altogether and then be blown by prevailing wind and waves onto shore (the north-westerlies of winter were most serious) (Burman 1976). The position of the main anchorage was offshore between the Castle and Chavonnes Battery, a position that meant that the beaches between the Castle and Milnerton Lagoon would be in direct line of prevailing wind. Almost no shipping is reported as having been lost while at anchor in the bay, of obvious significance when looking at current planning and impact assessment as it means that the greatest likelihood of encountering shipwrecks is on the old shorelines, or very close to them.

In preparing the Strategic Environmental Assessment for the port of Cape Town and expansion of the container terminal stacking area, Werz (2003), using a slightly broader definition of Table Bay (including Robben Island and vicinity) produced additional analysis of wreck statistics which may be of interest. Some of this information is presented in Tables 2 and 3.

Nationalities	Wrecks	Nationalities	Wrecks
British	146	Taiwanese	2
Dutch	50	Austrian	1
American	25	Canadian	1
French	16	Greek	1
German	8	Irish	1
Portuguese	8	Korean	1
Danish	5	Russian	1
Italian	4	Sardinian	1
Swedish	3	South African	1

<sup>7</sup> CA J6085

<sup>8</sup> in Burman 1976



Norwegian	2	Uruguayan	1
Spanish	2	Nationality not specified	80
<b>Total vessels – 360</b>			

**Table 2:** Recorded shipwrecks in Table Bay for the period 1610-1998 classified according to nationality

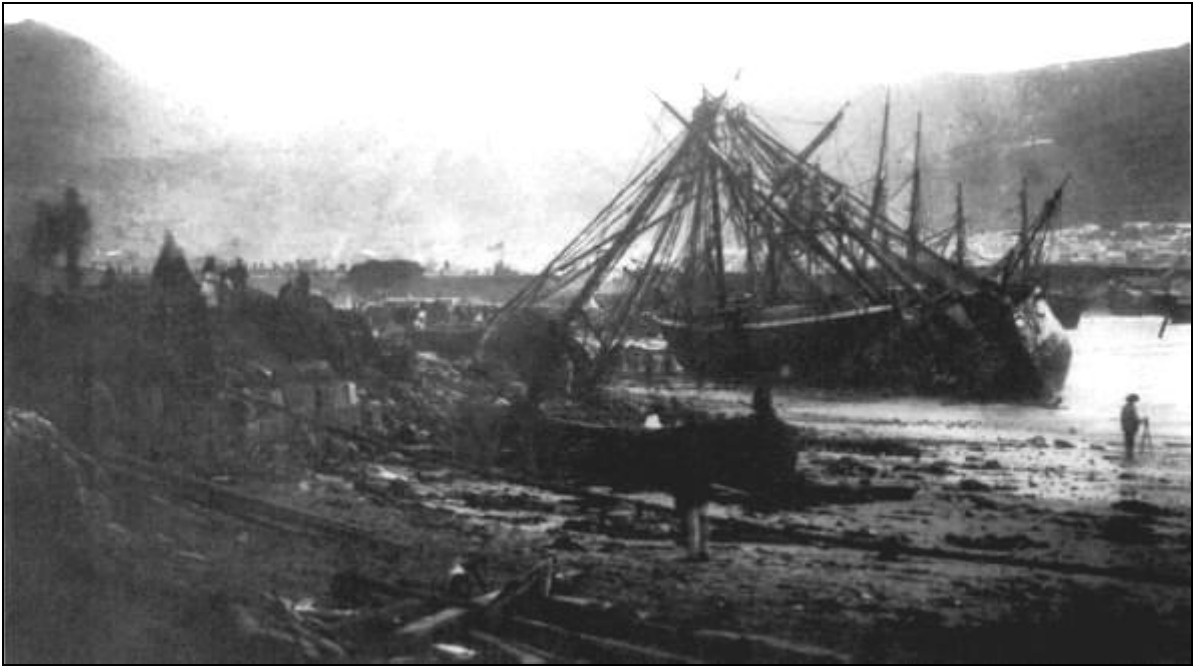
<b>Vessel types</b>	<b>Wrecks</b>	<b>Vessel types</b>	<b>Wrecks</b>
Wooden sailing ship	110	Steamship	9
Barque (sailing ship)	72	Trawler (steam ship)	1
Brig (sailing ship)	42	Tug (steam ship)	1
Brigantine (sailing ship)	8	Whaler (steam ship)	1
Corvette (sailing ship)	1	Cargo boat (engine driven)	1
Cutter (sailing ship)	5	Carrier (engine driven)	1
Flute (sailing ship)	2	Fishing vessel (engine driven)	1
Packet (sailing ship)	1	Motor coaster (engine driven)	1
Pinnace (sailing ship)	1	Motor vessel	10
Schooner (sailing ship)	28	Salvage vessel (engine driven)	1
Snow (sailing ship)	5	Trawler (engine driven)	2
Whaler (sailing ship)	3	Tuna catcher (engine driven)	1
Iron sail-steam ship	2	Troopship	1
Mail steamer	2	Type not specified	47
<b>Total vessels – 360</b>			

**Table 3:** Recorded shipwrecks in Table Bay for the period 1610-1998 classified according to vessel types

Table 3 reflects at least 27 different vessel types. The ratio between sailing vessels and engine-driven vessels is approximately eight to one strongly suggesting that many shipping disasters in Table Bay are likely to be due to inclement weather conditions (along with ineffectual technology) rather than human error<sup>9</sup>.

Of the sailing ships category, which includes Dutch East Indiamen, merchant ships and men-of-war of other nations (not further specified), most foundered in the period 1610 - 1850. Specific vessel types, such as barques, brigs and schooners only started appearing during the beginning of the nineteenth century. These types, although the most extensively used during the nineteenth century, had lost their significance before the start of the new century. From 1850 - 1860 onwards, sailing vessels were slowly phased out and steam ships began to take over as the most widely used means of water transport. The first incidents involving steam ships were recorded in the period 1860 - 1869 but from then onwards, more of these vessels foundered in Table Bay than sailing ships.

<sup>9</sup> Werz 2003:19



**Figure 7:** The aftermath of the “great gale” of 1865 looking towards Signal Hill<sup>10</sup>



**Figure 8:** Other sailing vessels ashore just to the east of the Castle<sup>11</sup>

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<sup>10</sup> CA E3411 in Veitch 1994

<sup>11</sup> CA E8007 in Newall 1993

From 1840 to 1870, the number of maritime incidents in the bay reached its peak, resulting in 134 shipwrecks. This can partly be explained by increasing shipping traffic during the period, the inadequate harbour facilities that prevailed until c1870, and the great gales of 1842 and 1865<sup>12</sup>. Burman (1976) describes additional severe storms on 4<sup>th</sup> – 6<sup>th</sup> May 1692, 24<sup>th</sup> May 1697, 16<sup>th</sup> – 17<sup>th</sup> June 1722 (when more than 600 lives were reportedly lost), 1<sup>st</sup> – 4<sup>th</sup> July 1728 and 21<sup>st</sup> May 1737 (205 lives lost).

Period	Wrecks	Period	Wrecks
1900 - 1941	19	1700 - 1749	26
1850 - 1899	92	1650 - 1699	8
1800 - 1849	120	1600 - 1650	2
1750 - 1799	25	unknown	2
<b>Total vessels - 294</b>			

**Table 4:** Wreck statistics broken down into 50 year periods

Ship losses were so bad that in 1741 the Council of Seventeen of the VOC made a rule that Company ships would have to shelter in Simons Bay in the winter months between 15<sup>th</sup> May and 15<sup>th</sup> August. In 1743 it was decided to build a mole extending out into the sea from the foot of 'the Lion's tail'. Work progressed sporadically until 1751 when due to labour issues and the poor winter weather, the project was abandoned. Ship losses continued to mount into the 19<sup>th</sup> century until finally, as a result of the carnage, harbour construction was eventually begun on the 17<sup>th</sup> September 1860 with Prince Alfred tipping the first load of stones for the breakwater into the sea<sup>13</sup>.

### 4.3 Land reclamation

The tipping of gravel for the breakwater in the mid 1800's marked the beginning of large civil works programs to improve mooring and harbour facilities in Table Bay, an attempt to reduce the loss of ships during the winter storms. These very same harbour works were later to cause erosion of the south-eastern shore.

It was noticed that up to about 800 feet offshore of the southern and eastern beaches of the bay, the water was only some 5 to 6 feet deep. Since this was mostly too shallow to allow the passage of larger shipping, it was considered sensible to reclaim the area and use it for the expansion of the growing city, at the same time gaining access to the deeper waters beyond<sup>14</sup>. Since the earliest harbour construction, both rocks from local quarries and sand dredged from the harbour basin were used for land filling<sup>15</sup>. During the 1870's, an embankment was built on the south-eastern shore of Table Bay to prevent wave erosion of the beach (caused to some extent by the harbour works themselves) and by 1875, 16500 cubic yards of excavated material had been brought from the new graving dock site and dumped between the Central Wharf and the Castle. In the process, the embankment was extended seawards and five acres of reclaimed land was created.<sup>16</sup>

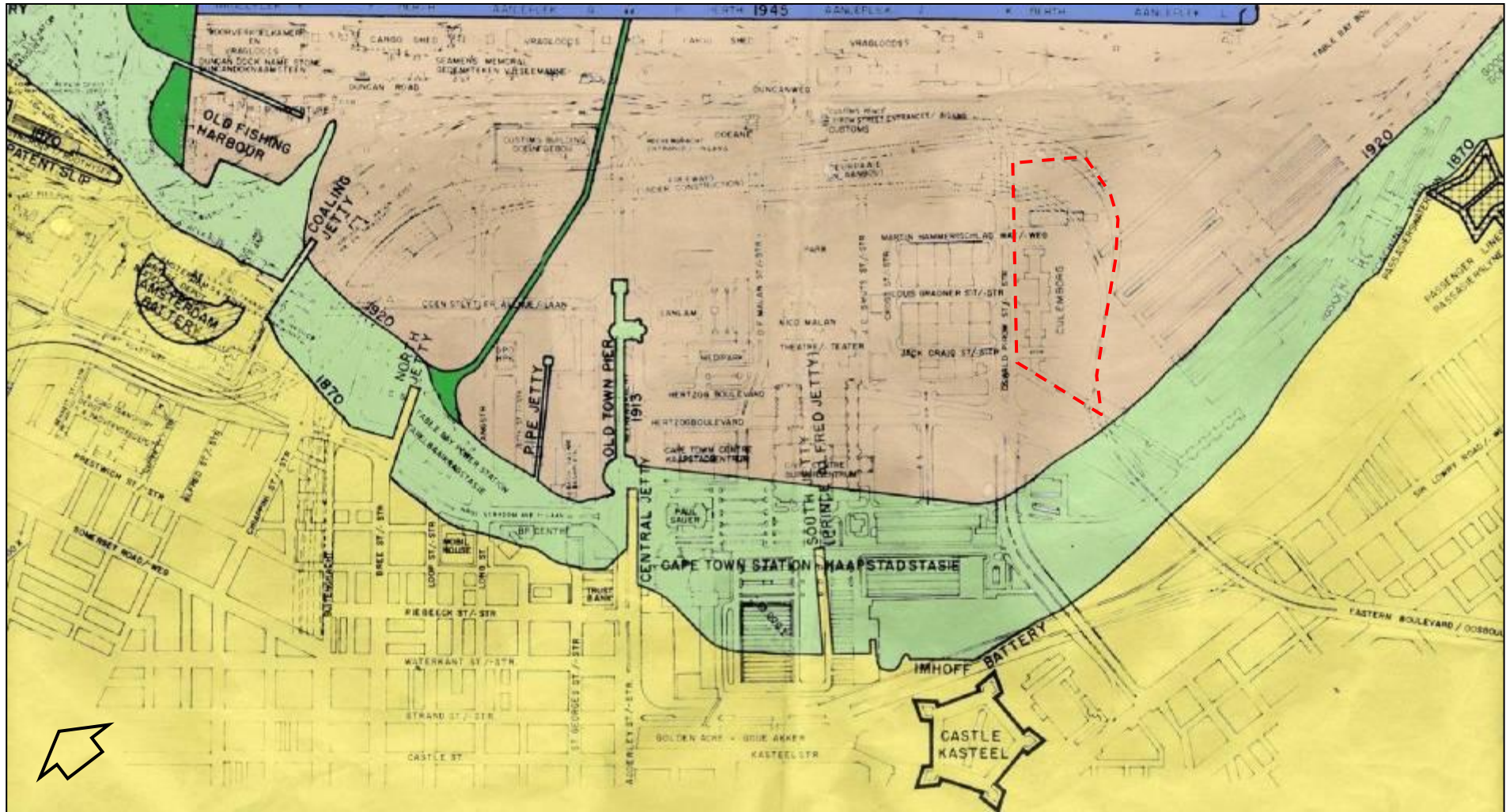
<sup>12</sup> Durden 1992:31, 63-66

<sup>13</sup> Burman 1976

<sup>14</sup> Cape Archives, CCP 1/2/2/1/7, A4, 1860. In Durden, 1992

<sup>15</sup> Cape Archives, CCP 1/2/1/2:347, 1855. In Durden, 1992

<sup>16</sup> Cape Archives, CCP 1/2/1/30, G50, 1876. In Durden, 1992



**Figure 9: Table Bay harbour - historical development 1870-1985** [authors shading to highlight landfill episodes]. Proposed development site shown by red outline<sup>17</sup>. Yellow - original shoreline, Green - initial landfill c1870 to 1920, Pink - c1920 to 1945, Green - random block mole

<sup>17</sup> South African Transport Services Drawing TBH 106 (1985): A-374



**Figure 10:** The 1913 municipal pier at the foot of Adderley Street. The random block mole can be seen at left<sup>18</sup>

By 1884, land reclamation was a well established process and vegetation was planted to help stabilise the newly reclaimed areas. It was anticipated that this would speed up the stabilisation of the fill so that development could occur as soon as possible<sup>19</sup>. In the 1890's a seawall was constructed and made into a promenade. This ran from the North Wharf (at the bottom of Bree Street) to the Military Hospital (Woodstock). In 1913, a pier was added at the foot of Adderley Street by the Cape Town Municipality to replace the Central Wharf<sup>20</sup>. This pier lay at the southern end of the promenade.



**Figure 11:** The new southern basin in 1934 with the random block mole at right<sup>21</sup>

<sup>18</sup> in Newall 1993

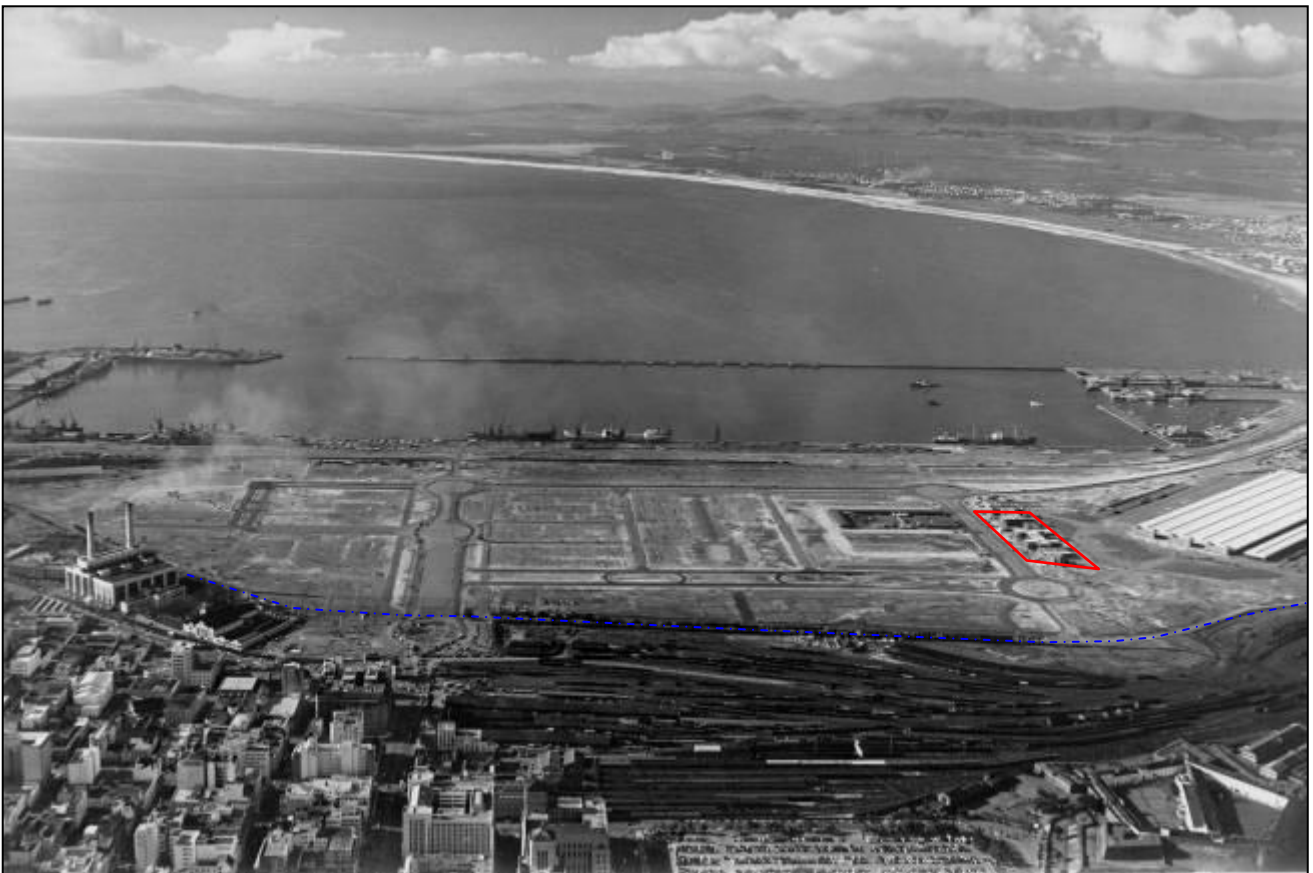
<sup>19</sup> Cape Archives, CCP, 1/2/1/66, G40, 1885. In Durden, 1992

<sup>20</sup> Cape Archives, CCP, 1/2/1/98, G56, 1896. In Durden, 1992

<sup>21</sup> in Newall 1993

From 1926 to 1932, as a result of the need for docking space for more and larger ships, a mole was constructed just northwest of the municipal pier. It extended in a north-easterly direction before turning to the north-west towards the end of the Victoria Basin<sup>22</sup>. In 1935 the Railways and Harbours Administration announced that the old mole and pier would be removed and a new dock (the Duncan Dock) would be built. Reclamation would measure in the order of 480 acres and the dock area 196 acres<sup>23</sup>. Dredging began on 10 May 1935 and, although scheduled to be completed by 1941, intervention of the war meant that final completion was delayed until 1945. Despite this the harbour was in use as early as 1943.

Two views of the newly reclaimed land are shown below. The proposed development site has been marked in red.



**Figure 12:** The reclaimed land on the foreshore with proposed development site shown in red<sup>24</sup>. Blue dotted line marks the edge of the 1870 - 1920 landfill.

<sup>22</sup> Spies & Du Plessis 1976, in Durden 1992

<sup>23</sup> Cape Town Foreshore Plan, 1948

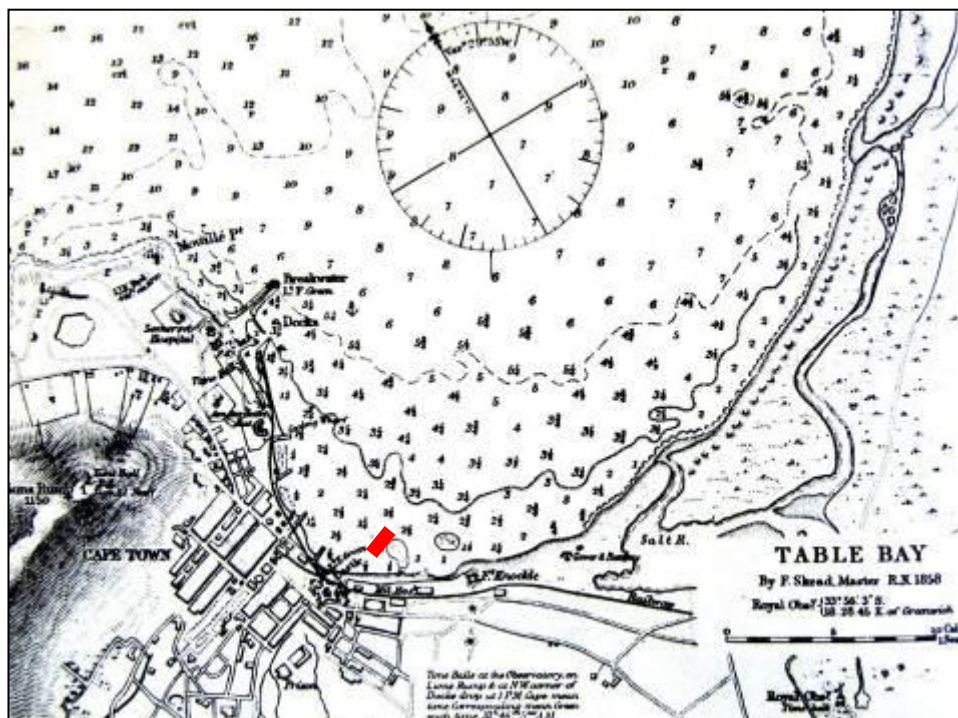
<sup>24</sup> Supplied to Archaeology Contracts Office without reference. Photographed after 1950

## 5. ASSESSMENT OF RISK FACTORS

Having discussed the history of the area, it is clear that the heritage issues are likely to relate to shipping. In the following sections we discuss what in our opinion those risks are likely to be when re-developing the Culemborg Motor City site.

### 5.1 Shipwrecks

The analysis of available historical information has indicated that the proposed development lies on reclaimed land above a part of the bay that at the closest point would have been some 350 meters from the original shoreline, and only some 60 meters from the 1920 shoreline. The approximate position of the site is indicated in red on the depth chart below.



**Figure 13:** Bathymetric chart of Table Bay dating to about 1860. Proposed development site shown in red.

Although the date on the chart suggests that it was prepared in 1858, some landmarks indicate that the map was drawn after 1860. Nevertheless, the depths (in fathoms?) show the shallower water in the southern part of the bay. Sea depth in the vicinity of the proposed development site would therefore have been in the order of 4 – 4.5 meters.

As we have seen, few ships are recorded as having sunk at anchor, but rather the majority went aground on the old shorelines between the Castle and Milnerston lagoon. While neither of these old shorelines lie directly below the development site, vessels may have sunk offshore. We will discuss this in more detail below.

Durden has presented shipwreck positions in relation to the old shorelines<sup>25</sup>. Despite the appearance of individual wreck locations, Durden has only interpreted and converted rough archival landmark data into actual positions. Turner has presented Latitude and Longitude

<sup>25</sup> Durden1992

co-ordinates for a number of wrecks but similarly, these are probably only informed guesses<sup>26</sup>.



**Figure 14:** Durden's interpolated shipwreck data overlaid on an aerial photograph of modern Cape Town. The proposed development site shown in red. Although in most cases precise co-ordinates are unknown, this map reflects a visual depiction of the data presented in Table 1. The approximate position of Sceptre Reef is shown by the yellow triangle.

Despite the fact that Durden's plots are to be viewed with circumspection, his map of the shoreline nevertheless gives some idea of the broad geographical distribution of wrecks. He has usefully indicated the changing shorelines and the fact that ships continued to be driven ashore in that part of the bay after the initial land reclamation. By overlaying a portion of the Durden wreck distribution over a current aerial photograph of Cape Town we achieve a very graphic demonstration of the most likely areas where wrecks will be found.

The lack of major reefs or rocky shoreline along the eastern and southern shores of the bay (the infamous Sceptre Reef being the exception) meant that in some cases, vessels grounded on the beach could sometimes be successfully refloated. Those that could not be saved were salvaged. Both the timber and valuable cargoes were removed for resale and auctions of salvaged items were frequently advertised in the local press. So despite the fact that the statistics suggest that the Woodstock and Salt River shorelines are a veritable ship's graveyard, salvage at that time probably removed most usable and valuable items and importantly, reduced the likelihood of finding the remains of those vessels today. It is entirely possible that during intense storms, some cargoes and parts of ships could have become buried by quickly shifting sand and may yet lie buried<sup>27</sup>. If however ships foundered or broke up offshore, in shallow water, it is possible that cargoes and ship remains could lie buried in the marine sediments.

<sup>26</sup> Turner 1988

<sup>27</sup> see Lightley 1976





### **5.1.1 Categories of significance**

All wrecks are not equal. Of greatest scientific (and heritage) value are those that are well preserved with intact cargoes. In addition, those vessels that were not well documented would possibly require more input. Heritage significance must however usually be established on a case by case basis taking into account several factors (age, type and uniqueness of vessel, condition of vessel, type of cargo, condition of cargo, ship and cargo in primary or secondary context etc).

In terms of planning, the worst case scenario would be to uncover a vessel that was carrying slaves at the time of wrecking, particularly if bodies were never removed and buried. Such vessels did anchor at the Cape and were lost from time to time. For example, the “Pacquet Real” was a slave ship wrecked in 1818 on Woodstock beach from which several bodies were recovered and buried near Fort Knokke<sup>29</sup>. In such a scenario, there would undoubtedly be lengthy delays, not only due to requirements of the legislation pertaining to human remains, but the sensitivities around slave issues would likely elicit vociferous public debate. SAHRA does have the power to declare National Heritage sites if they feel it is warranted. We cannot exclude the possibility of such a discovery being made.

## **5.2 Anchorage debris**

This is material that is jettisoned from moored vessels or is lost as a result of damage and/or sinking. It can include items of cargo, but could also consist of pieces of the ships themselves in the form of fittings or anchors. Anchors were amongst the few items recovered during bulk earthworks at the CTICC. While heavy items such as anchors and cannon barrels are unlikely to drift far, other items can move about as a result of shifting sand due to tides and currents.

### **5.2.1 Categories of significance**

It is difficult to determine what may be found on the old seabed. Anchors are probably most likely, as are fragments of vessels. Significance would be determined on a case by case basis and recovery of such items is unlikely to result in significant delays as there will usually be little or no context. We believe it to be highly unlikely (although it cannot be ruled out entirely) that individual human remains will be found on the old seabed.

## **5.3 Heritage material in the landfill**

There are two categories of landfill. The lowest level consists of old seabed material that was dredged from the site of Duncan Dock and pumped as slurry into the reclamation area. According to Werz, materials were uncovered during dredging<sup>30</sup>. Larger items are likely to have been removed or moved out of the way of the operation and it is more likely that smaller items would have found their way into the fill. A wide range of items from various ages could be found and may include a mixture of cargo and anchorage debris. Again these would have little context and would be easily collected.

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<sup>29</sup> Cox 1995

<sup>30</sup> Werz 2003 p16

The second level of fill includes material which placed on top of the dredged material. The origin of this material is diverse but includes builders rubble, and general town debris. From having monitored the bulk excavations at both the CTICC and Arabella Sheraton sites, we know that some rubbish was included in the process.

### **5.3.1 Categories of significance**

Like with anchorage debris, material is assessed on a case by case basis. The recovery of items from the fills is unlikely to result in significant delays.

## **5.4 Building remains**

No buildings were present on the site until the 1950's. In 1952 some structures were erected for the Van Riebeeck festival and later used by the railways. These were demolished some years ago to make way for the car dealerships that now make up the site. It is not easy to establish if any basements were present or if any of the foundations of the older buildings still exist. Even if they do, we do not believe that they would have any significant heritage value and permits would in all likelihood be issued for removal. As mentioned earlier, we believe the stories of tunnels used by the security forces are urban legends and we do not afford them much credence.

## **5.5 Other impacts**

Werz<sup>31</sup> listed two other categories of material that he considered as potential risks in the container terminal expansion assessment. These consisted of pre-colonial material, and historical harbour works. We believe that the latter category will not be encountered below the Culemborg Motor City site and we have no evidence to suggest otherwise. While prehistoric remains have been located in the bay, they are only a handful of isolated stone artefacts<sup>32</sup> and we do not believe that they represent any risk to the project. If noted they would be easily collected as they are unlikely to have any context.

## **6. LEGISLATION**

Shipwrecks and associated material of any type is protected by the National Heritage Resources Act of 1999 (NHRA). Although the act devolves responsibility for most local heritage to the Provincial Heritage Resources Authorities (PHRA's), shipwrecks remain a national issue and remain under the jurisdiction of the South African Heritage Resources Agency (SAHRA). Permission is required from that organisation to disturb or remove shipwrecks or associated material. The full text of the act is available online at various websites.

### **6.1 Relevant sections of the act**

Some relevant sections of the NHRA are:

#### **Definitions**

2. In this Act, unless the context requires otherwise—

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<sup>31</sup> 2003

<sup>32</sup> Werz and Fleming 2001

(i) “alter” means any action affecting the structure, appearance or physical properties of a place or object, whether by way of structural or other works, by painting, plastering or other decoration or any other means; (xiii)

(ii) “archaeological” means—

(a) material remains resulting from human activity which are in a state of disuse and are in or on land and which are older than 100 years, including artefacts, human and hominid remains and artificial features and structures;

(b) rock art, being any form of painting, engraving or other graphic representation on a fixed rock surface or loose rock or stone, which was executed by human agency and which is older than 100 years, including any area within 10m of such representation;

(c) wrecks, being any vessel or aircraft, or any part thereof, which was wrecked in South Africa, whether on land, in the internal waters, the territorial waters or in the maritime culture zone of the Republic, as defined respectively in sections 3, 4 and 6 of the Maritime Zones Act, 1994 (Act No. 15 of 1994), and any cargo, debris or artefacts found or associated therewith, which is older than 60 years or which SAHRA considers to be worthy of conservation; and.....

### **Protected areas**

**28.** (1) SAHRA may, with the consent of the owner of an area, by notice in the *Gazette* designate as a protected area—

(a) such area of land surrounding a national heritage site as is reasonably necessary to ensure the protection and reasonable enjoyment of such site, or to protect the view of and from such site; or

(b) such area of land surrounding any wreck as is reasonably necessary to ensure its protection; or.....

### **Archaeology, palaeontology and meteorites**

**35.** (1) Subject to the provisions of section 8, the protection of archaeological and palaeontological sites and material and meteorites is the responsibility of a provincial heritage resources authority: Provided that the protection of any wreck in the territorial waters and the maritime cultural zone shall be the responsibility of SAHRA.

If a project requires an Environmental Impact Assessment (EIA) to be undertaken, that report could be submitted as fulfillment of the heritage component. If no EIA is required, it must be determined if the development falls within the requirements for a stand alone Heritage Impact Assessment (HIA) or not. A portion of Section 38 of the NHRA is reproduced below:

**38.** (1) Subject to the provisions of subsections (7), (8) and (9), any person who intends to undertake a development categorised as—

(a) the construction of a road, wall, powerline, pipeline, canal or other similar form of linear development or barrier exceeding 300m in length;

(b) the construction of a bridge or similar structure exceeding 50 m in length;

(c) any development or other activity which will change the character of a site—

(i) exceeding 5 000 m<sup>2</sup> in extent; or

(ii) involving three or more existing erven or subdivisions thereof; or

(iii) involving three or more erven or divisions thereof which have been consolidated within the past five years; or

(iv) the costs of which will exceed a sum set in terms of regulations by SAHRA or a provincial heritage resources authority;

(d) the re-zoning of a site exceeding 10 000 m<sup>2</sup> in extent; or

(e) any other category of development provided for in regulations by SAHRA or a provincial heritage resources authority, must at the very earliest stages of initiating such a development, notify the responsible heritage resources authority and furnish it with details regarding the location, nature and extent of the proposed development.

(2) The responsible heritage resources authority must, within 14 days of receipt of a notification in terms of subsection (1)—

(a) if there is reason to believe that heritage resources will be affected by such development, notify the person who intends to undertake the development to submit an impact assessment report. Such report

must be compiled at the cost of the person proposing the development, by a person or persons approved by the responsible heritage resources authority with relevant qualifications and experience and professional standing in heritage resources management; or

(b) notify the person concerned that this section does not apply.

(3) The responsible heritage resources authority must specify the information to be provided in a report required in terms of subsection (2)(a): Provided that the following must be included:

(a) The identification and mapping of all heritage resources in the area affected;

(b) an assessment of the significance of such resources in terms of the heritage assessment criteria set out in section 6(2) or prescribed under section 7;

(c) an assessment of the impact of the development on such heritage resources;

(d) an evaluation of the impact of the development on heritage resources relative to the sustainable social and economic benefits to be derived from the development;

(e) the results of consultation with communities affected by the proposed development and other interested parties regarding the impact of the development on heritage resources;

(f) if heritage resources will be adversely affected by the proposed development, the consideration of alternatives; and

(g) plans for mitigation of any adverse effects during and after the completion of the proposed development.

(4) The report must be considered timeously by the responsible heritage resources authority which must, after consultation with the person proposing the development, decide-

(a) whether or not the development may proceed;

(b) any limitations or conditions to be applied to the development;

(c) what general protections in terms of this Act apply, and what formal protections may be applied, to such heritage resources;

(d) whether compensatory action is required in respect of any heritage resources damaged or destroyed as a result of the development, and

(e) whether the appointment of specialists is required as a condition of approval of the proposal.

(5) A provincial heritage resources authority shall not make any decision under subsection (4) with respect to any development which impacts on a heritage resource protected at national level unless it has consulted SAHRA.

(6) The applicant may appeal against the decision of the provincial heritage resources authority to the MEC, who-

(a) must consider the views of both parties; and

(b) may at his or her discretion-

(i) appoint a committee to undertake an independent review of the impact assessment report and the decision of the responsible heritage authority; and

(ii) consult SAHRA; and

(c) must uphold, amend or overturn such decision.

(7) The provisions of this section do not apply to a development described in subsection (1) affecting any heritage resource formally protected by SAHRA unless the authority concerned decides otherwise.

(8) The provisions of this section do not apply to a development as described in subsection (1) if an evaluation of the impact of such development on heritage resources is required in terms of the Environment Conservation Act, 1989 (Act No. 73 of 1989), or the integrated environmental management guidelines issued by the Department of Environment Affairs and Tourism, or the Minerals Act, 1991 (Act No. 50 of 1991), or any other legislation: Provided that the consenting authority must ensure that the evaluation fulfils the requirements of the relevant heritage resources authority in terms of subsection (3), and any comments and recommendations of the relevant heritage resources authority with regard to such development have been taken into account prior to the granting of the consent.

(9) The provincial heritage resources authority, with the approval of the MEC, may, by notice in the Provincial Gazette, exempt from the requirements of this section any place specified in the notice.

(10) Any person who has complied with the decision of a provincial heritage resources authority in subsection (4) or of the MEC in terms of subsection (6) or other requirements referred to in subsection (8), must be exempted from compliance with all other protections in terms of this Part, but any existing heritage agreements made in terms of section 42 must continue to apply.

## **6.2 Notification of intent to develop**

In terms of Section 38(1)(e) of the NHRA Any new development requires that Heritage Western Cape (HWC), the PHRA, be notified at the earliest stages of planning of the development. An NID (Notice of Intention to Develop) form is available for this requirement.

## **7. CONCLUSION**

Having considered the available information, we feel that we can make some statements regarding the potential to encounter heritage material during bulk earthworks during re-development of the Culemborg Motor city site. While the lack of precision with respect to wreck locations means that we can never rule out the possibility of encountering significant remains, evidence suggests that the area of the bay over which the proposed development site lies, lay offshore until the land reclamation of 1920 - 1945. Most ships were wrecked on the shorelines as a result of loosing anchors and being driven onto shore by the fierce north-westerly winds that blow in the bay in the winter months and the accompanying storm surges. While the shorelines themselves remain the primary hotspots, shallow water in the surf zone may have trapped some of the bigger vessels and cannot be excluded as a possible site of wrecks. Woodstock and Salt River beaches were the most common place for vessels to be wrecked in the 17<sup>th</sup> - 19<sup>th</sup> centuries, and as such the whole area both on and offshore carries a greater risk of encountering such remains.

In the event of remains being found, the worst case scenarios from a development perspective would involve the discovery of in situ wrecks containing the physical remains of slaves, and/or in situ wrecks containing well preserved structural details and cargoes. Such finds are likely to lead to lengthy interventions by heritage specialists. Such interventions would be to the cost of the developer (both excavation and curation and storage of artefacts).

While the likelihood of finding anchorage debris, or shipwreck debris within the land fill is higher, the potential risk to development is considerably reduced.

## **8. RECOMMENDATIONS**

- There would seem to be no reason to refuse development based on the archaeological issues that have been identified, although discovery of various classes of shipwreck material in one form or another is likely during development activities. The following recommendations are an indication of the likely requirements in terms of the National Heritage Resources Act (Act 25 of 1999).
- In terms of Section 38 (1)(e) of the NHRA, a Notification of Intent to Develop must be submitted to Heritage Western Cape (HWC) who, as the provincial heritage authority, have jurisdiction over surface and sub-surface heritage issues at the site (excluding shipwrecks). In terms of Section 38 (5) the report should also be sent to the South African Heritage Resources Agency (SAHRA) - Maritime Unit for comment since any wrecks and associated artefacts discovered in the course of development would fall under their jurisdiction. The Maritime Unit must communicate their comments to HWC for discussion.
- Given what we know about the foreshore, the PHRA will very likely require the appointment of archaeologists to monitor any earthmoving on the site in terms of Section

38 (4)(e). The monitoring would ensure that isolated items were recovered and identify any significant heritage resources needing mitigation. Such monitoring would be for the duration of earthworks.

- In terms of Section 35 (4), no person may disturb archaeological material without a permit issued by the relevant heritage resources authority. Although at the Culemborg site we would expect shipwreck material to be present, other unrelated items may have been included in the landfill. As such both SAHRA and HWC may be required to issue permits for the excavation and/or collection of items. Application should be made in advance of the start of site works, for a permit to cover the collection of isolated finds. If significant finds are made these may require separate permit applications. The relevant heritage authorities should comment on the permitting requirements for this case.
- It is impossible to predict if human remains will be found on the site. If they are, Section 36 (6) would apply. SAHRA has jurisdiction over graves from the “colonial” period and applications for exhumation and issue of permits would be processed by the SAHRA Burial Unit. Human remains may be found in association with shipwrecks, or as isolated fragments on the old seafloor, or in the landfill. It would be impossible to find pre-colonial burials at the site given the age of the landfill. An application to collect isolated material should be made in advance of site works.
- In terms of Section 38 (3)(g), plans for mitigation of any adverse effects on heritage resources during the proposed development must be in place. Since we are unable to predict accurately what the heritage resources may comprise, various management strategies will be required to deal with the possible discoveries. The possible finds have been described earlier in the report and include simple collection of isolated finds to the worst case scenario of the discovery of an intact vessel with full cargo which would require substantial mitigation. The full cost of any mitigation must be borne by the developer.
- A plan of action should be prepared well in advance of development that addresses the procedures to be followed in the event of the discovery of significant finds. The planning must include all requirements of the state in regard to shipwrecks, both during the excavation and curation phases. Planning must take account of the financial implications, delays to building, appointment of specialists etc.

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## APPENDIX 1

### List of shipwrecks for Table Bay by location: (Source SAHRA shipwreck database)

(Additional data for each vessel is available but was not required for this project – additional fields include cargo, crew, brief notes about the circumstances of loss etc)

Ship Name	Wreck Date	Area	Place
Conde de Souza	1842/01/01	Amsterdam Battery	(rocks below) Amsterdam Battery
Amazon	1810/11/15	Amsterdam Battery	Amsterdam Battery
Cerberus	1821/03/10	Blaauwbergstrand	Blaauwbergstrand
Curlew	1940/03/02	Bok Point	Bok Point
Newport	1857/06/07	Castle	(near) Imhoff Battery
Rory Brown	1857/06/07	Castle	(opposite) Imhoff Battery
Albatross	1842/09/09	Castle	(near) Imhoff Battery
Saldanha Bay Packet	1842/08/28	Castle	Imhoff Battery
Orange Grove	1828/06/15	Castle	n/a
Sterrenschans	1793/05/20	Castle	Castle
Nieuwe Rhoon	1776/01/31	Castle	Castle Jetty
Zoetigheid	1722/06/17	Castle	(near & beyond) Castle
Schotsche Lorrendraaier	1722/06/17	Castle	(near) Castle
Zwarte Leeuw	1696/12/01	Castle	(near) Castle Jetty
Rotterdam	1722/06/17	Castle & Salt River	Between
Standvastigheid	1722/06/17	Castle & Salt River	Between
Maria Johanna	1865/05/17	Castle & Salt River (between)	(between) Castle & Salt River
Frederick Bassil	1865/05/17	Castle & Salt River (between)	(between) Castle & Salt River
Star of the West	1865/05/17	Castle & Salt River (between)	(between) Castle and Salt River
Royal Arthur	1865/05/17	Castle & Salt River (between)	South Wharf
Jane	1865/05/17	Castle & Salt River Woodstock Beach?)	Between
Vis	1740/05/06	Green Point	(South of) Lighthouse
Disa	1967/09/27	Green Point	Green Point
Tiger	1899/11/30	Harbour	Harbour
Pembroke Castle	1888/09/10	Harbour	Alfred Dock
Svanen	1880/02/24	Harbour	Harbour
China	1874/07/29	Harbour	Patent Slip
Ham 107	1939/01/01	Harbour	Harbour
George Schwalbe	1902/01/01	Harbour	Fish Harbour
Penelope	1809/04/16	Milnerton Beach	Milnerton Beach
Winton	1934/07/28	Milnerton Beach	North of Lighthouse
Cambrian	1861/01/01	Mouille Point	Rocks outside harbour
Ellen Rawson	1857/06/14	Mouille Point	Mouille Point
Feniscowles	1819/10/21	Mouille Point	Mouille Point/Three Anchor Bay
Harvest Capella	1987/10/07	Oude Schip	Oude Schip
Argonaut	1796/01/01	Oude Schip	Oude Schip
Dunvegan Castle	1902/10/01	Pier	Pier
Neree	1878/07/21	Rogge Bay	(opposite) Sailor's Home
Dash	1833/01/23	Rogge Bay??	Amsterdam Battery
Panmure	1891/08/04	Salt River	Opposite East side of the mouth
Maria	1790/04/12	Salt River	(near) Salt River
Fijenoord	1736/07/01	Salt River	(near) Salt River Mouth
Addison	1722/06/17	Salt River	Salt River Mouth
Sierra Pedrosa	1889/07/30	Salt River Beach	(north of) Salt River Mouth
Jeanne	1878/07/19	Salt River Beach	Salt River Mouth
Jupiter	1872/10/06	Salt River Beach	Salt River Beach
Kate 3	1862/08/08	Salt River Beach	Salt River Mouth
Frigga	1862/01/19	Salt River Beach	Salt River Mouth (north of)/Milnerton
Sir Henry Pottinger	1860/06/01	Salt River Beach	Salt River Mouth
Defence	1857/03/05	Salt River Beach	Salt River Mouth Btwn Mouth & Rietvlei
Sandwich	1853/08/10	Salt River Beach	Salt River ("new"mouth)/Diep River

Cockburn	1850/09/16	Salt River Beach	(near) Salt River Mouth
Israel	1847/04/09	Salt River Beach	Salt River Beach
Waterloo	1842/08/28	Salt River Beach	Salt River Mouth
Abercrombie Robinson	1842/08/28	Salt River Beach	Salt River Mouth
Papineaux	1840/08/26	Salt River Beach	Salt River Mouth
Emerald	1833/09/03	Salt River Beach	Salt River Mouth
Sarah	1822/07/10	Salt River Beach	(near) Salt River Mouth
Emma	1821/01/04	Salt River Beach	Salt River Beach
India	1821/01/04	Salt River Beach	Salt River Mouth
Elizabeth	1819/10/07	Salt River Beach	Salt River Beach
Columbia	1796/06/04	Salt River Beach	(near) Salt River Beach
La Ceres	1776/10/15	Salt River Beach	Salt River Mouth
De Jonge Thomas	1773/06/10	Salt River Beach	Salt River Mouth
Voorzichtigheid	1757/06/08	Salt River Beach	Salt River Mouth
Westerwyk	1737/05/21	Salt River Beach	Salt River Mouth
Duinbeek	1737/05/21	Salt River Beach	Salt River Mouth
Flora	1737/05/21	Salt River Beach	Salt River Mouth
Goudriaan	1737/05/21	Salt River Beach	Salt River Mouth
Paddenburg	1737/05/21	Salt River Beach	Salt River Mouth
Rodenrijs	1737/05/21	Salt River Beach	Salt River Mouth
Iepenrode	1737/05/21	Salt River Beach	(near) Salt River Mouth
De Buys	1737/05/20	Salt River Beach	Salt River Mouth area
Haerlem	1728/12/04	Salt River Beach	Salt River Beach
Middenrak	1728/07/03	Salt River Beach	(near & north of) Salt River
Stabroek	1728/07/03	Salt River Beach	Salt River Mouth
Nightingale	1722/06/16	Salt River Beach	(south of) Salt River Mouth
Waddingsveen	1697/05/24	Salt River Beach	Salt River Mouth
Oosterland	1697/05/24	Salt River Beach	Salt River Mouth
Goede Hoop	1692/06/04	Salt River Beach	Salt River Mouth
Orange	1692/06/04	Salt River Beach	Salt River Mouth
La Marachele	1660/05/19	Salt River Beach	Fort Duijnhoop & Salt River Mouth (btwn)
Mauritius Eiland	1644/02/21	Salt River Beach	Salt River Mouth
Lys de Bretagne Cameret	1967/07/23	Salt River Beach	Salt River Beach
City of Lincoln	1902/08/14	Salt River Beach	Salt River Mouth
Brutus	1902/08/14	Salt River Beach	(north of) Salt River Mouth
Le Victor	1782/09/24	Salt River Beach/Milnerton Beach (?)	Salt River Mouth /Milnerton Beach (?)
Kate	1862/08/08	Salt River Mouth	Just east of
Ho ergeest	1692/06/10	Salt River Mouth	Near Salt River Mouth
Benjamin Miller	1865/05/17	Salt River/Woodstock Beach	Between Castle & Salt River Mouth
Pitcairn Island	1898/09/01	Table Bay	Table Bay
Broderick Castle	1896/09/05	Table Bay	Table Bay
Drottning Sofia	1892/01/01	Table Bay	Table Bay
Oni 2	1888/02/07	Table Bay	Table Bay
Arab	1880/06/10	Table Bay	Table Bay
Oni	1875/01/01	Table Bay	Table Bay
Foundling	1874/11/22	Table Bay	(Near) Table Bay
Susan Pardew	1871/01/01	Table Bay	Table Bay
Duke of Buccleugh	1870/08/10	Table Bay	Table Bay
Madagascar	1868/07/01	Table Bay	Table Bay
Jonquille	1868/07/01	Table Bay	Table Bay
Otago	1867/06/01	Table Bay	Table Bay
Wasp	1867/03/25	Table Bay	Breakwater
Stag	1865/05/17	Table Bay	Anchorage
Briton	1865/05/17	Table Bay	Table Bay
Royal Minstrel	1865/05/17	Table Bay	Table Bay
Water Kelpie	1865/05/17	Table Bay	Table Bay
Libra	1865/01/01	Table Bay	Table Bay
Deutan	1863/02/20	Table Bay	Table Bay
Wavery	1862/02/01	Table Bay	Table Bay
Merilla	1862/01/01	Table Bay	Table Bay

Fanny and Leoncine	1860/01/01	Table Bay	Table Bay
W E Malcolm	1858/09/01	Table Bay	Table Bay
Fox	1857/06/20	Table Bay	Table Bay
Gentana	1857/06/06	Table Bay	Table Bay
Marie Sarah	1857/01/01	Table Bay	Table Bay
Dordrecht	1856/12/01	Table Bay	Table Bay
Canopus	1854/01/01	Table Bay	Table Bay
Bosphorus	1853/01/27	Table Bay	Table Bay
Morayshire	1851/10/12	Table Bay	Table Bay
Thomas Cart	1851/10/01	Table Bay	Table Bay
London	1850/07/18	Table Bay	n/a
Prince Charlie	1850/07/06	Table Bay	Table Bay
Royal Charlie	1850/07/01	Table Bay	Woodstock Beach
Zafiro	1849/01/01	Table Bay	Table Bay
Blackstone	1846/01/04	Table Bay	Table Bay
Bella Angela	1844/09/10	Table Bay	Table Bay
Henrietta	1844/02/05	Table Bay	Table Bay
Josephine	1844/01/29	Table Bay	Table Bay
Soudade	1843/10/30	Table Bay	Table Bay
Unknown 42	1843/10/23	Table Bay	Table Bay
Commandant	1843/08/23	Table Bay	Table Bay
Gaika	1842/09/09	Table Bay	Table Bay
Hamilton Ross	1842/08/28	Table Bay	Table Bay
Clyde	1842/05/04	Table Bay	n/a
Port Boat	1842/02/26	Table Bay	Table Bay
Orion	1842/01/01	Table Bay	Table Bay
Frances	1840/08/18	Table Bay	Mouille Point
Roxburgh Castle	1838/07/01	Table Bay	Table Bay
Falcon	1836/12/31	Table Bay	Table Bay
Emperor Alexander	1835/05/25	Table Bay	Table Bay
Cendieu	1831/07/20	Table Bay	Table Bay
Ellen	1830/06/03	Table Bay	Table Bay
Bride	1828/08/20	Table Bay	Table Bay
Nautilus	1826/03/31	Table Bay	Table Bay
Narwal	1826/01/01	Table Bay	Table Bay
Lady East	1824/01/01	Table Bay	Table Bay
Ceres	1823/01/01	Table Bay	Table Bay
Triangle	1822/08/11	Table Bay	Table Bay
Good Intent	1822/07/21	Table Bay	Table Bay
Olive Branch	1822/07/21	Table Bay	Table Bay
Royal George	1822/07/21	Table Bay	Table Bay
Sun	1822/07/21	Table Bay	Table Bay
De African	1821/05/28	Table Bay	Table Bay
Penisowles	1819/01/01	Table Bay	Table Bay
Industrie	1818/01/01	Table Bay	Anchorage
William	1818/01/01	Table Bay	Table Bay
Winnifred & Maria	1817/08/21	Table Bay	(near) Table Bay Wharf
Valentine	1812/11/01	Table Bay	Table Bay
Resolution	1812/01/01	Table Bay	Table Bay
Reliance	1809/12/16	Table Bay	Table Bay
Creole	1809/01/31	Table Bay	Table Bay
Twee Gysberts	1808/11/21	Table Bay	Table Bay
Atlantic	1806/01/28	Table Bay	Table Bay
Charles	1805/11/04	Table Bay	Table Bay
Elizabeth	1805/11/04	Table Bay	Table Bay
Hunter	1805/11/03	Table Bay	Table Bay
O'Harmonie	1799/11/05	Table Bay	Table Bay
Prize	1799/11/05	Table Bay	Table Bay
Oldenburg	1799/11/05	Table Bay	Table Bay
Sierra Leone	1799/11/05	Table Bay	Table Bay
Jefferson	1798/05/09	Table Bay	Table Bay

Good Hope	1798/03/17	Table Bay	Table Bay
Zeeland	1793/05/22	Table Bay	Table Bay
Helena Louisa	1790/04/12	Table Bay	Table Bay
Erfrprins van Augustenburg	1790/04/12	Table Bay	Table Bay
Guardian	1789/12/24	Table Bay	Table Bay
Lucia Emerentia	1786/01/01	Table Bay	Table Bay
De Knokke	1786/01/01	Table Bay	Table Bay
Namen	1722/06/17	Table Bay	Table Bay
Greenrust	1717/01/01	Table Bay	Table Bay
Oliphant	1656/04/17	Table Bay	Table Bay
Sir John Mudie	?	Table Bay	Harbour
Pamela Ann	1977/11/01	Table Bay	Bok Point
Grootvlei	1970/01/01	Table Bay	Table Bay
Cape Matapan	1960/04/20	Table Bay	Table Bay
Rugeley	1941/08/01	Table Bay	Table Bay
Protea	1934/01/01	Table Bay	Table Bay
Clan Sutherland	1920/06/14	Table Bay	Table Bay
Canton	1909/01/01	Table Bay	Table Bay
Irene	1906/01/04	Table Bay	Table Bay
Kaiser	1902/08/14	Table Bay	Table Bay
Annenan	1902/06/09	Table Bay	Table Bay
Canada Cape	1912/06/05	Table Bay Harbour	South Arm (No 3 Berth)
Victoria	1737/05/21	Woodstock /Salt River Beach	Woodstock / Salt River Beach
La Scravick	1967/07/101	Woodstock Beach	Woodstock Beach
Ryvingen	1902/05/130	Woodstock Beach	(near) Woodstock Mole
Prince Badouin	1892/05/03	Woodstock Beach	Woodstock Beach
Etta Loring	1878/07/23	Woodstock Beach	Papendorp
Caledonian	1878/07/18	Woodstock Beach	Papendorp
Galatea	1865/06/17	Woodstock Beach	(beyond) Castle
Alacrity	1865/05/17	Woodstock Beach	(beyond)
Clipper	1865/05/17	Woodstock Beach	(near) Battery
Fernande	1865/05/17	Woodstock Beach	(between) Castle / Salt River
Figilante	1865/05/17	Woodstock Beach	(between) Castle / Salt River
Kehrweider	1865/05/17	Woodstock Beach	Castle (beyond)
Isabel	1865/05/17	Woodstock Beach	(between) Castle / Salt River
Gem	1865/05/17	Woodstock Beach	Woodstock Beach
Deane	1865/05/17	Woodstock Beach	Woodstock Beach
Esther	1865/05/17	Woodstock Beach	Woodstock Beach
Grahamstown	1864/05/26	Woodstock Beach	(behind) Military Hospital
Lucy Johnson	1862/09/22	Woodstock Beach	(near) Military Hospital
Susan	1862/09/21	Woodstock Beach	(near) Military Hospital (near)
Marietta	1862/08/09	Woodstock Beach	Papendorp (opposite Military Hospital)
Crystal Palace	1862/08/08	Woodstock Beach	Fort Knokke/Sceptre Reef
Sarah Charlotte	1860/07/03	Woodstock Beach	(near) Military Hospital
William James	1857/06/10	Woodstock Beach	Castle Battery (near)/Imhoff Battery
Christabel	1857/06/08	Woodstock Beach	(near) Castle/Military Hospital
Jessie MacFarlane	1857/06/07	Woodstock Beach	(near) Fort Knokke
Gitana	1857/06/07	Woodstock Beach	(below) Imhoff Battery
Anne Jane	1856/08/06	Woodstock Beach	n/a
Seagull	1854/07/15	Woodstock Beach	Woodstock Beach
Courier	1852/05/18	Woodstock Beach	(near) Imhoff Battery
Fanny	1851/07/30	Woodstock Beach	South Wharf (near)/near Imhoff Battery
Royal Albert	1850/06/25	Woodstock Beach	(near) Military Hospital
Arab	1850/06/01	Woodstock Beach	Military Hospital/Hospital Lines
Francis Speight	1846/01/07	Woodstock Beach	(near) Craig's Tower
Diana	1846/01/07	Woodstock Beach	Imhoff Battery
Fairfield	1842/09/09	Woodstock Beach	Hospital Lines
Hen Hoyle	1842/09/09	Woodstock Beach	(near) Hospital Lines
Reform	1842/09/09	Woodstock Beach	(below) Imhoff battery
John Bagshaw	1842/09/09	Woodstock Beach	(near) South Wharf

Speedy	1842/07/13	Woodstock Beach	Imhoff Battery
Arion	1842/07/13	Woodstock Beach	(near) Imhoff Battery
Howard	1840/07/16	Woodstock Beach	Castle (near)
Antelope	1837/08/18	Woodstock Beach	South Wharf
Candian	1831/07/17	Woodstock Beach	Off-shore Reef
Rambler	1831/07/17	Woodstock Beach	Woodstock Beach
Usk	1831/07/17	Woodstock Beach	Woodstock Beach
Cal p ie	1831/07/17	Woodstock Beach	Woodstock Beach
Sir James Saumarez	1831/07/16	Woodstock Beach	Military Hospital/Hospital Lines
Vine	1831/07/16	Woodstock Beach	Woodstock Beach
Alfred	1830/07/04	Woodstock Beach	(near) South Wharf
Silence	1830/06/04	Woodstock Beach	(near) South Wharf
Walsingham	1829/04/16	Woodstock Beach	(near) Military Hospital
Importer	1828/06/15	Woodstock Beach	Woodstock Beach
Woodburne	1826/08/08	Woodstock Beach	Woodstock Beach
San Antonio	1824/08/04	Woodstock Beach	(near) Military Hospital
Jane	1823/11/01	Woodstock Beach	Woodstock Beach
Lavinia	1822/07/21	Woodstock Beach	(near) Military Hospital
Leander	1822/07/21	Woodstock Beach	(near) Military Hospital
Adriatic	1822/07/21	Woodstock Beach	Sea Lines (off)
Anna	1821/01/04	Woodstock Beach	n/a
Prins Willem I	1819/07/26	Woodstock Beach	(near) Merchant's Wharf
Rambler	1818/05/18	Woodstock Beach	(near) Castle
Pacquet Real	1818/05/18	Woodstock Beach	Jetty (South Wharf?)
Jane	1818/05/18	Woodstock Beach	Opposite Castle (near wharf)
Tarlton	1818/05/17	Woodstock Beach	(near) Castle
John	1818/01/01	Woodstock Beach	Woodstock Beach
Woodbridge	1816/11/05	Woodstock Beach	(near) South Wharf
Concord	1816/11/05	Woodstock Beach	Woodstock Beach
Discovery	1816/07/29	Woodstock Beach	(near) Fort Knokke /Black River Mouth
Clipper	1811/12/28	Woodstock Beach	(near) Battery
La Espirance	1808/12/01	Woodstock Beach	Woodstock Beach
Hoop	1808/10/24	Woodstock Beach	n/a
L'Atalante	1805/11/03	Woodstock Beach	Charlotte Battery
Hannah	1799/11/05	Woodstock Beach	Castle (near)
Sceptre	1799/11/06	Woodstock Beach	Scepter Reef opposite Fort Knokke
Anubis	1799/11/05	Woodstock Beach	Woodstock Beach
Avenhoorn	1788/05/17	Woodstock Beach	n/a
Gouda	1722/06/17	Woodstock Beach	Castle (near)
Lakeman	1722/06/17	Woodstock Beach	Castle (near)
Am	1722/06/17	Woodstock Beach	Castle (under the)
Jaeger	1619/07/27	Woodstock Beach	Woodstock Beach
George Thomas	?	Woodstock Beach	n/a
City of London	1902/01/01	Woodstock Beach	Woodstock Beach
Alice	1901/07/15	Woodstock Beach	Beach
America	1900/05/29	Woodstock Beach	Woodstock Beach
Chandos	1722/04/17	Woodstock Beach?	Castle (near)
Nossa Senhora D'Guia	1819/05/02	Woodstock Beach/ Amsterdam Battery?	Woodstock Beach/Amsterdam Battery?
Redbreast	1878/07/20	Woodstock Beach/Papendorp	(near) Fort Knokke
Formosa Estrella	1861/02/19	n/a - possibly Table Bay??	n/a
Aberfoyle	1847/08/18	n/a - possibly Table Bay??	n/a
Ann & Mary	1843/08/23	n/a - possibly Table Bay??	n/a
Waterloo	1842/09/09	n/a - possibly Table Bay??	n/a
Anna	1841/11/01	n/a - possibly Table Bay??	n/a
Saudade	1841/03/14	n/a - possibly Table Bay??	n/a
Amelia	1840/11/20	n/a - possibly Table Bay??	n/a
Jehovah	1840/01/17	n/a - possibly Table Bay??	n/a
Ada	1828/06/14	n/a - possibly Table Bay??	n/a
Antonio	1824/08/04	n/a - possibly Table Bay??	n/a
Antelope	1822/07/10	n/a - possibly Table Bay??	n/a

Neptune	1821/11/12	n/a - possibly Table Bay??	n/a
Sophia Johanna	1821/10/18	n/a - possibly Table Bay??	n/a
Duke of Marlborough	1821/06/10	n/a - possibly Table Bay??	n/a
Elizabeth	1818/01/01	n/a - possibly Table Bay??	n/a
Young Phoenix	1816/07/29	n/a - possibly Table Bay??	n/a
Restaurador	1812/01/19	n/a - possibly Table Bay??	n/a
Sir T Gambier	1810/07/07	n/a - possibly Table Bay??	n/a
Abby and Sally	1807/12/06	n/a - possibly Table Bay??	n/a