

HERITAGE IMPACT ASSESSMENT
(Historical component relating to
the built environment and graves)
**Greater Coega Industrial Development Zone
near Port Elizabeth, Eastern Cape Province**



Hougham Park, Coega (Photo: J Bennie)

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CONTENTS

Summary.....	3
Recommendations.....	3
Project information.....	4
1. National Heritage Resources Act, 1999 (Act 25 of 1999).....	5
2. Introduction and Terms of Reference.....	6
2.1 Approach and methodology.....	7
3. Pre-history – bibliographical details.....	8
4. History.....	8
4.1 Hougham Park farm and cemetery, Coega.....	9
4.1.1 Pre-history.....	9
4.1.2 History of Hougham Hudson and Hougham Park Homestead.....	9
4.1.3 The House.....	9
4.1.4 The Cottage.....	10
4.1.5 The Family Cemetery.....	10
4.1.6 Farm Workers’ Cemetery.....	12
4.1.7 Artesian Wells.....	13
4.1.8 Oyster House remains.....	14
4.2 Ferreira’ Farm.....	14
4.2.1 Farmhouse c 1960-70	15
4.2.2 Milking Sheds, windmill and reservoir.....	15
4.2.3 Farmhouse circa 1920’s.....	16
5. <i>Aloedene</i> and <i>Irene</i> farms.....	17
6. Bridges, culverts, railway siding and viaduct.....	19
7. Cemeteries and Graveyards.....	20
7.1.1 Coega Cemetery.....	20
7.1.2 Philip Frost’s unlocated grave.....	20
7.2 Coega’s River Mouth.....	21
7.3 <i>Coegaswagendrift</i> Farm	22
7.4 <i>Swartkoppen</i> , District Coega.....	22
7.4.1 Mattheus Family Cemetery II.....	22
7.5 Coega kop, P.E.....	24
8. Other Graveyards.....	26
9. Brickfields cemetery, buildings, kiln	30
10. Radar Station Coega 203 (<i>Hougham Park</i>).....	32
11. Historical shipwrecks in the vicinity of Coega (Ngqura).....	35
11.1 Site survey.....	37
11.2 Remains of historical shipwrecks	38
12. Discussion and Recommendations historical structures.....	40
13. Discussion and Recommendations burial grounds and graves.....	41
14. References.....	42
15. Consultations.....	43

The historical component (built environment) of the Heritage Impact Assessment of the greater Coega Industrial Development Zone (IDZ) Port Elizabeth, Nelson Mandela Bay Municipality, Eastern Cape Province.

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SUMMARY

The historical report follows the minimum standard guidelines required by the South African Heritage Resources Agency.

Proposal

- To conduct a survey of historical structures and grave sites over 60 years of age in the Coega Industrial Development Zone, Port Elizabeth, Eastern Cape
- To assess the importance of these
- To consider the potential impact on their surrounds
- To make recommendations as to how best to conserve these sites

The survey

Much of the over 12,000 hectares of property is covered with dense grass and bush making it difficult to find all of the reported grave sites, although the ruins and built structures were identifiable.

Cultural sensitivity

No culturally sensitive pre-18th century structures were observed in the designated zones although oral history (not required in this study) might show a variety of cultural groups (such as Early, Middle and Stone Age man, San, Khoekhoen and Black Xhosa speaking peoples) passing through the territory. The Trekboer, Dutch, and British 1820 Settlers, who also inhabited the area, left some remnants of their cultures in the form of buildings and demarcated grave sites.

Recommendations

1. SAHRA needs to be informed of any alterations to buildings, viaducts or other built structures older than 60 years in the Coega IDZ.
2. Any shipwrecks, or parts thereof, found in the inter-tidal zone or dunes need to be reported and all work, when excavating prospective vulnerable sites, should stop until a proper investigation is launched by SAHRA or the Port Elizabeth Museum.

3. Zones 1, 7 and 10 along the coast are deemed sensitive and might reveal sections of shipwrecks. Activities in these areas should be monitored by a maritime archaeologist.
4. *Hougham Park*, the small 19th century cottage next to the main homestead, the mud and brick cottage near the Coega railway station, the viaduct and most of the grave sites in the report need to be preserved and conserved.
5. A policy needs to be developed which will allow for monitoring and reviewing significant heritage sites.

Project Information

Status

The historical component is part of the HIA

Type:

(From the Heritage Impact Assessment tender document for the Coega Development Corporation)

The Coega Industrial Development Zone (IDZ) covers an area of approximately 12000ha. Two Environmental Impact Assessments (EIAs) were conducted for the change in land use of the IDZ. A Heritage Impact Assessment did not form part of the EIAs. However, HIAs have been done as part of site-specific EIAs done by investors, for their proposed listed activities to be conducted within the IDZ. The Coega Development Corporation (CDC) compiled an Open Space Management Plan (OSMP) in 2003 and all known heritage resources were identified and form part of the CDC's OSMP. These heritage resources have also been mapped using GIS. An abundance of information on the heritage resources in the Coega IDZ is therefore available.

In order to comply with the National Heritage Resources Act 1999 (No. 25 of 1999) and to produce a Heritage Management Plan for the Coega IDZ, the CDC invites interested entities to respond to this request for Proposal (RFP) to conduct a Heritage Impact Assessment for Coega IDZ.

A comprehensive Heritage Assessment of the Coega IDZ was requested by the Coega Development Corporation to meet the requirements of the National Heritage Resources Act, 1999 (No 25 of 1999). The historical component is part of this project which aims to produce a comprehensive HIA of the Coega IDZ for future investors.

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1. National Heritage Resources Act, 1999 (Act 25 of 1999)

The National Heritage Resources Act, 1999 (No 25 of 1999) makes provision for a compulsory Heritage Impact Assessment when an area exceeding 5000 m² is to be developed.

Section 34 (1) of the Act stipulates that no person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority.

Section 36 of the Act relates to burial grounds and graves and stipulates that SAHRA must conserve burial grounds and graves after identifying and recording those which appear to be of cultural significance. Any memorials erected by them must be maintained. No person may destroy, damage, alter, exhume or remove from its original position any burial ground or grave older than 60 years situated outside a formal cemetery, or use any excavation equipment that assists in the detection and recovery of metals.

Section 38 (3) a-g of the South African Heritage Resources Act sets out the minimum requirements of a heritage impact assessment, which include inter alia:

- Identification and mapping
- Assessment of significance
- Assessment of potential impacts

Section 38 of the Act clearly indicates that any person constructing a road or similar linear development exceeding 300m in length, the construction of a bridge or similar structure exceeding 50m or any development or other activity which will change the character of the site, is required to notify the responsible heritage resources authority or the South African Heritage Resources Agency (SAHRA). They in turn will advise whether an impact assessment report is needed before development can take place.

2. Introduction and Terms of Reference

Mrs Jenny Bennie was approached by Kobus Reichert on behalf of Eastern Cape Heritage Consultants cc and requested to undertake the historical component (built environment and grave sites) of the HIA survey of the heritage requirements and contribute to developing a Heritage Resources and Conservation Management Plan in the Coega Industrial Development Zone, in extent approximately 12000 hectares, situated about 25 km north-east of Port Elizabeth, Nelson Mandela Bay Municipality, Eastern Cape Province.

An Open Space Management Plan for the IDZ and all known heritage resources (cemeteries and gravesites) have been identified and mapped using GIS.

The CDC is required to conduct a Heritage Impact Assessment for the Coega IDZ in order to comply with the National Heritage Resources Act, 1999 (No. 25 of 1999)

The HIA needs to review existing relevant information, determine the likelihood of any significant historical finds in the Coega IDZ which includes any built structures older than 60 years of cultural significance; burial grounds, graves and possible shipwreck remains that need to be photographed, analysed, assessed and geo-referenced according to set standards.

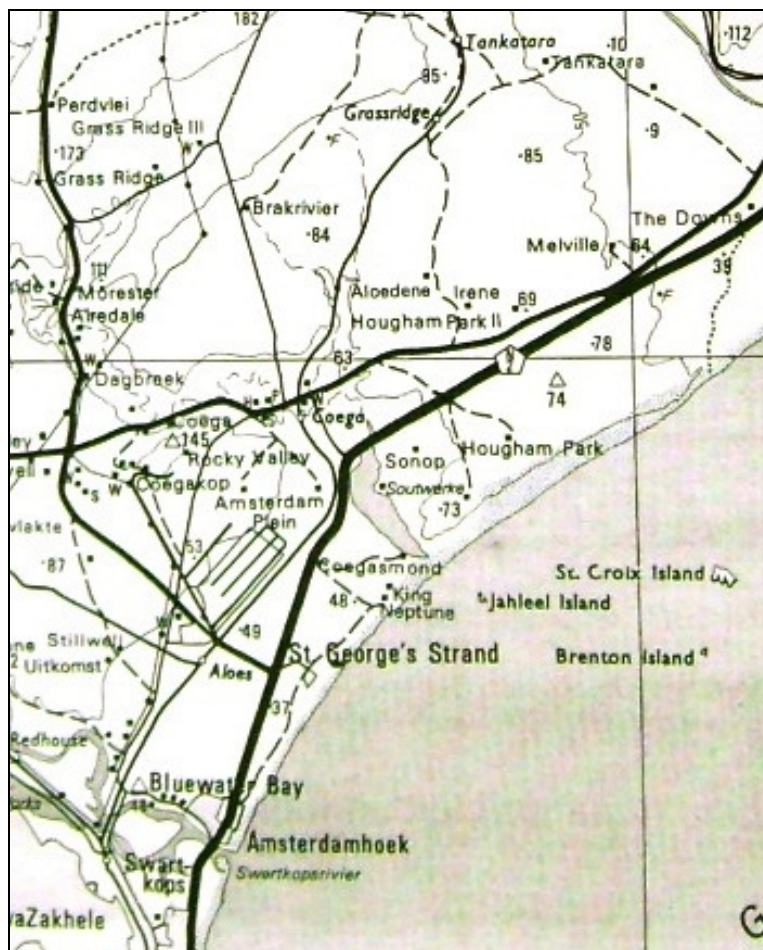
An assessment of the sensitivity and significance of the sites will be considered and the impact on the local communities involved reviewed.

2.1 Approach and methodology

The objective of this investigation is to assess the historical significance of any built structures, graves and burial grounds, bridges, culverts, shipwrecks, military installations and historical trees (if any). The overall impact on the area will be reviewed.

For significant sites to be conserved and managed effectively the current situation and future potential need to be assessed using a Conservation Plan Methodology (guidelines of the Burra Charter–Australia ICOMOS 1999) which suggests a four phase approach to heritage sites: understanding the site; assessing the cultural significance; assessing the vulnerability and the proposal of policies.

It is necessary to undertake conservation–based research and analysis to prevent actions which will be detrimental to the site’s significance and to provide a framework within which a conservation planning process may be continued. There is concern that a considerable amount of material evidence has already been lost.



Map of relevant study sites in the Coega IDZ

3.1 Pre- history bibliography

Although not part of the historical built environment analysis, information regarding the San and Khoekhoe hunter-gatherers is available in the following works:

The Khoisan Peoples of South Africa (1930) by I Schapera ; *Kraal and Castle* (1977) and *The Khoikhoi and the founding of White South Africa* (1985) by R Elphick; *On becoming herders: Khoikhoi and San Ethnicity in Southern Africa* in *African Studies* (1990); *Pastoralism in Africa* (1992); *Hunters and Herders of Southern Africa* (1992) by Alan Barnard; *Khoikhoi at the Cape of Good Hope* (1993) by Pfeiffer; and *The Cape Herders* (1996) by E Boonzaaier; "Against the Khoisan paradigm" in the interpretation of Khoekhoe origins and history: re-evaluation of Khoekhoe pastoral traditions(2008) *Southern African Humanities* Vol 30 (1) by F Fauvelle - Aymar; "Searching for real Hottentots: the Khoekhoe in the history of South African physical anthropology" (2008) *Southern African Humanities* Vol 30(1) by A. Morris - taken from the unpublished PH.D dissertation by G. N Vernon (2010)

3.1.2 Early Man, the San and the Khoikhoi /Khoekhoe

The geographical position of South Africa has a bearing on the racial history of the country. The jungles of the Democratic Republic of Congo prevented human migrations so most invading peoples entered from the north-east, especially those who kept cattle. The three oceans also barred further progress so these forces had either to wipe out their predecessors or intermingle and form hybrid cultures.

Archaeological finds have indicated that Earlier, Middle and Later Stone Age cultures pre-dated the San. It would seem that the San themselves came into South Africa from the north-east, but an estimate of their early origins in this country is speculative.

By the time Europeans landed at the Cape, the San there were already living in isolated pockets scattered among the more numerous Khoikhoi. The similarity in language and appearance was evident, but culturally the San were hunter gatherers, always on the move, building no permanent dwellings. They did, however, leave a legacy of rock art. The Khoikhoi were a pastoral people with herds of long-horned cattle and fat-tailed sheep. These groups smelted iron for implements, weapons and ornaments. Their huts were superior to the San and well adapted to their nomadic way of life. The shelters consisted of supple poles of wood covered with mats which could all be taken apart when they moved on. Together the San and Khoikhoi numbered between 45,000 -50,000 (Theal, GM) in the early 19th century.

From the records of early travellers, the groups of Khoekhoe belonging to the Eastern Cape region included the *Inqua* probably in the Aberdeen area, the *Damaqua*, between the Gamtoos and Swartkops Rivers and the *Gonaqua*, who by the middle of the 18th century had become the most powerful group, extending from the Sundays River to the Great Fish River. Little is known of these people regarding their customs and social habits. They were the first Khoikhoi to meet the Black invaders and because of conflict or intermixture, lost their individual identity.

In the Coega area very little is found in the way of cultural remains. Reference is made to the history of the vicinity later in this report.

4. HISTORY

4.1 HOUGHAM PARK FARM AND CEMETERY, COEGA

Hougham Park, Port Elizabeth Uit.Q8-31 (v. Farm 304 Uit. Q9.32) 3325DA/DC 3346/2542 24 nne.

4.1.1 Pre-history

A brief overview

Hougham Park shows traces of pre-historic man. Sea covered part of the land, now sand-dunes, and late Archeulian artefacts found prove that early man existed in the area. Middle Stone Age man, the inventor of the spear, left artefacts behind in the form of scrapers, flakes and knives. The Late Stone Age also left its traces in coastal middens, as did the Strandlopers, who were the last primitive groups of people to live in the *Hougham Park* area. They were decimated by smallpox in 1740 and many graves were found at the Swartkops River mouth close to where Settlers Bridge now stands.

4.1.2 History of Hougham Hudson and *Hougham Park* Homestead

Situated on the flats east of the Coega River Mouth and south west of the Salt Works, this farm was originally the home of Hougham Hudson and his family. Hudson was born at Broadstairs, Kent, in England and died on 5 July 1860 at *Hougham Park* near Coega, Port Elizabeth, South Africa.

He married Elizabeth Ann (Walker) on 6 November 1819 and joined the Civil Service in 1821. Hudson held many posts in the service and became the first Resident Magistrate and Civil Commissioner of Albany on 24 January 1828.

He owned a variety of properties, such as the site of the Feather Market Hall, where he built a house in about 1830 and also owned the Mill Property, used by the Government for the Baakens Leper Institution.

Always interested in farming, he bought Samson's (or Sampson's) Kraal from Ignatius Stephanus Ferreira and named it "*Hougham Park*" in 1837.



Hougham Park (Photo: JS Bennie)

4.1.3 The House

S33 46 053; E025 42 858

Hudson seems to have built the original house circa 1840. The three single storeyed wings were constructed in a U shape around an open courtyard. The house boasted yellow-wood ceilings and gun slits in the 2 foot thick walls. The roof consisted of clay pan tiles without underlay until 2002. (Richard Tomlinson inspected the roof at David Crews request on behalf of William Scott Roofing. Tomlinson was keen to retain the tiles, but Crews accepted a quote to replace it with corrugated iron).

The courtyard was covered in 1925 by the then owner, Mrs E L Denford with a double-storeyed section which had a reinforced concrete floor and a corrugated iron roof. The upper storey, with an external staircase, presented wonderful views of the area, while downstairs the lounge boasted a very high ceiling.

The house was subsequently bought by Edgar Crews and when he passed away in 1992 it became the property of his son, David Crews. The Historical Society of Port Elizabeth visited the house and cemetery on a few occasions as the historical significance of the buildings was appreciated. The farm was taken over by the Coega Development Corporation when it started developing the area for an Industrial Development Zone. David Crews passed away in 2009.

In February 2009 Tomlinson visited the *Hougham Park* homestead and found it well maintained having been painted inside and out and used by the construction firm, Basil Read, who were building the N2 at that time. By July 2009 they had moved out and Sea Ark Africa was intending occupying the building. Unfortunately this company has gone into liquidation and the house is currently (March 2010) standing empty. Although some attempt has been made at securing the home, three locks were found to be missing and it will not be long before this very important historical house is ruined. Monkeys too abound, running all over the roof and in the surrounding garden.



Back view *Hougham Park* (Photo: JS Bennie)

4.1.4 The Cottage

S33 46 060; E25 42 862

The small stone and brick cottage closest to the main homestead, used as an office and store-room until relatively recently, probably pre-dates the main homestead. It is typical of Eastern Cape vernacular architecture with a gabled roof and false chimneys. An interesting built-in wall cupboard is still to be seen inside. Unfortunately over the years the front window has been altered and a double door added on the front façade. The ceiling is currently tongue and groove. The loft needs to be examined for further clues as to its age.

NB This building should be preserved



The cottage, Hougham Park (Photo: JS Bennie)

Buildings in isolated locations need to be utilised to prevent them being looted or vandalised as has happened only two months after the vacation of Ferreira's farm in January 2010 (*Hougham Park II*) 3325DA/DC 3km north of *Hougham Park* on farm 304 Uit Q8.32.

4.1.5 The Family Cemetery

S33 46 040; E25 42 930

This graveyard is situated about 30 metres from the Main House and has recently been cleared of invasive bush (May 2010). It was previously in an exceptionally overgrown condition. It is demarcated by a vibracrete fence and gate which is not always locked.

The graves in the family cemetery recorded by C.J. Skead in 1989 are as follows:-

1. In loving memory of/LENNOX HUDSON LAMB born 9 April 1882. Died 12 August 1953/God is Love
2. LILIAN MABEL LAMB Born Hudson/Died 22 December 1960. Aged 92 years/R.I.P.
3. In loving Memory of/RICHARD HUDSON LAMB/Who passed away at Somerset East/May 15th 1902 aged 39/So giveth He His Beloved Sleep
4. To the memory of/WILHELMINA Beloved wife of/ANDRIES HUDSON/Died 29 March 1882 Aged 54 years/Not lost but gone before
5. Sacred to the memory of/ HOUGHAM HUDSON/Late C.C. & R.M. of Albany/ who departed this life/ July 5th 1860. Aged 67
6. To the Memory of/ANDRIES HUDSON/ Died 7 May 1898, aged 66 years/We meet to part no more
7. To the Loving Memory of/ SARAH SOPHIA/ Beloved wife of ALEX VAN DER RIET/Died 20 October 1923, aged 64/Rest in Peace
8. In Loving Memory of/ MALCOLM STEWART (Died 24/3/ (19?) Aged 79.
9. In Loving Memory of /GEORGE H BOWLER/Died 24/9/(19?) 37
10. (a) Sacred to the Memory of/EVA BESSIE STEWART/ Beloved wife of M Stewart/Died April 9th 1900/Aged 50 years
(b) Small black marble slab: DAISY SNYMAN/1892 -1975
11. WILLIAM H DENFORD/Born Barnstaple, Devon, England 1872/ Died 27 June 1950 Aged 79
12. Two side-by-side flat cement slabs, one slightly larger than the other with convex upper surfaces. No headstones but on one the word "HUDSON" has been roughly scratched.

Recorded J S Bennie May 2010:

13. James H Hudson Lamb b. 9.4.1899 d. 10.12. 1990
14. Rose Burnett Lamb b. 28 12 1897 d. 17. 5. 1979
15. To the memory of EDGAR CREWS died 10 June 1992 Aged 77 years; Patricia Crews (born Arthur) Died 29 July 1995 Aged 78 years; in memory of Fanny Catherine Crews; Daisy Gough (formerly Arthur)



Gravestone belonging to Hougham Hudson, first owner of the house
(Photo: Bill Wright)



Two graves cleared of bush in the *Hougham Park* cemetery (Photos: *J S Bennie*)

4.1.6 Farm Workers' Cemetery

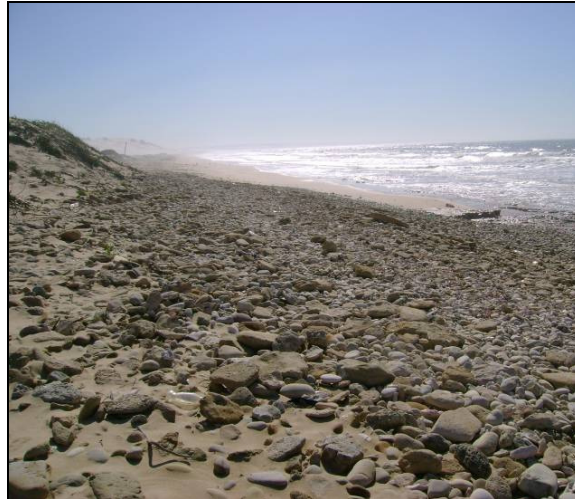
S 33 46.301; E25 43.193

This cemetery is marked with a vibracrete wall, but it is some distance from the road and very overgrown with only isolated stone mounds to be seen.



(Photo: *J S Bennie*)

4.1.7 Reputed Artesian Wells and freshwater springs
– close to the beach at *Hougham Park*.
S33 46 479 E 025 43 595



Site of reputed freshwater springs to be found on the sandy beach, *Hougham Park*
(Photo: JS Bennie)

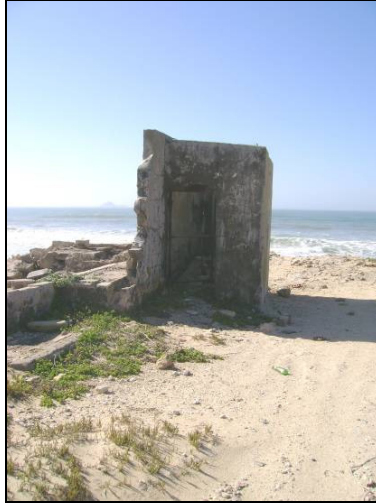
These wells were shown to members of the Historical Society of Port Elizabeth by David Crews in 2000, but were not all sighted by Jenny Bennie in March 2010. According to Kate Crews there are four wells in the vicinity – one near the beach with a pump house and building that supplied the main house, one that has been covered by Sea Ark Africa, another that can be found near the campsite (see below) S33 46.479;E25 43.730 ; and the last location is not known.



Pump and well from artesian spring, campsite
Hougham Park 5/2/2010 (Photo: JS Bennie)

4.1.8 Oyster House remains

S33 46 620; E25 43.595



This small structure on the beach was built by Edgar Crews, but was not a successful venture (Photo: JS Bennie)

4.2 Ferreira' Farm

S33 44.492; E25 42.049

Hougham Park II PE 3325DA/DC This farm is 3km north of *Hougham Park* on farm 304 Uitenhage Q8.32

C J Ferreira appears to have farmed in the area from 1900.



Entrance to Ferreira's farm *Hougham Park II* (Photo: JS Bennie)

This farm consists of a number of buildings

4.2.1 Farmhouse c 1960-70

S33 44.461; E25 42.774

This building is currently unoccupied and is in a disreputable state inside. All the cupboards, floors, windows, ceilings, doors, kitchen and bathroom furniture are still intact although the back security gate was not secured and the house looks in a state of disrepair after only two months of it being vacated, with quantities of papers being strewn in every room. (February 2010) There appeared to be leaking taps at the rear of the house which will cause damage to the structure if not repaired.



Ferreira's modern farmhouse (*Photo: JS Bennie*)

4.2.2 Milking Sheds, windmill and reservoir

S33 44.413; E25 42.838

These buildings are currently not being used – some doors are standing open and the windmill is in disrepair. It is situated between the modern and the original farmhouses.

An assessment by all stakeholders, affected and interested parties of their cultural significance is of importance in the conservation plan. The purist view of “keep everything at all costs” (Worth 2005) must be balanced with social and economic development needs.



Part of the brick milking sheds and broken windmill (*Photo: JS Bennie*)



Brick buildings *Ferreira's farm (Photo: JS Bennie)*

4.2.3 Farmhouse circa 1920's

S33 44.297; E25 42 847

Although standing empty, this yellow painted building is in reasonable repair. Built in the 1920's style it has been altered with additions, enlarged windows and a re-vamped kitchen. It still retains some interesting elements such as the oregon pine floors and tongue and groove interior walls and ceilings. The verandah and columns are typical of the era. Some of the trees in the garden might be of interest regarding their age.

These homes and outbuildings have been vacated as they have been subjected to robberies and the occupants no longer felt safe.



Farmhouse 1920's *Ferreira's farm (rear and front view)*

(Photos: JS Bennie)

5. ALOEDENE AND IRENE FARMS

In the district of Limehurst PE
3325DA 3343/2542 27 ne Subdivision – *Aloedene*
(S33 43 781; E25 41.602) Farm



Aloedene – (S33 45 32; E 25 39.685) mostly demolished -2009 (Photo: P Martin)

The Aloes 220, PE 3325DA 3345/2542 24 n v. Brakke Rivier: Sub division *Irene*
(S33 44 278; E25 42 09)1 Farmhouse



Farm *Irene* is currently (Feb 2010) being used by woodcutters (Photo: P Martin)



Labourers' cottages near *Irene* farm, S33 44.113; E25 42 .272, now demolished
(Photo: P Martin)



Small, early cottage (S33 45 613; E 25 39.228) near Coega station -**should be saved** (see recommendations Section 12) (Photo JS Bennie)

6. Bridges, culverts, railway station and viaduct



Old Railway Bridge
(Photo: JS Bennie)



Remains of *Coega Station* (Feb. 2010) (S 33 45.626; E25 39.350) (Photo: JS Bennie)



Culverts—old on left, new (2009) on right S 33 45.311; E25 39.445 (Photo: JS Bennie)



Stone viaduct—probably constructed when rail link to Uitenhage was built – c 1875
must be saved (see recommendations Section 12) S33 44.163; E25 40 043
 (Photo JS Bennie)

7. Cemeteries and Graveyards

7.1.1 Coega Cemetery (The name “Coega” comes from the Hottentot word “Kouga” –the wildebeest)

Although this cemetery site, behind the Coega Hotel, is outside the study zone, it is relevant to mention it as it could be significant in time to come. An extensive graveyard of un-demarcated graves, some fairly recent, covered with stones or rocks are to be found in the vicinity. It is difficult to discover the full extent of area covered by this cemetery as the area is overgrown and bushy.

7.1.2 Philip Frost Grave?

The grave of Philip Frost, who died in 1867, could not be found although he is buried in the area (See the Burial Register of St Mary’s Church, Port Elizabeth)



This lone grave is unmarked and derelict so not identifiable as Philip Frost’s grave.
 S 33 46, 069; E 025 39 058

7.2 Coega's River Mouth

303 PE Uit Q1-49 3325DC 3346/2541 19nne

Alternate name "*Kooka*" (Sir John Barrow 1801 1:131 for 1797) Sub-divided Sonop. Coega Salt Pans (Salnova Salt Works). Situated at S33 47' 19"; E 25 49' 30".

The coast is made up of dunes and a flat sandy beach. The mouth of the Coega River is often closed and the water very salty. The distance between the Swartkops and the Coega Rivers is 8 km; and from Coega to the Sundays, 15km.

Two graves are recorded in this area:

1. John Daniel Klimck, buried 23 March 1866 aged 40 years (*St Mary's register*)
2. Jessie Mary Clarke (born Walton), died 21 October 1895 aged 29 years (*verbal information*)

Solly Potgieter's farm at *Coega's Mouth* was not found by Liz Eshmade in the 1980's.

7.3 Coegaswagendrift Farm PE (*Chougatswagendrift*)

"In April 1776 Stephanus Ferreira registered his occupation of *Coegawagendrift*" although it was granted in 1776 to Gerrit Scheepers. After a dispute, the Governor intervened and granted the farm to Stephanus Ferreira, son of Thomas Ignatius Ferreira.

A small family cemetery 9km from N2 turn-off via Markman Township, close to junction of Addo/PE/Uitenhage road, is to be found in the vicinity of this early farm.

Carl Friederich Benjamin Mattheus, born in 1790, was the first Mattheus to settle at *Coegawagensdrift*. His wife was Wilhelmina Hermina van Rooyen. They had four children. Their son, Cornelius Johannes Mattheus and his wife Wilhelmina van der Merwe are buried here with other members of the family.

The farm was bought by C J Ferreira at the turn of the 20th century. It remained in the family until it was expropriated in 1983 for the development of Motherwell.

By 1998 the fence around the cemetery had gone and the informal housing of Motherwell had almost reached the perimeter.

The gravestones in this cemetery were recorded by Liz Eshmade and P de Villiers in 1986. *It is feared that they have been obliterated in the Motherwell housing development, so although recorded in this report are more for bringing to the attention of SAHRA, as requested, than for attention by Coega IDZ.*

1. Cornelius J Mattheus b 29 March 1820 d. 17 August 1904. "Myn Dierbare Vader"
2. Wilhelmina J Mattheus b 23 October 1820 d 4 August 1908 "Myn Dierbare Moeder"
3. Bartholomeus Saayman Mattheus b 4 May 1903 d 24 Nov 1967
4. Ellie Susanna Mattheus b 20 August 1874 d 17 July 1953
5. Egbert Fourie Mattheus b 25 Nov 1970 d 26 Nov 1970 "Ons Baba en Boetie"
6. Cornelius Johannes Mattheus b 6 September 1906, d 31 October 1973 "My Dierbare Eggenoot, Vader en on Oupa"
7. Johanna C Matthews (as per stone) b 4 January 1892 d 30 November 1907

8. Salomina C G Mattheus b 23 July 1851 d 22 July 1921 "Onze Moeder"
9. Hendrik P Mattheus b 1 Oktober 1847 d 8 December 1937 "Onze vader"
10. Margreitha G Mattheus b 20 Augustus 1879 died 3 Maart 1922 "Onze Moeder"
11. Audrey Mattheus b 23 Oktober 1921 d 1 Augustus 1933 "Onze Dogtertjie"
12. Henry Peter Mattheus b 30 Junie 1896 d 16 September 1947
13. Solomon Jesaja Mattheus b 22 Februarie 1911 d 14 Maart 1958 "MY Eggenoot, Ons Vader en Oupa"
14. Johanna Jacomina van Rooyen (Gebore Kritzinger) b 2 Maart 1887 d 4 Augustus 1951, Eggenote van Cornelius. "Ons Moeder en Ouma"
15. Cornelius Johannes van Rooyen b 13 Februarie 1883 d 18 Junie 1947. Eggenoot van Johanna
16. Carel Benjamin Petrus Ferreira b 28 Junie 1882 d 16 Mei 1948. Eggenoot en Ons Vader
17. Solomon Petrus Ferreira b 23 Desember 191..?(illegible) d 8 Maart 1945
18. Ellie S Herringer (born Hartman) b 11 November 1919 dies 21 February 1944 My Wife and our Mother
19. Bartholomeus M De Koning b 26 October 1885 d 11 October 1952. Small stone inscribed "Oupa"
20. Maria Petronella Beneke (Gebore Mattheus) b 16 December 1907 d 1 January 1976 Eggenote van Daniel
21. Daniel Hendrik Beneke b 16 February 1899 d 19 February 1983 Eggenoot van Maria

7.4 Swartkoppes, District Coega

Swarte Koppen 302 PE Uit Q1-43 3325DA/DC 3346/2539 24 n Sub-divisions: Amsterdam Plein; Coegaskop; Reading; Salnova Salt Works; Swartkoppes. See *Amsterdam Flats* on Coega farm.

Lieut. Cornelius Balton Alcock bought *Springhill*, formerly known as *Zwarte Koppen*, situated on the banks of the Coega River, District of Uitenhage on about 17 August 1822. The sub-division of *Swarte Koppen* (*note change of spelling*) is called *Coegaskop*. The twin Coega Kops give a dark blackish appearance. C J Skead speculated that this could be the origin of the name *Swartkops*, given to the *Swartkops River*.

7.4.1 Mattheus Family Cemetery II

S33 45.908; E25 37.158

The farm *Swartkoppes* on the road between Coega and Motherwell was part of the original farm of *Coegawagensdrift* and directionally it would seem to be situated over the hill almost immediately behind the Mattheus family cemetery on the Motherwell side.

Cornelius Johannes Mattheus, the great-grandson of Carl Friederich Benjamin Mattheus and Wilhelmina Heermina van Rooyen of *Coegawagensdrift*, lived at *Swartkoppes*. He is buried on the farm along with his wife, Johanna Fourie and their son, Carel Benjamin Mattheus and his wife Dirkie Margaretha Aletta Kemp.

The two graves can still be seen high on the hill behind the ruins of the house. They are of black granite and are imposing.

In Liefdevolle Herinneringe/aa/Ons Dierbare Ouers

CORNELIUS JOHANNES

Geb. 9 Okt.1872

Oorl. 5 Jan.1946

JOHANNA ELSIE

SOPHIA (Geb. FOURIE)

Geb. 11.11.1897

Oorl. 25 2 1974

Dankie liewe Here vir die ouers wat ons gehad het. Hulle het gedoen vir ons wat hulle kon/Mattheus

Mattheus

In Liefde Herinneringe aan

My dierbare Eggenoot

En ons vader

CAREL BENJAMIN

Geb. 13.3.1897

Oorl. 12.8.1964

Ons dierbare moeder

DIRKIE

MARGARETHA/ALETTA

Geb.11.11 1897

Oorl.25.2.1974

“Totdat die newels verdwyn”



Mattheus grave Swartkoppen (Photo: JS Bennie)



Mattheus Grave Swartkoppen (Photo: JS Bennie)

Mr J J van Vuuren lived on *Swartkoppen* in 1998.
The farm is now derelict except for a *bywoner's* shack - Feb 2010

7.5 Coega Kop, PE

Brief History

A plan by P.G. Elemans, dated 15 July 1834, shows the location of "*Koega Kop*", while a chart by Lieutenant Joseph Dayman RN in 1855, illustrates *Coega Kop* with the north-eastern kop at 480 feet (146.2m) and the south-western kop at 466 feet (142m). *Coega Kop* has twin heads, but from the 1920's the south-western kop was heavily quarried by the South African Railways and Harbours for stone-filling used in the development of the Port Elizabeth Harbour, the ultimate intention being the removal of both hills. Mr C.G.H.Skead in a 1920's postcard wrote that the twin kops had been used by early sailing ship captains as navigating beacons when entering Algoa Bay. In the 1970's the north-eastern kop was being quarried by a private concern. Over the past few years (2010) it has again been heavily utilised for the construction of the Port of Ngqura with much of the landmark features disappearing.



Coega Kop with the remains of a piggery in the foreground (Photo: JS Bennie)

8. Other Graveyards

7.1 Du Piesanie Graveyard (near current site office)

S 33 46.266; E25 37.830

**Larger grave inscribed:
Hier rus/ Harrisonsdierbare/Moeder/
MARTHAJACOBA du PIESANIE/
19 Sept 1942**

Smaller Grave

**JA Willem/du Piesanie/Geb 26 Oct 1941/
oorlede 25 Feb 1947**



Two *Du Piesanie* graves near the Site Office (Photo: JS Bennie)

8.2 Other du Piesanie graves
S 33 45 908; E 025 38 696



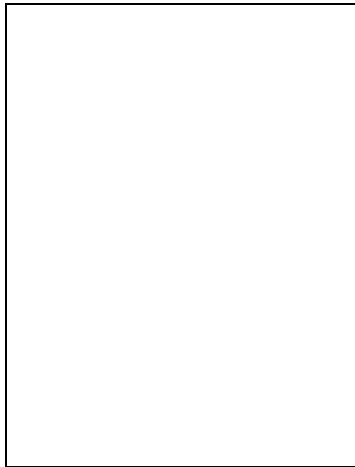
Graveyard of the Du Piesanies on the property overlooking the Coega Hotel and school. Six graves were found, three being of young children. May 2010
(Photo: J S Bennie)



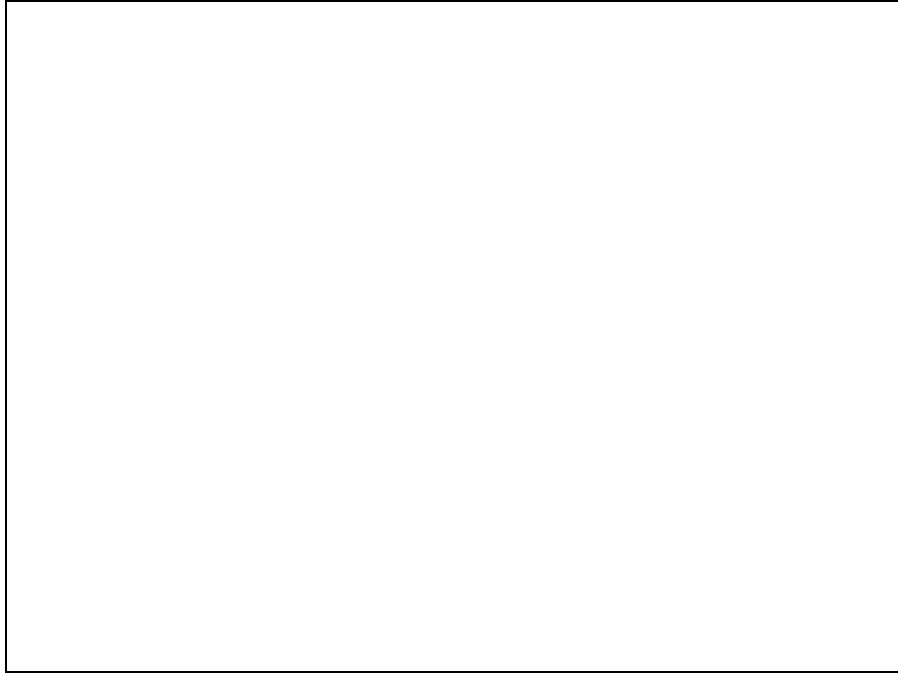
(Photo: J S Bennie)



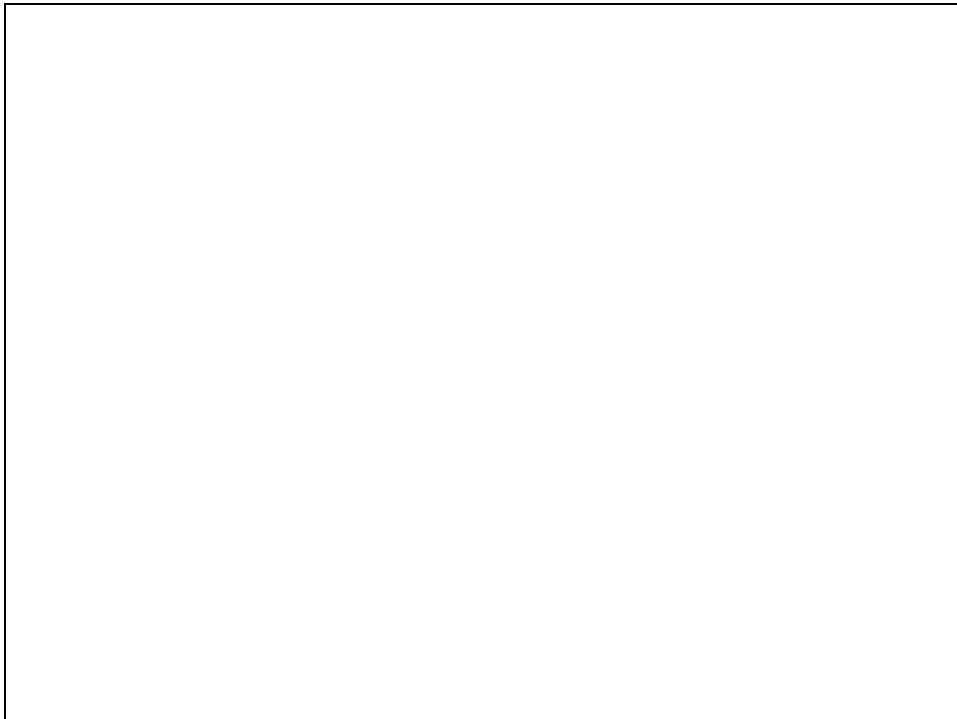
(Photo: J S Bennie)



(Photos: J S Bennie)



*Coegakop cemetery near La Farge
(Photo: P Martin)*



Isolated graves near Irene farm (Photo: Paul Martin)



Community Graves *Ferreira's* farm S33 44.410; E25 43.139
(Photo: JS Bennie)



Community cemetery *Hougham Park II* S33 46 301; E25 43 193 (Photo: JS Bennie)

9. Brickfields cemetery, buildings, kiln



Cemetery at Brickfields S33 45.599; E25 39.546 (Photo: JS Bennie)



The brickfields are still operational, currently on a four year lease
S33 45.687; E25 39.486 (Photo: JS Bennie)



Entrance to overgrown brick kiln
S33 45 279; E25 39 721 (Photo JS Bennie)

10. Radar Station Coega 203 (*Hougham Park*)

46.932; E25 42.115 Tech Hut; S33 46 864; E25 4.064 Engine Room

South Africa partook in World War II (1939-45) with the Navy, Army and Air Force combining to combat the problem of ships being torpedoed along the coastline. They were aided by the establishment of the Special Signals Services (SSS), a branch of the SA Corps of Signals, which operated RADAR defences. These stations were built by one of the Sapper units, 12 Field Company, who were deployed from Cape Town to the Port Elizabeth area to undertake “major tasks”. The buildings were constructed mainly of timber, with concrete floors and a minimum of brickwork.

The first two Radar stations in Algoa Bay were commissioned in 1942 (namely *Schoenmakerskop 201* and *Cape Recife 202*). The others were also commissioned and built in 1942, guarded by the Native Military Corps – black personnel who were seconded to the unit, one group to drive the ration truck and another undertaking guard duty around the camp and the Tech Hut (the Technical Hut was a small building away from the camp, housing the radar set and operators).

Coega 203 (the name was changed to *Hougham* (pronounced Huffam) *Park* has its Tech Hut (S33 46 932; E025 42 115) on a high sand dune looking out to St Croix Island, while the camp is to be found in a sheltered position on even ground behind it. The approach to the station in 1943 was through Swartkops and Coega villages with a right turn 2km after the railway crossing. This station gave excellent coverage of Port Elizabeth Harbour and Algoa Bay. The original JB (Johannesburg born) radar set was replaced with a CD (Coast Defence) set in late 1943 or early 1944. Personnel transferred back and forth from *Hougham Park* to the Filter Room or “Freddie” in Pembridge House, 13 Bird Street, on a fairly regular basis.

The perimeter of the Tech Hut and camp was surrounded by a barbed wire fence, angled inwards to deter intruders. It was well guarded by the Native Military Corps.

The Engine Room (S33 46 864; E025 42 064) housed the diesel generator which produced electricity for the station. Each was looked after by an ‘engine minder’ which was essential as the SSS needed a reliable source of power. “Blackout” procedures were strictly upheld and evidence of small hoods over air vents in surviving brick structures can be found. (see below)



Engine Room (Photo P Martin)



(Photo: P Martin)

The site of the SSS Barracks was still being used in 2001 by the Grey High School as a weekend camp. The collection of timber buildings with corrugated iron roofs and a water tank on a high timber stand have all disappeared. The foundations have been lost in the drift sands.



Sonop Hut used by Grey High School S33 46.864; E25 42 064 (Photo: P Martin)

Only the flat roofed plastered brick building housing the engine room and a storeroom remain, in a derelict form. The Tech Hut half kilometre away behind the engine room on a high sand dune comprises the remains of a two-roomed plastered brick building with galvanised blackout hoods and a rainwater tank.

As these buildings form part of a series of installations ranging from as far as *Schoenmakerskop* in the west, it seems essential that they be preserved so that their history and contribution to the South African World War II effort is not lost or forgotten (see Section 11 of this report - recommendations).

ADDENDUM

Although some shipwreck remains are not currently in the demarcated survey area, they could be of consequence to the South African Heritage Resource Agency. Particular care should be taken with dune activity in Zones 1, 7 and 10 as remains of shipwrecks might be found submerged, in the inter tidal zone and above the high water mark.

NB

Three shipwrecked sailors from the *Amsterdam*, which grounded in 1817, are known from the records to be buried in the dunes and have NOT been found. These skeletal remains could be displaced by excavation either by natural or man-made means and if discovered, the Maritime Archaeologist at Port Elizabeth Museum, archaeologist at Albany Museum and SAHRA must be notified immediately.

11. Historical shipwrecks in the vicinity of Coega (Ngqura)

Introduction

The identification of shipwreck sites will assist in: -

- i) identifying on-going navigational routes for ships entering the port
- ii) avoiding shipwreck remains
- iii) addressing safety issues that might arise from submerged shipwrecks

Although some of the concerns affect the National Port Authority directly, indirectly the information contained in this document could be of use to SAHRA when making decisions on wreck material that emerges after storms or changes in dune patterns. Due to adverse sea conditions i.e. very little visibility and the presence of most recorded shipwrecks in the inter-tidal zone, **it would not appear necessary at this stage to conduct underwater surveys.** However, if pipelines, viaducts or other new construction takes place on the dunes it is imperative that on finding any shipwreck material, work be stopped immediately and a representative of either SAHRA or the Maritime Archaeologist at Port Elizabeth Museum at Bayworld be informed immediately.

Physical Characteristics of Algoa Bay

Algoa Bay is the furthest east and largest of several rugged bays on the south-east coast of South Africa.¹ It is flanked on the west by Cape Recife and on the east by Cape Padrone.² The almost exact spiral shape faces into the south-western Indian Ocean, with the Agulhas current, which flows along the edge of the coastal shelf towards the South Pole, being a prominent feature.³

¹ Goschen, W.S. and Schumann, E.H. 1988. Ocean Currents and Temperature Structures in Algoa Bay and Beyond in November 1986. *South African Journal of Marine Science* 7: 101-116.

² Cape Recife (34°02' S; 25°42'E) and Cape Padrone (33°46' S; 26°28' E)

³ Grundeligh, M.R. 1979. Observation of a large meander in the Agulhas Current. *Journal for Geophysical Research*. 84: 376-378.

Eighty kilometres of the ninety-kilometre coastline are characterised by long, exposed, sandy beaches. Three main rivers run into the bay viz. the Zwartkops and the Sundays, whose estuaries are open to the sea, and the Coega, whose mouth is closed for most of the year. The Baakens, Shark and Blind Rivers are small streams that also enter the ocean in this area.

In Algoa Bay, the sea floor slopes gently to the south-east at an angle of about 0.15°. Numerous islands, depressions and ridges in the bay disturb the gradient, with the exposed bedrock of Cape Recife being the roughest section of shoreline. Islands such as St Croix, Brenton and Jahleel Islands, together with several submerged reefs, form isolated outcrops of sandstone. Most of the sea floor is covered with fine sand.⁴

The weather in the Algoa Bay area is dominated by high-pressure systems, with some coastal lows and cold fronts. This often brings strong winds, cloud and rain, depending on the season. Monthly rainfall varies between 33 cm in December and 65 cm in June,⁵ and precipitation occurs one day in four on average. Sunshine reaches maximum levels in December/January with 8½ - 9 hours per day.⁶

In Algoa Bay the prevailing winds align with the general direction of the coastline.⁷ The period between September and February is renowned for the greatest wind activity.⁸ Totally calm conditions rarely occur in the bay.

Waves reaching the south - eastern coast are caused by the combined effect of wind and distant storms, which move from west to east.⁹ Southerly swells reaching the shallow areas near Cape Recife are angled westwards into Algoa Bay.¹⁰ The south - western corner of the bay is better protected from heavy wave action. Easterly winds cause large swells. It is usual for sea conditions to deteriorate during the course of the day.

It is interesting to note that the Agulhas current tends to sustain occasional giant or freak waves. These cause severe damage to ships travelling in a south - westerly direction along the south east coast of Africa. It seems probable that gales from the far south, off Africa, generate swells which move in an opposite direction to the swiftly moving Agulhas current. The two interact and the waves become shorter and

⁴ Karczmarski, Leszek. 1996. Ecological Studies of Humpback Dolphins *Sousa Chinensis* in the Algoa Bay Region, Eastern Cape, South Africa. D. Phil. thesis. University of Port Elizabeth, Port Elizabeth.

⁵ Sampson, G., Fletcher, J.C., Viviers, J.P. & Carter, T.J. 1995. Port Elizabeth Weather Statistics. *Department of Environmental Affairs*. Port Elizabeth: Weather Bureau.

⁶ Ibid.

⁷ Goschen, W.S. 1988. Water Circulation and Structures in Algoa Bay and its Environs. Unpublished M.Sc.thesis, University of Port Elizabeth, Port Elizabeth.

⁸ Rust, I.C. & Mee, D. 1993. Sedimentology of the Port Elizabeth Beachfront. *Final Report to SANCOR, FRD*, Pretoria, p: 168-202.

⁹ Beckley, L.E. 1988. Spatial and Temporal Variability in Sea Temperatures in Algoa Bay, South Africa. *South African Journal of Science*. **84** : 67-69.

¹⁰ Goschen, W.S 1988. Water Circulation and Structures in Algoa Bay and its Environs. Unpublished M.Sc. thesis, University of Port Elizabeth, Port Elizabeth.

steeper. Should the bow of a ship fail to rise sufficiently from a deep trough, the crest of the wave is likely to crash onto it, usually with disastrous results.¹¹

Early historical records referring to ocean currents consisted of charts based on ships' drift.¹² Prior to 1800 it was believed that most of the Agulhas current ran into the Atlantic Ocean but later documents clearly show that it returned mainly to the east, with only a partial flow into the Atlantic.¹³ Inshore waters seem to be more affected by the inshore counter current.¹⁴ The Agulhas current produces high water speeds (up to 9.4kmh)¹⁵ over the continental shelf, while the currents in Algoa Bay are slower. A distinct line can be seen dividing the flow of the current outside from the ones inside along the mouth of the bay.¹⁶ Performance orientated sailing ships followed routes that relied on favourable currents - especially when carrying relatively little sail.

Spring and neap tides vary from 1.61cm to 0.51cm. The water temperature in Algoa Bay fluctuates between 11°C and 25°C when the Agulhas current comes inshore, with the average being about 17-18°C. The summer surface water is warmer in the bay than the surrounding ocean.¹⁷

11.1 Site survey

The Council for Geo Science carried out a survey of the Coega area using side-scan sonar some years ago. This investigation was done in conjunction with the Greater Addo Park expansion project, as marine resources in the area require protection. Knowledge of the fine scale symmetry of the bay is used to provide information on reefs, important in finding hiding areas for fish. This information provides a welcome spin-off for maritime archaeology research studies.

According to the National Port Authority Manager of Environmental Research and Best Practices, previous surveys of the Coega area and the locale surrounding the Port Elizabeth harbour have been carried out.

¹¹ Shannon, L.Vere. 1989. *The Physical Environment*. Oceans of Life in Southern Africa. Cape: Vlaeberg. It is believed that freak wave action caused the disappearance of the *Waratah* in 1909.

¹² Pearce, A.F. 1980. Early observations and historical notes on the Agulhas Circulation. *Transactions of the Royal Society of South Africa*. **44** 2: 205-212.

¹³ Boyd, A.J. and Shillington, F.A. 1994. Physical Forcing and circulation patterns on the Agulhas Bank. *South African Journal of Science*. **90** 3:115.

¹⁴ Beckley, op. cit., p. 69.

¹⁵ Shannon op. cit.

¹⁶Goschen, op.cit., p.31.

¹⁷Beckley, op. cit., p. 69.

One such viz., “*Specialist Report on the environmental impacts and monitoring guidelines for the land excavation and disposal, marine dredging and marine disposal operations at Coega Port*”, (? date) contained a minor Maritime Archaeology survey by Jaco Boshoff (South African Maritime Museum, Cape Town). He stated that “a survey of the proposed dredge area has taken place - possibly by the Council for Geological Science, although this has not been clearly established. Sonar scans of the dredge area were used to determine (whether) any ships were present in the area.” Based on the survey undertaken, it was erroneously concluded, with the information available at that time, that the probability of any shipwrecks being disturbed by the proposed dredging were low and no significant impacts were predicted.

The coastline stretching from the Swartkops River to the Sundays River is fairly desolate. The sea is relatively warm because of the Agulhas current, but turbid because of the discoloured water from the Sundays River that flows into the bay further up the coast. The area is not frequented much by divers because of the poor water conditions. The vegetation is quite thick although much of it has been cleared for housing development (near the Swartkops River and for the development at Coega). The resultant lack of knowledge regarding position of any wrecks in the area was attributable to these factors.

11.2 Remains of historical shipwrecks in the vicinity of Coega

Note: Although the exact localities of shipwrecks along this part of the coast have not been plotted, extreme care should be taken when excavating the dune and beach areas in Zones 1.7 and 10.

There appear to be a number of shipwrecks between the Swartkops, the Coega and the Sundays Rivers. **There are no co-ordinates as almost no GPS readings have been taken.** Wreck material is often widely dispersed along the seabed, in the intertidal zone and dunes and a number are known from historical records to lie in close proximity to each other along the shore.

OAKLANDS: The 424 ton British wooden barque, built in 1858, was registered in London. Her master was Captain J. Winn. She was wrecked near the mouth of the Coega River (2 miles east of the Swartkops River) in Algoa Bay on 20 March 1860 and was sailing from London to the East with a general cargo on board. Sixteen passengers were taken ashore by a Malay fishing boat. No lives were lost. Timbers found on the beach in the vicinity indicate the wreck site.

HARBINGER: A screw steamer, commanded by Capt. Chapman, was found to be leaking badly, but was subsequently repaired and set sail on a number of occasions. Eventually in December 1859 the vessel lost her chains and came ashore next to the hulk of the *Oaklands*, two miles east of the Swartkops River. On the 24 May 1860 she was last reported as finally having grounded. No clear identification of the remains of this wreck has been found.

PORTSMOUTH: The 203 ton American brig was commanded by Captain Lynch. She was wrecked 1½ miles east of the Coega River mouth in Algoa Bay on 14 March 1866 when her cables parted during a north-west gale. The vessel was on a voyage from New York and was carrying 2500 barrels of flour. The cook drowned when he tried to swim ashore.

JOHN N GAMEWELL: The ship caught fire while in the bay and burnt to the waterline. She drifted to the shore east of the Zwartkops River on the 15 December 1880. She was commanded by Captain Weaver, was 534 tons and carried a cargo of cotton, hemp and muscadel.

GERHARDINE: The 303 ton wooden barque of German origin was built by C.D. Oltmann Neuronnebeck in 1869. Her Master was Capt. Schmitzer. The vessel ran ashore on the reef at Coega River mouth on the 8 May 1888 after her cables parted while on a voyage to the Celebes via Algoa Bay. Three men lost their lives, with the captain being killed by a falling spar, as the ship grounded on the beach. The cook and carpenter were also drowned. The wreck was sold for 35 pounds. Four loads of cargo (explosives) were removed.

AMSTERDAM: S33 50.70; E25 38.774

The Dutch ship *Amsterdam* was run ashore two kilometres east of the Zwartkops River by Captain Hermanus Homeijer, on 16 December 1817. She was on a return voyage from Batavia to Holland with a cargo of rare bird and animal specimens for the King, arrack and coffee. Of the crew of 223, three drowned while trying to reach the shore (**they are buried in the dunes above the high water mark**). The remains of the vessel were auctioned and the crew and passengers temporarily stationed in Uitenhage. Part of the *Amsterdam* was salvaged in 1985 and is currently on exhibition at the Port Elizabeth Museum at Bayworld. Sections of the wreck wash up fairly regularly, the last of which was the rudder in October 2009.

COUNTY OF PEMBROKE: S33 48 0171; E25 24 37.45.

The hulk of the British cargo ship was discovered just inside the eastern pier of the Port of Ngqura breakwater in 2004. Initially she was wrecked in 1903 on North End beach. Being considered a shipping hazard, she was towed by two harbour tugs under the direction of Harbour Master, Captain Clift, to the Coega area as it was considered a safe place to dump the hull. Most of her cargo had been salvaged by the 20 November 1903. Although her contents were auctioned, the barrels of cement on board were re-distributed to balance her out for easy towing purposes. Despite a side scan sonar undertaken by Geo Survey some years ago, this wreck was not located until 2004 when the hull was discovered in the harbour confines.

In September 2007 Transnet began the difficult task of clearing the 1065 ton iron hulk, which was built in 1881, from the harbour. The project was awarded to the Durban commercial diving company, Subtech Offshore, who were involved in the original dredging of the harbour in May 2004. Jenny Bennie was nominated by SAHRA (South African Heritage Resources Agency) to oversee the excavation on behalf of the museum. A permit issued for the removal of the wreck was issued to Transnet. The operation was successfully completed in November 2008. Many of the artefacts from this wreck are to be found at the Port Elizabeth Museum at Bayworld.

There is evidence of a wreck on Jahleel Island according to local divers which could be old, as bronze nails have been found in the vicinity, but it is not known whether this is part of one of the wrecks that washed ashore.

As pointed out previously, although a number of shipwrecks in the area have been identified, there are only GPS readings for the *Amsterdam* and the *County of Pembroke*. It is known that the *Oakworth* too lies in the vicinity.

In terms of the National Heritage Resources Act 1999 (No 25 of 1999), a responsible heritage resources body must safeguard any wreck site from destruction, damage,

disfigurement, excavation or alteration. If anything is found, it is imperative that the relevant authorities (Port Elizabeth Museum or SAHRA) are notified immediately and that all work halts pending further investigations by the Maritime Archaeologists.

12. Discussion and Recommendations regarding historical structures

In terms of the requirements of the National Heritage Act 1999 (No 25 of 1999) the following recommendations are made regarding the built structures, grave sites and shipwreck localities:-

On merit, the main homestead at *Hougham Park* is of historical significance (although not of particular architectural merit). Built in the 1840's, it has essentially not been altered much since the 1920's when some changes took place, with the double storey addition being built. The tower and house are adjoined, but originally the upper storey was accessed by an external staircase. It is suggested that the current dimensions and appearance of the house remain unaltered.

The main homestead could make an ideal reception centre or business headquarters, with the potential for eco tourism showcasing cultural migration, as well as the flora and fauna in the area. It would set a precedent for the preservation of cultural heritage structures within an industrial domain. There is not much documentary or oral history evidence to show any previous impact on the social and/or economic history of the area.

The small cottage next to the house probably pre-dates the main homestead and is worth preserving. It is built in the English Settler style and although the front window has been modernised and a door built into the front façade inside, it still retains a built-in wall cupboard reminiscent of an early building style.

The mud and brick cottage near the Coega station is interesting in that it dates from the early 19th century and is typical of ordinary farm outbuildings of the era. It is completely disassociated from anything else in its environment, so has no historical enclave merit, but if it could be preserved and utilised intact it would serve as a worthwhile example of vernacular architecture. It is essential to prevent these early buildings from falling into disrepair by finding suitable alternatives for their use.

The stone viaduct under the railway line is of interest and should be preserved. It dates probably from about 1875 when the railway line from Port Elizabeth was constructed.

The Radar Station (Technical hut), and possibly the Sonop building, need to be saved as they form part of a series of five related lookouts dating from World War II, built along the coast from Coega in the east to Schoenmakerskop in the west. Although of a relatively "modern" era, they would be worth preserving in view of the fact that it is hoped that an Armoured Vehicle Park Museum will be established near the Brookes Hill lookout and it forms part of a chain of World War II buildings stretching along the coast through Amsterdamhoek, Brookes Hill, Cape Recife and Schoenmakerskop. These structures should all be retained as part of an ongoing conservation/ preservation project (for the Defence Force?).

A policy needs to be developed which will allow for monitoring and reviewing significant heritage sites. Many of the structures in this study have become degraded due to vandalism and neglect and it is essential that they do not continue to slide into disrepair.

With regard to the shipwrecks, these pose a constantly changing situation. As previously stated, co-ordinates for the *Oaklands*, *John N Gamewell*, *Harbinger*, *Gerhardine* and *Portsmouth* are not available although there are historical records of them having stranded in the vicinity of the dunes between the Zwartkops and Sundays Rivers. Often these wrecks only become exposed when wind and sea conditions wash up sections on the beach. The Maritime Archaeologist at Bayworld or those at SAHRA should be immediately informed if any shipwreck material is uncovered.

The core of a conservation plan is the assessment of cultural significance arrived at “through a consultative process involving all stakeholders and interested and affected parties”. (Worth: 2005). Some of this process has taken place, but more in depth inter action is needed with all communities affected and relating to the area.

Sustainability is of importance and the sites will be subjected to developmental, environmental and natural pressures. The Coega Industrial Development Corporation will need to be responsible for overseeing specifically identified sensitive built structures, protecting possible shipwreck material and keeping burial sites and graves secure (see recommendations that are specific to this in Section 13). It is hoped that development does not take place at the expense of cultural heritage.

“Buy-in” from as wide a number of stakeholders as possible is essential if a conservation plan is to be effective. These stakeholders will obviously have to come from commercial enterprises accessing the land but local population also needs to be taken into consideration. Education on the significance of the sites needs to be emphasised. Broad consultancy is therefore paramount.

The formal adoption of conservation and management plans need to be work shopped and implemented and also subject to ongoing reviews to make sure that they are viable, relevant and useful to those responsible for the maintenance and care of heritage sites.

It is important to realise that with moveable structures (shipwreck material) and immoveable buildings, a conservation plan needs to remain fluid and dynamic, able to respond to changing circumstances, but never forgetting the key significance of the heritage site.

13. Discussion and Recommendations regarding Burial Grounds and Graves.

Guidelines for Coega IDZ

In terms of the National Heritage Resources Act, 1999, (No 25 of 1999)

- 36(3) a No person may, without a permit issued by the South African Heritage Resources Agency or provincial heritage resources authority-
- (b) destroy, damage, alter, exhume or remove from its original position or otherwise disturb any grave or burial ground older than 60 years which is situated outside a formal cemetery administered by a local authority; or
 - (c) bring onto or use at a burial ground or grave referred to in paragraph a or b any excavation equipment, or any equipment which assists in the detection or recovery of metals.
 - (4) SAHRA or PHRA may not issue a permit for the damage or destruction of any burial ground or grave unless it is satisfied that the applicant has made satisfactory arrangements for the exhumation and re-interment of the contents of

such graves at the cost of the applicant and in accordance with any regulations made by the responsible heritage resources authority.

(5) The applicant must have made a concerted effort to contact and consult communities and individuals who by tradition have an interest in such graves or burial grounds and reached agreements regarding the future of such graves or burial grounds.

(6) During the course of any development, the discovery of any previously unknown graves or burial sites must result in the immediate cessation of activities and the discovery must be reported to the responsible heritage resources authority who in turn with the South African Police service will carry out an investigation for the purpose of obtaining information on whether or not such a grave is protected in terms of the Act or is of significance to any community. If it is, assistance must be given to any person or community to make arrangements for exhumation and re-interment of the contents of such graves or in the absence of any such person or community make arrangements as it deems fit.

14. References

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