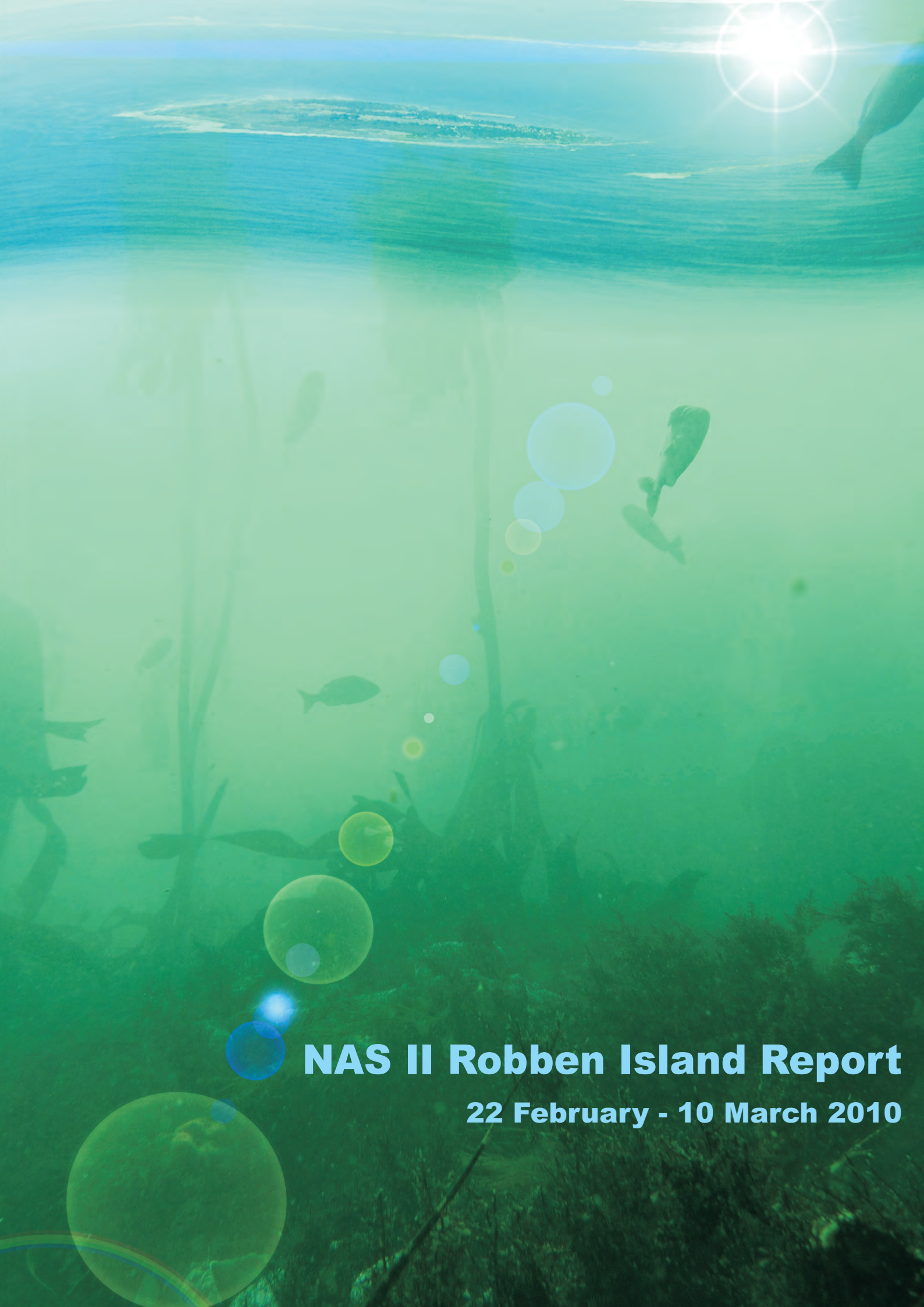

# NAS II Robben Island Report

## 22 February - 10 March 2010

Front Cover: Compiled from photographs by Jeffery & Maitland, 2010.

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**Acknowledgements** — Ratanang Maremane

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# 1 Introduction — Emlyn Brown

South Africa's political and maritime history has been shaped by Robben Island, making it an appropriate location for the first Nautical Archaeological Society (NAS) II and III courses in South Africa.

Maritime archaeology is defined as, “The study of human interaction with the sea, lakes and rivers through the archaeological study of material manifestations of maritime culture, including vessels, shore-side facilities, cargoes and even human remains.” (Delgado 1997:259)

In February and March 2010 South African Heritage Resource Agency (SAHRA) hosted the NAS I, II and III courses. These internationally recognised training programmes are designed for amateur and professional archaeologists, who require an understanding and awareness of maritime cultural resources. Universities tend to concentrate on the academic aspects of archaeology. The NAS courses supplement this shortfall. Maritime, unlike terrestrial archaeology, requires a large team of competent fieldworkers. South Africa has a limited number of archaeologists who can dive. These courses train amateur archaeologists as fieldworkers to assist in the recording and preservation of our maritime cultural heritage. The course on Robben Island included a terrestrial team who surveyed shore-side structures associated with maritime heritage.

The course started with an overview of the discipline. The practical training consisted of survey techniques, both underwater and terrestrial. This included the transferral of surveys into Site Recorder 4, a Geographic Information System (GIS) and Information Management System (IMS) program, designed for use in maritime and intertidal archaeology. The use of remote sensing instruments such as the magnetometer was taught.

Amongst sport and commercial divers there is a culture of souvenir hunting and “salvage”. This illegal removal of artefacts has a severe effect on the integrity of underwater cultural resources. One of the aims of the NAS courses is to educate and train the above mentioned groups. Policing the underwater resources is one of the most difficult tasks, given our long and largely unoccupied coastline. It is hoped, that by including divers in the archaeological experience, we can stem the looting of our maritime heritage. This approach is in line with the 2001 United Nations Educational, Scientific and Cultural Organization (UNESCO) Convention. Member states adopted an international treaty in response to the increased looting and destruction of underwater cultural heritages.

Below the surface of the Atlantic waters, in the vicinity of Robben Island there are over 60 known shipwrecks, spanning hundreds of years. According to Raven-Hart (1967:51), the earliest known shipwreck was the *Yeanger of Horne* wrecked in 1611.

The Island's natural resources were exploited from the early 16$^{th}$ century. The crews of passing ships culled off vast amounts of penguins and seals to supplement their diets. Robben Island was established as a semi-official refreshment station in 1601 by an English captain, Sir James Lancaster. He left sheep on the Island so that they could breed and provide supplies for future vessels passing the Cape. At the same time, the Island was used as a post office, safe from the mainland inhabitants (Deacon 1996:10-11).

In 1657, the Dutch lit the first navigational fires, 30 meters above sea level, to warn ships of the jagged rocks surrounding the island. These were extinguished if the incoming vessel was foreign (Deacon 1996:18). In 1863, under English rule, the lighthouse was constructed. Despite this, ships continued to fall foul of the rocky coastline.

Over the last 500 years, Robben Island has been used as a larder, post office, fishing ground and whaling station. It was also used for medical, criminal and political banishment. It served as a private hunting reserve, curative spa, military base and finally, as a museum to the tenacity and courage of the human spirit (Deacon 1996). The Island's geographical isolation ensures the one constant running through these disparate uses, maritime heritage.

While the NAS courses were primarily training programs, it is hoped the research will contribute to updating Robben Island Museum’s (RIM) management plan for conserving the maritime heritage. The courses are important for educating and inducting non-professionals into the archaeological world and to build capacity for pre-disturbance surveys and excavations.


**Figure 1:** Group photograph of Robben Island 2010 NAS participants. (Photo: Parthesius 2010)

## 2 Collective Data Sharing — Jannie Wessels

The task was to create an online collaboration system that would allow the participants of the NAS course, held on Robben Island, to share information on a dedicated, efficient and purpose-tailored platform. The platform was required to support the sharing of different information formats, especially photographs taken during the course. The open source internet forum platform, phpBB, was chosen for its ease of setup and use, style of information organization and rich feature set. The following is a summary of the procedure:

- Download the latest phpBB revision from http://www.phpbb.com
- Upload the phpBB files via FTP to ftp://www.brightweights.com/nassa
- Obtain header image logos from the internet
- Use Adobe Photoshop to create the header image
- Upload the header image to the relevant theme folder via FTP
- Use the administration control panel to set up the theme
- Use the administration control panel to set board options
- Use the administration control panel to set up the discussion categories
- Use the administration control panel to revise permissions and limits
- Use the administration control panel to revise the discussion categories as per Vanessa's request

The NAS participants then registered as users and could log on, upload and share information. The server space was supplied by Bright Weights.

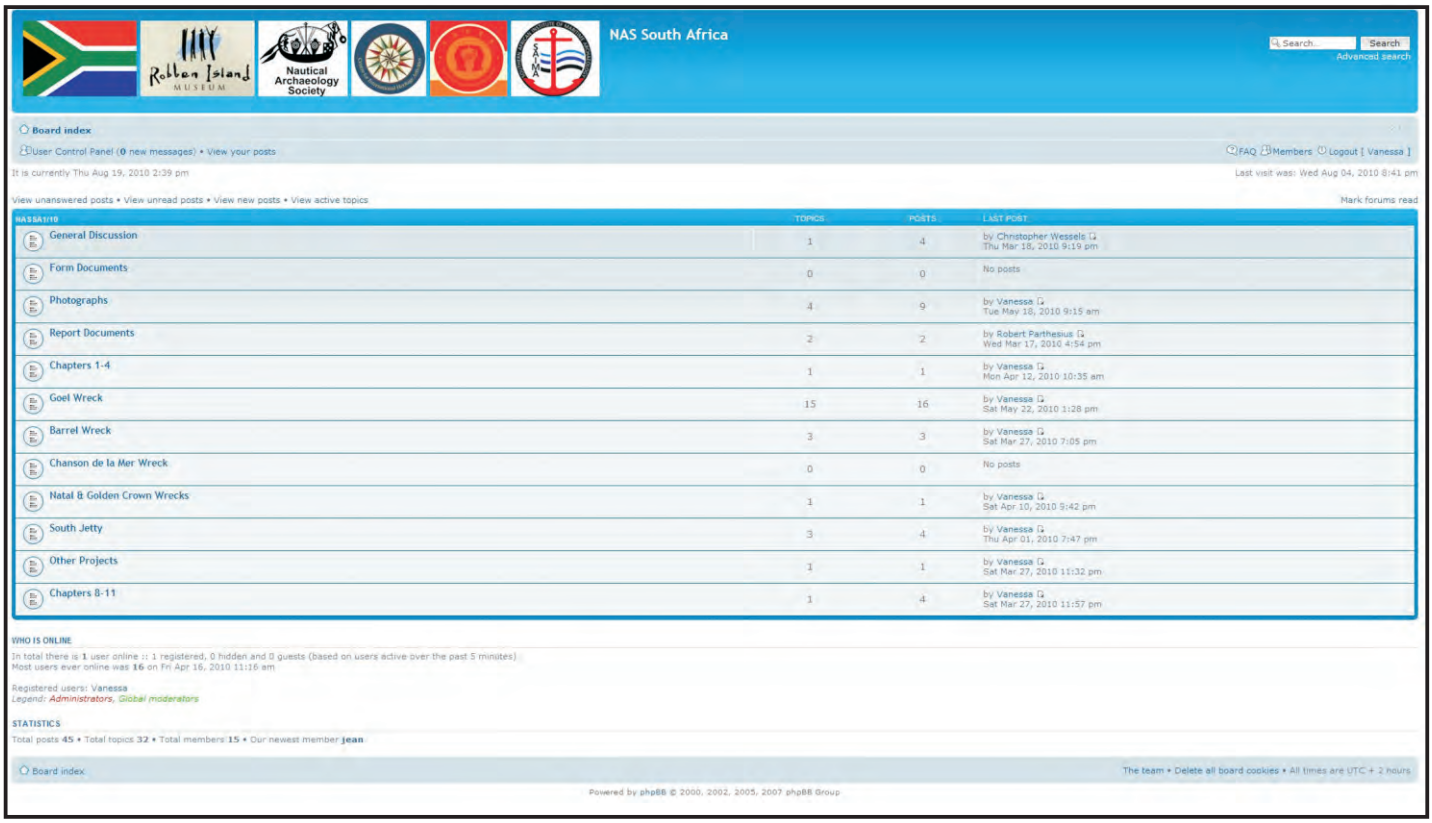


**Figure 2:** Screenshot of NAS South Africa Board Index page. (www.brightweights.com/nassa. Accessed 19-08-2010)

Unfortunately, the site was under-utilized. The reasons for this may be a lack of high speed internet access, a lack of computer access, or a lack of technical expertise. The usefulness of this resource tool cannot be under emphasised, specifically for visiting and foreign participants. Therefore, it is recommended that these difficulties are discussed with all future participants. Efforts should be made to alleviate such difficulties to ensure the effectiveness of an internet-based system.

# 3 Database and History of the Region

## 3.1 Introduction — Terence Coller, Sophie Winton

“Robben Island, located in the Western Cape of South Africa, was declared a World Heritage Site in 1999. It is recognised as a place of outstanding universal value and acknowledged for its political symbolism; a place of selfless struggle, signifying the triumph of the human spirit over great adversity. The Island is a space of memory with a rich and layered history going back 10 000 years.” (Robben Island Integrated Conservation Management Plan n.d.: 4)

Coastal sites provide important evidence of our ancestors' interaction with the sea. The benefits of land sites:

- Accessibility to non-divers
- It is not weather dependant
- Time is not limited by dive tables

Robben Island is littered with wrecks and maritime artefacts. To gain an idea of the Island's maritime heritage, the land-based team performed a “Quickscan Survey” of many features. Due to time constraints and the training nature of the course, the survey was broad and general. We visited sites such as Faure Jetty and the Guest House, where an anchor stands at the entrance. We also found less obvious artefacts. For example, a ceramic drainpipe near Faure Jetty, a man-hole and pipes on the shore in front of the Guest House. Some of these are relatively modern, but we included them because we don't know where they may fit into the history of maritime activities on the Island. Once more is known we can decide their relevance. We named and numbered 43 sites that appear to have a maritime connection and recorded their GPS co-ordinates. Dr. Robert Parthesius helped the team to create a database listing the features of each site. This could form the basis for further studies. The sites should be investigated to determine their significance and the database expanded. It is hoped that the database will be used as an educational tool by RIM.

Education and community engagement programs are a top priority for RIM and these land sites provide another layer of historic interest to the Island. By creating awareness of these areas in the community, funding for management programs may become available. This tenet underlies the importance of the survey – we only conserve and protect what we absorb as part of our cultural identity.

As part of the course, we completed a brief field survey of a modern wreck, the *Chanson de la Mer*. We used the trilateration technique to measure this fibreglass boat and plotted the points using Site Recorder (Student Edition).

Robben Island has a diverse history of maritime contacts, confinement, banishment, hard labour, torture and segregation. It has been a leprosarium, mental health facility, military post and a prison for criminals and political activists (Deacon 1996: 2). Only a few places in the world have such a long and layered history of human suffering. The fight for freedom, and the subsequent triumph and redemption, percolates through the soil.

Today, Robben Island's village provides services to the Island. The village population consists of about 200 individuals who live in the former warders' houses, Infirmary, and Lighthouse quarters etc. “The group comprises of RIM staff, the Department of Public Works (DPW), staff who are in charge of restoration and maintenance, the security firm in charge of safety on the Island, and Portnet who operate the Lighthouse. The village and the continuation of the village life form an integral part of the Island community.” (Robben Island Integrated Conservation Management Plan n.d.: 5)

By encouraging interest in underwater cultural heritage in an easily accessible environment, we add to the history of this famous World Heritage Site.

## 3.2 Quickscan MUCH Landsites Spreadsheet — Emlyn Brown, Terence Coller, Luvuyo Ndzuzo, Nomvuso Mayongo, Sophie Winton

| Site Code | Site No. | Site Name | Description | Date | Location | Lat. 1 | Long. 1 | True | Lat. 2 | Long. 2 | True | Drawing | Photo |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIM | 1 | Faure Jetty | Disused iron, concrete and wood jetty | 19th - 20th C | North east coast of Island | -33.81266 | 18.3816 | Y | -33.81248 | 1838301 | Y | N | Y |
| RIM | 2 | Iron wheel | Iron spoked wheel embedded in concrete | n.d. | East of Faure Jetty, on the beach | -33.81291 | 18.38161 | Y | | | | N | Y |
| RIM | 3 | Pipe | Iron | n.d. | East of Faure Jetty, on the beach | -33.81288 | 18.38156 | Y | | | | N | Y |
| RIM | 4 | Drainage pipe | Concrete - feeding into the sea, broken off | n.d. | East of Faure Jetty on the beach | -33.81352 | 18.38187 | Y | -33.81337 | 18.38206 | Y | N | Y |
| RIM | 5 | Cannon on carriage | Gun on carriage | Poss. 19th C | South east on hill near Faure Jetty, at the entrance of the guesthouse | -33.81358 | 18.38078 | Y | | | | N | Y |
| RIM | 6 | Anchor | Iron | 20th C | South east on hill near Faure Jetty, at the guesthouse | -33.81357 | 18.38085 | Y | | | | N | Y |
| RIM | 7 | Anchor | Iron | 20th C | South East on hill near Faure Jetty, at the guesthouse | -33.81354 | 18.38085 | Y | | | | N | Y |
| RIM | 8 | Steel tank | Steel tank behind pool, possibly maritime related | 20th C | Behind the swimming pool - close to Faure Jetty | -33.81257 | 18.38135 | Y | | | | N | Y |
| RIM | 9 | Possible navigational beacon | Concrete pillar on rock, possible WW II signal | 20th C | South of the Island - built on a rock in the water | -33.81927 | 18.37305 | N | | | | N | Y |
| RIM | 10 | *Fong Chung No.11* shipwreck | Wreck site scattered over 60m of the beach | 1975 | South coast - on the beach | -33.81964 | 18.37212 | Y | | | | N | Y |
| RIM | 11 | Bunker complex | Concrete bunkers | 20th C | South - inshore | -33.8186 | 18.37156 | Y | | | | N | Y |
| RIM | 12 | Cannon platform | Two fortified concrete platforms | 20th C | South coast- beside the road | -33.81855 | 18.36837 | N | | | | N | Y |
| RIM | 13 | Buoy | Metal, possible anchor buoy | 20th C | South coast- on the beach | -33.81733 | 18.36684 | Y | | | | N | Y |
| RIM | 14 | Metal object | Unidentified, might be a boiler | n.d. | South coast- on the beach | -33.81704 | 18.36615 | N | | | | N | N |
| RIM | 15 | Wooden cross | Memorial for drowned officers | 20th C | South west coast - on the beach | -33.8163 | 18.36529 | N | | | | N | Y |
| RIM | 16 | Concrete pillar | Unidentified, may be foundation for navigational beacon | 20th C | South west coast - at the side of the beach road | -33.81427 | 18.36309 | N | | | | N | Y |
| RIM | 17 | Pipe outlet | Concrete and stone | 20th C | South west coast - at the side of the beach road | -33.8133 | 18.36278 | N | | | | N | Y |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIM | 18 | Cast iron pillar | Unidentified, might be remains of a navigational beacon | n.d. | South west coast - at the side of the beach road | -33.81238 | 18.36282 | N | | | | N | Y |
| RIM | 19 | Timber log | Timber log on the beach, possible flotsam | 20th C | North west shoreline | -33.80488 | 18.35999 | N | | | | N | Y |
| RIM | 20 | Fog horn | | 20th C | North west coast - next to the coast road | -33.80381 | 18.35948 | Y | | | | N | Y |
| RIM | 21 | Pool of Betheseda | Remains of beach bath used for treating leprosy patients | 19th C | North west shoreline | -33.8025 | 18.35892 | N | | | | N | Y |
| RIM | 22 | Timber log | Possible cargo of timber log washed on beach | n.d. | North west shoreline | -33.80198 | 18.35885 | N | | | | N | Y |
| RIM | 23 | *Chanson de la Mer* Shipwreck | Fibreglass yacht | 1986 | North west coast - at the side of the coast road | -33.80166 | 18.35889 | Y | | | | Y | Y |
| RIM | 24 | Timber log | Cargo of timber log washed on beah | n.d. | North west shoreline | -33.79963 | 18.35928 | N | | | | N | N |
| RIM | 25 | *Han Cheng No.2* Shipwreck | Iron shipwreck broken up over large area, bow and deckhouse | 1998 | North west shoreline | -33.79872 | 18.35929 | N | -33.79606 | 18.36115 | N | N | Y |
| RIM | 26 | Timber log | Possible cargo of timber log washed on beach | n.d. | North west shoreline | -33.79486 | 18.36257 | N | | | | N | |
| RIM | 27 | Sea defence, Blue quarry | Sea defense wall build by prisoners | 1960-1990? | North west shoreline | -33.79331 | 18.36349 | N | | | | N | Y |
| RIM | 28 | *Sea Challenger* Shipwreck | Tugboat wrecked during attempt to salvage the *Han Cheng No.2* | 1998 | North west shoreline | -33.7915 | 18.36401 | N | | | | N | Y |
| RIM | 29 | Coastal defence complex | Table Bay defense WWII | 1930s | North of the Island | -33.79321 | 18.37211 | N | | | | N | Y |
| RIM | 30 | Degaussing plant | Installation to demagnetize ships against mines | 1930s | North east of the Island | -33.79531 | 18.37211 | N | | | | N | Y |
| RIM | 31 | Cannon | Two ship's cannon at the entrance of the Garrison Church | 18th/19th C | In the village | -33.81049 | 18.37914 | Y | | | | N | Y |
| RIM | 32 | Possible navigational beacon | Antenna tower next to the post office. Painted red and white which indicates that it may have been used as a navigational beacon | 20th C | In the village | -33.81084 | 18.3791 | Y | | | | N | Y |
| RIM | 33 | Lighthouse complex | Lighthouse (19th C) and radar post (20th C) | 19th - 20th C | On Minto hill - south side of the Island | -33.81458 | 18.37387 | Y | | | | N | Y |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RIM | 34 | De Waal Battery 1 | Ex- Robben Island Battery for Table Bay defense WWII | 1942 | Centre of the Island | -33.81116 | 18.3718 | Y | | | | N | Y |
| RIM | 35 | De Waal Battery 2 | Ex- Robben Island Battery for Table Bay defense WWII | 1942 | Centre of the Island | -33.80987 | 18.37043 | Y | | | | N | |
| RIM | 36 | De Waal Battery 3 | Ex- Robben Island Battery for Table Bay defense WWII | 1945 | Centre of the Island | -33.81413 | 18.37031 | Y | | | | N | |
| RIM | 37 | Alpha 1 | Signal station / pumping station and warders officers' club | 20th C | Southern tip of the Island | -33.81776 | 18.38013 | Y | | | | N | Y |
| RIM | 38 | Bunker | Concrete bunker Table Bay defense | 1930s | South of the Island | -33.81638 | 1838115 | Y | | | | N | N |
| RIM | 39 | Pipeline | Pipeline in concrete | 20th C | South east of Island, on hill near Faure Jetty | -33.81599 | 18.38143 | N | | | | N | N |
| RIM | 40 | Bunker | Concrete bunker Table Bay defense | 1930s | South of Island | -33.80895 | 18.38228 | Y | | | | N | Y |
| RIM | 41 | Concrete piles | Concrete piles, possible pipe, feeding into the sea | n.d. | East shoreline | -33.80523 | 18.37928 | Y | | | | N | Y |
| RIM | 42 | Bunker | Table Bay defense WWII | 1930s | South | -33.80475 | 18.37871 | Y | | | | N | Y |
| RIM | 43 | Concrete piles | Concrete piles, possible pipe, feeding into the sea | n.d. | East shoreline | -33.80373 | 18.37731 | Y | | | | N | Y |

## 3.3 **Landsites Map** — Vanessa Maitland


**Figure 3:** Robben Island showing the locations of the Quickscan Survey sites. (Photo: Google Earth 2010)

## 3.4 Quickscan MUCH Landsites Photographs — Emlyn Brown, Terence Coller, Luvuyo Ndzuzo, Nomvuso Mayongo, Sophie Winton

**Figure 4:** RIM 01. (Photo: Parthesius 2010)

**Figure 5:** RIM 02. (Photo: Parthesius 2010)

**Figure 6:** RIM 03. (Photo: Parthesius 2010)

**Figure 7:** RIM 04. (Photo: Parthesius 2010)

**Figure 8:** RIM 05 - 07. (Photo: Parthesius 2010)

**Figure 9:** RIM 09. (Photo: Parthesius 2010)

**Figure 10:** RIM 08. (Photo: Parthesius 2010)

**Figure 11:** RIM 10. (Photo: Parthesius 2010)

**Figure 12:** RIM 11. (Photo: Parthesius 2010)

**Figure 13:** RIM 12. (Photo: Parthesius 2010)

**Figure 14:** RIM 13. (Photo: Parthesius 2010)

**Figure 15:** RIM 15. (Photo: Parthesius 2010)

**Figure 16:** RIM 16. (Photo: Parthesius 2010)

**Figure 17:** RIM 17. (Photo: Parthesius 2010)

**Figure 18:** RIM 18. (Photo: Parthesius 2010)

**Figure 19:** RIM 19. (Photo: Parthesius 2010)

**Figure 20:** RIM 20. (Photo: Parthesius 2010)

**Figure 21:** RIM 21. (Photo: Parthesius 2010)

**Figure 22:** RIM 22. (Photo: Parthesius 2010)

**Figure 23:** RIM 23. (Photo: Parthesius 2010)

**Figure 24:** RIM 25. (Photo: Parthesius 2010)

**Figure 25:** RIM 26. (Photo: Parthesius 2010)

**Figure 26:** RIM 27. (Photo: Parthesius 2010)

**Figure 27:** RIM 28. (Photo: Parthesius 2010)

**Figure 28:** RIM 29. (Photo: Parthesius 2010)

**Figure 29:** RIM 30. (Photo: Parthesius 2010)

**Figure 30:** RIM 31. (Photo: Parthesius 2010)

**Figure 31:** RIM 32. (Photo: Parthesius 2010)

**Figure 32:** RIM 33. (Photo: Parthesius 2010)

**Figure 33:** RIM 34 - 36. (Photo: Parthesius 2010)

**Figure 34:** RIM 37. (Photo: Jeffery 2010)

**Figure 35:** RIM 40. (Photo: Parthesius 2010)

**Figure 36:** RIM 41. (Photo: Parthesius 2010)

**Figure 37:** RIM 42. (Photo: Parthesius 2010)

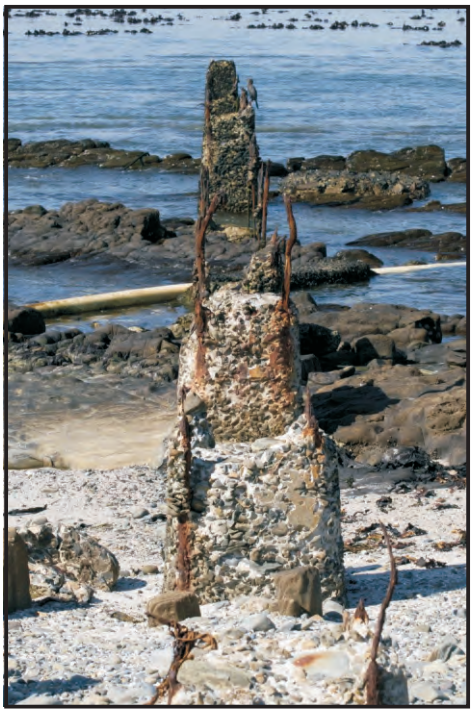

**Figure 38:** RIM 43. (Photo: Parthesius 2010)

## 3.5 Shipwreck Database – Vanessa Maitland

| | |
|---|---|
| **Name** | ***Adelaar*** |
| **Position** | Off Robben Island |
| **Craft type** | Motorship/SA Coaster |
| **Date built** | 1921 |
| **Date of loss** | 1962 |
| **Manner of loss** | Scuttled |
| **Construction** | Steel |
| **Propulsion** | Oil |
| **Nationality** | South African |
| **Port of Registration** | Cape Town |
| **Hull length** | 129' 7" |
| **Hull beam** | 22' 8" |
| **Hull draft** | 9' 5" |
| **Hull displacement** | 292 |
| **Cargo** | None |
| **Crew** | None |
| **Builder** | G.J. van der Werff - Hoogezand |
| **Master** | S.M Petterson |
| **Notes** | |

Ex: *RASM III*
Official # (1945) EAEN 04384 Code Letters: HPIK
Machinery aft - Engine tonnage 120
Oil Engines 4S CSA, 11' -17' 3/4 E made & fitted 26 "Deutz" AG Koln-Deutz

Owner 1932 - J.Salomons Shipping and Forwarding Office NV
Owner 1937 - NV Motorschip *Sperwer* (NV Nederlandsch Bevrachtings Kantoor, Mgrs) Rotterdam, Dutch Flag
Owner 1945 - M. Schneider (NV Nederlandsch Bevrachtings Kantoor, Mgrs) - Panama Flag

Capt. Otto Schneider, his wife, twin daughters and four crew members were working in Cork, Ireland in 1947 transporting coal, when the captain decided that he could not return to devastated post-WWII Germany. At the age of 57, the intrepid captain and his family decided to start over. They received Irish ration books and lived aboard the *Adelaar*. Local residents predicted that he would not be there long as it was difficult to get fuel for his oil-fired engines. The *Adelaar* was brought to South Africa in the 1950s by Otto Schneider. He tried unsuccessfully to operate her as a tramp steamer along the coast.
Later the *Adelaar* was sold, for R32 000, to the Cape Recife Coasting Company (Pty) Ltd to sail the route between Algoa and Table Bay. But she spent most of her time laid up at No. 5 Quay in Table Bay.
Eventually, she joined “Senator Petterson's Ghost Fleet” of derelicts that were scuttled off Robben Island. On the day of her sinking, several tons of cement had to be poured into the hull to ensure the vessel did not sink prematurely and foul the harbour approaches.
The scuttled vessels included: *Uni I*, *Clara*, *Roodewal.*

**Sources**

Ingpen, B. 1979. South African Merchant Ships.
Lloyd's Register of Shipping. 1930 – 1945.
Indiana Evening Gazette. 15-05-1947.
de Klerk, J. 2010. SA Shipwrecks Database Program.
Levine, M. 1986. Shipwrecks of South Africa.

| | |
|---|---|
| **Name** | ***Afrikaner*** |
| **Latitude** | 33° 50.0361 S – Approximate Position |
| **Longitude** | 018° 22.7465 E |
| **Craft type** | Fishing Vessel |
| **Date built** | 1970 |
| **Date of loss** | 1992-10 |
| **Manner of loss** | Grounded |
| **Outcome** | Abandoned |
| **Construction** | Steel |
| **Nationality** | South African |

| | |
|---|---|
| **Hull length** | 60.96 m |
| **Hull displacement** | 806 |
| **Cargo** | Boxed fish |
| **Builder** | Globe Engineering CT |
| **Notes** | |
| The vessel struck Whale Rock while under tow and sank.<br>The wreck lies in an exposed area and is broken up. The bow has sheared off and the hull collapsed. It was commercially salvaged. | |
| **Sources** | |
| Underwater Explorers. http:\\www.underwaterexplorers.co.za. Accessed 10-11-2010.<br>Miramer Ship Index. http:\\miramarshipindex.org.nz. Accessed 10-11-2010. | |

| | |
|---|---|
| **Name** | ***AH Stevens*** |
| **Latitude** | 33° 48.0985 S – Approximate Position |
| **Longitude** | 018° 21.3573 E |
| **Craft type** | Clipper |
| **Date of loss** | 1862-02-07 |
| **Nationality** | American |
| **Departure port** | Moulmein, Burma - 11-12-1861 |
| **Destination port** | Queenstown |
| **Hull displacement** | 999 |
| **Cargo** | Teak wood for Falmouth |
| **Master** | Talbot |
| **Owners** | Capt. Talbot & A.H. Stevens |
| **Notes** | |
| Agent: D.M. Huckins<br>The *AH Stevens* was lost on the NW coast of Robben Island, close to the wreck of the *Bernicia* in Shell Bay. After leaving Moulmein, the vessel experienced heavy weather on the way to Cape Town. Off Mauritius, the vessel sprang a leak during a violent cyclone. For two weeks the crew worked methodically, yet did not manage to pump her dry. On 7-02, the captain attempted to enter Cape Town Harbour. However, they missed the entrance to Table Bay due to heavy fog. The vessel was too close to Robben Island when the wind dropped and the current pushed it towards the shore. Attempts to anchor failed and the vessel continued to drift, finally striking close to the wreck of the *Bernicia*. The ship struck stern first and the rudder was lost. Distress signals were fired and received at the Port Office at 09:30. The screw steamer, *Albatros*, was sent to assist. In the meantime, the crew cut down the masts in an attempt to pull the vessel off, but the hull was firmly wedged in the rocks. They decided to save the stores, which were transferred to the *Albatros*. At 16:00, the Assistant Port Captain, Wilson, went to the site to assist in trans-shipping the goods. At dusk, the hull was full of water and broke up rapidly.<br><br>Goods salvaged:<br>2 boats, compasses, an anchor and warp, and miscellaneous items, sold by R.D. Jones. Mr Adams and other parties bought the wreck and cargo for £3 500. The ship was valued at $45 000.<br><br>Description of the wreck site:<br>According to Werz and Deacon (1992), the seabed in this area has sharp cliffs and little sand, due to strong currents. The ship was built of wood and broke up rapidly. Parts of the wreck may have been dispersed shortly after the incident. In addition, she went down near the *Bernicia* that was wrecked the previous year. It is possible that the remains of both vessels are interspersed, making positive identification difficult. Artefacts observed on the seabed include: brass nails, pottery fragments, glass and iron concretions. | |
| **Sources** | |
| Wellington Independent. 1862.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. | |

| | |
|---|---|
| **Name** | ***Ara*** |
| **Position** | Unknown |
| **Craft type** | Brig |
| **Date built** | 1869 |
| **Date of loss** | 1890-01 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Propulsion** | Sail |
| **Nationality** | Norwegian |

| | |
|---|---|
| **Port of Registration** | Grimstad |
| **Hull length** | 109' 3" |
| **Hull beam** | 28' 6" |
| **Hull draft** | 12' 8" |
| **Hull displacement** | 267 |
| **Builder** | E. Wug (Fredrikshald) |
| **Owners** | H. Isachsen |
| **Notes** | |
| No other information found to date. | |
| **Sources** | |
| New York Times. 1874-12-01.<br>Levine, M. 1986. Shipwrecks of South Africa. | |

| | |
|---|---|
| **Name** | ***Begona*** |
| **Position** | Unknown |
| **Craft type** | Transport |
| **Date of loss** | 1802-10-01 |
| **Manner of loss** | Aground |
| **Construction** | Wood |
| **Notes** | |
| In a letter from Vice Admiral Curtis to Evan Nepean, Esq., on 8 October 1802, Curtis mentions finding a vessel to transport colonists in an evacuation. "The owners of the third Ship before alluded to, called the *Begona* having come to such terms as I deemed fair and reasonable, she was conformably to the rules of the Service in such cases, hired as a Transport and fitted accordingly, under the superintendence of Lieutenant Street of the *Lancaster* whom I appointed Agent for Transports, it being indispensably necessary to appoint an Officer for that Service, and the resident Agent having pursuant to orders from the Transport Office returned to England in the *Imperieuse*. The Transport before mentioned left Simons Bay, where she was taken up, with the Ships of the Squadron on the 30th ultimo in order to remove to Table Bay, but meeting with a strong S E Gale at the entrance of it on the 1st instant, bore up as is usual in such cases, to Anchor in the road of Roben Island, but unfortunately during the ensuing night got on the rocks and was entirely lost."<br><br>Further a letter was sent on 11 November, 1802 stating: "... I acquainted their lordships of the *Begona* Transport being wrecked on Roben Island; but having ordered the *Diomede* down to the Island to save as much as possible of the Stores the *Begona* had on board, I have the satisfaction to inform their Lordships that very little has been lost." | |
| **Sources** | |
| Levine, M. 1986. Shipwrecks of South Africa.<br>Theal, G.M. 1899. Records of the Cape Colony from May 1801 to February 1803. Vol. IV. | |

| | |
|---|---|
| **Name** | ***Bernicia*** |
| **Latitude** | 33° 48.1275 S – Approximate Position |
| **Longitude** | 018° 21.3718 E |
| **Craft type** | Barque |
| **Date built** | 1848 |
| **Date of loss** | 1861-06-16 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Construction** | Wood sheeted with yellow metal |
| **Propulsion** | Sail |
| **Nationality** | British |
| **Port of Registration** | London |
| **Departure port** | London - 25 March 1861 |
| **Destination port** | Cape Town |
| **Hull displacement** | 548/471 |
| **Cargo** | Mahogany, manufactured goods, wines, spirits, beer, general cargo - 8 passengers |
| **Builder** | Sunderland |
| **Master** | Henry Pierce |
| **Owners** | Pirie & Co. |

| Notes |
|---|
| Agent: James Seawright & Co.<br>NW or W coast of Robben Island, close to the wreck of the *AH Stevens* in Shell Bay.<br><br>At 23:45 on Sunday 16-06, the vessel ran aground. At the time, the captain believed he was 50 miles from land. The night was dark and it was raining heavily. Green Point lighthouse could not be seen. A heavy sea broke over the vessel. Ten minutes after hitting the shore, the vessel started to break up. The bow was driven onto a reef with 4 crew members on it, but they managed to reach the shore. Part of the cargo, including casks of beer, wine and spirits was swept ashore and consumed by the sailors. The stern settled further out to sea with the captain, mate, steward and passengers on it. Thirty minutes later, it heeled over and people were forced to climb from the deck onto the side of the hull. Soon after, this broke up. Some of the deck and part of the cargo was floating next to the hull, the survivors climbed onto them. Four children and one woman were swept from the makeshift raft, the rest were saved six hours later. At 05:00 the weather cleared and the captain could make out the lighthouse and the crew, ashore, lying around drunk. At 08:00, two men swam ashore to seek assistance. They contacted Dr. Minto, the Island surgeon, who came to the beach with some lunatics. One of these, Mr McKenna, swam out to rescue Mrs Pritchard, wife of the Secretary to the Admiral. His fellow inmates rescued the rest of the survivors. Apparently, one of these lunatics died later, due to imbibing in too much washed-up alcohol. Altogether, six passengers and one sailor drowned.<br>The Court found a "want of caution on the part of the master, arising from over-confidence in his only chronometer". The wreck went to pieces rapidly and was sold for £840.<br><br>Description of the wreck site:<br>Werz and Deacon (1992) state the wreck is situated in Shell Bay on the NW shore. The area is exposed to strong currents and there is considerable variation in the bathymetry. There are numerous submerged rocks and deep gulleys running east-west. There is little sediment and they suggest that the vessel broke up quickly. The wooden structure floated away preventing a substantial deposit of cultural materials. They state that identification of the wreck is difficult because nearby wrecks have probably caused cultural interspersal. The majority of artefacts, observed by Werz in 1992, were brass nails, pottery, glass fragments and some concretions. Some of the pottery fragments belonged to inkwells. According to the evidence from Major J. Kamminga, the vessel was carrying a large amount of inkwells (Werz & Deacon 1992). Lead bullet concretions were also discovered. Mr Berkowitch, Chairman of the Historical Firearms Society, identified these as rounds from an 1853 Enfield rifle, manufactured between 1853 and 1870. This tallies with the wrecks of the *AH Stevens* and the *Bernicia* (Werz & Deacon 1992).<br>Corroded iron cannon were found and a pile of anchors that may have been used as ballast. The *AH Stevens* and *Bernicia* were wrecked in the same area, within a year of each other, and it seems likely they would have carried similar items. The manifestos need to be acquired before artefacts can be assigned to specific wrecks (Werz & Deacon 1992).<br><br>It is likely, according to Werz and Deacon (1992), that the bullets came from the *Bernicia*. The armaments were manufactured in Europe and were probably bound for the colonies. The *AH Stevens* was bound for Europe while the *Bernicia* had left London. |
| **Sources** |
| Lloyd's Register of Shipping. 1862-3.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| **Name** | ***Bittern*** |
|---|---|
| **Latitude** | 33° 47.4550 S – Approximate Position |
| **Longitude** | 018° 21.5512 E |
| **Craft type** | Snow |
| **Date built** | 1842 |
| **Date of loss** | 1848-01-18 |
| **Manner of loss** | Aground |
| **Outcome** | Broken up |
| **Construction** | Wood sheeted with yellow metal |
| **Propulsion** | Sail |
| **Nationality** | British |
| **Port of Registration** | Newcastle |
| **Departure port** | Shields - 22-10-1847 |
| **Destination port** | Ceylon/Madras |
| **Hull displacement** | 365 net / 348 gross |
| **Cargo** | Coal |
| **Builder** | North Shields |
| **Master** | T.E. Foss |
| **Owners** | T.W. Smith, Newcastle |

| Notes |
|---|
| Also referred to as a brig in some documents, but according to Lloyds, a snow.<br>Agent: Ross<br><br>The *Bittern* was wrecked on the NW point at 02:30 during a SE gale after entering Table Bay to take on fresh water. No lives were lost. The captain, whilst searching for landmarks on the night of 17-01, spotted Table Mountain at about 23:00. The wind was changing between S and SW which allowed the captain to bring the vessel close inshore. At about 02:00, using the Green Point lighthouse, they estimated their distance from the shore at between 10 and 12 miles. The captain went below for a cup of coffee and left the carpenter on watch. At about 02:30, he reported that the vessel had changed position. The captain went on deck, but mist obscured the land. On ordering a change of course, the vessel struck stern first and lost her rudder. Distress signals were fired and spotted at 05:15 from Lion's Head. The hull filled with water and the main mast was cut down. At 06:30, a boat came to the assistance of the stricken vessel, but sea conditions prohibited the rescue boat coming alongside. Instead, the *Bittern* launched a boat which reached the shore with most of the crew. The captain, mate and some other men stayed aboard and were taken from the wreck just before 10:00 by a harbour life boat and landed safely on Robben Island.<br><br>Goods salvaged:<br>Hull stores and cargo were sold by public auction for £53.10.<br><br>Description of the wreck site:<br>Werz and Deacon (1992) state that the NW shore of the Island is very exposed to swells and currents. The reason for the total loss of the vessel is the variable bathymetry, between 0-10m, with steep, submerged cliffs, which caused major damage to the hull. The vessel disintegrated rapidly and material washed away. Due to a lack of sediment, artefacts are widely dispersed. |
| **Sources** |
| Lloyd's Register of Shipping. 1848.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| | |
|---|---|
| **Name** | ***Boston Typhoon*** |
| **Position** | Off Robben Island |
| **Craft type** | Fishing Trawler |
| **Date built** | 1959 |
| **Date of loss** | 1978-11-04 |
| **Manner of loss** | Scuttled |
| **Hull displacement** | 385 |
| **Builder** | Cook, Eelton & Gemmell, Beverley USA |
| **Owners** | Irvine & Johnson |
| **Notes** | |
| FD 183<br>After a fire in the engine room, the vessel was towed to Cape Town. It was scuttled off Robben Island as part of an artificial reef. | |
| **Sources** | |
| Fleetwood Fishing Industries. http:\\www.fleetwood-fishing-industry.co.uk. Accessed 10-11-2010.<br>Miramer Ship Index. http:\\miramarshipindex.org.nz. Accessed 10-11-2010.<br>de Klerk, J. 2010. SA Shipwrecks Database Program. | |

| | |
|---|---|
| **Name** | ***Cabo De Eizaquirre*** |
| **Position** | Somewhere around Robben Island |
| **Craft type** | Passenger liner & mail steamer |
| **Date built** | 04-1904 |
| **Date of loss** | 1917-05-23/26 |
| **Manner of loss** | Mined |
| **Outcome** | Broken up |
| **Construction** | Steel |
| **Propulsion** | Steam |
| **Nationality** | Spanish |
| **Port of Registration** | Barcelona |
| **Departure port** | Barcelona - 23-04-1917 |
| **Destination port** | Manila |
| **Hull length** | 375' 3" |
| **Hull beam** | 47' |

| | |
|---|---|
| **Hull draft** | 23' 2" |
| **Hull displacement** | 4376 gross 2984 net (under deck) |
| **Cargo** | 50 passengers, inc. Spanish consul at Colombo and two former Cape Town residents, Adv. Wilkinson and his wife. General cargo. |
| **Crew** | 100/107 |
| **Builder** | Sir Raylton Dixon & Co., Middlesbrough |
| **Master** | F. Luzarraga |
| **Owners** | Cia Trasatlantica |

**Notes**

589 n.h.p. 12.5 knots. Triple expansion engine. Twin screw, one funnel, two masts, speed 12 knots, accommodation for 90-1st and 50-2nd class passengers.

Ex. *Leopoldville* - Cie. Belge Maritime du Congo
Ex *Landana* – 1908 - African SS Co (Elder Dempster & Co)
*Cabo de Eizaguirre* - 1910 - Cia. Trasatlantica Espanoles

The *Cabo De Eizaquirre* was used on the Barcelona - Las Palmas - Cape Town - Singapore - Manila service. The voyage to the Cape was uneventful, but 25-05 (Hocking 1969:111) was a stormy night. A NW gale brought drenching rain and a heavy sea was running.
At 03:00 on 26-05, the vessel was steaming at 5 knots towards Cape Town Harbour. The passengers and crew heard an explosion. The ship broke in two. People rushed onto the deck and frantic efforts were made to lower the life boats. The power failed and confusion reigned. Only one of the eight life boats, due to the heavy swell, was launched. Accounts differ and either 21, 22 or 23 crew or 2 passengers managed to board the boat, but 125 people perished. The survivors were picked up by a trawler. The trawler, with its exhausted, scantily-clad survivors, reached Cape Town around noon.
The vessel sank 5 minutes after the explosion, with both the bow and stern pointing skywards. There was one other survivor, 34 hours after the sinking. The chief engineer was found floating on a raft and picked up by the local motor schooner, *Langebaan*. For a week after, bodies were washed ashore at Milnerton and north of Blouberg.
The site of the wreck is not known, but it is thought to have sunk near Robben Island. Apparently the *Cabo De Eizaquirre* struck a mine sowed by the German Raider, *Wolf*, which had been active in the area a few weeks previously.

Goods salvaged:
Some life boats and buoys were washed up in Graaf's Bathing Pool at Sea Point.

**Sources**

Cowden, J.F. & Duffy, J.O.C. Elder Dempster, A Fleet History. www.theshipslist.com. Accessed 09-04-2010.
Hocking, Charles F.L.A. 1969. Dictionary of Disasters at Sea During the Age of Steam.
Murray. 1933. Ships and South Africa
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| | |
|---|---|
| **Name** | ***Chanson de la Mer*** |
| **Latitude** | 33° 48.1047 S - Exact |
| **Longitude** | 018° 21.5490 E |
| **Craft type** | Yacht - Baltic 42 |
| **Date of loss** | 1986-11-06 |
| **Manner of loss** | Grounded |
| **Outcome** | Abandoned |
| **Construction** | Fibreglass |
| **Propulsion** | Sail |
| **Nationality** | South African |
| **Port of Registration** | Cape Town - Royal Cape Yacht Club |
| **Departure port** | Cape Town |
| **Destination port** | Saldanha - Cape Town |
| **Cargo** | None |
| **Crew** | 10 - Owner and his son, Richard. Johan van Rooyen, Charlie Copping, Lynn and Dave van der Merwe, Digby de Villiers. |
| **Builder** | Cenmarine |
| **Master** | Nigel Clack |
| **Owners** | Peter Dolomore |

| Notes |
|---|
| **For full details see Chapter 2.5**<br>The *Chanson de la Mer* was participating in the "Rothman's Week" long distance race, from Cape Town to Saldanha and back. This is the premier race event held mid-December, but it is now called "Table Bay Race Week". The race started from Table Bay with a light, variable NW breeze. After rounding the mark, Saldanha South Head, they started the return to Cape Town. By sunset, the crew had a full view of Robben Island and were able to identify the lights of Milnerton and Mouille Point. The owner was new to this kind of sailing (ex-Vaal Dam sailor) and the navigator was teaching him to plot the lights and do fixes because visibility was good. Nigel Clack went off watch and was woken at 19:00 when fog set in. There was a light NW wind of about 10 knots blowing and the fog remained until 23:00.<br>Confident of their position, the vessel headed between Milnerton and Robben Island at about 20:30. At this point they were leading the race. The soundings became shallower. The spinnaker was up and they were running at about 7 knots. They altered course to port but the soundings continued to get shallow and they headed "into a tight reach". Minutes later, with zero visibility, the yacht bumped the bottom. The spinnaker was dropped and the motor engaged, in an attempt to reverse. They thought they were free, but the rudder grounded. The crew spent half an hour attempting to heel the boat by loading sail bags and crew members onto the boom, but the yacht remained grounded. Surge banged the vessel about and they radioed NSRI and the Island authorities for help. The Island authorities located the wreck using a searchlight on the perimeter road. The fog lifted. Some of the crew were divers and donned wetsuits, then swam a line to the beach and secured the vessel. The crew attached life harnesses to the line and went ashore.<br>Before going ashore, the navigator and skipper packed the sails and closed up the boat, which was being seriously knocked around. |
| **Sources** |
| Clack, Nigel. 2010. Personal Communications. |

| **Name** | ***City of Lincoln*** |
|---|---|
| **Position** | Off Robben Island |
| **Date built** | 1938 |
| **Date of loss** | 1950-05 |
| **Manner of loss** | Scuttled |
| **Propulsion** | Steam |
| **Nationality** | British |
| **Port of Registration** | London |
| **Hull length** | 497' 7" |
| **Hull beam** | 62' 4" |
| **Hull draft** | 31' 3" |
| **Hull displacement** | 8039 |
| **Builder** | Cammell, Laird & Co (Birkenhead) |
| **Owners** | Ellerman(Lines) & Bucknall SS Co |
| **Notes** | |
| Steam turbines.<br>The *City of Lincoln* ran onto the reef at Quoin Point at full speed on 9-11-1946. No lives were lost, but during salvage operations, Captain van Delden and an assistant were killed. The vessel was refloated in March 1947, towed to Cape Town and scuttled near Robben Island in May 1950. Her boilers were taken to Holland on the whaling factory ship, *Willem Barendsz*, for installation in war-built corvettes that were being converted to whalers.<br>Jan Fourie, famous Gansbaaier and local historian, describes in, "Duskant die Duine", how as a child he witnessed the salvaging of the *City of Lincoln*.<br>“A fishing boat was used by the custom officials to transport the valuable cargo from the wreck to the settlement of Buffeljag. Apart from a cargo worth 2 million pounds, there were 13 new Dodge and Plymouth cars on board. These cars were purchased for the visit of the English Royal family that was to take place in 1947. Several of these cars had been thrown overboard. Jan remembers how many years later he spotted a car-engine in the water at the same place; the only item remaining of what should have been a proud car serving a royal visit. Custom officials clearly did not have it under control. Jan Fourie writes how custom officials only became suspicious when domestic staff showed up at the local cinema in expensive fur-coats. A Caterpillar earth-moving machine was salvaged from the *City of Lincoln* and has ploughed the local fields for many years.”<br>The propellers of two salvage ships, the *Swona* and the *Fynd*, got tangled in the cables and both vessels ended up on the beach. Their remains can still be seen there today.<br><br>Apparently three of the *City of Lincoln’s* officers were drunk. | |
| **Sources** | |
| Fourie, J & S.D. 2005. Duskant die Duine.<br>Levine, M. 1986. Shipwrecks of South Africa.<br>Lloyds Register of Shipping. 1938 – 1945.<br>www.danger-point-peninsula.co.za. Accessed 10-04-2010. | |

| | |
|---|---|
| **Name** | ***Clara*** |
| **Position** | Off Robben Island |
| **Craft type** | Steam barge/Coaster |
| **Date built** | 1897 |
| **Date of loss** | 1948-06-06 |
| **Manner of loss** | Scuttled |
| **Propulsion** | Steam |
| **Nationality** | South African |
| **Port of Registration** | Cape Town |
| **Hull length** | 80′ |
| **Hull beam** | 22′ |
| **Hull draft** | 8′ 8″ |
| **Hull displacement** | 145 |
| **Builder** | J. Shearer & Son (Glasgow) |
| **Owners** | Salamander Whaling Industries |
| **Notes** | |
| 21 n.h.p.<br>In danger of sinking at her moorings, she was towed to Robben Island, along with the *Uni I*, and scuttled. The *Clara*, bought by Thesens in 1914, was converted from a hopper/dredger to a coaster. She was requisitioned by the Admiralty in WWII. Afterwards she was sent to Saldanha where she was rebuilt to carry water from Cape Town to the whaling station and return with whale oil. However, the company went bankrupt before she could be used. One man mourned her sinking, Axel Johanson. He joined her as the cook in 1901, became her master in 1916 and retained command until she was sold in 1946, refusing promotions in order to stay with his beloved little vessel. | |
| **Sources** | |
| Ingpen, B. 1979. South African Merchant Ships.<br>Levine, M. 1986. Shipwrecks of South Africa.<br>Lloyds Register of Shipping. 1930 – 1945. | |

| | |
|---|---|
| **Name** | ***Daeyang Family*** |
| **Latitude** | 33° 50.8000 S – Approximate Position |
| **Longitude** | 018° 22.9000 E |
| **Craft type** | Oil/Ore Carrier |
| **Date built** | 1972 Launch: 27-10-1971 |
| **Date of loss** | 1986-03-31/30 |
| **Manner of loss** | Grounded |
| **Construction** | Steel |
| **Nationality** | Korean |
| **Port of Registration** | Inchon, South Korea |
| **Departure port** | Ponta de Medeira, Brazil |
| **Destination port** | Korea |
| **Hull length** | 300.01 m |
| **Hull beam** | 47.5/47.6 m |
| **Hull draft** | 24.11 m |
| **Hull displacement** | 183 583 |
| **Cargo** | 162 000 tons of iron ore; 4 000 tons fuel oil. The following was salvaged: 100 tons lubricating oil, 4000 x fuel, 900 tons superstructure steel, prop, equipment, furniture & fittings. |
| **Builder** | Mitsui S.B. &Eng. Col. Ltd-Inchihara |
| **Master** | Hee Man Yoo |
| **Owners** | Deayang Shipping Corp. Ltd. |
| **Notes** | |
| 1971 - *Adria Maru*<br>1983 - *Emerald Transporter*<br>1985 - *Daeyang Family*<br><br>15.25 knots<br>ID: 7203625 on Miramar Ship Index and built in Yard 917 in Chiba, Japan.<br>According to Miramar, wrecked: 33° 50 02 S 18° 23 09 E.<br>Agent: John T. Rennie | |

This vessel was not scheduled to call at Cape Town. She dropped anchor at 23:00 on 29-03, waiting for divers to examine a fracture in the hull plating. Her anchors dragged in heavy weather and she ran aground south of Whale Rock on 30-03 at about 09:00, then drifted onto a 20m reef and was abandoned. The crew of 28 were rescued by helicopter at 19:00 as the ship broke apart. The hull had a hole, "the size of a hanger door". Soon after foundering, the vessel was nearly completely flooded and a total loss. The ship was valued at R16 million and the cargo at $15/ton or R18 million. Her hull was pierced in several places. She struck Whale Rock on her starboard side while the tide was receding. Assistance from other vessels was difficult due to the weather. The day after foundering, she broke her back and there was a serious risk of oil pollution. Attempts to pump out the oil were facilitated by her high oil tanks. The wreck was visible from the shore for a number of years.
Her bunker fuel was salvaged by the vessel, *Oranjemund* to prevent pollution but her cargo was abandoned.

In 1987 the Cape Diving and Salvage Company removed her superstructure. In 1989, the bow and a section amidships were torn away. In 1990, the stern disappeared. In 1992, none of the wreck could be seen from the surface. In 2011, Shapiro salvaged brass and copper from the wreck.

Description of the wreck site:
According to Werz and Deacon (1992), the bathymetry is variable and there are deep gullies and strong currents around the rock. Various loose artefacts like portholes were observed in 1992. The site is littered with steel hull plating and iron ore.

**Sources**

Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.
Shapiro, C. 2011. Personal Communications.

| | |
|---|---|
| **Name** | ***Dageraad*** |
| **Latitude** | 33° 47.8262 S – Approximate Position |
| **Longitude** | 018° 21.3629 E |
| **Craft type** | Yacht/ Cape Packet/jacht/'fregat |
| **Date built** | 1692 |
| **Date of loss** | 1694-01-15/20/28 |
| **Manner of loss** | Wrecked |
| **Construction** | Wood |
| **Propulsion** | Sail |
| **Nationality** | Dutch |
| **Port of Registration** | Zeeland |
| **Departure port** | Wielingen - Netherlands 18-1-1693 |
| **Destination port** | Table Bay via Saldanha |
| **Hull displacement** | 140 |
| **Cargo** | 16/17 chests of silver bullion, salvaged from the wreck of the *Gouden Buys* that foundered in St. Helena Bay. |
| **Crew** | 75 people on board - 2 died on the way to the Cape |
| **Master** | Jan Tak |
| **Owners** | VOC - Zeeland Chamber |
| **Notes** | |

According to the Institute of Netherlands History (2010), vessel # 1658 arrived in Cape Town on 15-12-1693. She was on her way from St. Helena Bay to Cape Town with salvaged treasure and other goods from the outward-bound vessel *Gouden Buys*, which had run ashore north of St. Helena Bay in 1693.

On the night of 19-01-1694 a vessel was seen lying seaward of Robben Island. The following day was misty and dark with a north-westerly wind blowing, the sea was choppy. At dawn three gunshots were let off as distress signals, these were answered from the shore. Another two shots were fired from the vessel, which could not be seen. The galliot, *T Hoen*, also carrying goods salvaged from the *Gouden Buys,* arrived in Cape Town. The crew reported seeing a vessel to the west of the Island lying in or just outside the surf; she apparently fired four distress signals and was not identified.

The *Amij* and other smaller vessels sailed to the Island. Hampered by the weather, one of them returned at dusk. They reported seeing a piece of bacon, a box and driftwood floating in the sea. The bad weather continued the following day. Driftwood and bacon drifted ashore and soldiers were sent to guard these items. The master of the *T Hoen* returned and reported that the *Dageraad* had foundered on the west coast of the Island. Between 04:00 and 05:00 on 20-01, the vessel had been pushed into the breakers and an anchor dropped. Fifteen minutes later, the vessel was forced against the rocks and disintegrated rapidly, 16 lives were lost. The captain and the mate survived, amongst others.
Three of the bullion chests were recovered. Two English divers, assistants to John Lethbridge, tried to work on the wreck in 1728, but without much success. Most of the merchandise was damaged or washed away. People were sent to the Island to assist in the salvage under the command of the captain of the *Swarte Leeuw*, Claes Decker.

Description of the wreck site:
The exact location is unknown. According to Werz and Deacon (1992), the conditions on this side of the Island are equally bad. The seabed consists of rocks with steep, sharp pinnacles which reach the surface. There is little sediment and strong currents assist in dispersion. Werz states that this wooden vessel was possibly cast onto the rocks and would have disintegrated rapidly. Remains may consist of pockets of coins trapped in crevices.

**Sources**

Bruyijn, Gaastra and Schoffer. 1979. Dutch-Asiatic Shipping in the 17th and 18th Centuries. Accessed 07-2010.
Leibbrandt. 1896. Precis of the Archives of the Cape of Good Hope.
Theal. 1909. History and Ethnography of Africa South of the Zambesi.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| **Name** | ***Dordrecht*** |
|---|---|
| **Latitude** | 33° 49.9122 S – Approximate Position |
| **Longitude** | 018° 22.8371 E |
| **Date of loss** | 1856-12 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Nationality** | Dutch |

**Notes**

This vessel ran aground on the rocks between Robben Island and Whale Rock. Although her masts were cut down, the ship rolled dangerously. The Port lifeboat managed to rescue her crew and save part of her cargo before she went to pieces.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.

| **Name** | ***Flora*** |
|---|---|
| **Latitude** | 33° 49.1447 S – Approximate Position |
| **Longitude** | 018° 22.7446 E |
| **Craft type** | Schooner |
| **Date of loss** | 1821-11-17/16 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Construction** | Wood, copper sheathed |
| **Propulsion** | Sail |
| **Nationality** | Dutch |
| **Departure port** | Batavia 29-09-1821 |
| **Destination port** | Amsterdam |
| **Hull displacement** | 700 |
| **Cargo** | Coffee, sugar |
| **Master** | W / H. Blom |
| **Notes** | |

Agent: Van Hall, Sappe and Muntingh

Werz and Deacon (1992) state the *Flora* wrecked on the SW point of Robben Island. Other sources say she wrecked on a south point reef at night.
On 16-11-1821, the vessel was seen at the entrance to Table Bay. During the early morning of 17-11, at about 01:00, the vessel hit the shallows near the SE point of the Island, while attempting to enter Cape Town harbour. Within a few hours, the vessel disintegrated. All the crew and passengers were saved, but only a small portion of the cargo was salvaged. The survivors were kept under quarantine on Robben Island; there had been a cholera epidemic in Batavia. They were later transported on the *Perseverance*.

Goods salvaged:
The wreck and contents were sold on 23-11-1821 at the agent's offices on Church Street. Other goods were sold on 04-01-1822 at the Custom's House, these included cables, sail ropes, salted meat and the ship's bell.

Description of the wreck site:
Werz and Deacon (1992) state the seabed around the south and south-east end of the Island is quite flat. Sediments covering the seabed consist of stone and sand. There are kelp beds everywhere. The shallow depth makes strong surf. These natural conditions, combined with the construction material of the wreck, apparently make positive identification of the site impossible.

| Sources |
|---|
| Theal, G.M.1903. Records of the Cape Colony, Vol. 15.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| Name | ***Fong Chung No. 11*** |
|---|---|
| **Latitude** | 33° 49.2053 S – Exact Position |
| **Longitude** | 018° 22.3517 E |
| **Craft type** | Tunny boat |
| **Date built** | 1974 |
| **Date of loss** | 1975-07-04 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Construction** | Steel and wood |
| **Propulsion** | Steam |
| **Nationality** | Taiwanese |
| **Departure port** | Taiwan |
| **Destination port** | Taiwan |
| **Hull displacement** | 250 |
| **Crew** | 20 |

**Notes**

The *Fong Chung No.11* struck Whale Rock in thick fog and began taking on water. A message from the vessel was first received at 07:30 of 04-07. The indicated position put the vessel 120km south of Cape Town. An air and sea alert was put out, but heavy fog prevented further action. Later, a revised message was received, indicating a position off Bakoven. A call from Robben Island indicated the true position of the vessel. Newspaper articles of the time suggested the vessel's radar was off, although Werz says this is unlikely "as radar would be used by any skipper under such conditions". The captain attempted to beach the vessel on the southern tip, but she hit broadside and began to break apart. The crew scrambled ashore. The vessel, worth about R90 000, was a total loss.

Description of the wreck site:
In 1992 (Werz and Deacon), the wreck was on the rocky beach. The bow part remained, but part of the stern and amidships were found to the south east in shallow water. Artefacts observed, included hull plating and iron concretions.
During the 2010 NAS course, the afterdeck and foredeck were visible on the beach. The wreck is deteriorating. There are numerous artefacts littering the shore.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| Name | ***Forfarshire*** |
|---|---|
| **Latitude** | 33° 49.7522 S – Approximate Position |
| **Longitude** | 018° 22.7628 E |
| **Craft type** | Ship |
| **Date of loss** | 1864-09-15 |
| **Manner of loss** | Grounded |
| **Construction** | Teak, copper sheathed |
| **Propulsion** | Sail |
| **Nationality** | British |
| **Departure port** | Liverpool 29-07-1864 |
| **Destination port** | Calcutta |
| **Hull displacement** | 611/614 |
| **Cargo** | Coal |
| **Master** | Samuel Kemp |
| **Owners** | Yulle Mahomed Alwaney / A Parsee merchant – Bombay |
| **Notes** | |

Agent: James Seawright & Co.
Werz and Deacon (1992) state that, according to newspaper reports, the *Forfarshire* sank on a submerged rock between Whale Rock and Robben Island and that there is no such rock on modern charts.
The captain was accompanied by his bride, but he died at sea from a lung ailment on 04-09. The Chief Officer, Henry Wale Monday, assumed command and made for the nearest port to bury the body. The vessel did not carry a chart of Table Bay, but was tacking into the Bay. A south-easterly wind flattened the breakers around Whale Rock.

The vessel struck the rock between 16:00 and 17:00. A lifeboat was launched from the harbour. Other vessels, bearing anchors and cables came to her assistance. Just after 18:00, the stricken vessel was reached. She was lying in 3 fathoms of water with her stem towards Whale Rock. The force of the impact carried the vessel far onto the rock and she was firmly wedged. Due to calm conditions, people and goods were easily transferred. The next day, the vessel had settled on her starboard side. The captain's body was landed and interred at Green Point. The vessel was a total loss. The Inquiry was held on 20-09 in front of the resident magistrate. The Port Captain, Wilson, was the assessor. Chief Officer Monday's Master's certificate was suspended for 6 months. No lives were lost.

Goods salvaged:
Cabin furniture, piano, two chronometers, sextant, quadrant, telescope, speaking trumpet, fog signal, patent log, lamps, and provisions were auctioned on 17-09-1864, by Mr Jones at the Queen's Warehouse. In addition, the hull, masts, spars, sails, rigging, stores, anchors, cables and 670 tons of steam coal were sold to Mr M.J. Louw for £260.

Description of the wreck site:
Werz and Deacon (1992) state that the exact location is not known. The area is turbulent with strong currents running between Whale Rock and the Island. The bathymetry is variable and there are submerged rocks close to Whale Rock. The structure of the vessel and the natural conditions means it is unlikely the wreck has survived. There may be small artefacts deposited in the area, but these are probably covered with thick layers of black mussels.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.
Turner, M. 1988. Shipwrecks and Salvage in South Africa.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| **Name** | ***Francis Repetto*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Hulk/Fishing Vessel |
| **Date of loss** | 1971-07-09 |
| **Manner of loss** | Foundered |
| **Hull length** | 50 m |

**Notes**

While undertow, she started to take on water and sank off Robben Island.

**Sources**

Underwater Explorers. http:\\www.underwaterexplorers.co.za. Accessed 10-11-2010.

| **Name** | ***Gamtoos*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Guano Island Supply Vessel |
| **Date built** | 1937 |
| **Date of loss** | 1976-06-10 |
| **Manner of loss** | Scuttled |
| **Propulsion** | Steam |
| **Nationality** | South African |
| **Hull length** | 58.5 m |
| **Hull beam** | 9.41 m |
| **Hull draft** | 3.96 m |
| **Hull displacement** | 797 |
| **Builder** | Scott Bowling, Bowling |

**Notes**

1 x 9 triple expansion engine.
The *Gamtoos* was built for Smith's Coasters (Pty) Ltd, Durban and used as a salvage vessel in WWII. After the war Smith sold her to the SA Government. She was used to transport supplies to Prince Edward and Marion Islands after they were annexed by South Africa in 1947.
She was scuttled by South African Air Force, Shackleton and Buccaneer, aircraft.
Capt. "Duchy" Brand served for 23 years aboard the *Gamtoos*. He made 12 voyages a year to collect 3000 tons of guano from 15 islands off the West Coast.

**Sources**

Ingpen, B. Unicorn: Navigating New Frontiers.
Miramer Ship Index. http:\\miramarshipindex.org.nz. Accessed 11-2010.
de Klerk, J. 2010. SA Shipwrecks Database Program.
Underwater Explorers. http:\\www.underwaterexplorers.co.za. Accessed 10-11-2010.

| | |
|---|---|
| **Name** | ***Goel No.1*** |
| **Latitude** | 33° 49.2670 S – Exact Position Heading 130° |
| **Longitude** | 018° 22.5160 E |
| **Craft type** | Geophysical Research Vessel |
| **Date built** | 1961 |
| **Date of loss** | 1976-01-27 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Construction** | Steel |
| **Nationality** | Canadian |
| **Departure port** | Cape Town |
| **Destination port** | West Africa |
| **Hull displacement** | 787 |
| **Crew** | 19 |
| **Owners** | Karlsen Shipping Company |
| **Notes** | |

**For full details see Chapter 2.3**
Ex – *Thorarinn*
Ex - *Inge Vinke*

The *Goel No.1* was on charter either, to the Geophysical Offshore Exploration Ltd. (GOEL), or to the Paul Getty Organisation. She was being used to study offshore mineral deposits on the Cape coast. She ran aground in clear weather on Whale Rock, one hour after leaving the harbour. The vessel went to pieces 100m from shore. All the crew were rescued by the NSRI.
According to Werz and Deacon (1992), they left the harbour late on the night of 27-01, during a south-easterly gale. Apparently there was an electrical fault with the ship's instruments. The vessel drifted onto Robben Island at about 23:15, parallel to the shore. The Port captain sent the tugs, *Danie Hugo* and *Atlantic*, to assist after receiving and observing distress signals. Two NSRI boats were launched at about 01:00 on 28-01 and they rescued the 19 crew members, who had abandoned ship. During and after the foundering, large quantities of oil contaminated the sea and affected marine life. Fuel and lubricating oil was salvaged.

Description of the wreck site:
Werz and Deacon (1992) state the south coast of Robben Island's bathymetry is fairly featureless. The bottom is mostly sand and stone with some rocky outcrops. The water depth is about 7m. The vessel originally collided with the sea floor parallel to the coast. In 1992, the vessel was lying perpendicular to the shore, the stern facing seaward. The structure was still quite coherent. Werz and Deacon (1992) observed many parts of the vessel and a range of artefacts, including: workshop contents with work benches, vice, lathe, hand tools and spare parts, all neatly arranged as they were left at the time of the sinking.

**Sources**

Fricke, A.H. Report on the Ecological Impact of the Shipwreck Goel 1 off Robben Island.
Levine, M. 1986. Shipwrecks of South Africa.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| | |
|---|---|
| **Name** | ***Golden Crown*** |
| **Latitude** | 33° 47.4748 S – Approximate Position |
| **Longitude** | 018° 21.6676 E |
| **Craft type** | Trawler |
| **Date built** | 1896 |
| **Date of loss** | 1923-07-18 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Propulsion** | Steam |
| **Nationality** | South African |
| **Port of Registration** | Cape Town |
| **Departure port** | Saldanha Bay |
| **Destination port** | Cape Town |
| **Hull length** | 110′ 2″ |
| **Hull beam** | 21′ |
| **Hull draft** | 11′ 4″ |

| | |
|---|---|
| **Hull displacement** | 184 - 169 - under deck 66-net |
| **Cargo** | "Whale guano" |
| **Builder** | Cochrane & Cooper (Beverley) |
| **Master** | J.R. Brady (1914-15) |
| **Owners** | Irvine & Johnson |

**Notes**

60 n.h.p.
1914-15 – British - Pioneer Fishing Co.
The *Golden Crown* ran aground on the west coast of Robben Island in a fog, just north of the *Rangatira*.
According to Werz and Deacon (1992), she was carrying guano. Upon impact, the lifeboat was carried away. The vessel settled rapidly and the crew took refuge on top of the deckhouse. They there for 6 hours before being rescued. Rockets were launched as distress signals and people gathered on the shore. In the early hours of the following morning the *Ludwig Wiener* rescued the crew suffering from cold and exposure.

Description of the wreck site:
Werz and Deacon (1992) state that this area is exposed to swells and currents and has a variable bathymetry and exposed rocks. Not much sediment is present, ergo there is not much accumulation of cultural artefacts. Werz identified the site conclusively in 1992 when he found the boiler close inshore, north of the *Rangatira*. Further identification was confirmed by the letters, 'D' and 'E' mounted on the hull or deckhouse of the wreck.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| | |
|---|---|
| **Name** | ***Gondolier*** |
| **Latitude** | 33° 48.3468 S – Approximate Position |
| **Longitude** | 018° 20.9508 E |
| **Craft type** | Brig |
| **Date of loss** | 1836-02-07 |
| **Manner of loss** | Aground |
| **Nationality** | British |
| **Port of Registration** | Liverpool |
| **Departure port** | Liverpool - 15-11-1835 |
| **Destination port** | Calcutta via Madras |
| **Hull displacement** | 226 |
| **Cargo** | General cargo |
| **Master** | R. Rhodes |

**Notes**

Agent: Thomson, Watson & Co.
The *Gondolier* had put into Cape Town for provisions. At 03:15 on 01-02, while leaving Table Bay, she foundered on Robben Island. Some of her cargo was saved, including: 50 gross empty bottles, 150 boxes tin plates, 30 packages of shirting, printed cottons, umbrellas, cotton twist, 11 hogsheads of Bass's ale, piece goods, 100 kegs of steel, 6 tons bar iron, Pale Ale, ship's stores, chain, cables, anchors, sails, rigging, spars, boats and hull. All the items were sold by the agents at the stores of H.M. Customs on 13, 15, 20 and 25-02-1836.

Description of the wreck site:
Although the location is unknown, Werz and Deacon (1992) believe that it is on the west or south coast.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.
Lloyd's Register of British and Foreign Shipping. 1836.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| | |
|---|---|
| **Name** | ***Hang Cheng No. 2*** |
| **Latitude** | 33° 47.9220 S – Exact Position |
| **Longitude** | 018° 21.5028 E |
| **Craft type** | Trawler |
| **Date of loss** | 1998 |
| **Manner of loss** | Grounded |
| **Nationality** | Taiwan |
| **Hull displacement** | 256 |
| **Owners** | Jung Chen |

| Notes |
|---|
| Atlatech salvaged oils and lubricating oils to avoid contamination. They also removed fish cargo and later, part of the wreck. |
| **Sources** |
| Atlateck. http:\\http://www.atlatech.co.za. Accessed 08-2010. |

| | |
|---|---|
| **Name** | ***Hypatia*** |
| **Latitude** | 33° 50.1000 S – Approximate Position |
| **Longitude** | 018° 22.9000 E |
| **Craft type** | Houston Line Steamer |
| **Date built** | 1902 |
| **Date of loss** | 1929-10-29 |
| **Manner of loss** | Grounded |
| **Outcome** | Broke up |
| **Construction** | Steel |
| **Propulsion** | Steam |
| **Nationality** | British |
| **Port of Registration** | Liverpool |
| **Departure port** | Beira, via P.E. |
| **Destination port** | C.T to New York |
| **Hull length** | 452′ |
| **Hull beam** | 52' 2" |
| **Hull draft** | 28' 3" |
| **Hull displacement** | 5663-gross,5371-u/deck, 3605 nt |
| **Cargo** | 1400 tons copper ore and ingots, 6 000 tons chrome ore, wool, hides, mica |
| **Crew** | 15 Europeans, 60 Indians |
| **Builder** | Palmers & Co. Ltd (Newcastle) |
| **Master** | W. Chrichton |
| **Owners** | Brit. & S.Amer. Steam Nav.Co.Ltd |
| **Notes** | |

642 n.h.p. triple expansion engines.
Managers: R.P. Houston and Co.
The *Hypatia* struck Whale Rock at 05:00 AM. A light NW breeze was blowing and the land was obscured. There was a heavy SW swell. News of the wreck reached the Port Office. Within an hour the steam tug, *T.S. McEwan*, was on its way to the wreck. The *Hypatia* was settling and being gradually swept around with a heavy port list.

Although the vessel was badly damaged on impact, with major leakage forward of the bridge, only a slight shock was felt when she ran aground. The engines were kept moving astern for 30 minutes until water penetrated the engine room and stoke hold. The captain ordered the crew into two lifeboats that arrived at the breakwater at 08:30. By 10:00 it was evident there was no hope of saving the ship, the decks and bulwarks showed severe stress. No attempts were made to pull the vessel off. The skipper and rest of the crew boarded the tug, no lives were lost. During the late afternoon, seas were breaking over the stern. The value of the ship was £35 000, but salvage and repair costs would have exceeded this. Although she broke her back, she remained afloat for nearly two weeks, and much of her copper was salvaged. Divers Olaf Pederson and Richard Fowley continued salvage operations for three years. After recovering more than 1000 tons of copper, Pederson was killed on the wreck. Her bell was recovered in the 1960's and her propeller was salvaged in 1974.

Description of the wreck site:
According to Werz and Deacon (1992), the vessel foundered on one of the two Whale Rock pinnacles. The bathymetry varies from 0 to 20m. They state it is possible that artefacts are deposited in the crevices near the top and at the base of the rock. But the remains will be obscured by black mussel beds as well as being covered by the later wreck of the *Daeyang Family*.

| **Sources** |
|---|
| Levine, M. 1986. Shipwrecks of South Africa.<br>Turner, M. 1988. Shipwrecks and Salvage in South Africa.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| | |
|---|---|
| **Name** | ***Il Nazareno Savona*** |
| **Latitude** | 33° 47.8523 S – Approximate Position |
| **Longitude** | 018° 21.4024 E |

| | |
|---|---|
| **Craft type** | Barque |
| **Date of loss** | 1885-12-02 |
| **Manner of loss** | Aground |
| **Nationality** | Italian |
| **Departure port** | Cardiff 23-09-1885 |
| **Destination port** | Cape Town |
| **Hull displacement** | 938 |
| **Cargo** | 1500 tons coal |
| **Master** | G. Rassi/Rossi |

**Notes**

Agents: W. Anderson & Co. In an advert on 03-12 -1885, the agents are Thomson, Watson & Co.

The *Il Nazareno Savona* was wrecked on the NW point in Shell Bay, between a pinnacle or reef and the mainland. According to a newspaper report in the Cape Argus on 8-5, the *Tantallon Castle* is on the seaward side of the same obstruction.
The captain reported the windlass broke when they were anchored off the Island. He tried to put to sea, but the vessel was carried to shore by strong wind and currents. Around 01:30, the vessel foundered and the crew abandoned ship. At 06:00, they arrived in Cape Town Harbour in the ship's boat. During the morning of 2-12, Dr Ross, the Island's surgeon was told by the lighthouse keeper that there was a barque on shore near Shell Bay. On arriving at the scene, he saw a vessel abandoned with the stern towards the shore and leaning to starboard. A red light was fixed on the left aft davit. When the tide came in around 06:00, the vessel moved broadside onto the reef. An hour later, the *SS Enterprise* arrived with a boat in tow and tried to get close to the wreck, without success. The next day it was reported that the ship was breaking up rapidly.

Goods salvaged:
According to Werz and Deacon (1992) on 03-12, the hull, masts, spars and tackle with the coal were sold by Messrs. L.P. Cauvin & Co., on the stoep of the Commercial Exchange, to W. Nicols for £83. However, according to Levine (1986), it was bought by the Robben Island Infirmary for £200. The wood and coal salvaged, lasted Robben Island for nearly two years.

Description of the wreck site:
Werz and Deacon (1992) state that this area is dangerous to shipping because of variable bathymetry, strong currents and swells. Werz was unable to positively identify the wreck site due to the high incidence of wrecks in the area and the natural conditions that cause dispersal and deterioration of artefacts.

**Sources**

De Villiers. 1972. Robben Island.
Levine, M. 1986. Shipwrecks of South Africa.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| | |
|---|---|
| **Name** | ***James Pitchers*** |
| **Latitude** | 33° 49.0786 S – Approximate Position |
| **Longitude** | 018° 21.8247 E |
| **Craft type** | Trawler |
| **Date built** | 1911 |
| **Date of loss** | 1925 |
| **Manner of loss** | Aground |
| **Propulsion** | Steam |
| **Nationality** | British |
| **Port of Registration** | North Shields |
| **Hull length** | 115′ 5″ |
| **Hull beam** | 22′ 1″ |
| **Hull draft** | 11′ 8″ |
| **Hull displacement** | 197 |
| **Builder** | Hall, Russell & Co. Ltd.(Aberdeen) |
| **Master** | C. Olsen |
| **Owners** | R. Irvine & Sons Ltd. |

**Notes**

78 r.h.p.
Grounded in fog on Robben Island. No further information found.

| Sources |
|---|
| Green, L. 1965. Almost Forgotten, Never Told.<br>Levine, M. 1986. Shipwrecks of South Africa. |

| | |
|---|---|
| **Name** | ***Kingston*** |
| **Latitude** | 33° 49.1827 S – Approximate Position |
| **Longitude** | 018° 22.6652 E |
| **Craft type** | Barque |
| **Date of loss** | 1852-12-23 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Nationality** | American |
| **Port of Registration** | Baltimore, Maryland |
| **Departure port** | Baltimore 21-10-1852 |
| **Destination port** | Cape Town |
| **Hull displacement** | 214 |
| **Cargo** | Flour and general cargo |
| **Master** | J. Sterling |
| **Notes** | |
| Agent: Borradaile and Co.<br>The *Kingston* went aground at 03:00 during a SE gale when approaching Table Bay. According to Levine (1986) she was wrecked on the SW point, but Werz and Deacon (1992) state, she ran aground on a reef near the south coast of Robben Island. The mate was killed by a falling spar. One seaman, the captain's wife and two children drowned. The vessel became a total wreck.<br><br>Goods salvaged:<br>The wreck and cargo was sold on 31-12-1852 by Messrs Blore and Bartman for £140.<br><br>Description of the wreck site:<br>According to Werz and Deacon (1992), the south coast is similar to the west coast. The depth is 6-7 metres; the bathymetry is not variable. However, strong currents and swells prevail and numerous sharp rocks reach the surface, these factors may have contributed to the rapid disintegration of the vessel. There is little sediment and Werz was unable to identify the wreck conclusively. He found brass nails in the vicinity that may have come from the *Kingston* or the *Timor*. | |
| **Sources** | |
| Levine, M. 1986. Shipwrecks of South Africa.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. | |

| | |
|---|---|
| **Name** | ***Lancastria*** |
| **Latitude** | 33° 46.9927 S – Approximate Position |
| **Longitude** | 018° 21.8722 E |
| **Craft type** | Barque |
| **Date built** | 1856 |
| **Date of loss** | 1880-12-31 |
| **Manner of loss** | Grounded |
| **Construction** | Wood |
| **Propulsion** | Sail |
| **Nationality** | British |
| **Port of Registration** | Liverpool |
| **Departure port** | Sunderland |
| **Destination port** | Cape Town |
| **Hull length** | 143' 3" |
| **Hull beam** | 25' 7" |
| **Hull draft** | 15' 3" |
| **Hull displacement** | 450 |
| **Cargo** | Coal from Sunderland |
| **Builder** | Pallion |
| **Master** | McIntosh/Macintosh |
| **Owners** | G. Macandrew |

| Notes |
|---|
| The *Lancastria* was driven aground on the north coast of Robben Island during a SE gale. Two people died. |
| **Sources** |
| De Villiers. 1972. Robben Island.<br>Levine, M. 1986. Shipwrecks of South Africa.<br>Lloyd's Register of Shipping. 1880-1. |

| | |
|---|---|
| **Name** | ***Marilyn*** |
| **Position** | Off Robben Island |
| **Craft type** | Tunny boat |
| **Date of loss** | 1963(?) |
| **Manner of loss** | Distressed |
| **Outcome** | Broken up |
| **Port of Registration** | St. Helena Bay |
| **Hull length** | 53' |
| **Master** | Jan Krygsman |
| **Owners** | Mid-Western Fish Products |
| **Notes** | |
| BDF 376<br>The *Marilyn* was disabled after an engine broke down. She was being towed by the coaster, *Cape Town*, when the towing cable parted. She went broadside-on into the sea, was abandoned by her crew and sank off Robben Island.<br><br>One of the first vessels to reach and pick up survivors was the British cargo boat, *Sugar Transporter*, commanded by Captain Elsom. On 17 May 1943, fishermen had rescued him when his vessel, *Northmoor*, was torpedoed and sunk off the Zululand coast. "It is strange that my ship should be the rescuer of fishermen on my first return to these waters, I almost feel that I have paid an outstanding debt." | |
| **Sources** | |
| de Klerk, J. 2010. SA Shipwrecks Database Program. | |

| | |
|---|---|
| **Name** | ***Natal*** |
| **Latitude** | 33° 47.3545 S – Approximate Position |
| **Longitude** | 018° 21.8329 E |
| **Craft type** | Whaler |
| **Date built** | 1890 |
| **Date of loss** | 1912 / 24-05-1914 |
| **Propulsion** | Steam |
| **Nationality** | Norwegian(?) |
| **Port of Registration** | Hull |
| **Departure port** | Saldanha Bay |
| **Destination port** | Cape Town |
| **Hull length** | 105' 6" |
| **Hull beam** | 21' |
| **Hull draft** | 11' |
| **Hull displacement** | 167 |
| **Crew** | 10, 3 passengers |
| **Builder** | Beverley |
| **Master** | Tordenskjold |
| **Owners** | Hull Steam Fishing & Ice Co. Ltd. |
| **Notes** | |
| 50 n.h.p.<br>According to Werz and Deacon (1992), the *Natal* was a Norwegian vessel owned by the South African Whaling Co. Ltd. Some sources state this vessel was wrecked on the NE corner, but according to Werz and Deacon (1992) she was wrecked on the north coast of Robben Island.<br>Just after 18:00 on 24-05, the vessel struck the coast and no lives were lost. Due to heavy fog, the wrecking was not observed. At 20:00, first reports of the wreck were received and people walked to the north to see what was happening. The crew and passengers took the ship's boat and rowed offshore. The boat was taken in tow by the motor boat, *Lusitania*, dispatched by the Island authorities. The survivors were taken to the Island. By the following day the heavy swell had increased and it was clear that nothing could be done to save the vessel. The crew and passengers were taken to Cape Town on a vessel sent by the Norwegian consul. | |

| |
|---|
| Description of the wreck site:<br>According to Werz and Deacon (1992), the conditions on the north coast are similar the west coast. There are strong swells and currents and a variable bathymetry, with rising pinnacles. There are extensive kelp beds, making the area dangerous. Werz found a large boiler and some ship's fittings close to the shore on the NNW side that probably belonged to the *Natal* as, according to Werz, no other steamers were reported to have sunk in this area. |
| **Sources** |
| De Villiers. 1972. Robben Island.<br>Green, L. 1965. Almost Forgotten, Never Told.<br>Levine, M. 1986. Shipwrecks of South Africa.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| **Name** | ***Oklahoman*** |
|---|---|
| **Latitude** | 33° 48.4843 S – Approximate Position |
| **Longitude** | 018° 20.6188 E |
| **Craft type** | Freighter |
| **Date built** | 1920 |
| **Date of loss** | 1942-07-07 |
| **Manner of loss** | Foundered |
| **Nationality** | American |
| **Port of Registration** | New York |
| **Departure port** | Providence, New Jersey |
| **Destination port** | Persian Gulf |
| **Hull length** | 410' |
| **Hull beam** | 54' |
| **Hull draft** | 27' |
| **Hull displacement** | 5508 |
| **Cargo** | General, including, war supplies |
| **Crew** | 37 crew and 11 armed naval guards |
| **Builder** | San Francisco |
| **Master** | James Mackenzie |
| **Owners** | American-Hawaiian Steamship Co. |
| **Notes** | |
| Ex- *West Caldera*<br>Ex- *Golden Harvest*<br><br>The *Oklahoman* grounded on Dassen Island in a thick fog and 40 minutes later she was freed. The vessel was towed, stern first, to Cape Town. However, she sank 1.5km to the west of Robben Island. There were no casualties. | |
| **Sources** | |
| Levine, M. 1986. Shipwrecks of South Africa.<br>Lloyd's Register. 1937-44. | |

| **Name** | ***Perseverance*** |
|---|---|
| **Latitude** | 33° 50.1500 S – Approximate Position |
| **Longitude** | 018° 22.8800 E |
| **Craft type** | Ship |
| **Date built** | 1825 |
| **Date of loss** | 1826-03-12 |
| **Manner of loss** | Grounded |
| **Construction** | Wood, copper sheathed |
| **Nationality** | British |
| **Departure port** | London 9-12-1825 |
| **Destination port** | Madras and Calcutta |
| **Hull displacement** | 353 |
| **Cargo** | Sundries including, zinc and mercury |
| **Master** | W/J. Best |
| **Owners** | Capt. & Co. |

| Notes |
|---|
| Single deck with beams.<br>Agent: Nisbet and Dickson<br>At 11:00 the *Perseverance* had hoisted sail during a light SE wind. The wind changed to the NW, this meant the vessel had to tack. At about 15:00 Robben Island was sighted 3 miles away and the water depth was 17 fathoms or 31m. To avoid Robben Island, they altered course to WSW. About an hour later, the vessel struck a submerged rock near her stern. Distress signals were set off and using anchors, they attempted to clear the rock. At about 19:00, the vessel was pushed further against the rock and started to leak badly. The NW wind increased, forcing the ship on its side. The masts were chopped down and the vessel given as lost. Later that evening, she sank in 7 fathoms of water (12.8 m). Most of the passengers and crew were saved by people from Robben Island. Part of the cargo and luggage was saved by the *Buckinghamshire* and boats belonging to the *Helicon*. Around 24:00 the ship was a total wreck. The Captain and the rest of the crew boarded the *Buckinghamshire*.<br><br>Goods salvaged:<br>The following day the crew returned to save what they could, including, books, wine, engravings and stores owned by Captain Best. The vessel and contents that had not been salvaged were sold on Saturday 18-03 at the Customs House. This included 210 tons of pewter and 100 tons of iron bottles containing mercury. In 1970, 2.5 tons of mercury and 30 tons of zinc was salvaged.<br><br>Description of the wreck site:<br>According to Werz and Deacon (1992), the area around Whale Rock is fairly deep; this is confirmed by soundings taken by the *Perseverance* shortly before she struck. Whale Rock forms the highest part of an undersea ridge that runs from Robben Island to Green Point. Werz believes it is possible that parts of the ship may have been deposited at the base of the rock and subsequently covered by other deposits. They maintain no remains have been found due to the large search area and conditions are not conducive to diving. |
| **Sources** |
| Lloyd's Register of Shipping. 1826.<br>Levine, M. 1986. Shipwrecks of South Africa.<br>Turner, M. 1988. Shipwrecks and Salvage in South Africa.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| | |
|---|---|
| **Name** | ***Pino*** |
| **Position** | Off Robben Island |
| **Craft type** | Fishing |
| **Date built** | 1939 |
| **Date of loss** | 1972-07-01 |
| **Manner of loss** | Foundered |
| **Outcome** | Abandoned |
| **Propulsion** | Oil |
| **Port of Registration** | Cape Town |
| **Hull length** | 10.436 m |
| **Hull displacement** | 40 |
| **Crew** | 9 crew plus the captain |
| **Builder** | H. Tallie (Paternoster) |
| **Master** | Herbert Blake |
| **Owners** | S. Borruso |
| **Notes** | |
| CTA 251<br>The crew were catching snoek when the engine failed. She was under tow by the fishing vessel, *Bressa*, when the tow parted and she foundered near Robben Island. A few days later, wreckage and bodies washed up near Green Point. | |
| **Sources** | |
| Levine, M. 1986. Shipwrecks of South Africa. | |

| | |
|---|---|
| **Name** | ***Pondo*** |
| **Position** | Off Robben Island |
| **Craft type** | Suction Dredger/Coaster |
| **Date built** | 1889 |
| **Date of loss** | 1929 / April – June 1934 |
| **Manner of loss** | Scuttled |
| **Construction** | Steel |
| **Propulsion** | Steam |

| | |
|---|---|
| **Nationality** | British |
| **Hull length** | 45.8 LPP |
| **Hull beam** | 9.2 |
| **Hull displacement** | 643 |
| **Builder** | Simons, Renfrew UK |
| **Owners** | Natal Government |
| **Notes** | |
| Ex- *Beaver*<br>1920 - Converted to cargo vessel<br>1923 – *Pondo*<br>She was the first Durban dredger in operation. In 1889, she started work under the command of Captain W. Hood. She was not very successful in work outside the harbour, but by 1896 she had improved the depth of the entrance from 12' 1" to 15' 11". Sometime after 1918, she was rebuilt as a 643-ton coaster and joined the Thesen fleet in 1922 as the *Pondo*. After five decades of service, she was scuttled off Robben Island. | |
| **Sources** | |
| Bender. 1988. Who Saved Natal?<br>Levine, M. 1986. Shipwrecks of South Africa. | |

| | |
|---|---|
| **Name** | ***Rangatira*** |
| **Latitude** | 33° 47.5882 S – Approximate Position |
| **Longitude** | 018° 21.4716 E |
| **Craft type** | Cargo & emigrant steamer |
| **Date built** | 1910 |
| **Date of loss** | 1916-03-30/31 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Propulsion** | Steam |
| **Nationality** | British |
| **Port of Registration** | Southampton |
| **Departure port** | London |
| **Destination port** | Hobart |
| **Hull length** | 478' |
| **Hull beam** | 61' 1" |
| **Hull draft** | 31' 3" |
| **Hull displacement** | 7469/8948-g -- 6988-u/d 5758-n |
| **Cargo** | General cargo |
| **Builder** | Workman, Clark & Co. (Belfast) |
| **Master** | R.D. Lowden (1914-5) |
| **Owners** | Shaw Savill & Albion Line |
| **Notes** | |
| 920 n.h.p. triple expansion engines. Twin screw. Two masts.<br>The *Rangatira* was trying to put into Cape Town for bunkers. At about 12:30 on 31-03, she ran aground on the rocks. According to Werz and Deacon (1992), on the west coast, or according to Levine (1986), on the NW tip of Robben Island, to the north of the *Tantallon Castle*. At the time of striking, just before high tide, the vessel was going dead slow and the sea was calm. According to Hocking (1969) and Levine (1986) there was a thick fog. When the news reached Cape Town, the tugs, *J.W. Sauer* and *Sir Charles Elliott* were sent to assist. As the *Rangatira* was heavily laden and the tide was ebbing, it was deemed too risky to tow her off the rocks. The hull was probably still intact as no leaks were detected. The following night, between 02:00 and 03:00, during high tide, they attempted, unsuccessfully, to refloat the vessel. Thereafter the SW blew and increased the swell, hampering refloating efforts. The certificate of the captain was suspended for 6 months<br><br>Goods salvaged:<br>On 02-04, lighters were towed to the wreck to salvage the cargo. 250 tons of goods including crates of whiskey were salvaged; they also saved two brood mares, a "fine Persian cat" and a cage of canaries. At this time, the hull was leaking badly. Some of the vessel's holds were insulated "for the carriage of frozen capacity". The vessel and its contents was valued at £112 000. By 06-04, 1 400 tons of goods had been salvaged and stored in the dock warehouses. They expected another 700 tons to be landed that evening. Much of her cargo was salvaged by convicts. | |

According to Werz and Deacon (1992), on 07-04, several dock workers were brought before the magistrate at the Wale St. police court and charged with the theft of part of the cargo. A number of whiskey cases had been broken open and pilfered. The suspects were sentenced to one month's hard labour.
A Peter Dunkin was charged with GBH assault when he started an argument with someone aboard the wreck and stabbed them in the arm. Thereafter a general fight erupted; one man was kicked in the ribs, another had his arm pulled out of joint and several others were injured. Dunkin was sentenced to a fine of £5 or one month's hard labour.

Description of the wreck site:
According to Werz and Deacon (1992), the area is unprotected and renowned for high swells and strong currents. The bathymetry is variable with pinnacles just below the surface. The currents and a lack of protective sediments led to the rapid degradation and dispersal of artefacts. However, the wreck itself is clearly visible. In 1992, a large part of the hull was intact and cargo was observed inside. Parts of the superstructure had collapsed and there was a massive boom or mast visible. Parts of the hull structure stood proud of the seabed, reaching a height of several metres in some places. Near the wreck, a boiler was seen, but Werz is unsure of the providence of this artefact.

**Sources**

Hocking, Charles F.L.A. 1969. Dictionary of Disasters at Sea During the Age of Steam.
Levine, M. 1986. Shipwrecks of South Africa.
Murray. Ships and South Africa.
Turner, M. 1988. Shipwrecks and Salvage in South Africa.

| **Name** | ***Rebecca*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Fishing |
| **Date built** | 1952 |
| **Date of loss** | 1959-06 |
| **Manner of loss** | Aground |
| **Propulsion** | Oil |
| **Nationality** | South African |
| **Port of Registration** | St. Helena Bay |
| **Hull length** | 52' |
| **Hull displacement** | 50 |
| **Builder** | Louw & Halvorsen-Misplan (C.T.) |
| **Owners** | B. Sank |

**Notes**

BDF 215
88 h.p. Oil engines.
The *Rebecca* was wrecked off Robben Island.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.

| **Name** | ***Roodeval*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Cargo |
| **Date built** | 1919 |
| **Date of loss** | 1962 |
| **Manner of loss** | Scuttled |
| **Propulsion** | Steam |
| **Hull length** | 303′ |
| **Hull beam** | 42′ 9″ |
| **Hull displacement** | 2481 |
| **Builder** | Dunlop, Bremner & Co. Ltd, Glasgow |
| **Owners** | SM Petterson |

**Notes**

Single screw, speed 10.5 knots.
Laid down as *War Orange*
1919 – completed as *Backworth* -, Robert Stanley Shipping Co (R.S.Dalgliesh), Newcastle
1929 – Dalgliesh Steam Shipping Co, Newcastle
1939 – *Ogmore Castle*, Branch SS Co, Cardiff
1946 – *Bokkeveld*, Arden Hall SS Co, Cape Town

1950 – sold to Van Riebeeck Lines (later Suid-Afrikaanse Nasionale Redery)

1951 – *Roodewal*, South African National SS Co, Cape Town
1955 – Aliwal SS Co, Cape Town
1956 – S.M.Pettersen, Cape Town
23.9.61 – caught fire at Cape Town, abandoned, scrapped 1962
She lay as a hulk in the Eastern Mole, Cape Town until she joined Petterson's Ghost Fleet along with: *Uni I*, *Clara* and *Adelaar*.

**Sources**

Ingpen, B. 1979. South African Merchant Ships.
Levine, M. 1986. Shipwrecks of South Africa.
Miramer Ship Index. http:\\miramarshipindex.org.nz. Accessed 11-2010.

| **Name** | ***Rotterdam II*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Fishing Vessel |
| **Date built** | 1967 |
| **Date of loss** | 1970-08-01 |
| **Manner of loss** | Foundered |
| **Outcome** | Abandoned |
| **Nationality** | South African |
| **Hull displacement** | 85 |
| **Builder** | Maritime Industries(?) |
| **Owners** | Southern Seas Fishing Enterprises |

**Notes**

Lost off Robben Island. The crew was rescued by the *Oosterdam*.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.

| **Name** | ***Schapenjacht*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Yacht |
| **Date of loss** | 1660-08-15 |
| **Manner of loss** | Wrecked |
| **Construction** | Wood |
| **Propulsion** | Sail |
| **Nationality** | Cape |
| **Builder** | At the Cape |
| **Notes** | |

Wrecked during a NW gale.

**Sources**

De Villiers. 1972. Robben Island.
Levine, M. 1986. Shipwrecks of South Africa.

| **Name** | ***Sea Challenger*** |
|---|---|
| **Latitude** | 33° 47.4240 S – Exact Position |
| **Longitude** | 018° 21.8180 E |
| **Craft type** | Salvage |
| **Date of loss** | 1998-05-09/10 |
| **Manner of loss** | Grounded |
| **Outcome** | Abandoned |
| **Nationality** | South African |
| **Hull length** | 30 m |
| **Hull displacement** | 159 |
| **Owners** | Sealink |

**Notes**

Ex - *Katie G*
The *Sea Challenger was* grounded at 01:00 while attempting to salvage the *Hang Cheng No. 2*. The engine room flooded and the four crew members were taken off by helicopter.
Electronic equipment and heavy machinery was salvaged.

| Sources |
|---|
| de Klerk, J. 2010. SA Shipwrecks Database Program. |

| | |
|---|---|
| **Name** | ***Sea Eagle*** |
| **Latitude** | 33° 48.2041 S – Approximate Position |
| **Longitude** | 018° 22.8222 E |
| **Craft type** | Barque |
| **Date of loss** | 1856-11-15/16/20 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Nationality** | American |
| **Departure port** | Boston - 26-08-1856 |
| **Destination port** | Calcutta |
| **Hull displacement** | 625 |
| **Cargo** | Machinery / Ice |
| **Crew** | 29 |
| **Master** | A.N. Williams |

**Notes**

Agent: Deane and Johnson
At about 13:30 on 16-11, the *Sea Eagle* missed stays and ran aground in Murray's Bay during a SE gale. The Port Office launch and lifeboat went to assist her but she was firmly embedded and became a total wreck. By the following night, she had 4.5 m of water in her hold and was breaking up. No lives were lost. It was reported that the cutter *Ceres*, that had removed part of her cargo, was also wrecked, but no information has been found on her whereabouts.

Goods salvaged:
The ship and cargo were valued at $85 000.00. The following items were salvaged: a platform scale, 535.5 tons of ice, 13 boxes of sundries, 1 bundle of sundries, a garden engine, seed sower, 9 cases of merchandise, 2 kegs of merchandise, 52 packages of merchandise, 1 case tobacco, 94 boxes tobacco, 301 spars, 100 barrels rosin, 150 barrels pitch, 60 carboys turpentine, 1 tin box, 8 boat masts, 34 boxes and 13 packages of machinery, 10 iron pieces, 4 fly wheels and 2 boards. The items were sold at the Customs House on 21-11. The hull, sails, rigging, chains and anchors were also sold. The hull and the remainder of ice cargo were bought by R. Thomas for £700. On 17-02-1857, another auction was held and cargo, masts, spars and gear of the *Sea Eagle* and *Timor* were sold at the Central Wharf by R.D. Jones. On 22-02-1858, an auction was held of the insolvent estate, including the above wrecks, of W.M. Thomas, with the agreement of his partners Hovils and Russell.

Description of the wreck site:
According to Werz and Deacon (1992), this part of the island is sheltered from westerly winds. The water depth does not exceed 6 m. The seabed is flat, covered in sand and stone. Werz and Deacon (1992) state the *Sea Eagle* is buried by deposits for the most part of the year. In 1992, Werz found the remains of the keel (17m) and some planking. He said most parts were severely deteriorated and there were no artefacts.
In the 2010 NAS III survey we were unable to find any evidence of the *Sea Eagle*. **See Chapter 4.2.**

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| | |
|---|---|
| **Name** | **Ship's Boat** |
| **Position** | Off Robben Island |
| **Craft type** | Boat |
| **Date of loss** | 1883-10 |
| **Manner of loss** | Foundered |
| **Construction** | Wood |
| **Propulsion** | Oar |
| **Nationality** | Austrian |
| **Crew** | 2 stowaways, chief mate, 4 able seamen from the *Josip* |

| Notes |
|---|
| The Austrian bark, *Josip,* had cleared Cape Town for New Orleans with a cargo of ostriches when two stowaways were discovered. Both men asked to be allowed to remain aboard as they were unable to find work in the Cape. Since the weather was fine and the sea calm, the captain ordered them put ashore. A boat was lowered with the aforementioned crew, who pulled for Robben Island. The captain watched the boat for a short time then his attention was diverted. When he looked back, the boat had disappeared. The *Josip* put back to her anchorage, but no trace of the boat or men was found. |
| **Sources** |
| Levine, M. 1986. Shipwrecks of South Africa. |

| **Name** | ***Solhagen*** |
|---|---|
| **Latitude** | 33° 49.4856 S – Approximate Position |
| **Longitude** | 018° 22.1678 E |
| **Craft type** | Whaler |
| **Date built** | 1926 |
| **Date of loss** | 1936-09-11 |
| **Manner of loss** | Grounded |
| **Propulsion** | Steam |
| **Nationality** | British |
| **Port of Registration** | Cape Town |
| **Departure port** | Cape Town |
| **Destination port** | Whaling grounds |
| **Hull length** | 104' 5" |
| **Hull beam** | 21' 2" |
| **Hull draft** | 11' 9" |
| **Hull displacement** | 179 – gross; 58 net |
| **Builder** | Akers Mek. Vaerks |
| **Master** | H. Grunn |
| **Owners** | Irvine & Johnson (SA) Ltd. |

**Notes**

53 n.h.p.
According to Werz and Deacon (1992), the owners were Kerguelen Sealing and Whaling Co. Ltd. Cape Town.
Werz co-ordinates are 33° 49' (30) S 18° 22' (15) E but in the wreck report dated 17-09-1936, the co-ordinates are 33° 49′ S 18° 22′ E.

At about 02:20, the *Solhagen* left Cape Town and at 03:15, the crew heard a loud crash, the engines were turning so fast that the second engineer, P. Sollie, thought the propeller had dropped off. She tore her keel out on a reef, 300 m SW of the Robben Island Lighthouse. Within 30 seconds, water flooded the engine room. All the lights went out and people scrambled from below decks. Although the two life boats were lowered, the heavy sea swept them away with the steward clinging to one. A few minutes later, he washed up onto the beach and the lighthouse keeper found him. The whaler started to heel over at a steep angle. At 07:00 the crew tried to shoot a line to shore with the harpoon gun, but the line was too short. The chief engineer and a seaman were washed away. Just before dawn, the funnel went overboard and the stern sank below the surface. The seven remaining crew climbed into the rigging. A Dick Fourie, fell into the sea and drowned. Another man, Birger Anderson, took the line connected to the harpoon gun and attempted to swim the line to shore, but a swell took him and he wasn't found. It was thought he became entangled in the kelp. Tugs came to assist, but the adverse conditions hampered their efforts. Eventually, a rocket apparatus was set up and a line fired to the wreck. Six survivors reached shore at 17:00 and were taken to Cape Town on 12-09. Six others died.

Description of the wreck site:
Werz and Deacon (1992) state that this part of the Island is exposed to swells. The bathymetry is similar to the west and north coast although there are less pinnacles. Due to the currents there is not much sediment. They say that wreckage has been observed in this area and may belong to this vessel. The documentary evidence and type of wreckage found substantiates this. It apparently includes hull plating, electric cable, appliances, a light switch, winch and superstructure with a steel staircase.

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.
Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle.

| **Name** | ***Sutly*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Cargo Boat |

| | |
|---|---|
| **Date of loss** | 1859-09-16 |
| **Notes** | |
| Lost off Robben Island. | |
| **Sources** | |
| Levine, M. 1986. Shipwrecks of South Africa. | |

| | |
|---|---|
| **Name** | ***Tantallon Castle*** |
| **Latitude** | 33° 47.8894 S – Approximate Position |
| **Longitude** | 018° 21.3730 E |
| **Craft type** | Mail Ship |
| **Date built** | 1894 |
| **Date of loss** | 1901-05-07 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Construction** | Steel |
| **Propulsion** | Steam |
| **Nationality** | British |
| **Port of Registration** | London |
| **Departure port** | Southampton - 20-04-1901 |
| **Destination port** | Cape Town |
| **Hull length** | 440′ 3″ |
| **Hull beam** | 50′ 5″ |
| **Hull draft** | 23′ 9″ |
| **Hull displacement** | 5636 |
| **Cargo** | General cargo. Reported to have $200 000 in silver ingots and specie on board. |
| **Builder** | Fairfield & Co. (Glasgow) |
| **Master** | H. de la Cour Travers |
| **Owners** | Union Castle Mail S.S. Company |
| **Notes** | |

1129 n.h.p. quadruple expansion engine; single screw.
Managers: Donald Currie & Co. Agents: Messrs. A.R. McKenzie & Co.

At 15:20 on 07-05, the *Tantallon Castle* was wrecked on a calm day, in dense fog. According to Werz and Deacon (1992), she apparently ran aground on the seaward side of a reef, NW of Robben Island, near the *Rangatira*. The *Il Nazareno* is supposed to be on the landward side of the same reef.
When the *Tantallon Castle* struck, the engines were reversed with no effect. The impact was described as "a thump and a thud, and then a slow grinding, grating sound and then a stop." The signal gun was fired and the Robben Island people contacted the mainland. The Port Captain reported receiving two telegrams from the Island at around 16:30. Soon after running aground, the vessel started to list to starboard. Various tugs, lighters and steamers, including the *Braemar Castle* were put on standby. The thick fog hampered efforts and the first vessel reached the wreck at 19:30. 120 passengers were taken off by lifeboat. Some were transferred to the *Saxon*, a mail steamer leaving for London, others were taken to Cape Town. One female passenger stated "after she (the ship) grounded we went and had afternoon tea."
From 03:45 to 06:45 the tugs, *T.E. Fuller* and *Alert*, from Cape Town tried to tow the *Tantallon Castle* off, but she was firmly aground. Two days later, after several attempts, they quit.

Goods salvaged:
The hull was filled with water and efforts were made to save the cargo and private possessions. They managed to save mail, luggage, silver plate and "principal articles of value", 60 tons of cargo, bedding and clothing. The cargo salvaged, sold for about £300. The vessel was soon listing heavily and by 15-05 the masts and funnel had disappeared and very little of the hull could be seen. This wreck caused the government to install fog horns on Robben Island, Dassen Island and Mouille Point.

Description of the wreck site:
According to Werz and Deacon (1992), the vessel wrecked in shallow water. The bottom consists of bedrock, pebbles, boulders and patches of sand. Several parts of the wreck are visible in large kelp beds. The keel lies roughly parallel to the shore with the stern lying seawards. Although the wreck is flattened, several major parts are still in-situ including a boiler and propshaft that runs parallel to the keel for approximately 12m. Several hundred metres of the seabed is littered with hull plating, engine valves and taps, portholes, glass bottles and crockery.

| Sources |
|---|
| Hocking, Charles F.L.A. 1969. Dictionary of Disasters at Sea During the Age of Steam.<br>Murray. Ships and South Africa.<br>Turner, M. 1988. Shipwrecks and Salvage in South Africa.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| Name | ***Thorne*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Ship |
| **Date built** | 1819 |
| **Date of loss** | 1831-05-18 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Nationality** | British |
| **Departure port** | Algoa Bay |
| **Destination port** | London |
| **Hull displacement** | 251 |
| **Cargo** | General colonial produce |
| **Builder** | Liverpool |
| **Master** | W. Poole |
| **Owners** | Captain & Co. |
| **Notes** | |
| The *Thorne* was wrecked in a thick fog when leaving Table Bay. Part of the cargo was saved but she became a total wreck. | |
| **Sources** | |
| Levine, M. 1986. Shipwrecks of South Africa.<br>Lloyd's Register of Shipping. 1831. | |

| Name | ***Timor*** |
|---|---|
| **Latitude** | 33° 49.2033 S – Approximate Position |
| **Longitude** | 018° 22.6868 E |
| **Craft type** | Barque |
| **Date of loss** | 1856-12-22 |
| **Manner of loss** | Grounded |
| **Outcome** | Broken up |
| **Nationality** | Dutch |
| **Departure port** | Batavia |
| **Destination port** | Rotterdam |
| **Hull displacement** | 441/450 |
| **Cargo** | 63 750 pounds tin, 617 bags of coffee, 734 cannisters sugar, 1 461 bundles rattan |
| **Master** | F/W. Agema |
| **Notes** | |

Agent: O.J. Truter
According to Levine (1986), the *Timor* missed stays and went aground during a south wind, between Whale Rock and Robben Island. According to Werz and Deacon's research (1992), she was approaching Table Bay on 21-12 and the wind was variable and light. Around 20:00 a breeze came up and increased in strength. Between 22:00 and 23:00 the wind changed to the south and the vessel was steering to the NE. The captain ordered depth soundings and they came back as 25 fathoms (45 m). No further soundings were taken. On the morning of 22-12, the vessel ran aground. Lifeboats were launched and distress signals fired from the vessel's guns. Shortly after, the water rose to 4 m above the cabin's floor and the crew abandoned ship.

Goods salvaged:
117 bags of coffee, masts, spars and gear were salvaged. The wreck and her cargo were sold for £570. By 10 January 1857, 110 blocks of tin had been recovered.

Description of the wreck site:
This wreck, according to Werz and Deacon (1992), is close to the *Kingston*. The area has an average depth of 5m. The seabed is bedrock, pebbles, and boulders. There are extensive kelp beds. In 1992, no substantial wreckage was found, although there were some brass nails and ballast blocks. Werz states that tin ingots had been salvaged in the area, which indicates that this is probably the wreck site.

| Sources |
|---|
| Levine, M. 1986. Shipwrecks of South Africa.<br>Werz, B.E.J.S. & Deacon, J.1992. Operation Sea Eagle. |

| Name | ***Tristania*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Crayfish Vessel |
| **Date built** | 1940 |
| **Date of loss** | 1978-02-23 |
| **Manner of loss** | Scuttled |
| **Propulsion** | Steam |
| **Hull length** | 50 m |
| **Hull beam** | 8.4 m |
| **Hull displacement** | 628 |
| **Builder** | Cochrane, Selby / Belfast, Ireland |
| **Notes** | |
| 1940 - *Bay* - Royal Navy<br>1950 – *Isolda*<br>1952 – *Tristania*<br>11.5 Triple expansion engine.<br>The *Tristania* was originally a minesweeper but was never employed as such. She was operated around Tristan da Cunha by the Tristan Development Corporation. In 1961, there was a volcanic eruption and she played a role in the evacuation of the Island's inhabitants.<br>From 1973 - 8 she served as an oil pollution vessel off the South African coast. | |
| **Sources** | |
| Miramer Ship Index. http:\\miramarshipindex.org.nz. Accessed 11-2010.<br>Underwater Explorers. http:\\www.underwaterexplorers.co.za. Accessed 10-11-2010. | |

| Name | ***Uni I*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Whaler |
| **Date built** | 1930 |
| **Date of loss** | 1948-06-06/01 |
| **Manner of loss** | Scuttled |
| **Propulsion** | Steam |
| **Nationality** | South African |
| **Port of Registration** | Durban |
| **Hull length** | 116' |
| **Hull beam** | 23′ 9″ |
| **Hull draft** | 13′ 2″ |
| **Hull displacement** | 249 |
| **Builder** | Moss, Vaerft & Dokk |
| **Master** | S.M. Pettersen |
| **Owners** | Union Whaling Co. Ltd. |
| **Notes** | |
| Ex- *Tas I*<br>Triple expansion engine.<br>The *Uni I* was in danger of sinking at her moorings. She was towed to Robben Island and scuttled. | |
| **Sources** | |
| Ingpen, B. 1979. South African Merchant Ships.<br>Levine, M. 1986. Shipwrecks of South Africa. | |

| Name | ***William*** |
|---|---|
| **Position** | Off Robben Island |
| **Craft type** | Schooner |
| **Date of loss** | 1800-11 |
| **Manner of loss** | Wrecked |
| **Owners** | Hogan |
| **Notes** | |

| |
|---|
| No other information found to date. |
| **Sources** |
| Levine, M. 1986. Shipwrecks of South Africa. |

| | |
|---|---|
| **Name** | ***Yeanger of Horne*** |
| **Position** | Off Robben Island |
| **Craft type** | Sealer |
| **Date of loss** | 1611-06-01 |
| **Manner of loss** | Beached |
| **Outcome** | Broken up |
| **Nationality** | Dutch |
| **Hull displacement** | 900 |
| **Cargo** | Train oil |
| **Owners** | Isaac le Maire |

**Notes**

This wreck is controversial and is often excluded from wreck databases; there is only one mention of it. The *Yeanger of Horne* was apparently wrecked on the rocks on the NW point of Robben Island. The vessel was engaged in collecting train oil from seals when she ran aground. There were nine survivors, who lived on the island and built a pinnace from the wreckage. They sailed off in their vessel to continue their trading voyage and fall from the pages of history.

"I sent of Mr Cocks in my skiff to the Iland to see what letters were lefte there whoe about 12 of the clocke retorned & tould me that he had spoken with 9 Flemmings which 5 weakes before unhappelye weare cast awaye vpon the N po(in)t of the Iland / The shipps name was Yeanger of Horne of 900 Tonnes there voyage was for this place to make Traine oyle / I rescued a letter from them left thee by Mr Robert Browne in the Gloabe (Item 40) directed to me. the effect whereof was / vizt / That the 5 Februarye 1610 (1611 New Style) they depted out of the Downes. The 22th May 1611 they anckered in Saldanye Baye wheare they found 2 Flemings riding bound for Japan (not identified) and of the wreck of the Shipp afforesaid. Allsoe that they effected nothing conserning the roote (Ningim) / The tyme of year not servinge And that the 6 June they set saile from heree, there companye resonable well / The Flemings presented me with 2 sheepe 1 lame (cf. item 32) from the Iland which I willed the purser to (order) to the hector 1 shee to the Tho: 1 Lam and 1 sheep for the Cloaue /

The Flemings of the Iland came a shoare to me and desired to haue a smaill hauser and (-?-) with so much Tarr and vinyger as I could well spare, for although there shipp was cast awaye yet they doubted not but to recouer there counterye, by a pinnasse they would build of the rack and hoped to make a good (i.e. profitable) voyage by Trayne which they purposed to lade hir with & Seales skins & in 4 monthes to haue her readye to depte, there reslution being to goe either for plymouth or London / Allsoe they presented to me a cable of 11 ynches with an anckor of a 11 C(wt) which laye one the Iland desiring me to send my boat and take it for it would not serve them for anye vse / I accepted there kinde p(ro)ffer wishing them yf they doubted of there accomplishing what they had in hand wheareof I was in some doubte they being but 9 men, yf they would goe with me they should haue good wages and kynde vsage, for they weare all verye suffityent sea men. / But they rather chose to trye there fortunes in the pinnasse they weare a building, intreating to haue onlye such thinges spared them as afforesaid / I willed them to staye a boarde so long as they pleased for I would furnish them what I could. / They brought 3 sheepe wheareof I willed the purser to order to each shipp one. / I gaue the fflemings i Cable hauser of 6 inches 1/2 a barrell of Tarr & 6 Gallons & a pinte of vinygar which they tooke kindlye. I (?)gave my letters to them for the Companye which they faithfullye p(ro)mised to deliuer in England / I sent the Hectors longboate to the Iland whoe brought the Shott off Cable and Anckor which we esteeme to be at least 8 C & the cables 11 ynches the peece

**Sources**

Levine, M. 1986. Shipwrecks of South Africa.
Raven-Hart. 1967. Before Jan Van Riebeeck.

## 3.6 Shipwreck Sites Map — Vanessa Maitland


**Figure 39:** Robben Island showing possible locations of shipwrecks. (Photo: Google Earth 2010)

# 4 Site Surveys

## 4.1 Introduction: Process of Work and Methodology — Alistair Downing

The sites, the group assessed and surveyed on and around Robben Island, all fell within the scope of maritime cultural heritage and were both terrestrial and aquatic. Selected survey methods were utilised in respect of the land based surveys, additional survey methods were applied to the wrecks.

Survey methods utilised universally, were position fixing equipment (GPS to mark datum points and/or the outer limits of dispersed sites) and traditional survey methods (datum offsets and trilateration). Good results were obtained and relatively accurate drawings compiled for the land sites. However, the underwater surveys are only based on the offset method due to strong surge and currents in the area.

For wreck surveys, we used electronic and remote sensing equipment (proton magnetometer) and diver searches. The use of a magnetometer was limited by the bottom topography and kelp forests. Diver searches proved to be more practical, although their success was limited by ocean conditions and time restraints.

Prior to the commencement of any of the searches and to yield the best results, a planning session was conducted and a survey method agreed upon to suit the conditions anticipated at the site. It was ascertained that flexibility in methodology was an advantage when encountering site specific challenges.

**Figure 40:** Survey training. (Photo: Parthesius 2010)

**Figure 41:** Survey training. (Photo: Maitland 2010)

**Figure 42:** Preparing to go into the field. (Photo: Jeffery 2010)

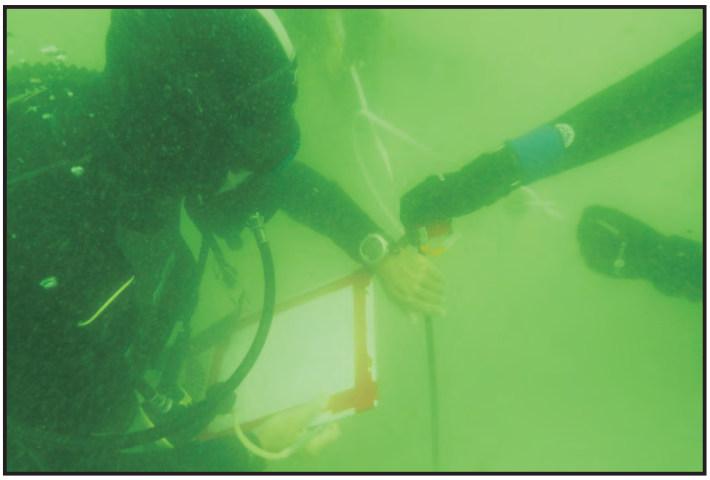

**Figure 43:** Underwater survey training. (Photo: Jeffery 2010)

## 4.2 Magnetometer Survey

### 4.2.1 The Process — Alton Trimmel

Sophisticated remote sensing equipment is used to detect underwater objects .

Four types of equipment can be used:

- Remote Operated Vehicle (ROV)
- Sub-bottom profiler, detects buried objects
- Side-scan sonar, identifies protruding objects
- Magnetometer, detects ferrous metal objects by tracking anomalies in the earth's magnetic field

South of Robben Island Harbour, a magnetometer survey was conducted in Murray's Bay. The purpose of the exercise was:

- To give the participants experience in the use of the equipment.
- To locate the remains of the *Sea Eagle* (1856), which would be compared with the recorded position of the wreck from Operation Sea Eagle.

A Marine Magnetics "Explorer" Proton Magnetometer with Overhauser Effect was used. Magnetometers operate by collecting information about changes in the earth's magnetic field, caused by ferrous objects. The "Explorer" has a high sampling rate and is sensitive. It is easily deployed and recovered. Its light weight allows it to be towed close to the surface, this is useful in shallow water to avoid obstacles such as mooring lines, blocks and shallow reefs.


**Figure 44:** SAHRA's magnetometer. (Photo: SAHRA)


**Figure 45:** GPS. (Photo: SAHRA)

The magnetometer or "fish" has to be towed behind the vessel at a specific distance known as the layback. The layback is determined by the vessel's construction material. Metal vessels affect the readings, ergo the layback is four times the length of the vessel. The layback with a fibreglass vessel can be shorter. The fish and GPS were connected and calibrated with the laptop, loaded with SEALINK Software.

Parallel lines were run, using a Global Positioning System (GPS), in the Murray's Bay demarcated area. Eighteen lines ran at 15 m intervals for approximately 400 m. The fish was towed at 4 knots and recordings were taken at one second intervals.

It must be borne in mind that, because the runs were done by NAS students, the resulting lines are haphazard.

### 4.2.2 The Result — Vanessa Maitland

The data from the magnetometer was imported into Site Recorder and the readings analysed by Jon Sharfman and Peter Holt. Targets were identified, based on the strength of the readings. The following day, these targets were dived on by some of the NAS participants. Circular searches were employed with varying degrees of success.

The searches were impeded by sand coverage and kelp beds. The results were entered into Site Recorder.

Although we were unable to locate the remains of the *Sea Eagle*, we were able to rule out a number of locations. Other targets were ambiguous and may need to be reinvestigated when the sand moves. This environmental process is explained in Chapter 4.4.3.


**Figure 46:** Screenshot of the magnetometer targets. (Photo: Google Earth; Maitland 2010)

The round point - Sea Eagle SE ORIG, is the position of the *Sea Eagle* recorded in the 1992 Operation Sea Eagle survey. The round point - Sea Eagle SE, is the adjusted position after processing with Geo Calc. This program adjusts geographical co-ordinates from the Cape Datum (based on Clarke 1880), as used in the 1992 Operation Sea Eagle survey, to the WGS 84 system (Holt 2010: Pers. Comm; www.gpswaypoints.co.za 2010).

There is a dramatic position difference and no pertinent wreckage was seen at either location. However, Werz and Deacon (1992: 13) state “To date, not all surveying results have been made available. For that reason it has not been possible to indicate the exact position of each contact and to correlate this to the seabed observations.” Therefore, the data we were basing our searches on may be incomplete and more work will need to be done on these co-ordinates, using the original data, to ascertain their usefulness.

| Name | Latitude | Longitude | Description | Posn. Accuracy | Field strength (nT) | Water depth | Towfish depth | Towfish height | Size |
|---|---|---|---|---|---|---|---|---|---|
| SE1 | 33° 47.9563 S | 018° 22.8378 E | Cable | 0 | 75 | 6 | 1 | 5 | 937.5 |
| SE2 | 33° 48.0993 S | 018° 22.7671 E | Rocky outcrop | 0 | 20 | 6 | 1 | 5 | 250 |
| T1 | 33° 48.0777 S | 018° 22.8283 E | Cable | 7 | 30 | 6 | 1 | 5 | 375 |
| T2 | 33° 48.2150 S | 018° 22.8487 E | Cable | 7 | 18 | 6 | 1 | 5 | 225 |
| T3 | 33° 48.2161 S | 018° 22.8304 E | Cable | 7 | 58 | 6 | 1 | 5 | 725 |
| T4 | 33° 48.1137 S | 018° 22.8018 E | Rocky outcrop | 7 | 17 | 6 | 1 | 5 | 212.5 |
| T5 | 33° 48.1446 S | 018° 22.7148 E | Low visibility, very shallow, covered in kelp, nothing seen | 7 | 27 | 6 | 1 | 5 | 337.5 |
| T6 | 33° 48.2354 S | 018° 22.8425 E | Cable | 0 | 0 | 0 | 0 | 0 | 0 |
| T7 | 33° 48.2685 S | 018° 22.8734 E | Cable | 0 | 0 | 0 | 0 | 0 | 0 |
| T8 | 33° 48.2491 S | 018° 22.8058 E | Nothing visible - Reef | 0 | 0 | 0 | 0 | 0 | 0 |
| T9 | 33° 48.2665 S | 018° 22.9294 E | Cable & rocky outcrop | 30 | 0 | 0 | 0 | 0 | 0 |
| T10 | 33° 48.3446 S | 018° 22.9191 E | Did not dive on target but 30 metres away found cable | 0 | 0 | 0 | 0 | 0 | 0 |
| T11 | 33° 48.2357 S | 018° 22.9293 E | Rocky outcrop & cable | 0 | 0 | 0 | 0 | 0 | 0 |
| T12 | 33° 48.1961 S | 018° 22.9216 E | Cable | 0 | 0 | 0 | 0 | 0 | 0 |
| T13 | 33° 48.1343 S | 018° 22.9159 E | Debris scatter to the north - cable | 0 | 0 | 0 | 0 | 0 | 0 |

**Figure 47:** Table of magnetometer targets and what was found during the diver searches.

The three targets, T2, T3 and T6, near the 1992 Operation Sea Eagle position were all cable. The two targets, SE2 and T5, that are closer inshore, where nothing was visible, may bear further investigation.

The recalculated position was not surveyed as it was too close to the shore. The cables, often found in the searches, are no doubt remnants of the submarine indicator loops from WWII. These loops led from Murray's Bay across Table Bay(Deacon 1996: 76).

## 4.3 *M.V. Goel No. 1* Wreck

### 4.3.1 Historical Background — Oswaldt Haupt, Shawn Berry, Vanessa Maitland

Ex-*Thorarinn*, ex-*Inge Vinke* (Levine 1986)

The *Goel No. I* (Geophysical Offshore Exploration Limited) was a Canadian registered, Norwegian owned (Fricke 1976:1) research vessel of 787 tons, built in 1961 (Werz & Deacon 1992:20). According to Werz and Deacon (1992:20) this vessel was owned by the Paul Getty Organization and the crew's mission was to study offshore deposits around the Cape coast. According to Fricke (1976:1), *Goel No. 1* was bound for West Africa. The vessel had sophisticated electronic equipment for sampling the seabed (Werz & Deacon 1992:20).

On 27 January 1976, 40 minutes after leaving Cape Town Harbour, the ship ran aground on Robben Island at 23:15, despite the clearly visible lighthouse. According to the Captain, an electric fault disabled the ship's equipment (Fricke 1976:1). All 19 crew members survived. When first grounded, the vessel was parallel to the shoreline. On observing distress signals and receiving Mayday calls, the port captain sent out the tugs, *Danie Hugo* and *Atlantic.* Two NSRI (National Sea Rescue Institute) life boats rescued the crew, after they had abandoned ship (Werz & Deacon 1992: 20-21).

Captain Robertson of the Marine Division, Department of Transport, went to the wreck aboard the *Kuswag 4* at 10:30 the following day, en-route, they passed a 1500m x 100m oil slick about 1 nautical mile south-south-east of the Island (Fricke 1976:1).

On arriving at the wreck, Captain Robertson noticed that the vessel was "... gently swaying on the reef producing a loud resonating metallic noise, revealed oil being 'pumped' from the fuel tanks through ventilation shafts" (Fricke 1976:1).

The only items salvaged from this wreck were twenty litres of fuel oil and ten litres of lubricating oil, this was done in an attempt to mitigate pollution.

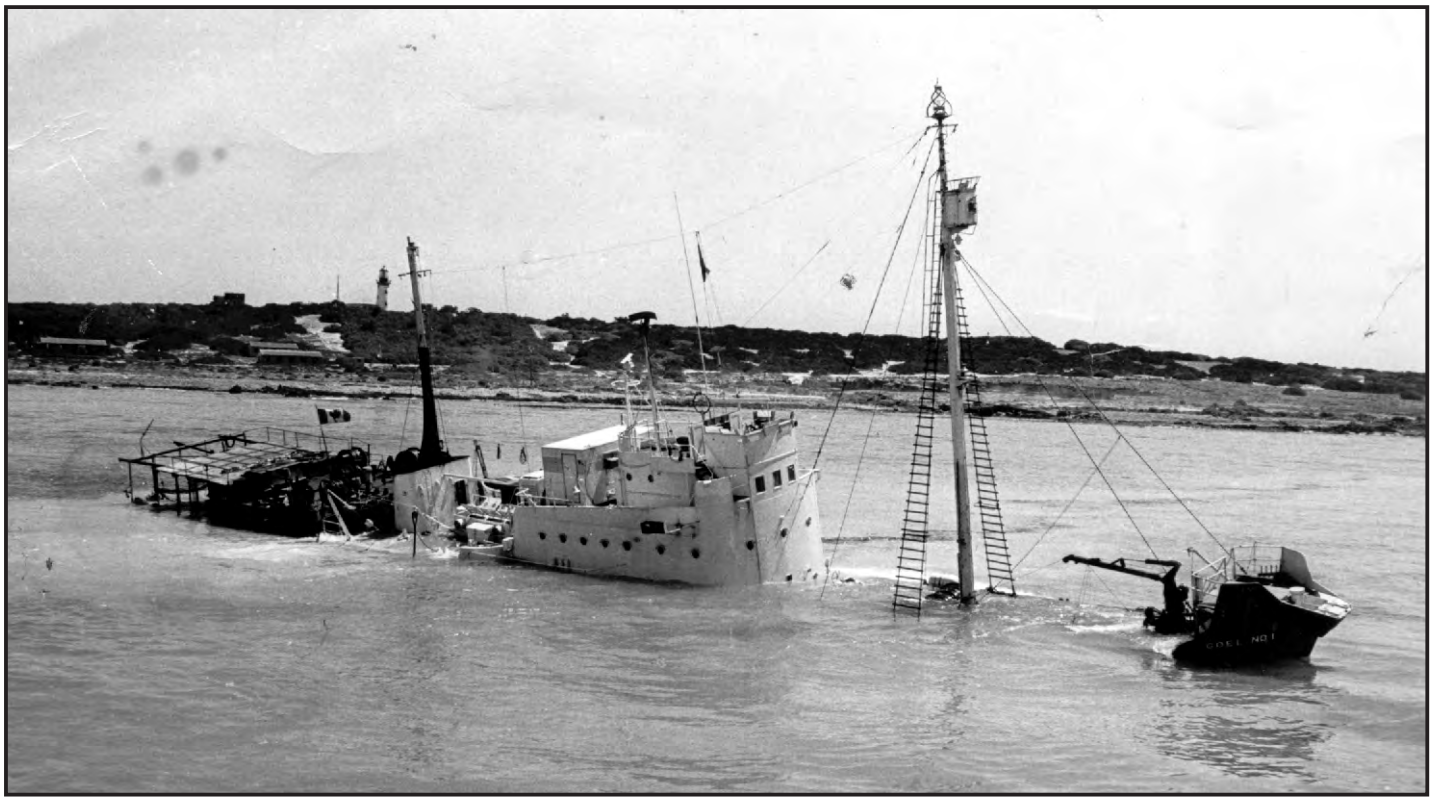

**Figure 48:** The wreck of the *Goel No. 1* in 1976. In this photograph the vessel is lying almost parallel to the shore. Her bow has started to shift seaward. (Photo: George Young, courtesy www.sashipwrecks.com)

### 4.3.2 Site Plan — Vanessa Maitland

The NAS underwater participants performed six dives on the *Goel No. 1* wreck.

Group 1 lay the 20 m baseline, drew a basic sketch and numbered a few detail points. They took some offset measurements, but omitted the baseline measurements.

Group 2 numbered new detail points, took some offset and baseline measurements, but failed to record whether they were left or right of the baseline.

Group 3 managed to get some measurements and tie them into a sketch. However, the output did not match the field sketch.

Group 4 managed to get some measurements and tie them to a sketch. However, there were not enough measurements to compile the field sketch.

The following day, two groups returned to the wreck and made some site sketches. These, together with the sketches from the previous four dives, have been compiled into a site map. This is vague and gives little indication of the extent or details of the wreck. All the field sketches are in Appendix C.

The problems and challenges on this site, and lessons learned, are fully explained in Chapter 5.

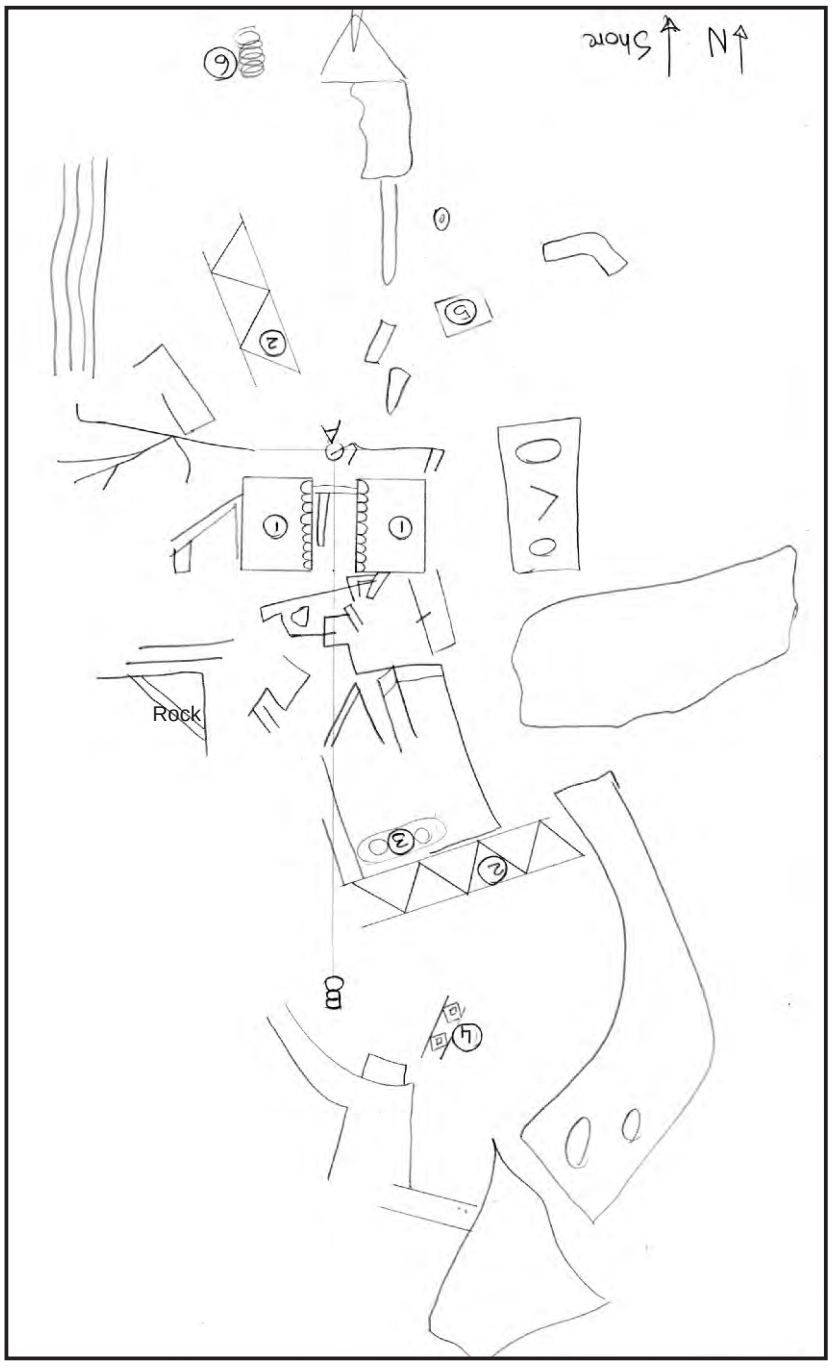


**Figure 49:** Compiled site map of the *Goel No. 1*.

**Key:**

A. Buoy line
B. End baseline
1. Engine block
2. Girder
3. Tank
4. 'Wheel'
5. Plating
6. Cabling

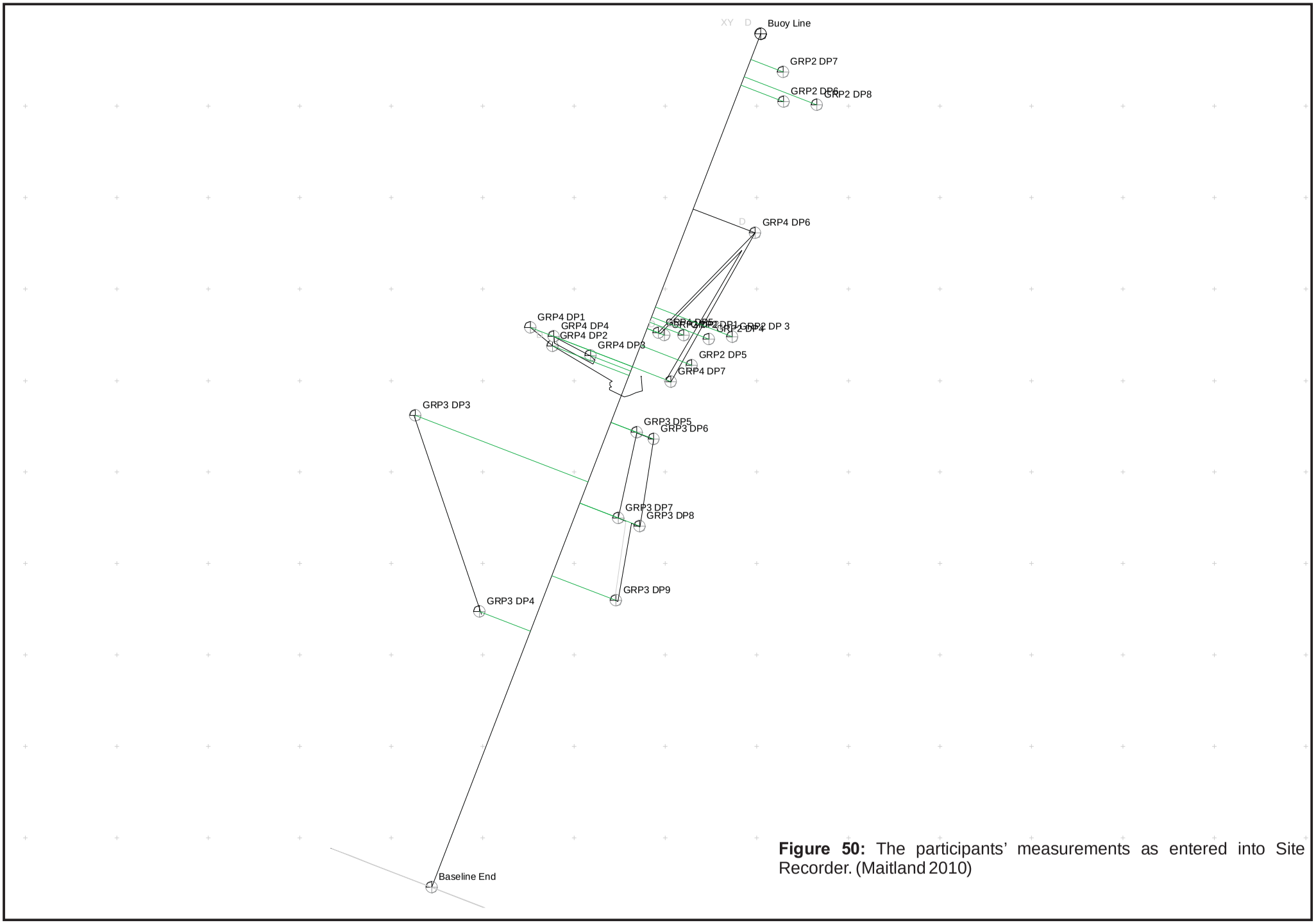


**Figure 50:** The participants' measurements as entered into Site Recorder. (Maitland 2010)

### 4.3.3 Environment and Site Formation Process — Jean du Plessis

The *Goel No. 1* wreck is situated on the southern side of Robben Island. It is approximately 150 m from the low-water mark and lies at an average depth of 5m (at neap tide low).The wreck lies perpendicular to the shore on a north-south axis. The stern section faces seawards. The vessel is badly degraded and unrecognizable as the *Goel No 1.*

The substrate is Malmesbury shale (Werz and Deacon 1992:5). The shallow wreck is situated within the sublitoral zone, in kelp (Branch & Branch 1981: 67).

The kelp forest is characterized by high densities of *Macrocystis angustiflolia* and *Eclonia Maxima* (Branch & Branch 1981:29). These macro species grow on the wreck and seabed. There is no discernable difference in the kelp densities. Specimens of both species are about 6 m long, growing from the substrate to the surface. The wreckage is covered by the normal spectrum of benthic organisms found on the surrounding reefs, typical of the West Coast (Branch and Branch 1981:29).

**Figure 51:** *Macrocystis angustiflolia* kelp. (Photo: du Plessis 2010)

**Figure 52:** Kelp growing on the *Goel No. 1*. (Photo: du Plessis 2010)

The introduction of foreign materials to the marine environment has left no visible negative impact. This is significant, considering that when the ship wrecked in 1976, more than 200 liters of diesel fuel was spilt. At the time, the pollution caused die-off of algae (kelp), crayfish, abalone and octopus. Greater environmental damage was averted because the major part of the slick was carried offshore by prevailing winds and currents (Connell *et. al.* 1983:84).

Today, ironically, the *Goel No. 1* hosts a higher density of abalone (*Haliotus midae)* and west coast rock lobster (*Jasus lalandii*) than the surrounding area. This is due to the increased shelter provided by the wreck. A good example is the two “engine blocks” that shelter a west coast rock lobster nursery, huge abalone and shoals of juvenile fish.

The *Goel No. 1* is situated in a high energy zone due to the shore's proximity; the main disturbance factor is wave action. The *Goel No. 1* would probably be more deteriorated and scattered, were it not for the dense kelp forest. The kelp serves as a damper on wave action, reducing its energy (Branch and Branch 1981:66). Future surveys or excavations on the wreck should take this into consideration and investigate methods that will not remove excess amounts of kelp.

**Figure 53:** The *Goel No. 1* provides a safe haven for juvenile fish. (Photo: du Plessis 2010)

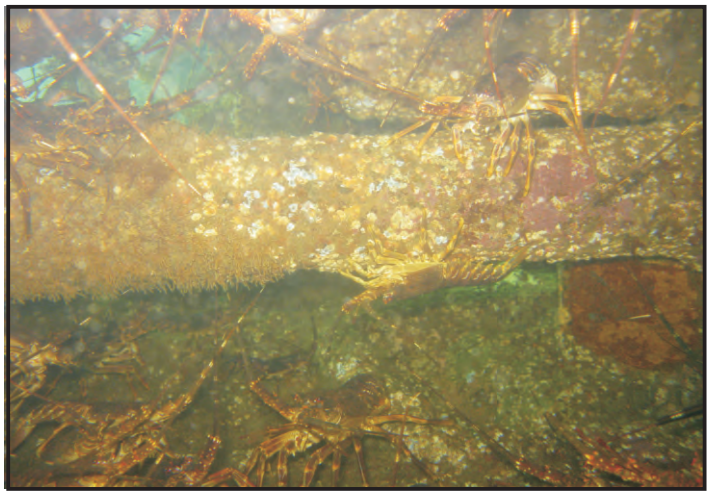

**Figure 54:** West coast rock lobsters in the wreck. (Photo: du Plessis 2010)

### 4.3.4 Assessment — Jake Harding

The ship's iron hull has degraded rapidly due to its proximity to oxygen enriched surface water. The powerful surge and storm action also accelerates deterioration. At present, the majority of the wreck consists of large, structurally sound sections; the stern, engine block, winch housing and hull plating. These sections assist in orientating fieldworkers on the wreck. Less robust remains survive under a substantial layer of marine growth.

Operation Sea Eagle's 1992 survey reported:

> "The structure is still quite coherent…These include the complete contents of a workshop with workbenches, a vice, lathe, handtools and spare parts still neatly arranged as they were left at the time of the sinking." (Werz & Deacon 1992:21)

The limited survey we undertook, shows the contextual relationships of the wreck have changed; the wreck has collapsed in the last eighteen years.

The large, intact structures should remain sound for several centuries. In deeper, less oxygenated sites, calcretions form and protect the artefacts. This site has opposing forces working on it. While the calcretions protect the artefacts, the high oxygen and energy of this site accelerate deterioration. Although, the wave action may be mitigated by the thick kelp beds. The wreck's location, within the protected area surrounding Robben Island, should prevent looting. Although the site has reached a form of stasis, it will continue to disintegrate.

### 4.3.5 Recommendations — Jake Harding

The *Goel No. 1* wreck has become an artificial reef and haven for sea life. The engine block and hull plates are home to hundreds of crayfish and abalone. The site is situated within the restricted zone, which allows these species to flourish in comparative safety from poachers. The wreck has potential for guided tourism.

If work is conducted on the wreck, considering the dampening effects of the kelp, methods should be investigated to avoid removing excessive amounts.

The site has many factors favorable to the education and training of underwater archaeologists and NAS fieldworkers.

The wreck's proximity to Robben Island and the shallow depth, makes it accessible and allows longer dives. However, the dense kelp beds and high surge, present some of the common difficulties of underwater archaeology and impedes training.

Most of the cultural artefacts are layered within the collapsed structure and are protected. These remains, while not archaeologically significant at present, could serve as a source of information in years to come. Future archaeologists may want to study a scientific vessel from the late 20th century that encapsulates the drive to find and exploit fossil fuels.

We recommend the wreck of the *Goel No. 1* be left undisturbed so that underwater archaeologists can use the site for educational and analytical purposes. A complete site survey should be undertaken and repeated every ten years. An analysis, over time, of the deterioration and dispersion of the iron wreck in a high impact zone, will assist in understanding site formation processes of similar wrecks.

## 4.4 Barrel Wreck

### 4.4.1 Historical Background — Vanessa Maitland

This wreck is the remains of a wooden vessel of unknown origin. Local divers refer to the site as either the Barrel Wreck (Sharfman 2010: Pers. Comm) or the Musket Wreck (Levine 1986).

A study of the cargo and structural details of the wreck may help with its identification. In March 2010, during our dive, the site was largely covered in sand. Some of the wooden hull was protruding, the cannon were visible and mussel beds exposed. It is hoped that by 2011, more of the wreck will be exposed, allowing access to the vessel's structure.

The cargo of the vessel is better known. The following items have been recorded, either in situ or removed by local salvage divers during the 1980s.

**Window or sheet glass:**
South Africa's first glass manufacturer, Furman Glass, was established in Cape Town in 1896 (www.furmanglass.co.za. Accessed 29-04-2011). Prior to this, all glass was imported from Europe. It is likely that the glass came from abroad, suggesting the wreck was probably an outward bound vessel.

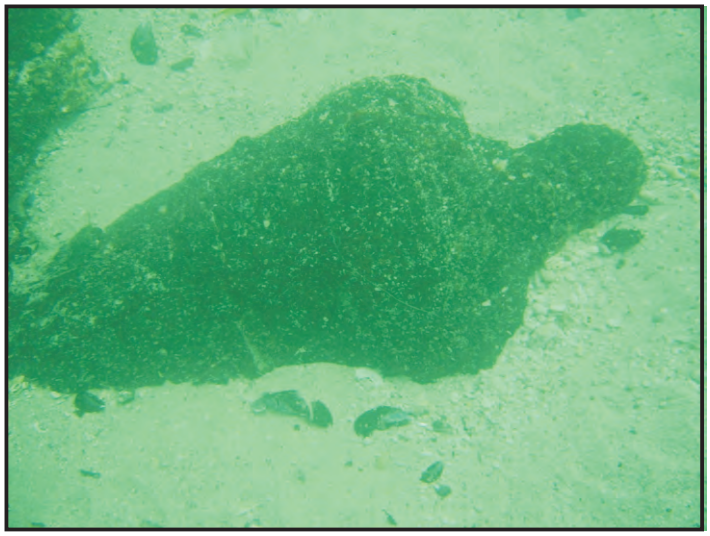

**Figure 55:** Cast iron cannon cascabel. (Photo: Gribble 2004)

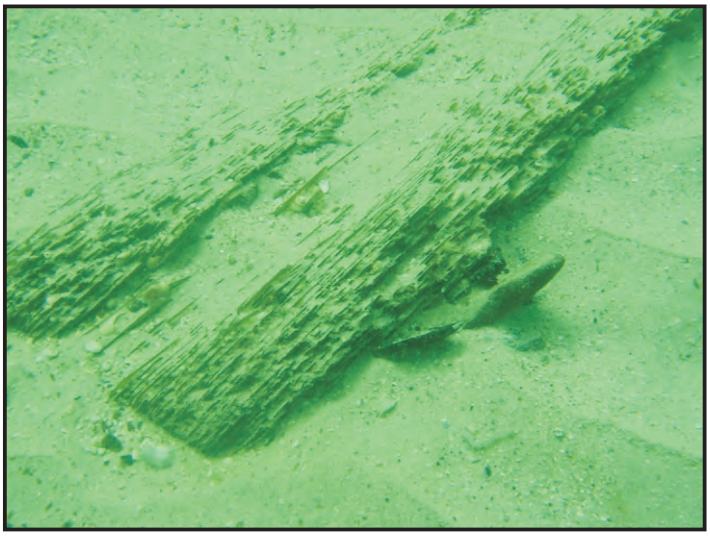

**Figure 56:** Sheet glass. (Photo: Gribble 2004)

**Muskets:**
During the 1980s, the Barrel Wreck was extensively salvaged. The salvors recovered flintlock musket parts: wood stocks, brass trigger guards, brass sideplates and brass butt plates. The muskets are probably of British origin. This is deduced from marks on the brass musket furniture. These include maker's marks and assembly numbers (Fig. 57 - 59).
To date, I have examined 12 partial or complete muskets, belonging to six people. Of these, five were conserved and incorrectly restored (Fig. 62). Unfortunately the restoration destroyed vital information. The muskets were assembled using unmatched parts. Three partial muskets were conserved as originally found (Fig. 61). One, in the process of being restored, shows the damage caused by restoration. Three other muskets were neither conserved nor restored (Fig. 60). These had dried out and were fragile, but certain aspects were still visible, such as the oxidised remains of the metal ramrod and parts of the lock.

Although the muskets have not been completely analysed and identified, some of the musket furniture can be dated (Figure 63). The trigger guards' design is distinctive. They were used for a short period of time (1730 - 1740), because they were inherently weak and broke easily (Goldstein & Mowbray 2010: 21).
Some of the sideplates are S-shaped (Fig. 64). These were first introduced in the Pattern 1779-S Short Land Musket (Goldstein & Mowbray 2010: 134).
The butt plates of the muskets may prove to be a vital source of information. From the start of the 17th century, some muskets were regimentally marked. These three part designations consisted of the regiment name or number, the company name or number and the individual soldier or weapon number (Goldstein & Mowbray 2010: 9-10). One of the butt plates was engraved with K:A:R: - $G^{B}$:C:1: - N:3 (Fig. 65). There are two regiments, as far as can be ascertained, that used this acronym. These were the King's African Rifles, active from 1902 - 1960 (www.africanhistory.about.com: Accessed 11-04-2011) and the King's American Regiment, active from 1776 - 1783 (www.royalprovincial.com: Accessed 11-04-2011). Further research is necessary to identify the correct regiment. It is possible, that with the close of the American Revolution, Britain returned the loyalist weapons to the ordnance stores and these were later exported to the colonies. Bailey (1999: 20) states, "The conclusion of the American War and the war with the Continental powers in 1783 found the Ordnance stores full to overflowing...".

Despite other weapons becoming available, flintlock muskets were widely used in Europe between 1730 and 1840 (Bailey 2002: 7-8). However, they were exported to Africa until the early 20th century (White 1971:173-84).

It is likely there are still muskets in-situ. Archaeological study of the contextual relationships of these artefacts will reveal more information.

**Figure 57:** Close-up of the crown stamp on the trigger guard of G. Raynor's restored musket. The stock has been carved, meaning unknown. (Photo: Maitland 2011)

**Figure 58:** Close-up of an unidentified manufacturer's stamp on the trigger guard of C. Shapiro's conserved partial stock. (Photo: Maitland 2010)

**Figure 59:** Sideplate from the collection of C. Shapiro. The roman numeral XII is an Ordnance assembly number. (Photo: Maitland 2010)

**Figure 60:** Musket stock, not conserved or restored from C. Byrnes. The remains of the metal lock are visible. (Photo: Maitland 2011)

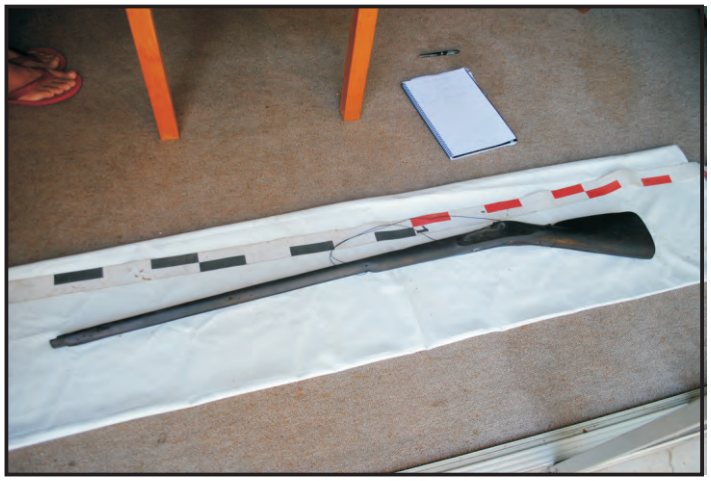

**Figure 61:** Conserved musket, owned by M. Barchard. It retains the routed shapes of the furniture. (Photo: Maitland 2011)

**Figure 62:** Conserved and incorrectly restored musket, owned by G. Clackworthy. It makes an attractive ornament, but information has been lost or distorted. (Photo: Maitland 2011)

**Figure 63:** Trigger guard on G. Clackworthy's musket. This is typical of Pattern 1730 and Pattern 1730/40 Long Land Muskets. (Photo: Maitland 2011)

**Figure 64:** Sideplates recovered by C. Shapiro. The top one is a S-shaped sideplate. Below is an unidentified sideplate. (Photo: Maitland 2011)


**Figure 65:** Butt plate of the restored musket belonging to G. Clackworthy, shows the regimental markings. (Photo: Maitland 2011)


**Figure 66:** Butt stock of a conserved partial musket from the collection of C. Shapiro. The carved letters - MC N1 may be the company and weapon number, but without a regimental designation, the meaning may be lost. (Photo: Maitland 2010)

**Wood Barrels:**
Two types of barrels are on the wreck site (Fig. 67 - 68). The first are half-barrels and the second full barrels. Throughout history barrels were used to transport a wide variety of products. These include, peppercorns, pitch, paint, cement, wine, beer, etc. The barrels on the site require more detailed analysis of their type and contents before any conclusions can be drawn.

**Lead Ingots:**
Shapiro recovered a number of lead ingots off the site in the 1980s (Fig. 69 and 70). These were cast with the "Wanlock" name. Wanlockhead is located in south west Scotland. The area's resources have been exploited since Roman times. The London Quaker Company began lead mining on a commercial basis at the start of the 18th century. (www.leadminingmuseum.co.uk: Accessed 19-04-2011).

**Figure 67:** A pile of half barrels, these are now scattered over the site. (Photo: Shapiro c.1980)

**Figure 68:** Full barrels in-situ. The staves and hoops are visible. (Photo: Shapiro c.1980)


**Figure 69:** Rectangular lead ingot from the collection of C. Shapiro. (Photo: Maitland 2010)

**Figure 70:** Salvaged bread loaf lead ingots. (Photo: Shapiro c. 1980)

Appendix D contains a list 23 known wrecks, that have gone down near Riet Vlei and Bloubergstrand. The European cargo implies an outward bound vessel. Of the 23 wrecks, eleven were outward bound and one was in ballast. Of these, ten were wood. Five of them had coal cargos. If a vessel carried coal, it would be scattered around the site. This was not the case on the Barrel Wreck site. All ships transporting coal have been excluded from the list.

The Barrel Wreck may be one of the following:

| Name | Nationality | Date | Cargo |
|---|---|---|---|
| *Maria* | British | 1825 | Sundries |
| *Oste* | German | 1859 | Window glass, tar, sundries |
| *Rover* | Cape | 1863 | Sundries |
| *Rubens* | British | 1865 | General |
| *Juno* | German | 1874 | Unknown |
| *Knysna Belle* | Cape | 1876 | Coal, general |

The *Oste* (1859) appears to be the most likely candidate. The cargo listed in the Sales Notices, tallies with the artefacts. During the nineteenth century, not all merchant ships were armed. There are three cannon on the wreck site and we know from the archives that the *Oste* fired her “guns” as a distress signal (CO 748/85). Research in the Cape Town Archives shows that the *Oste* was listed at 120 tons (CO 748/85). The keel is about 45 metres in length , indicating a vessel of 600 - 700 tons (Sharfman 2010: Pers. Comm.). It’s possible a mistake was made by the Port authorities in 1859, regarding the size of the vessel. For example, at first the vessel is listed as being from Hanover, but this is later corrected to Hamburg. Researching the German archives may reveal different statistics.

### 4.4.2 Site Plan and Description — Alton Trimmel

The Barrel Wreck is situated at 33° 50.046 S 18° 28.719 E, directly in front of the Protea Hotel Dolphin Beach, approximately 400m offshore, at a depth of 6 - 7m. It lies partially exposed on the seabed. Small pebbles and gravel litter the site. According to Werz (1998:147), this inshore region is characterized by fine sand (125-200 microns).

Sections which may be part of the deck are covered in concretions. Two cannons were observed, but due to the limited time and adverse diving conditions, no identifying marks could be seen. Sections of the ship are covered in young black mussel beds. The relatively good condition of overlapping timber sections indicates they have been recently exposed.

The group managed one dive on the wreck. This was enough time to orientate the wreck in our minds and to set up trilateration control points. However, they were too far apart and we were unable to map the site.

### 4.4.3 Environment and Site Formation Process — Jean du Plessis

The Barrel Wreck is situated outside the surf zone, at an average depth of 6m. The wreck lies on an east-west axis almost perpendicular to the shore. No artefacts, observed during our fieldwork, positively identified the vessel. The wreck primarily consists of wood and small amounts of metal. The largest metal artefacts were the cannon on the north-eastern side.

The sandy substrate is 85% fine, terrigenous sediment that originates from the Salt and Diep Rivers, and 15% coarser carbonate material from the marine environment (McLachlan 1991:57). This sandy substrate is extremely dynamic and the movement of sediment dictates the characteristics of the site.

Sediment movement in Table Bay is seasonal. In winter, sediment from the river systems is deposited and transported in a northerly direction by wave and storm energy. In summer, the prevailing south-easterly winds are a major source of wave driven energy (Branch & Branch 1981:51). The overall residence time for surface sediments is estimated at 2-3 years (Carter 2006:16). Ergo, the Barrel Wreck alternates between being exposed and covered. This cycle occurs every 2-3 years, although it can be disrupted at any time by natural events, i.e. flooding. In summer the Barrel Wreck should be more exposed due to the increase of sediment transport. When the wreck is exposed, there will be a period of rapid colonization by benthic life followed by massive mortalities when the sediment covers the wreck again.

During our survey of the Barrel Wreck, it was partially exposed with young colonies of benthic life. The most dominant species on the wreck were black mussels, *Choromytilus meridionalis.* They covered more than 60% of all exposed surfaces (Fig. 71). None of the mussels on the wreck were longer than 40 mm, indicating they are younger than one year (Branch *et. al* 2007: 114). At the time of our field trip, the Barrel Wreck had not been exposed for more than a year. Barnacles, *Octomeris sp*. were also observed in large quantities. The rest of the benthic community consisted of sea sponges*, Haliclona sp*, anenomies, starfish, *Patiria granifera*, urchins, *Parechinus angulosus*, and predators, such as west coast rock lobster, *Jasus Lalandii* (Branch *et. al*. 2007:78). All these organisms are dispersed by ocean currents during larval stages and will colonize unused habitats (Branch and Branch 1981:223).

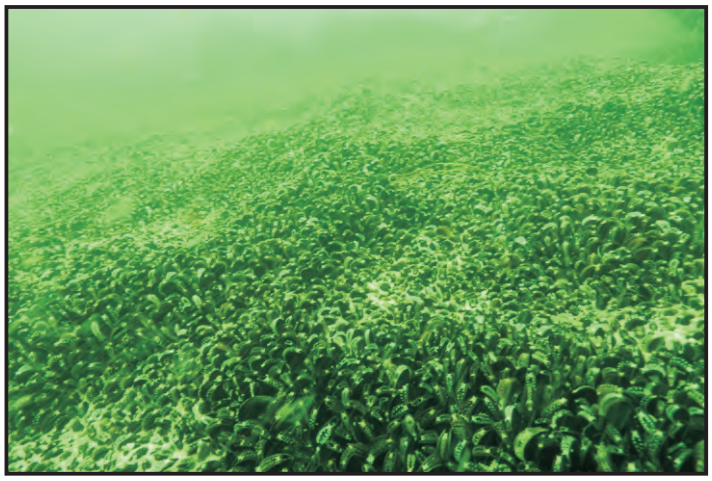

**Figure 71:** Section of the wreck colonised by black mussels. (Photo: Jeffery 2010)

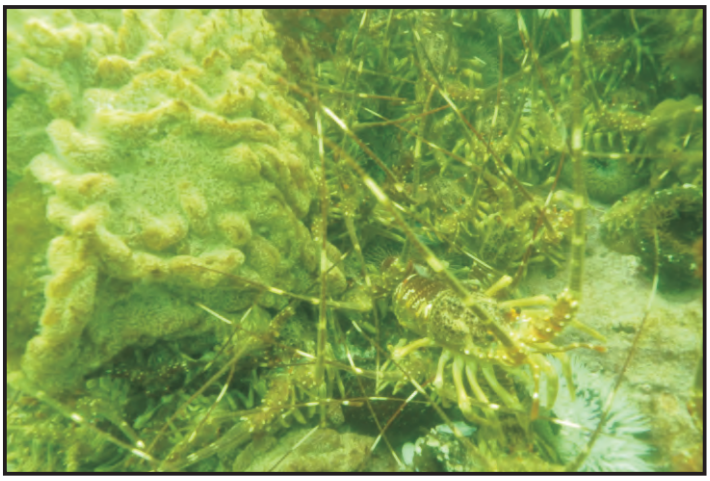

**Figure 72:** West coast rock lobsters on the Barrel Breck (Photo: Jeffery 2010)

The wreck has no discernable negative impact on the marine environment. The marine life that occurs on the wreck seems to be temporary, which is natural for any reef in a sandy environment.

Future fieldworkers should keep the dynamic characteristics of the site in mind. There will be intervals of up to 3 years when the wreck may be partially or completely covered with sediment. The best time to do fieldwork on the wreck is probably in summer from January to March.

### 4.4.4 Assessment — Vanessa Maitland

The Barrel Wreck is situated just beyond the surf zone, off Bloubergstrand, and is not a shipping hazard. Unknown amounts of lead and muskets were salvaged from the wreck site in the 1980s. It is a popular spot with local sport divers. For this reason, the wreck may be under threat from souvenir hunters.

Marine life exerts opposing forces on wrecks, which over time, reach a form of equilibrium tending towards decay. But the cyclic sediments prevent the wreck from completely reaching this equilibrium. For example, when the wreck is exposed, concretions form on the surface of the cast iron cannon, then are “sand blasted” off during each cycle. This has probably eroded the surface features and accelerated their decay.

### 4.4.5 Recommendations — Vanessa Maitland

This site will make an excellent research subject. It is a well preserved, wood wreck with a relatively intact cargo. If more muskets are found, they may provide insight into trade patterns of the past. Study of salvaged muskets has already revealed interesting facts. We recommend a pre-disturbance survey of the site and possibly excavations according to a research plan.

The removal of the wreck is not recommended, conservation would be expensive and time consuming. Instead, the wreck could be sandbagged to protect it and cathodic protection installed on ferrous artefacts. This in-situ conservation should be monitored to determine its effectiveness.

The depth and location of the site makes this an excellent training ground for NAS students.

## 4.5 *Chanson de la Mer* Wreck

### 4.5.1 Historical Background — Luvuyo Ndzuzo, Emlyn Brown, Vanessa Maitland

**Figure 73:** The *Chanson de la Mer* in 1986, just after she was wrecked. (Photo: Jeltje van dan Bosch, courtesy www.sashipwrecks.com)

Luvuyo Ndzuzo conducted interviews with four people, regarding the wreck of the *Chanson de la Mer*. The substance of the interviews is recorded below. Some of these people now work for the Robben Island Museum.

Karen Lloyd (2010: Pers. Comm.)
Lloyd is the former wife of an ex-warder and was a resident on the Island at the time of the wreckage; she continued to stay on the Island until about four or five years ago. She thinks the yacht's crew did not know where they were at the time of the wreck. She does not recall if it was night or just a misty day. Lloyd is not sure why the yacht was sailing. She remembers the warders were called pull it out of the water and put it on dry land. According to Lloyd, the owners later came to fetch their belongings. Remains of the boat were taken, by the warders, as souvenirs. She states the name of the yacht and the washing basin were taken.

Sobantu Stofile (2010: Pers. Comm.)
Stofile has conducted tours for more than 11 years on the Island. He says in 1986, the yacht was in a race and there was a lot of mist at the time. According to him, the wreck was caused by the fog horn of Robben Island. He says the pilot thought it was the Milnerton fog horn and started to change direction, thinking they were in deep sea. This caused the yacht to come closer to the island where it wrecked.

Friekkie Nel (2010: Pers. Comm.)
Nel is an ex-warder who continues to stay on the Island as an employee of Robben Island Museum. At the time of the wreck he was not on the Island but heard what happened. He says the yacht was on the Cape to Rio Race and the yacht just sank.

Daas Basson (2010: Pers. Comm.)
Basson is a ex-warder, employed by Robben Island Museum and continues to reside on the Island. In his statement, he said the yacht was participating in an annual race between Saldhana and Cape Town. On the day the yacht wrecked, there was a dense mist. He adds, that the yacht was leading the race. Basson thinks the captain mistook the Robben Island fog horn for the Cape Town Harbour fog horn. Thinking he was entering the Harbour, he sailed too close to the Island and was wrecked.
Basson says the warders were called to rescue the yacht. They used a crane and moved the yacht to where it is today. They helped the owner dismantle it and transport the different elements, on the *Blouberg,* to the mainland. Apparently the owner's insurance claim went through and helped him build another yacht. He apparently assembled the remnants of the old yacht on the new yacht. He continued to use the yacht in future races. It seems there may have been some confusion in 'signage' because the fog horn signal at Table Bay is one long and one short blast; Robben Island's gives two long and one short blast.
Basson claims the captain never took responsibility for wrecking the yacht. The warders wanted to take the yacht nearer the school for their children to play on, but they did not have a long truck on which to move it.

Nigel Clack (2010: Pers. Comm.)
Clack, the skipper of the *Chanson de la Mer*, states the yacht was a nice vessel, with no post-construction changes. He is a Springbok yachtsman and professional mast builder with years of experience. In e-mail and telephonic conversations he related the following:
The yacht was in the long distance race, "Rothman's Week", Cape Town to Saldanha and back to Cape Town. This was the premier race event held in mid-December, it is now called "Table Bay Race Week". The race started from Table Bay with a light, variable NW breeze. After rounding the mark of Saldanha South Head, they started the return to Cape Town. By sunset, the crew had a full view of Robben Island and were able to identify the lights of Milnerton and Mouille Point. The navigator was teaching the owner how to plot the lights and do fixes. The owner was new to this kind of sailing (ex-Vaal Dam sailor).

Clack went off watch for about an hour and was woken up when the fog set in. There was a light NW wind of about 10 knots. It was foggy from about 19:00 to 23:00.The vessel was headed between Milnerton and Robben Island and they were confident of their position. They were the lead boat. As they approached, what they thought was the gap, between the Island and Milnerton, at approximately 20:30 - 21:00, the soundings got shallower. The spinnaker was up and they were running at about 7 knots. They altered course to port, but the soundings continued to get shallower and they headed "into a tight reach". Minutes later, in zero visibility, the yacht grounded. The spinnaker was dropped and the motor engaged in an attempt to reverse off. They thought they were free, but the rudder grounded. The crew spent half an hour attempting to heel the boat by loading sail bags and crew members onto the boom, but she remained grounded. Surge banged the vessel about and they radioed NSRI and Island authorities for help.

The Island authorities located the wreck, using a searchlight on the perimeter road. The fog lifted. Some of the crew were divers and donned wetsuits, then swam a line to the beach and secured the vessel. The crew attached life harnesses to the line and went ashore. Before going ashore, the navigator and skipper packed the sails and closed the boat, which was being seriously knocked about. The morning after the wreck, the Commander of Robben Island sent down a 6-ton truck covered with a white sheet. Waiters in tuxedos served the survivors a delicious buffet. The owner contacted the insurers and bought the yacht from them for about R30 000.00.

Later the NSRI took the crew back to the yacht and they stripped items of value, including: the diesel motor, RDF, compass, hand-bearing compass, charts, depth finder, winches, electronics, bunk cushions, sails, mast and rigging. The only item of value left was the lead keel, which the owner told the Island authorities to keep, it probably weighed a few tons. These salvaged items were used to build the replacement yacht, *Deje Vu*. The same crew manned the new yacht.

The reason for the wrecking of the *Chanson de la Mer* is, according to Clack, a soft drink can with a welded seam was put in the drinks holder on the compass pedestal. The can pulled the compass off course by between 25 - 30 degrees. When they turned east, to get into deeper water, thinking they were heading towards Milnerton, they were in fact sailing towards the north side of the Island. The safety committee at the R.C.Y.C. conducted an internal enquiry. The navigator and skipper were questioned extensively and it was ascertained the soft drink can was the cause.

The oral testimony given by Clack was concise and unequivocal as to the causes of the wreck and subsequent events. In addition, he vehemently denies that he never took responsibility for the wreck, as alleged by Basson.

What the above oral testimonies reveal, is the unreliability of witnesses. If such distortion can occur within 24 years, one can extrapolate that error over 300 years. Illustrating the importance of thorough documentary research and the value archaeology brings to the preservation of our cultural heritage.

### 4.5.2 Site Plan and Description — Sophie Winton

The *Chanson de la Mer* lies on the north west coast of the Island, 100 meters from the rocky shore.


**Figure 74:** Present day wreck site of the *Chanson de la Mer*. (Photo: Google Earth, Accessed 01-11-2010)

As a group, we sketched the wreck and established primary datum (control) points and secondary datum (detail) points from which to take measurements that were later entered into the GIS program, Site Recorder. Electronic laser measurements failed; ambient light prevented reflection against the white hull and no tripod was available, which is paramount when using lasers. To obtain an accurate plan of the wreck, we used 14 control points and 26 detail points. Although this probably wouldn't be convenient for an underwater site, we felt it was important to be as detailed as possible since we were at an advantage.

### 4.5.3 Environment and Site Formation Process — Terence Coller

The Cape Peninsula has a Mediterranean climate, hot, dry summers and winter rainfall. Conditions are more extreme on the Island, with stronger winds and colder, drier winters (Deacon 1996: 3). Seasonal gales and tides batter the north-western shore of the Island, rendering the coast inhospitable (Werz and Deacon 1992: 5). This was probably the contributing factor to the settlement being established on the sheltered eastern and southern shores.

Geologically, the Island consists of underlying strata of ancient Malmesbury shale, forming a rocky coastline. Overlying this is thick limestone and calcrete deposits, covered by sand and shell fragments (Deacon 1996:3). According to Deacon (1996: 3), "The rock formations on Robben Island are similar to those of the mainland with the exception of the stratification, which is virtually horizontal or gently undulating. The Island is low-lying, with the highest point ... only 24 meters above sea-level."

There are bird nests and lizards on the *Chanson de la Mer* site. The only flora recorded in the vicinity were a few mosses in the shaded, north facing portion of the wreck.

### 4.5.4 Assessment — Emlyn Brown, Sophie Winton

The *Chanson de la Mer*, is not historically important at present, but provided a good opportunity for NAS II students to put their survey techniques into practise, without the hindrance of underwater currents and surges.

Access to the wreck is easy, it lies adjacent to the tar perimeter road. The wreck is orientated on an east-west axis and consists of wood and fiberglass. On the starboard side there's a massive access hole exposing the interior hull. Accessing the interior is not recommended, the wreck is decomposing, including the fiberglass. We were unable to ascertain whether this damage was pre or post-depositional.

### 4.5.5 Recommendations — Nomvuso Mayongo

The wreck is not of national maritime importance, but it is relevant to the maritime history of the Island. We would recommend that the *Chanson de la Mer* be recorded on the Island maritime database and be conserved as such. The site should be included in tours. The wreck can be used to teach scholars about maritime history.

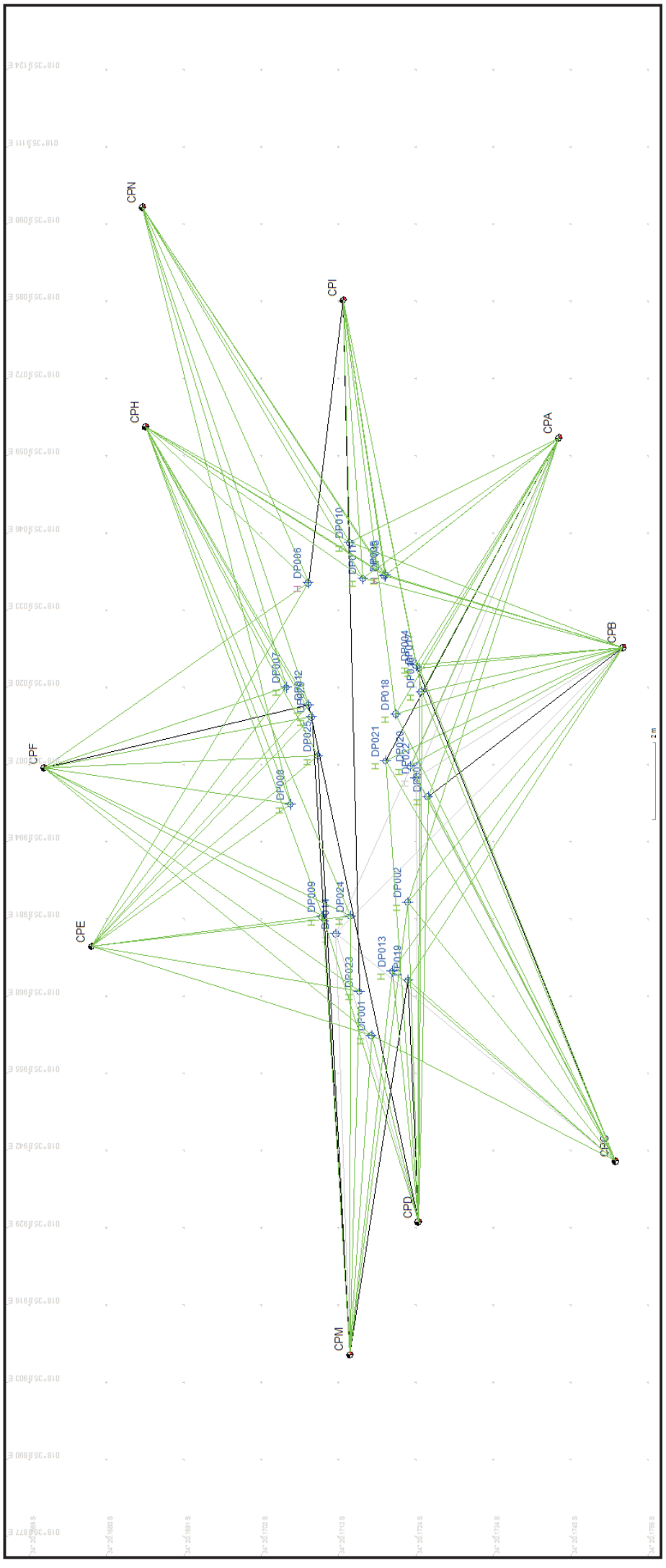


**Figure 75:** Site Recorder plan of the *Chanson de Mer.* (Winton 2010)

## 4.6 Wreck Search - *Natal* and *Golden Crown*

### 4.6.1 Historical Background — Vanessa Maitland

The *Natal* was a steam whaler built in 1890 in Norway. In either 1912 (Levine 1986) or 1914 (Werz & Deacon 1992), she struck the north east coast of Robben Island. The crew and passengers were rescued, but the vessel was a total loss. According to Werz and Deacon (1992), the site consists of a boiler and ship fittings, close to the shore.

The *Golden Crown* was a South African steam trawler built in 1896. In 1923, she ran aground on the west coast of Robben Island during a thick fog. The crew were rescued in the morning (Werz & Deacon 1992). According to Werz and Deacon (1992), the site was positively identified by partial letters found on a section of plating. A boiler was also recorded.

### 4.6.2 Event Summary — Michael Francke, Oswald Haupt, Alton Trimmel

One of the aims of our fieldwork, was to obtain sufficient GPS co-ordinates to compare against the wrecks surveyed during Operation Sea Eagle (1992) and to see if a uniform offset could be applied (Chapter 4.2). To this end, it was decided on 08-03-2010 to conduct a search, on the north-western side of the Island, for the wrecks of the *Natal* and *Golden Crown* and record their positions.

Two dive teams, of three divers, were charged with this task. The entry point for both teams was approximately 200 metres offshore at a depth of 9 metres, opposite the wreck of the *Sea Challenger* (1998). The terrain is rocky gullies with occasional sandy patches and thick kelp. Visibility was two metres due to the strong surge.

Team 1, searched west of the entry point for approximately 400m for 45 minutes. No wreckage was sighted.
Team 2, proceeded in an easterly direction for approximately 500m for 52 minutes. Strong surges and currents caused the divers to veer into deeper water (15.2 m). No wreckage was sighted.

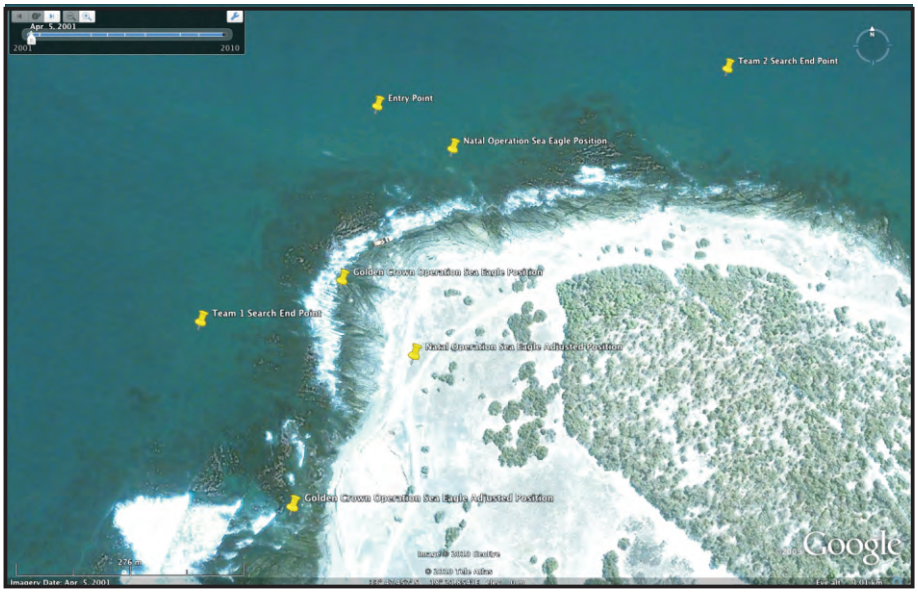


**Figure 76:** Satellite image from April 2001 showing place marks relating to this search. (Google Earth 2010: Accessed 04-10-2010)


**Figure 77:** Satellite image from July 2009 showing place marks relating to this search. Notice the *Sea Challenger* (1998) has moved 400 m inshore since the 2001 image. (Google Earth 2010: Accessed 04-10-2010)

## 4.7 Harbour Debris

### 4.7.1 Description and Recommendations — Michael Francke, Oswaldt Haupt, Alton Trimmel

Residents informed us there were anchors, predating the 1900s, in the harbour. A group of divers attempted a grid search of the area, but zero visibility impeded the process.

The seabed was undulating silt. Approximately 100 metres east of the west quay, a rocky outcrop covered in kelp, was found. Embedded in this area, were two heavily encrusted and corroded, medium-sized admiralty anchors. The survey was done largely by touch and there seemed to be large quantities of chain attached. We think the anchors may have been part of a mooring system.

**Figure 78:** This photograph from1896 was apparently taken from the site of the present harbour (de Villiers 1971: 40). The item circled may well be a mooring buoy and the position corresponds with the anchors found in the harbour.

The historical importance of the site could not be ascertained within the available time. The anchors was left in situ and there are no plans to raise the artefacts. Although they may need to be removed if they become a shipping hazard. GPS coordinates were not recorded.


**Figure 79:** Satellite image of Robben Island Harbour showing the approximate position of the admiralty anchors. (Photo: Googe Earth: Accessed 2010-08-23)

# 5 General Conclusions and Recommendations — Emlyn Brown, Alistair Downing, Sophie Winton, Vanessa Maitland

This report is the conclusion of the requirement for the NAS II course, undertaken between 22 February and 10 March 2010, on Robben Island. The course was unique. The participants were allowed unparalleled access to shipwrecks and maritime sites on the Island. The wrecks of the *Chanson de le Mer* and the *Fong Chung 11* provided excellent training in acquainting participants with survey techniques. Pool sessions provided confined water training, further enhancing the technique of underwater survey.

This was the first NAS II course held in South Africa, and it was expected that there would be a learning curve. We hope the lessons enumerated below, strengthen future courses and enhance participants' training.

- We worked on seven underwater sites, and that was too many. We repeated the same mistakes on different sites and didn't have enough time to correct our methodology. Ideally one site should be used for the training.

- Robben Island is a fantastic location for the courses because of its spiritual significance and maritime heritage. The bathymetry and environment around the Island is difficult and surveying was sometimes impossible. A site, reasonably sheltered and accessible in almost all seas, needs to be chosen prior to the start of training.

- As a group we were often left alone on the assumption we had mastered the techniques. This was training and we should have been guided more in methodology and systems. We were only informed of our inaccurate/incomplete work at the end. The moderators should implement correctional supervision throughout the course.

- The four groups tended to work as separate teams, seldom sharing information adequately. Insufficient time was spent in discussions prior to and after diving. People did not fully understand their tasks and were unable to complete them adequately because they were unaware of the work completed by the previous group. The moderators should play a more significant role in facilitating the sharing and collation of daily information.

- Daily debriefings should be instituted. Photographs and data needs to be logged and collated every evening, because small details are quickly forgotten and errors go unnoticed. Omitting these steps creates difficulties in compiling the report. Participants become uncertain as to who has what information.

- Participants should be carefully screened. Many did not understand there was supposed to be a written element to the course. While they actively participated in the fieldwork, they did not contribute to the report. It is proposed that NAS II participants be evaluated to ensure they are willing to complete all the elements of the course.

- Before survey work commences, dives should be made on the site to ascertain the best techniques for the particular environment. This is particularly problematic around Robben Island, due to the bathymetry and kelp beds. Whether baselines and offsets, or control points and trilateration are used, will depend on the circumstances of the site.

- Baselines or control points should be set and left in place for the duration of the survey. To ensure uniformity, the course moderators should set these. On the NAS II, 2010 course, each group often set a new baseline, not building on the baseline set by the previous group, making it impossible to correlate the data.

Nevertheless, training was sufficient for participants to conduct their own underwater surveys and build on the training.

Land sites are invaluable from an academic perspective and a stepping stone for the community to appreciate underwater sites. Employing a multi-focal approach to the research will ensure a wider spectrum of interest in both RIM and maritime archaeology. Many of the land sites and artefacts are already on display, such as the cannon and archival maps at the old governor's residence.

The ultimate aim of this report is to engender further research and projects. With the cooperation of interested and affected parties, this report can be expanded and used as an educational tool by RIM, schools and universities.

In light of the unique role that Robben Island plays in South Africa, we hope this project will inspire key role players to develop a management plan to document and preserve the diverse maritime and underwater cultural heritage of Robben Island.

It would be appropriate to establish a museum on the Island to chronicle and showcase the Island's maritime past and implement further maritime surveys.

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# Appendix A

Site Report Forms

## SUBMERGED SITE INSPECTION FORM

| | | | | | |
|---|---|---|---|---|---|
| **Site Name :** | MV GOEL | | | | |
| **Date of Inspection :** | 04 March 2010 | | | | |
| **Personnel :** | All NAS II participants from RI 2010 | **Officer In Charge** Bill Jeffery | | | |
| | | | | | |
| | | | | | |
| **Recorder's name:** | Alistair Downing | **Date** | 30 July 2010 | | |
| **Approximate Location :** | 500m offshore the South Western tip of Robben Island | | | | |
| **Chart No :** | SAN 150 | **Latitude** | 33 49.267 | **Longitude** | 18 22.516 |
| **Datum used in GPS :** | WGS 84 | | | | |
| **Site number :** | 1 | | | | |
| **Tidal information :** | High tide at 05h56 | | | | |
| **Compass Bearing :** | | | | | |
| | | | | | |
| | | | | | |
| **Sextant Angles :** | | | | | |
| | | | | | |
| **Visual Transits :** | | | | | |
| **1** | First window with cell tower | | | | |
| | 210° | | | | |
| **2** | Right side of square building with dip in hills | | | | |
| | 300° | | | | |
| **3** | Tall Building with rock inv V in rocks on Lion's Head | | | | |
| | 30° | | | | |

| Access route: | |
|---|---|

We departed Murray Harbour, Robben Island utilizing a 9m Butt Cat and a 8.5m Superduck. We proceeded in a southerly direction and followed the coastline in a clockwise fashion until reaching the site, approximately 15 minutes later. The site is situated in very shallow water amongst a dense kelp forest and is not marked with any buoys. Due to the thick kelp the vessels could not follow the GPS coordinates to place us directly over the site, so we deployed a team of divers adjacent to the site to swim a buoy line in and affix it to the wreck. The main buoy line was then placed just inshore of the main engine.

**Sketch map showing access to site :**

| Site Photographs : | |
|---|---|
| | |
| **Description of Site :** | |

The wreck is very broken up, however generally lays in a north-south direction, with her bows pointing towards the shore in a northerly direction. The maximum depth of the surrounding seabed is 8msw, with an average depth of 5msw. The bow of the vessel is almost totally destroyed and was not surveyed, as only very scattered remains could be found. The main focus of the survey was from inshore of the engine area, leading forward towards the stern for a distance of approximately 20m. Whilst the scattered remains surrounding the engine block do not stand very proud of the seabed, the engine block rises up approximately 2-3m off the seabed and is accordingly the largest intact portion of the wreck. It was primarily for this reason that the survey was focused around the engine block. A base line was rigged from the shore side of the engine, running down the length of the keel. A number of measurements were taken off the base line to determine the total distance of the survey site, together with off-set measurements from the base line. The following day a general site plan was attempted. Towards the stern there were beam knees, side plating, frames, a ‘flywheel’ feature, shackles, cables, piping and a winch barrel. I-beams were noted on the bow side

**Plan of Site : Show any Distances, Bearings & Large Artefacts.**


**Approx Scale :**

**Site Features Keys :**

| Conditions on Site : | |
|---|---|

The wreck is very broken up and lays scattered on the sea bed amongst dense kelp forests and large rocks, which generally form gullies running perpendicular to the shoreline. The kelp hinders easy movement over the wreck and similarly makes measuring tape deployment and use difficult. The average depth is approximately 5m, which coupled with the fact that the site faces the prevailing swells, can make surveying the site exceptionally difficult, as the surge pushes the divers around quite considerably. Visibility is usually in the 3-5m range. The seabed is littered with abalone shells, which is also evidence of the extent of the abalone poaching which is so prevalent around Robben island. Water Temperature 14° C

| Material Raised : | |
|---|---|

No artifacts were raised during the surveys.

| Identification Comments : | |
|---|---|

The location of the wreck accords with the historical data available to verify its position. Of specific note is a photograph of the sinking vessel, in which the location of the vessel is clearly evident given the background of the photograph evidencing the shore line of Robben Island. The underwater remains similarly accord with the characteristics and physical dimensions of the vessel. After going aground, during the break-up of the vessel, the bow shifted towards the shore.

| Recommendations : | **Include information on any values of the site** |
|---|---|

The site is very shallow and exposed, however is located within the 1 nautical mile exclusion zone that prevails around Robben Island, given its status as a World Heritage Site. The wreck is accordingly afforded the highest level of protection possible and the likelihood of unregulated salvage of the vessel is highly unlikely. It is noted that abalone poaching is rife in the area. However, the activities of the poachers are usually very distinct from salvors. In light of the aforesaid, we recommend that no additional protection of the site is required.

**Documentary References :**

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**Oral Histories :**

**LAND SITE INSPECTION FORM**

| | | | | | |
|---|---|---|---|---|---|
| **Site Name :** | *Chanson de la Mer* shipwreck | | | | |
| **Date of Inspection :** | 02, 05, 08 March 2010 | | | | |
| **Personnel :** | Jessica Warner | **Supervisor:** Robert Parthesius | | | |
| | Rick Harding | | | | |
| | Luvuyo Ndzuzo | | | | |
| | Nomvuso Mayongo | | | | |
| | Terence Coller | | | | |
| | Emlyn Brown | | | | |
| | Sophie Winton | | | | |
| **Recorder's name:** | Sophie Winton | **Date** 20 March 2010 | | | |
| **Approximate Location :** | Yacht is stranded on the North West bank of Robben Island, adjacent to main road around the Island. | | | | |
| **Chart No :** | ? | **Latitude** | 33.80166 | **Longitude** | 018.35889 |
| **Datum used in GPS :** | WGS 84 | | | | |
| **Site number :** | *RIM 23* | | | | |
| **Access route:** | | | | | |

During this inspection we departed Education Centre on Robben Island and drove northwest along the main tarred road. The wreck is situated approximately 1.5 kilometers from the Village and access is very easy, as it lies immediately adjacent to the main road.

**Google Earth map showing location of site :**


| | |
|---|---|
| **Site Photographs :** | Yes |

General photographs were taken all over the site and specific photographs were taken of some features,

| | |
|---|---|
| **Description of Site :** | |

**Plan of Site : (to be scanned and added)**

N

**Site Features Keys :**

The site plan identifies the main features and general outline of the shipwreck site

**Conditions on Site and Reccomendations:**

The wreck is not of national maritime importance, but it is of importance to the maritime history of the island. Therefore we would recommend that the Chanson de la mer be recorded on the island maritime database and be conserved as such.
(Terence)

**Material Raised :**

No artefacts were raised during the survey.

**Identification Comments :**

The yacht's name was partly visible and the relatively recent occurrence means that we can be sure of the identification of this wreck.

**Documentary References :**

**Oral Histories :**

*Vuvu*

# Appendix B

## Dive Logs

*Note: Due to the problems mentioned in Chapter 5, these are the only logs that I could track down

NAS Training

| | | | |
|---|---|---|---|
| Supervisor Qualification | First aid ☐ Medical Yes ☐ No ☐ | Location | Date 02-03-2010 |
| 2nd Supervisor Qualification | First aid ☐ Medical Yes ☐ No ☐ | Vessel/Shore Cox | Water Speed/Direction |
| Diver/First aid Qualification | First aid ☐ Medical Yes ☐ No ☐ | Weather Sea State | Decompression Table Used |
| Diver/First aid Qualification | First aid ☐ Medical Yes ☐ No ☐ | HW/LW Slack Water | Nearest Chamber Simonstown |
| Diver/First aid Qualification | First aid ☐ Medical Yes ☐ No ☐ | SCUBA/SDDE | Doctors Telephone number |

Cable Diving Ltd 021-

**Dive details**

| No | Name | Bars in | Bars out | Max depth | Cylinder water capacity (l). | Time in | Time out | TTUP | Supervisor |
|---|---|---|---|---|---|---|---|---|---|
| 1 | SEARL | 200 | | | 15 | | | | |
| 2 | TERRENCE | 200 | | | 15 | | | | |
| 3 | MIKE | 200 | | | | | | | |
| 4 | JAKE | 200 | | | | | | | |
| 5 | ALTON | 200 | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

NAS Training - Fort Cumberland - Fort Cumberland Rd - Eastney - Portsmouth - PO4 9LD
Tel/fax:- 023 9281 8419 - e'mail NAS@nasportsmouth.org.uk web page www.nasportsmouth.org.uk

4/3/2010

M

| Name | BAR IN | BAR OUT | MAX DEPTH | cylcap | TIME IN | TIME OUT | Act |
|---|---|---|---|---|---|---|---|
| STAN | ~~200~~ 200 | 40 | | | ~~11:04~~ 11:10 | 12:09 | |
| Terrence. | ~~200~~ | 40 | | | 11:04 | 12:09 | |
| Robin | ~~200~~ 190 | 70 | | | 11:07 | 12:09 | |
| (2) 022+ | 200 /12e. | 100 | 6.4 | 12 | 14:07 | 1441 | |
| MIKE. | 200/12e | 100 | 6.4 | 12 | 14:07 | 1441 | |
| JAKE | 200/12e. | 100 | 6.4 | 12 | 14:07 | 1441 | |
| ACTION | 220/12e | 100 | 6.4 | 12 | 14:07 | 1441 | |

NAS Training

S. Berry

| | | | |
|---|---|---|---|
| Supervisor Qualification L1 VAN SCHOOR First aid ☑ Medical Yes ~~☐~~ No ☐ | | Location BLUEBERG | Date 09/03/2010 |
| 2nd Supervisor Qualification | First aid ☐ Medical Yes ☐ No ☐ | Vessel/Shore Cox WRECKSENTINEL | Water Speed/Direction |
| Diver/First aid Qualification SEAN | First aid ☐ Medical Yes ☐ No ☐ | Weather OVERCAST, MISTY Sea State CALM, LIGHT SWELL | Decompression Table Used ~~YES~~ N/A |
| Diver/First aid Qualification KANA | First aid ☐ Medical Yes ☐ No ☐ | HW/LW Slack Water | Nearest Chamber |
| Diver/First aid Qualification | First aid ☐ Medical Yes ☐ No ☐ | ~~SCUBA~~/SDDE | Doctors Telephone number |

**Dive details**

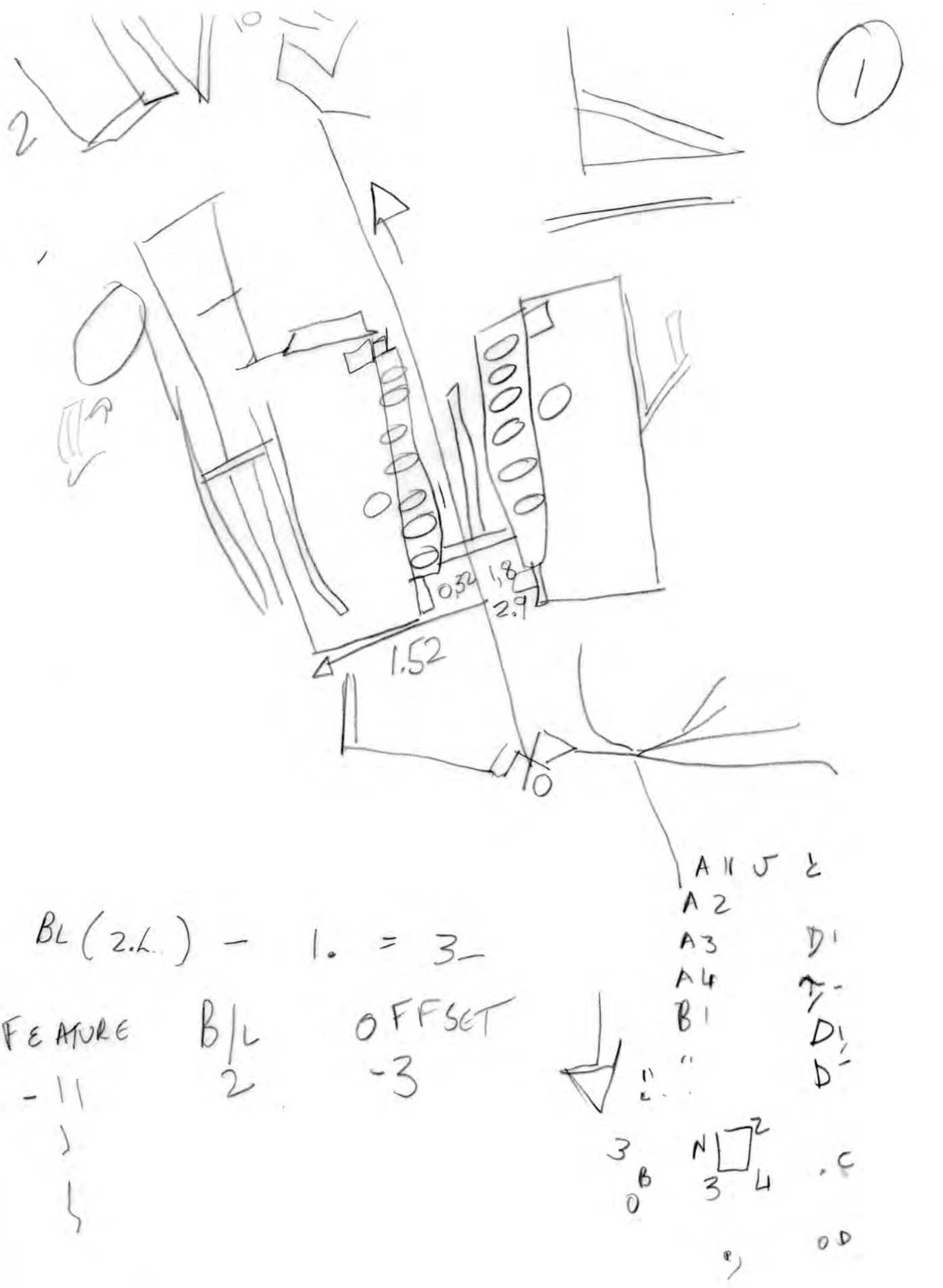
| No | Name | Bars in | Bars out | Max depth | Cylinder water capacity (l). | Time in | Time out | TTUP 9:55-10:22 (10:26 -) | ~~Supervisor~~ ACTIVITY |
|---|---|---|---|---|---|---|---|---|---|
| 1 | LIONELL | 200 | | 6m | 10L | 9:41 | 10:50 | | Search/SETUP SITE |
| 2 | SEAN | 200 | | | 10L | 9:51 | 10:50 | | |
| 3 | KANA | 190 | | | 10L | 9:53 | 10:50 | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

(3)

| | Depth | IN | OUT | BAR IN | BAR OUT |
|---|---|---|---|---|---|
| 027-1 | | 14:55 | 15:12 | 100/12L | 80 |
| ALTON | | 14:55 | 15:15 | 100/12L | 90 |
| MIKE | | 14:55 | 15:15 | 100/12L. | 30 |
| HARBOUR (5.4m) | | | | | |
| ROBIN | | 15:40 | 15:56 | 200/12 | 160 |
| EAGLE | | 15:40 | 15:56 | 200/12 | 140 |
| MIKE | | 15:40 | 15:56 | 60/12 | 30 |

# Appendix C

Field Sketches




***M.V. Goel No. 1***

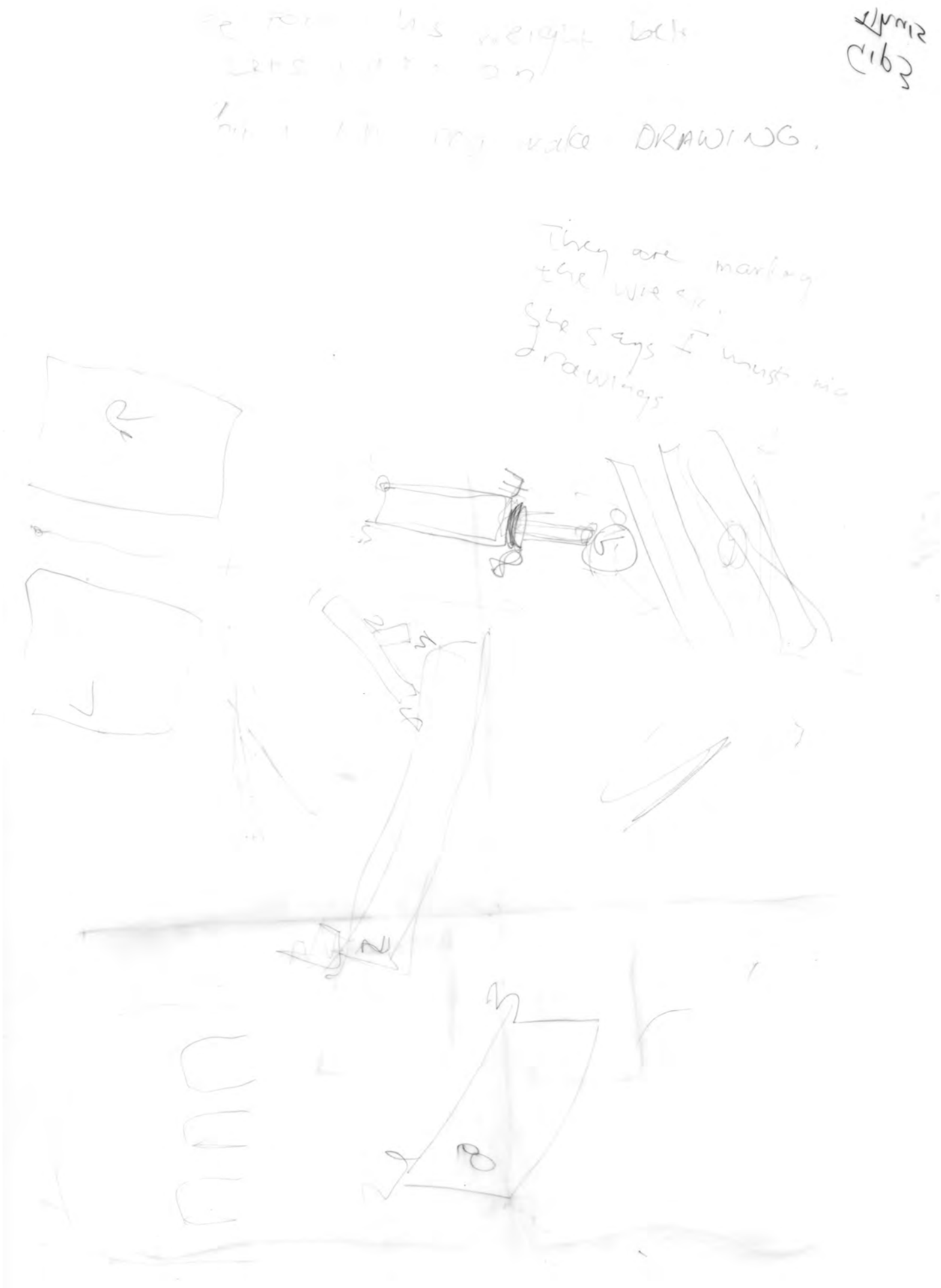
**Thursday Group 1**

| DP | B/L | CF/S. |
|---|---|---|
| 1 | 6,75 | 0,80 |
| 2 | 6,9 | 0,4 |
| 3 | 6,4 | 1,8 |
| 4 | 6.63 | 1,34 |
| 5 | 7,3 | 1,2 |
| 6 | 1,2 | 1 |
| 7 | 0,60 | 0,75 |
| 8 | 1 | 1,70. |

Goel.
Grp 2 Thurs.

***M.V. Goel No. 1***

**Thursday Group 2**




***M.V. Goel No. 1***

**Thursday Group 3**

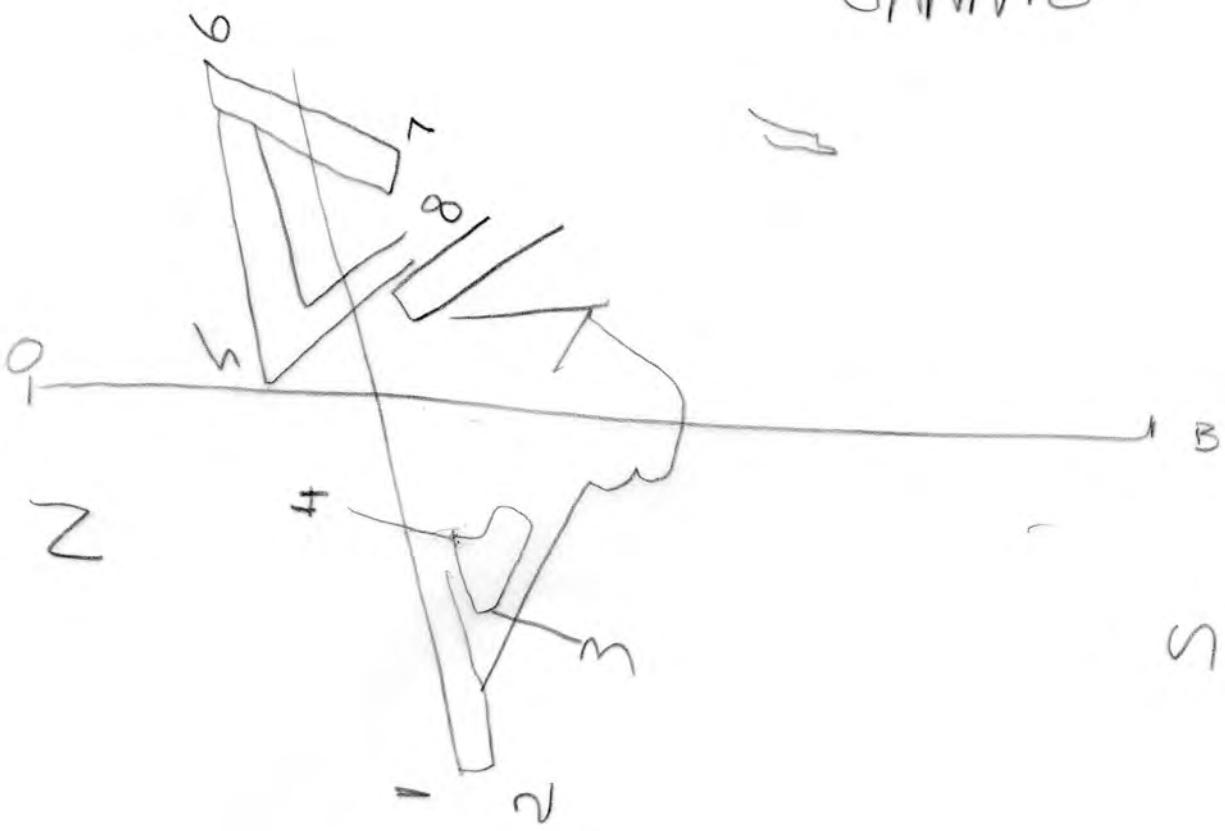

***M.V. Goel No. 1***

**Thursday Group 3**

| FEATURE # | BASELINE | OFFSET | L/R LOOKING TOWARDS ○ |
|---|---|---|---|
| 4 | 11m | 1.2m | L |
| 3 | 10.5 | 0.45 | |
| 5 | 9,1 | 0,6 | |
| 6 | 9,1 | 1 | |
| 8 | 11 | 1,4 | |
| 7 | 11 | 0,9 | |
| 9 | 12,7 | 1,5 | |

4: Large piece of side plating

JANNIE

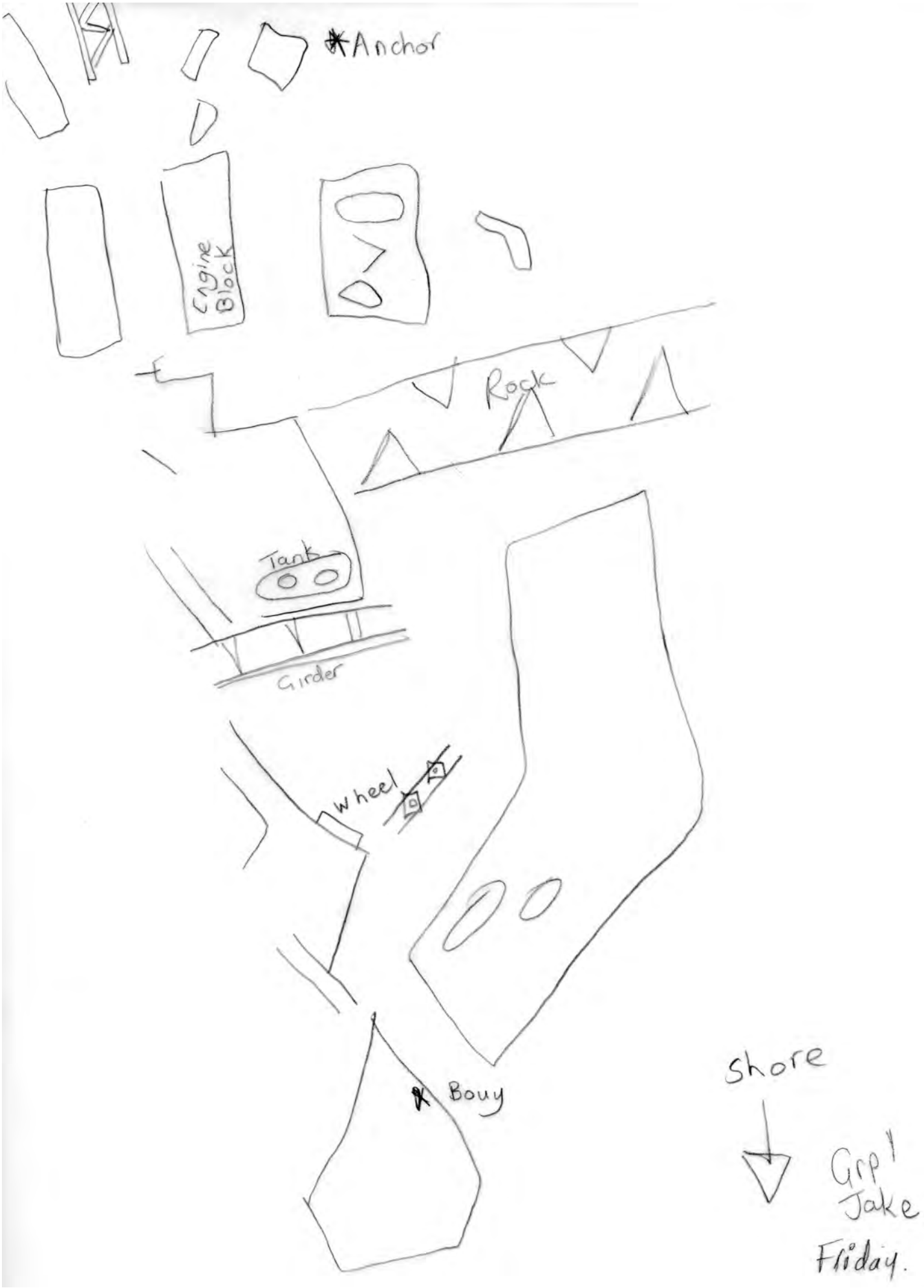



| FEATURE | BASELINE | OFFSET |
|---|---|---|
| 1 | 7.80 | 2.40 |
| 2 | 8.00 | 1,8 |
| 3 | 7.90 | .95 |
| 4 | 7.8 | 1,85 (?) |
| 5 | 6.9 | 0,26 |
| 6 | 4,1 | 1,465 |
| 7 | 7,8 | 0.9 |
| 8 | | |
| 9 | | |
| 10 | | |

Goel
Grp 4
Thurs.

***M.V. Goel No. 1***

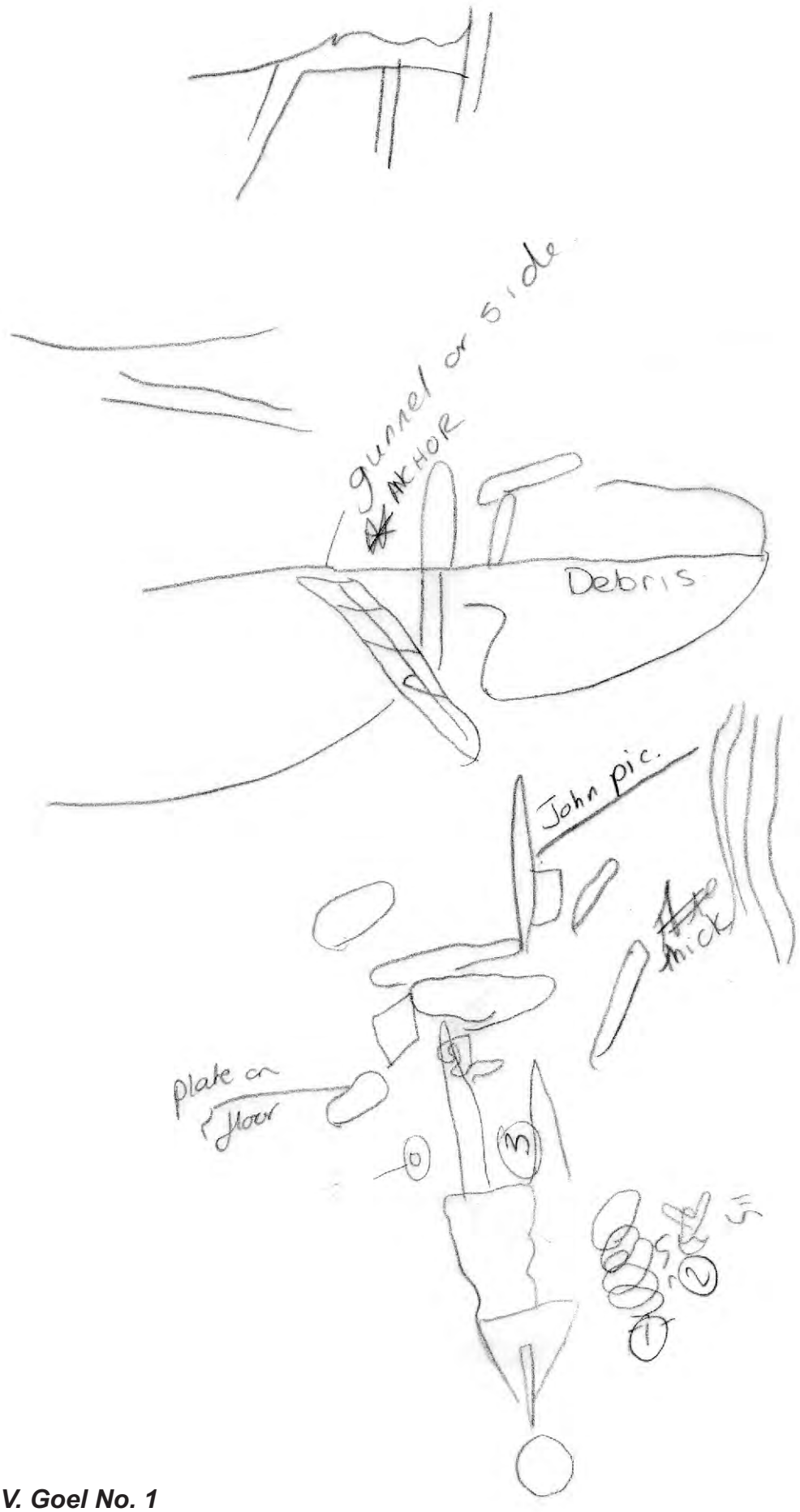
**Thursday Group 4**




***M.V. Goel No. 1***

**Friday Group 1**

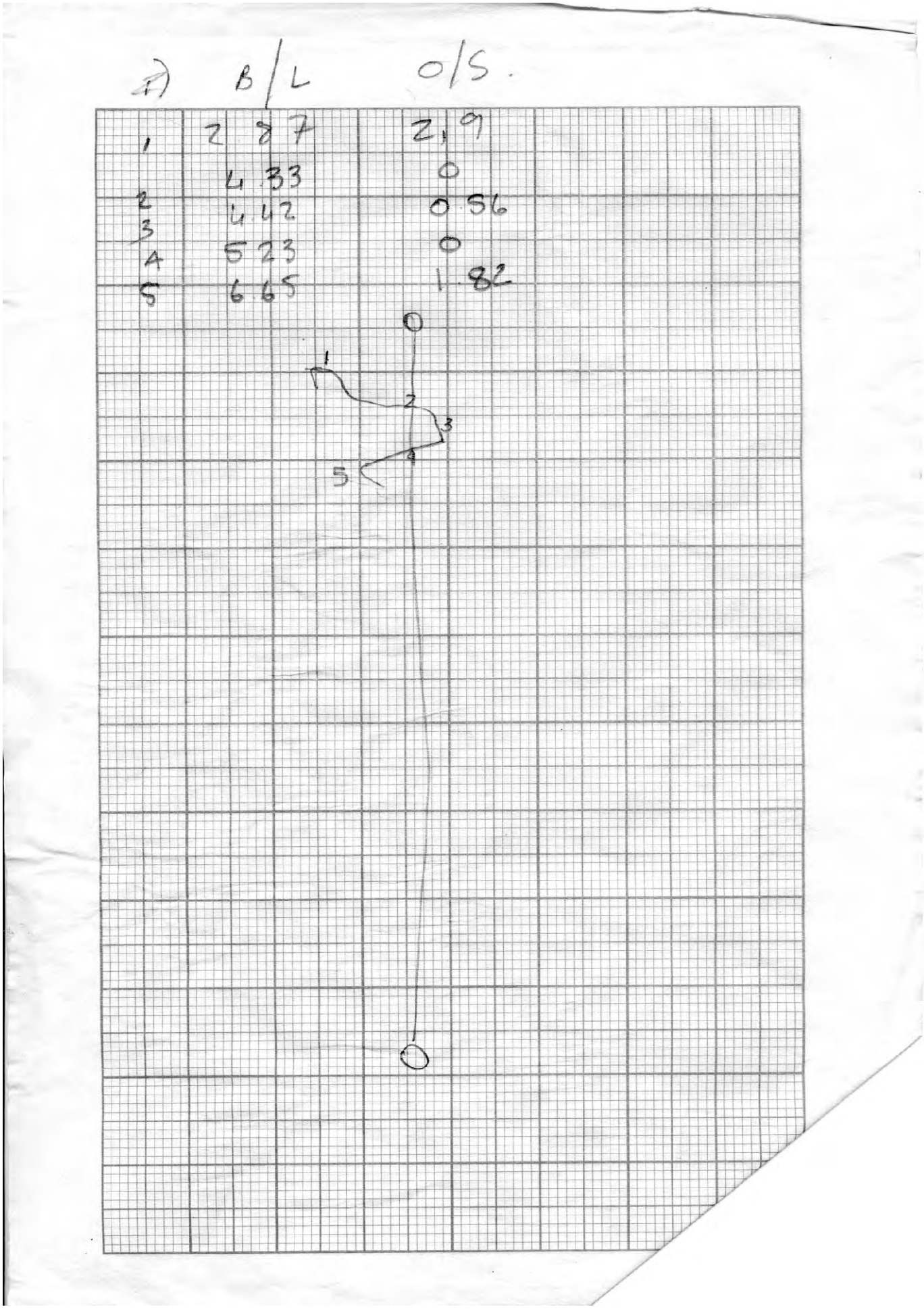
Sea1




***M.V. Goel No. 1***

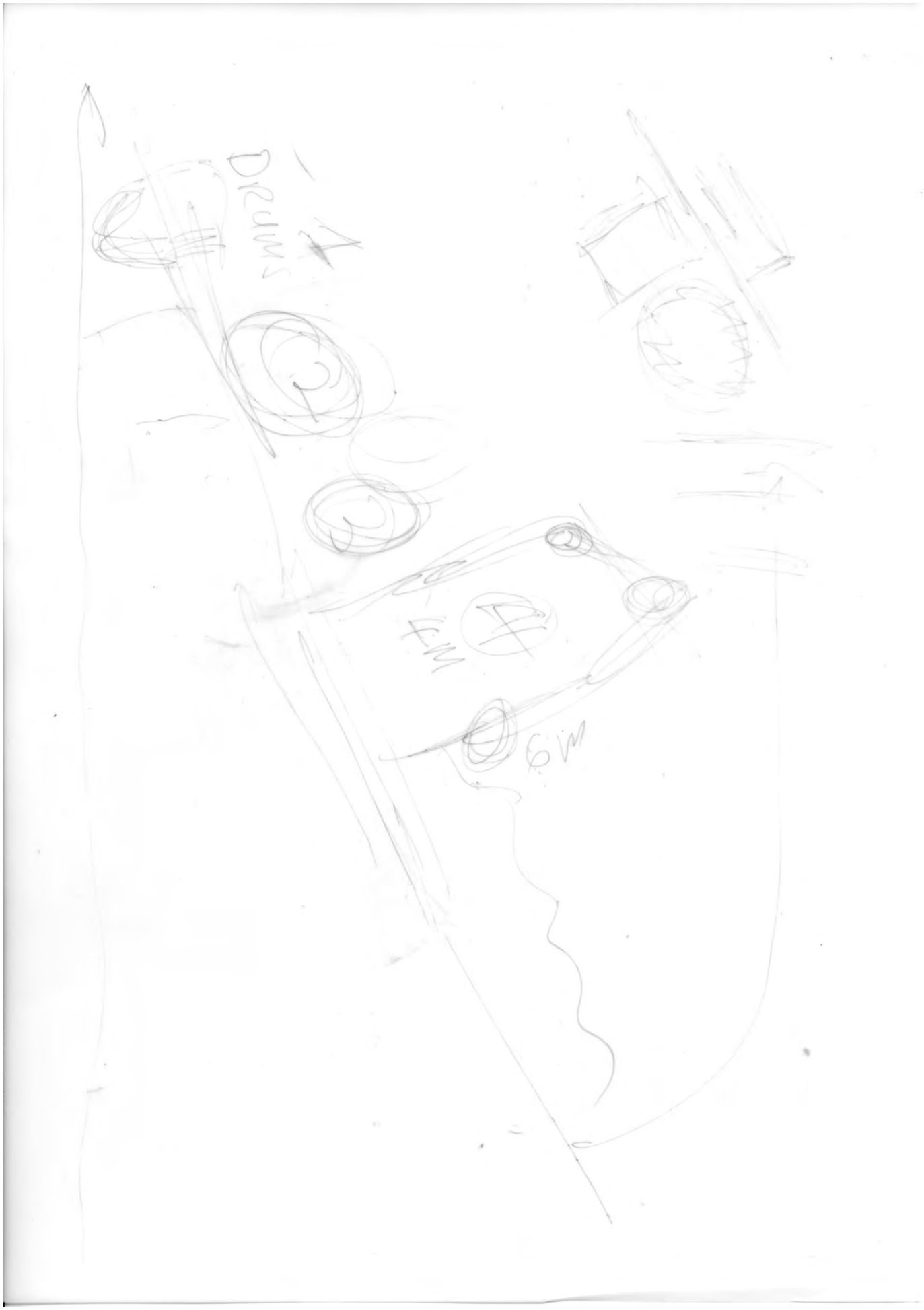
**Friday Group 2**

Grp 2 Fri.



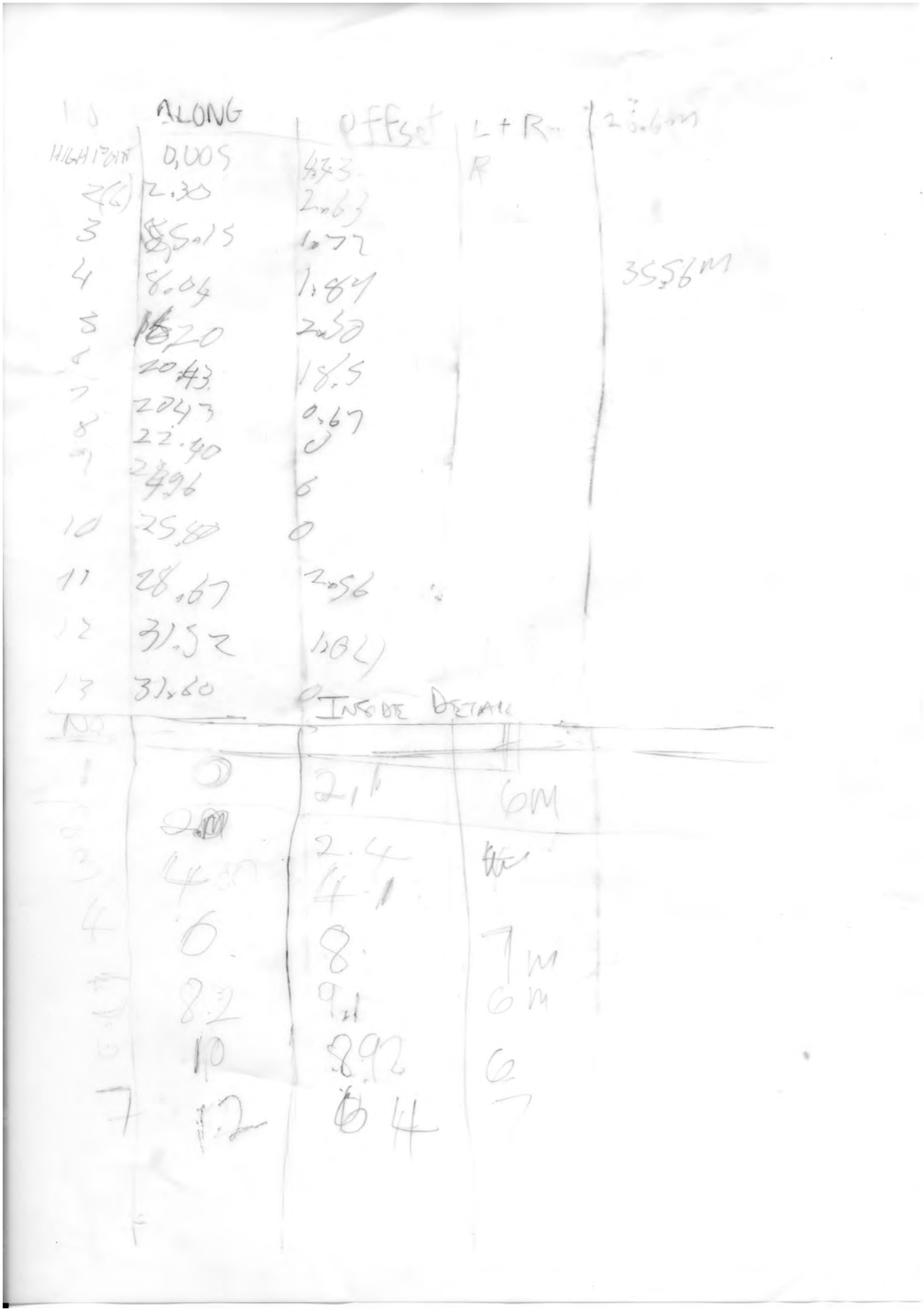

**Barrel Wreck**

**Tuesday Group 1**



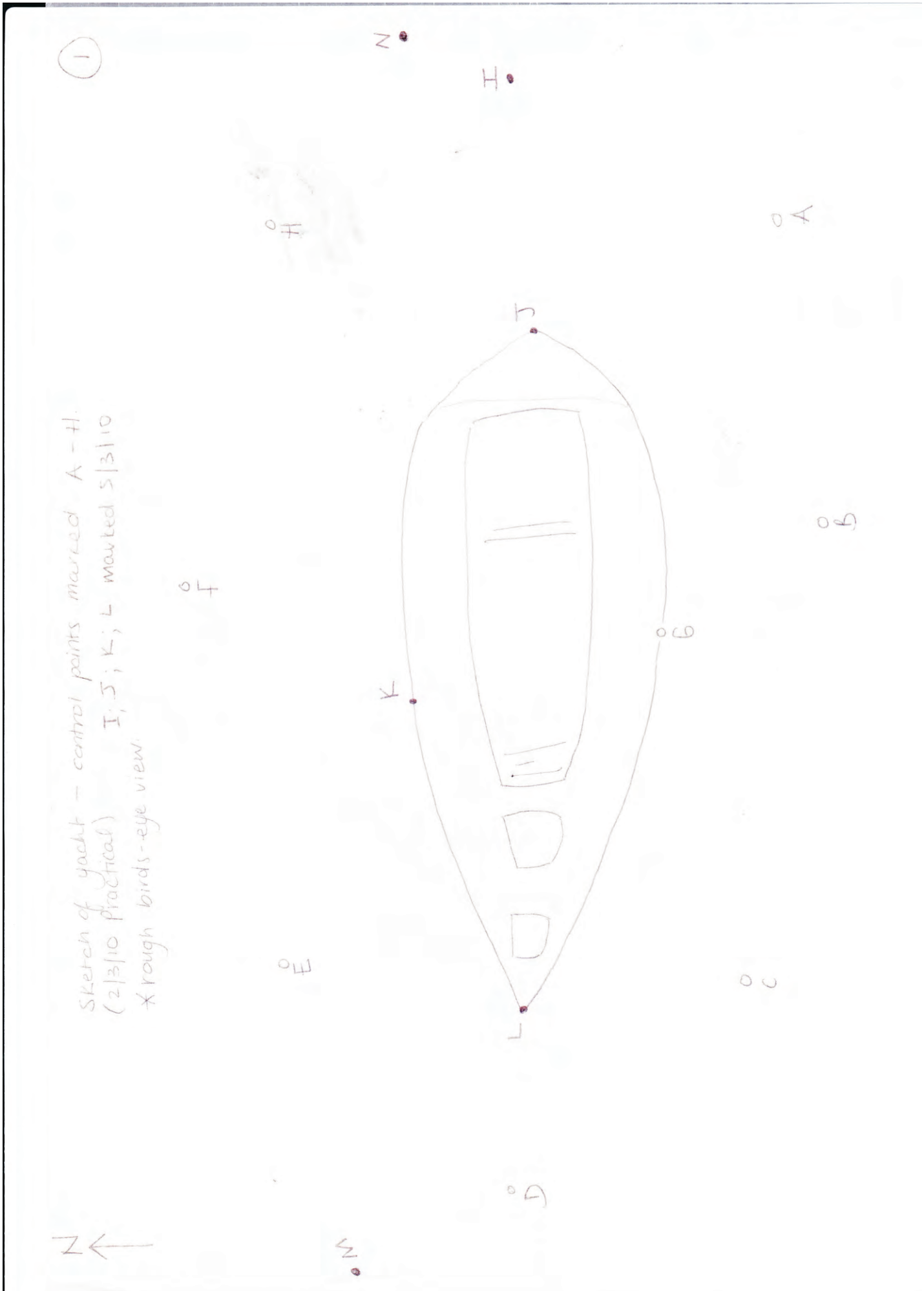

**Barrel Wreck**

**Tuesday Group 2**




**Barrel Wreck**

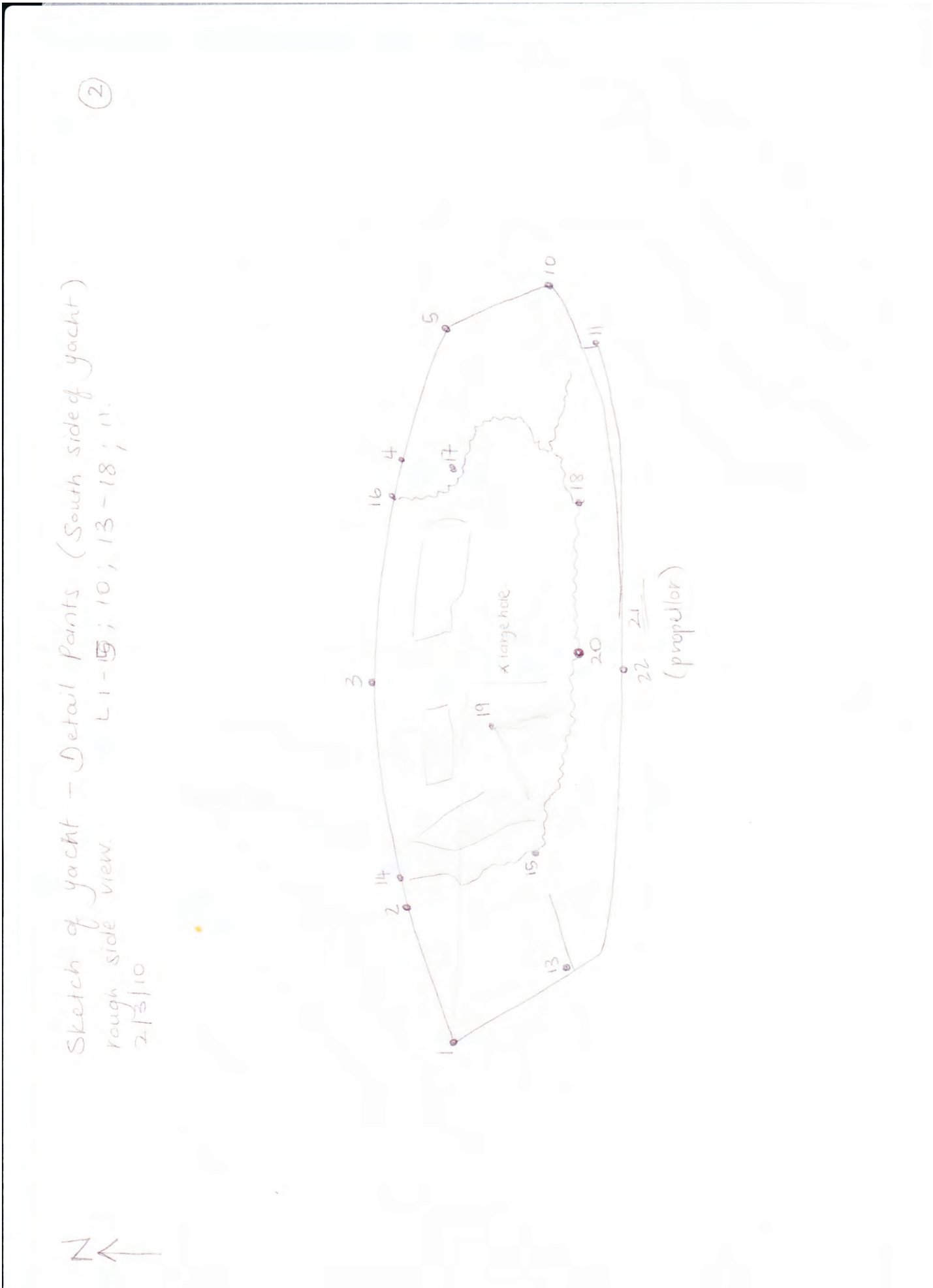
**Tuesday Group 3**




***Chanson de la Mer* Wreck**

**Land Group**

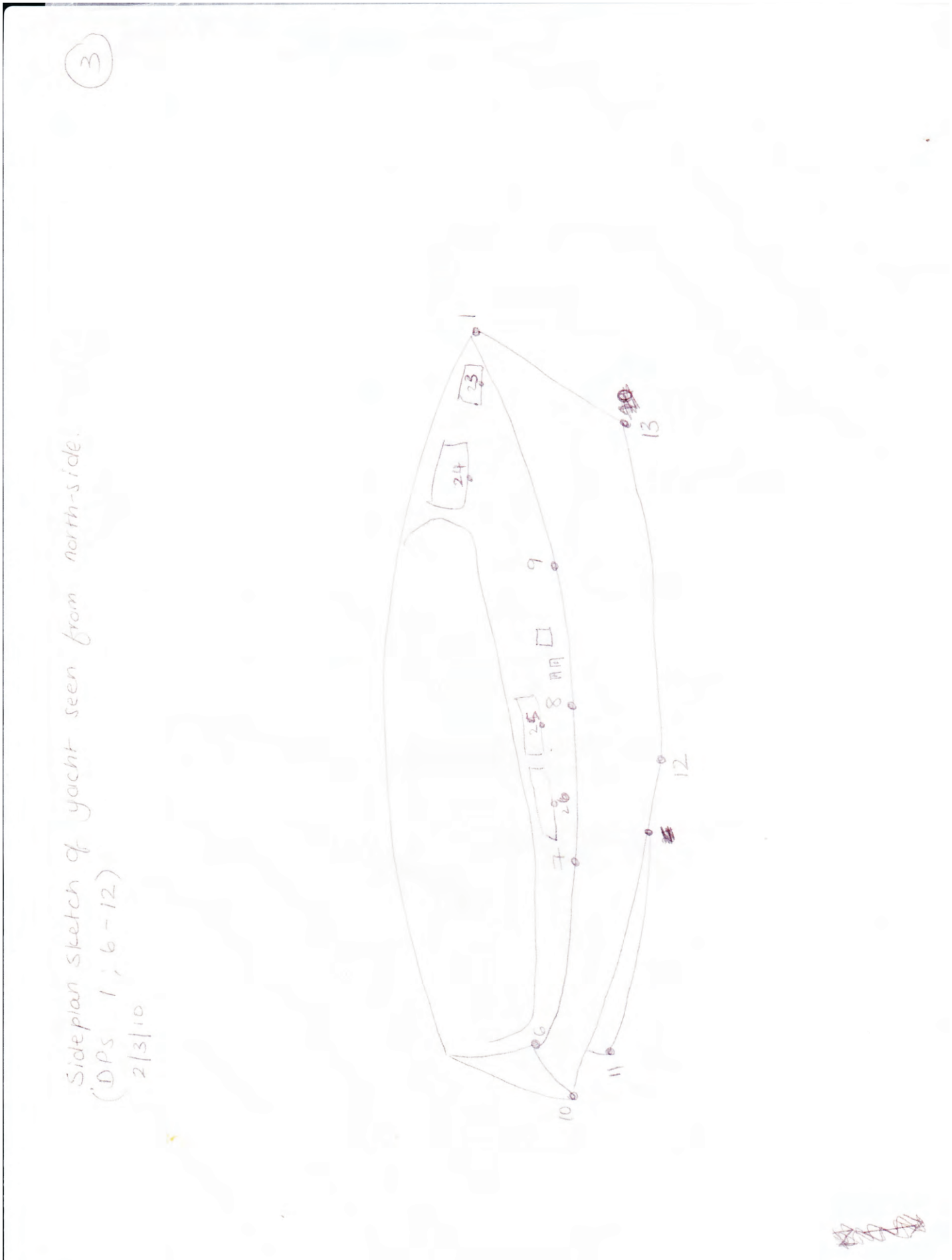
**Control Points Sketch**




***Chanson de la Mer* Wreck**

**Land Group**

**Detail Points Sketch**




***Chanson de la Mer* Wreck**

**Land Group**

**Side Plan Sketch**

# Appendix D

Database of Shipwrecks on or near Riet Vlei and Bloubergstrand

| Database of Shipwrecks near Riet Vlei Bloubergstrand | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **#** | **Vessel Name** | **Year Wrecked** | **Vessel Type** | **Construction** | **Nation** | **Story** | **Cargo** | **Outward/ Homeward Bound** |
| 1 | *Haarlem / Nieeuw Haerlem* | 1647-03-25 | | Wood | Dutch | NOT TO BE CONFUSED WITH HAERLEM (1728) THAT WENT DOWN NEAR SALT RIVER MOUTH.<br>This VOC ship, under Vice Commander Reijnier van „t Zum was driven ashore at Blouberg Strand when a gale sprang up. The well-built ship survived the grounding enough for the crew to save their belongings, ship"s stores and cargo. Some people were taken off by the *Oliphant*. The carpenter drowned when the long boat, carrying him, was swamped. Three days later, two English ships entered the Bay and took 40 of the crew as far as St. Helena. Sixty men, under the command of Leendert Jansz/Janssen and Nicholas Proot, stayed onshore to protect the cargo. On 31/03 the vice commander went ashore on a raft of barrels and planks. He marked out a place on a hill where a sand fort could be built. The following day, with the help of the *Scheidam's* crew the building of Fort Zandenburgh commenced. They dug a 60 foot well through sand, coral limestone, shells and clay to reach fresh water. Janz and Proot, junior merchants, were chosen to stay behind and salvage the cargo and stores. Later, they moved to Table Valley (probably today"s Cape Town city). They stayed 12 months, bartering for cattle and sheep with the locals, also sowing and reaping crops. In March 1648, they returned to Holland, aboard the Dutch fleet. They reported so favourably on the Cape, that the Company decided to start a refreshment station there. Apparently, in the same fleet, aboard the *Coningh van Polen* was a young man, Jan van Riebeeck. He was returning to Holland in disgrace. On hearing the full account of the shipwreck survivors, he presented himself to the Council of Seventeen in such a favourable light that setting up the Cape settlement was awarded to him as opposed to Proot.<br>In 1652, the wreck of the *Haarlem* was still visible and closer to shore. However, the remains were too deeply buried for van Riebeeck to salvage. | Sugar, spice, ammunition | Home |
| 2 | *Cybelle/ La Cybelle* | 1756-03-19 | 12-gun ship | Wood | French | Bound for Mauritius from Guinea, West Africa. She was wrecked a little north of Blouberg Strand. She had come into Table Bay for water. While trying to reach open sea against the wind, she was forced onto the rocks and the sea immediately breeched her hull. The ship went to pieces, but all aboard survived. The survivors were marched along the beach to Cape Town where the slaves were immediately loaded aboard another French vessel. The *Cybelle's* remains were used by local farmers for their homes and fences. | Slaves | Home |
| 3 | *Severe* | 1784-01-27 | 64-gun man-of-war | Wood | French | Homeward bound from Mauritius with a regiment when she misjudged her anchorage and ran aground. She became a total wreck. The crew went ashore in boats and no lives were lost. | Soldiers | Home |
| 4 | *L'Eclair* | 1821-02-05 | Ship | Wood | French/ Dutch | This vessel, commanded by Captain C. Pronk, was bound from Antwerp. On entering Table Bay at night, she missed the landmarks and went aground at Riet Vlei. In trying to get ashore, the mate and four seamen were drowned. | Coffee | Home |
| 5 | *Cerberus* | 1821-03-10 | Ship | Wood | British | This 372 ton ship, built in 1816 in Sunderland, was owned by Laing & Co. and captained by J. Rennoldson. Bound for London from Bengal and Sri Lanka, she entered Table Bay before sunrise and ran aground. | Sundries | Home |
| 6 | *John* | 1821-12-04 | Schooner | Wood | British | Captain Kincaid sailed from Plettenberg Bay to Table Bay. On entering the bay, she missed her stays and went aground. No lives were lost. | Coffee, spices | Home |
| 7 | *Maria* | 1825-08 | | | British | This vessel, bound from St. Helena to the Cape, under Capt. J. Norton, was stranded and wrecked on Blouberg Strand. | Sundries | Out |
| 8 | *Bengal* | 1840-09-17 | Barque | Wood | British | This 372-ton vessel, captained by A. Carson was bound for London from Calcutta, when she entered Table Bay at night and went aground. The vessel was a total wreck, but no lives were lost. Part of the cargo, strewn on the beach, was recovered. | Saltpetre, redwood | Home |
| 9 | *Herschel* | 1852-01-23 | Brig | Wood | British(?) | This 221 ton vessel, owned by A. Ogilvie, built in 1839 at Dysart, was captained by J. McNeill. Bound for Table Bay from Dundee, she was beating up to the anchorage at night | Coal | Out |

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| | | | | | | when she ran aground near White Sands. Although no lives were lost, the vessel was a total wreck. | | |
| 10 | *Rastede* | 1858-03-04 | Barque | Wood | | This 462 ton, Oldenburg vessel, under Capt. Forberte/Forberts, bound for Table Bay from Newcastle, was beating to the anchorage when she missed her stays and beached at Riet Vlei, opposite the present day bird sanctuary. An hour later, she was bilged and became a total wreck. The Port lifeboat brought the crew safely to shore and no lives were lost. The wreck was bought for £610 and the coal cargo salvaged. The wreck lies 4 km north of the *Akbar* (1863). | Coal | Out |
| 11 | *Malabar* | 1858-11-04 | Ship | Wood | Sardinia | The 750 ton vessel, captained by M.D. Michele was bound for Aden from London. She caught fire and beached at Riet Vlei. She became a total wreck. | Coal | Out |
| 12 | *Arago* | 1858-11-30/3 | Barque | Wood | German | This 630 ton vessel, Captain J.C.C. Kolling, was on a voyage from Memel to Batavia. She entered Table Bay at 18:00 carrying full sail and travelling at about 8 knots. She was moving rapidly, the crew didn"t see the breakers, and she drove hard onto the beach near Riet Vlei. She became a total wreck during a south east gale. No lives were lost and the crew"s personal effects, ship stores and furniture were salvaged. At the Court of Enquiry, the chief officer and sailors stated that the Captain was on the forecastle and gave his orders as he should have. However, the acting Port Captain, Wilson stated that when he went aboard the wreck the following day, he found the Captain drunk in his cabin. The Captain was not found guilty of intoxication, as stated in some databases. He was found guilty of not taking soundings or posting a look-out. Apparently, the Captain may have fallen asleep on the forward capstan while waiting to give the order to come about. The crew were still at the braces when she ran aground. | Timber | Home |
| 13 | *Oste* | 1859-03-20/23 | Brigantine | Wood | German | The 120 ton Hanover vessel was bound for Sydney, Singapore and China. She was beating into the Table Bay anchorage, at high tide, when she ran aground at White Sands and became a total wreck. Apparently, a big sea carried her over the beach and onto the dunes. When the harbour officials received news of the wreck, Captain Wilson put out in the Port lifeboat. The haze of sand and spray reduced visibility and they were unable to locate the wreck. Rescuers set out by ox-wagon and found the wreck in the dunes. According to some sources, the lime-burners of Blouberg broke up the vessel and used her planks as fuel. I found no reference to this in the archives. According to Levine (1986), she is referred to as the Musket or Barrel Wreck by local divers | Window glass, tar and sundries | Out |
| 14 | *Akbar* | 1863-01-12 | Ship | Wood | British | The 337 ton ship was built in 1839 in Greenock. Her home port was Glasgow and she was owned by Baird & Co. Bound for London from Siam, under Capt. A. Hutton, she ran aground at Riet Vlei, 4 km south of the *Rover* (1863). A south east wind was blowing. No lives were lost and most of her cargo was saved by the steamer, *Albatross*. | Rice, cassia, sticklac and Japan wood | Home |
| 15 | *Rover* | 1863-02-22 | Brig | Wood | | Based in Cape Town, this vessel, commanded by Captain Furness, left Cape Town at 11:30 in a light westerly wind. Bound for East London she sailed into a thick fog in the afternoon. Apparently, the bowsprit could not be seen from the quarterdeck. Just after 17:00, the Captain noticed broken water around the vessel. Attempts were made to get out to sea but she grounded at White Sands, about 4 km north of the *Akbar*. No lives were lost but she became a total wreck. The following day the Port Captain boarded the wreck. Although the hull was dry, the sea was breaking over her, fore and aft. The crew were taken off with some of their personal effects. | Sundries | Out |
| 16 | *Sappho* | 1864-03-14 | Barque | Wood | British | The 374/8 ton vessel commanded by Capt. Hildreth/Heldreth was bound for London from Shanghai. She ran ashore near Blouberg Beach, during a south easterly gale at night. Just after stranding, she heeled, broadside to the beach. The sea breached her fore and aft and the crew lashed themselves to the mizzen rigging. The wreck happened so quickly that she was unable to fire her guns or make any other distress signals. The following day, the Lions Head signalman informed the authorities of the wreck. The Port lifeboat ran through the surf to the leeward side of the vessel, hauled up to windward and rescued the crew. | 600 tons tea | Home |

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| 17 | *Rubens* | 1865-05-10 | Ship | Wood | British | The 403 ton vessel was built in 1853 in Aberdeen. She was owned by Catto Sons & Co., measured 134.8 x 23.2 x 16.2 feet and sheathed with yellow metal. Commanded by Capt. A. Roberts, she was on a voyage from Liverpool to Algoa Bay. She was beating up to the anchorage in a south easterly gale, when she was wrecked at Riet Vlei on the remains of the *Sappho* (1864). Blue lights and rockets were fired. The ship narrowly escaped fire when turpentine was spilt and set alight. The crew immediately began to lighten the vessel by discharging cargo. The *Kadie* came to their assistance, but the water had gained too much and the vessel was abandoned. No lives were lost. The master"s certificate was suspended; this was later cancelled by the Board of Trade. | General cargo | Out |
| 18 | *Juno* | 1874-08-02 | Barque | Wood | German | This vessel, bound from Boston for Natal, entered Table Bay during a fierce south-easter. She rounded the breakwater at dusk and headed for the anchorage. She missed her stays. In the dark, the white sands were mistaken for water and she grounded stern first on Blouberg Strand. In the early hours of the following day, the wind was still strong yet the Port lifeboat was sent. After a few attempts, the boat managed to get alongside the wreck and establish communication. The tide was high and it took until 12:00 to get the Captain and crew aboard the boat then return to Cape Town. Later, the steamer *Namaqua* attempted to pull the barque off, to no avail. | | Out |
| 19 | *Knysna Belle* | 1876-06-16 | Schooner | Wood | SA | This 75/67 ton vessel, owned by Porter, was built in 1863 at Wray and measured 68.7 x 18.5 x 6.1 feet. Her home port was Cape Town. She traded between Table Bay, Mossel Bay, Knysna and Plettenberg Bay under Capt. A. Kramer and six crew. She was driven aground, in squally weather at Riet Vlei, on a voyage from Table Bay to Knysna. On stranding, her mainsail was immediately hauled down to stop her headway. She slowed, but heeled to starboard with her stern at the edge of the breakers. The ship"s boat was launched, manned by four crew members and headed to the beach. However, the boat was stoved in and they had to swim the rest of the way. The Port lifeboat later took the Captain and remaining crew members ashore. The next day, the vessel was hard aground with 30 feet of water in her. The wreck was salvaged that day and abandoned. No lives were lost. | Coal / General cargo | Out |
| 20 | *Onni* | 1890-02-07 | Barque | Wood? | Russian | This 836 ton vessel was built in 1871 by J. Kjeldstrom in Uleaborg. She was owned by G. & C. Bergbom and measured 167 x 35.1 x 20.2 feet. Her home port was Uleaborg and she was commanded by Capt. Galenius/Gallrius. She arrived in Table Bay with a cargo for the Gas Light Company. She was beating up the bay at 21:00 on a fine moonlit night when she ran aground at Blouberg. No lives were lost, but the vessel was a total wreck. Mr Mendelssohn bought the wreck for £600 but only salvaged the sails, long boat, jolly boat and Captain"s gig. Apparently, coal still washes up after north west gales. | 1300 tons coal | Out |
| 21 | *Atlas* | 1896-10-09 | Ship | Wood | Norway | This 1 296 ton ship was built in 1875 by D.O. Blaisdell (Bath, Maine) and was owned by Actieselskabet “Atlas”. She measured 186.2 x 39.6 x 24 feet and her home port was Stavanger. Under the command of Capt. J.L. Marchussen, she was bound for Britian from Rangoon when she stranded at Blouberg Beach. There were no lives lost, but she was a total wreck. | Teak | Home |
| 22 | *Hermes* | 1901-05-12 | Houston Liner | Steel | | This 3 400 ton vessel was built in Sunderland, 1899, by J. Blumer & Co. She was owned by the British and South American Steam Navigation Company (R.P. Houston & Co.). She measured 350.2 x 47 x 17 feet and had 431 n.h.p. triple expansion engines. Her home port was Liverpool and she was commanded by Capt. Grose. She left Argentina for Table Bay with 11 passengers. When she arrived, the docks were full, so she anchored in Table Bay. A north westerly gale came up and the liner dragged anchor. The ship ran aground and was abandoned as a total wreck. One of the lifeboats capsized and two women drowned. The Cape Town diver, George Bell, has done some salvage work on her. | Livestock, forage, government stores. | Out |
| 23 | *Armenia/ Armenian* | 1902-06-09 | Barque | ? | Italy | Bound for Table Bay from Delaware, under Capt. Schaffina. While entering the bay, during a storm, she fouled another ship. She tried to run aground at Blouberg but the vessel split in two. No lives were lost. | Ballast | |

Compiled from: Levine 1986; Turner 1988; Anon n.d. A Beachcomber"s Guide to Shipwrecks: Shipwrecks on and off the Coasts of Southern Africa.