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26 October 2009

RE: FINAL REPORT ON A MONITORING & SALAGE EXCAVATION, GRANGER BAY BOULEVARD, GREENPOINT

Please find attached the final report in respect of an archaeological monitoring brief for the Granger Bay Boulevard (Permit No 2006-04-011).

I would appreciate it if you could add this to the agenda for the 24th November 2009.

Thank you for your attention to this matter.

Yours sincerely,

MARY PATRICK
DIRECTOR



**Final Archaeological Monitoring & Salvage
Excavation: Granger Bay Boulevard
Green Point, Cape Town**
(HWC Permit No 2006-04-011)



Report Prepared for the Ninham Shand (Pty) Ltd (Contract Q08/01)

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by

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Cover photograph shows the VOC cannon at the Bill Peters Intersection and the new Green Point Stadium in the background.

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Executive Summary

This report describes the results of a field monitoring brief undertaken on behalf of Ninham Shand (Pty) Ltd, who undertook the construction of the Granger Bay Boulevard as part of the 2010 World Cup infrastructure development, specifically at the Western Boulevard Bypass, the Bill Peters Intersection and the Fort Wynyard Interface. The monitoring brief was undertaken between May, June, July and September 2008, and February and May 2009, and represents six months of daily field observations and one week of formal salvage archaeology.

An analysis of cultural artefacts associated with the archaeological monitoring of the construction of Granger Bay Boulevard has contributed significantly to the heritage of the Green Point/Sea Point area. Most notable is the identification of what appears to be the dumping ground for an iron forge likely to have been associated to the British army base first established in this area during the Anglo-Boer War. This discovery links the Fort Wynyard Street/Somerset Hospital area with the landscape in the vicinity of the new stadium, where substantial dumps of iron were identified during a monitoring programme by Cape Archaeological Survey (CAS) in 2007. The identification of a possible road surface and an adjacent concentration of iron finds on the south-west side of the former cricket pitch may also be linked to this phase of activity.

The discovery of a mid-18th-century cannon during monitoring of the Bill Peters Intersection also represents a significant archaeological discovery. Although not in its original position, controlled salvage excavation revealed that the cannon was lying on a compacted surface and was most likely in this location because it had been used as a boundary marker of some kind, as was common throughout the late 18th and 19th centuries.

An analysis of the contractor's excavation of electrical lampposts and trenches at the intersection of Granger Bay and the Western Boulevard was to demonstrate that those located in a south-easterly direction, along the main road towards the Traffic Department, had paving associated with an old road. One trench in particular had a substantial archaeological horizon that contained fauna, glass bottles and 19th-century ceramics. The trenches located to the north and west contained no archaeological material.

No evidence of secondary burials associated with the Somerset Road graveyards, or crushed human bone from the British Petroleum site, was noted during the monitoring brief.

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1. Introduction & Brief

This report was commissioned by the Ninham Shand (Pty) Ltd¹ to evaluate the archaeological sensitivity of the footprint of the Granger Bay Boulevard as the road was constructed between the Western Boulevard Bypass, the Bill Peters Intersection and the Fort Wynyard Interface, and to provide mitigation strategies should the need arise to undertake salvage archaeology. The site is located in Green Point to the South of the Green Point Common (see Figure 1) at 33° 54' 17' S and 18° 24' 53' E.

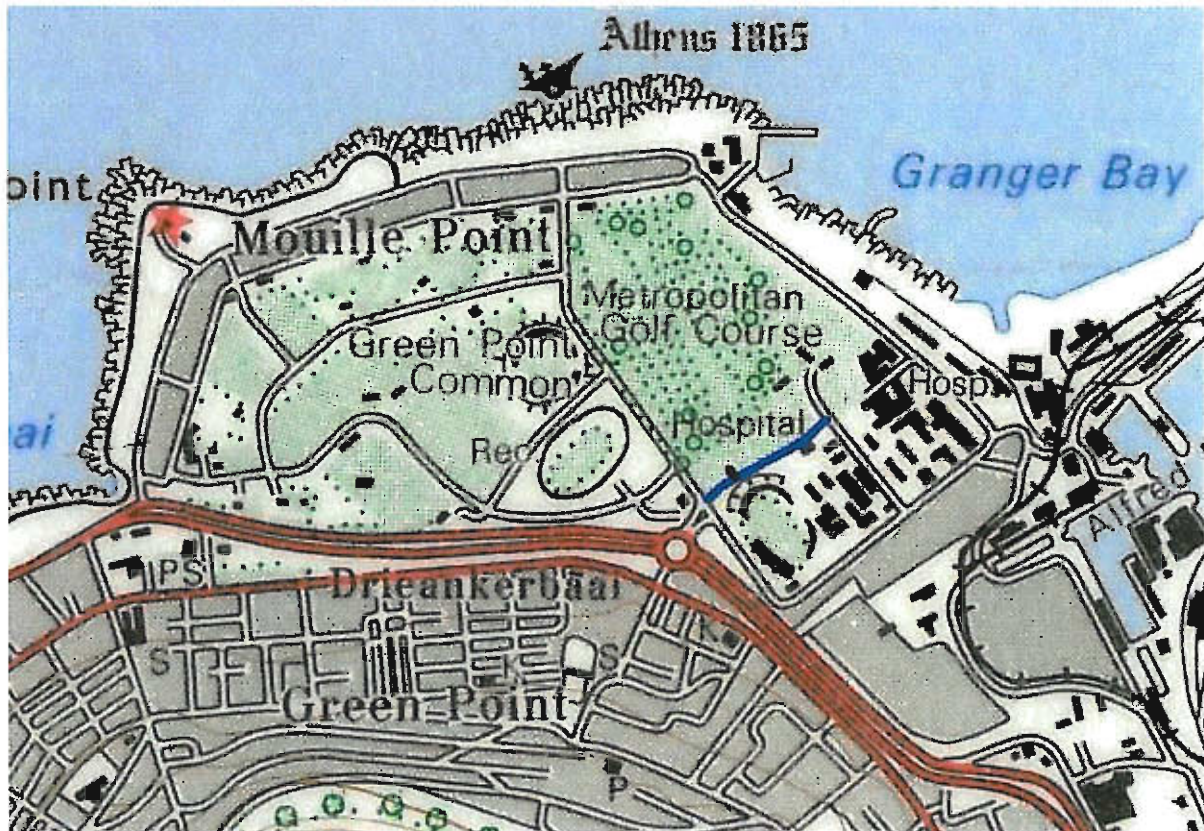


Figure 1: Showing the new Granger Bay Boulevard in dark blue, and its proximity to the main road south of Green Point Common. Map ref. 3318CD

2. Methodology

Engineering works for the Granger Bay Boulevard were carried out during May, June, July, and September 2008, and February and May 2009, and consisted of two phases of construction:

Phase 1: Bypass and Bill Peters Intersection (BPI)

Phase 2: Granger Bay Boulevard (GBB)

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Two types of archaeological monitoring procedure were employed: permanent monitoring and daily site visits. Most excavation work in Phase 1 involved the re-excavation of existing service trenches. When only these works were being carried out, the archaeological monitoring consisted of daily site visits. In the second week of Phase 1 monitoring, a mid-18th-century iron cannon was discovered next to an existing service trench in the BPI area (Figure 1). Following this discovery, a controlled excavation was undertaken around the cannon to ascertain the circumstances of its burial and to facilitate safe removal. The methodology employed during this controlled excavation is described in more detail below. The level of monitoring was also increased in the area around the cannon, including the permanent monitoring of the entire BPI area (Figure 1).

Permanent monitoring was employed throughout the ground-works associated with Phase 2 as the GBB route was a green-field location (Figure 1); thus the likelihood of encountering undisturbed archaeological deposits was increased. The GBB route is also an area of specific historical interest due to its position adjacent to Fort Wynyard and the Somerset Hospital. Previous archaeological monitoring at the Green Point Stadium² site identified the area surrounding Fort Wynyard as archaeologically sensitive due to the frequent finds associated with the Anglo-Boer War. The possibility of encountering human remains was also deemed to be high due to the location of the route adjacent to Portswood Road, where substantial dumps of disturbed human remains were found during monitoring of the new British Petroleum headquarters³ (ACO Report...; Figure 1). The likelihood of uncovering human remains in this part of Cape Town was further demonstrated during the monitoring of the adjacent Green Point Stadium site, where two individual fragments of human remains were identified in 2007 from secondary burial sites.

Prior to commencement of the excavation works, the sensitivity of this area was conveyed to Ninham Shand and Martin and East engineers. All machine operators, foremen and site workers were informed of these concerns and the requirement to stop work at the discretion of the archaeologist. The mechanical excavators were not under direct control of the archaeologist, the aim being to intervene in works as little as possible. Instructions were given where necessary to work carefully in certain areas and to allow time for inspection.

² Patrick, M. & Mutti, B. (2009) Final Report on the Archaeological Monitoring Brief of Erf 1059, Green Point Stadium. Report prepared for BKS (Pty) Ltd on behalf of their client, the City of Cape Town. Cape Archaeological Survey, Unit 2, Greenwich Grove, Rondebosch.

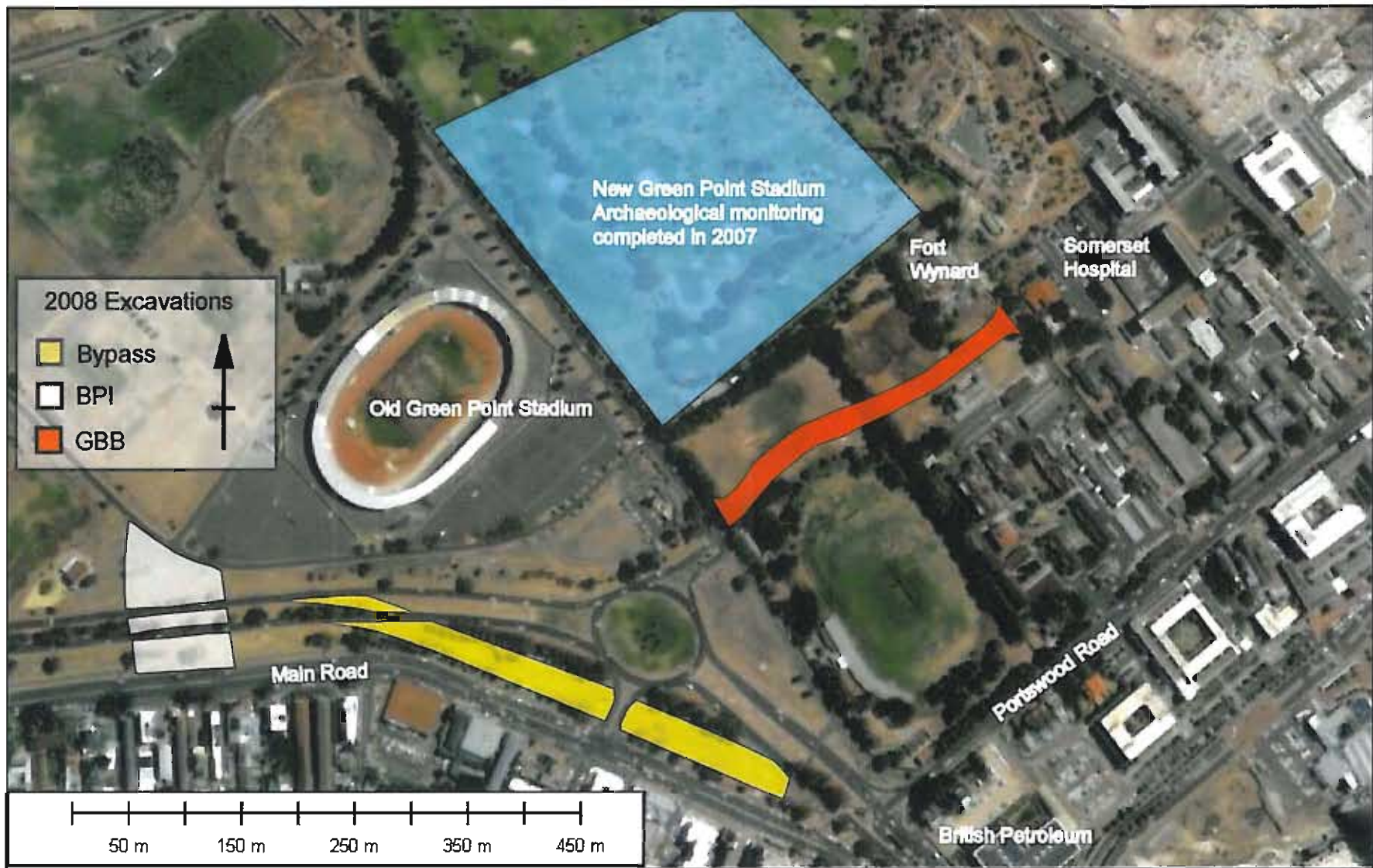
³ Halkett, D. (2003) Initial Investigation of the Circumstances of an Accidental Discovery of a Mass Burial. Report prepared for the VNA Waterfront (Pty) Ltd Company. Archaeological Contracts Office, University of Cape Town.

Detailed notes were taken during all phases regardless of whether archaeological deposits were encountered or not. These records included: photographs, plans to show areas excavated, scientific soil descriptions and section drawings. All archaeological deposits encountered were cleaned, photographed, numbered and described in as much detail as possible. The locations of all archaeological deposits were recorded using a GPS unit. If possible, the extent of the deposit was ascertained or estimated. When necessary, and if the programme of works permitted, small sample excavations were conducted. Samples of artefacts were collected from a number of recorded archaeological deposits and soil samples taken when further laboratory analysis might aid interpretation. Other significant or diagnostic unstratified artefacts (such as unfired bullets or iron objects) were collected and their positions recorded (Figure 4).

3. Results

3.1 Phase 1 – The bypass excavations

In general, the construction works on the bypass route (Figure 1) involved the raising of the ground level and involved minimal excavation. The surface material was removed to a maximum depth of 0.30 m and the material exposed usually consisted of previously disturbed make-up layers for the central reservation and current road layout. A series of deeper, small service trenches were excavated alongside the new route, and these were monitored more closely. In addition, existing services were exposed in small sections along the route. Outside of the BPI area shown in Figure 1, no archaeological deposits were encountered. Wherever possible, soil profiles were measured and sketched. Natural gravels and clays were observed at depths ranging from 1.10 m at the south-east end of the Bypass to 0.60 m below the present road surface in the north/west end (BPI area).



Photograph 1: Extract of a satellite image from Google Earth showing areas monitored during May, June, July and September 2008

3.2 Salvage excavation – a cannon from the BPI

A 4 m x 3 m square grid was established around the artefact. This area was cleaned using a hand trowel; pre-excavation photographs were taken; and a 1:20cm plan was drawn (Figure 3). The exact location of the grid was then recorded using a total station. Each deposit and cut feature identified was issued with a number and detailed soil descriptions were made. The primary aim was to ascertain whether the cannon was lying in its original position (*in situ*) or whether it was in a disturbed context. On first inspection, the cannon appeared to be situated on top of modern service trenches (004 and 002) (Photograph 1; Figure 3). Further investigation indicated that the cannon may, in fact, pre-date the service trenches⁴.

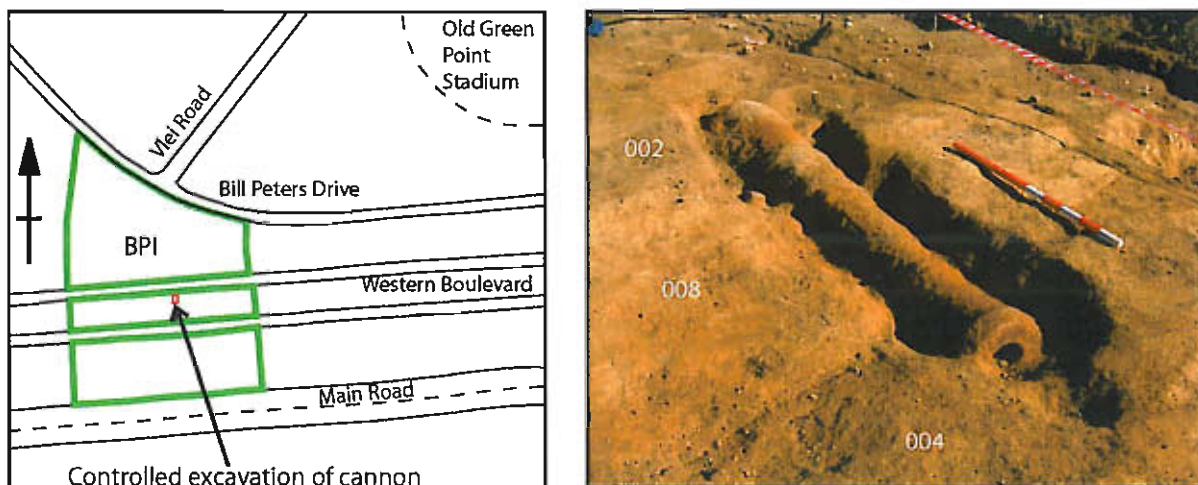


Figure 2 (Left): Location map showing position of controlled excavation. Photograph 2 (right): Pre-excavation photograph looking south over the cannon at BPI. Note the dark fill of the modern service trenches at the front and back of the cannon. The scale is 1 m.

A substantial and sterile sandy brownish yellow clay deposit (008) abutted the cannon, into which the service trenches had all been cut (Photograph 1; Figure 3). There was no observable cut for the cannon in the clay deposit and it did not appear to lie within any of the modern service trenches. This indicated that the clay, which pre-dated the service trenches, actually built up after the cannon had been deposited in this position.

⁴ The Cannon was identified *in situ* by Gerry de Vries (a military historian) as belonging to the VOC era AD1795, manufactured in Sweden.

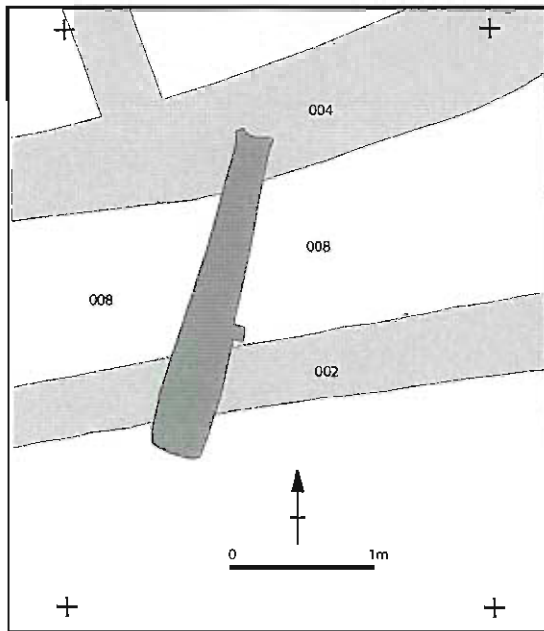
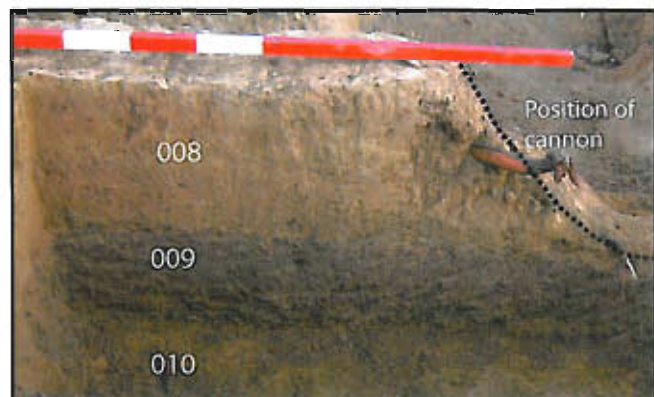


Figure 3: Pre-excavation plan of area surrounding the cannon.

It was, however, difficult to ascertain the exact stratigraphic sequence from analysis of the surface alone as most of the deposit that abutted the cannon had been dug away before archaeological work began (Photograph 1). To further investigate the burial sequence of the cannon, a small programme of controlled stratigraphic excavation was undertaken. Box sections of the modern service trenches were excavated to examine the clay deposit into which they were cut, and also to see if a cut was visible for the cannon.

No such cut was found. The box section excavated in the modern service trench 004 was then extended by 1.10 m x 0.90 m into the clay deposit 008. Following these excavations, there was no doubt that the clay had built up naturally around the cannon. This in turn demonstrated that the water pipe (004) and electricity cable (002) must have been threaded under the cannon, presumably because the object was too heavy to move by hand and possibly because it was mistaken for an old water pipe. The clay itself was excavated to a depth of 0.25 m and no artefacts were recovered. Underneath the clay deposit (008) was a compact and gravel-rich material (009) that had the appearance of a metallised surface (Photograph 2). The excavation proved that that the cannon was lying directly on top of this compacted gravel layer. This gravel deposit was 0.15 m thick and lay on top of a homogenous and sterile, naturally deposited gritty sand (010) (Photograph 3). Only 0.05 m of this sand was excavated.



Photograph 3 (Left): Oblique view looking south over the cannon and excavated box-sections through service trenches 002 and 004 and clay deposit 008. The 1 m scale is in 0.50 m and 0.10 m increments. Photograph 4 (Right): North facing section of the box-excitation after the cannon had been removed. The scale is in 0.50 m and 0.10 m increments.

The controlled excavation stopped at this depth, 0.85 m below the present road surface. The cannon was removed using a winch with canvas straps and transported to Fort Wynyard Museum. The cannon was not associated with any other iron objects and there was no evidence that it had served a military function in this location. Iron cannons were commonly used in Cape Town as bollards, gate posts and other boundary markers. The location of the cannon close to the main thoroughfare from central Cape Town to Sea Point and the western coastline of the Peninsular, which had been in existence from the late 17th century, suggests that the cannon was likely to have been used as some kind of marker along the road. Unfortunately, the area around the southern end of the cannon was highly disturbed so it was not possible to tell if there was a post-hole to hold it upright, but the compact gravel that the cannon was lying on may well be an old road surface. The limited excavation did not yield any artefacts from the deposit underlying or immediately overlying the cannon. Only fragments of 20th-century pottery and glass were observed from the modern service trenches. These were not collected.

3.3 Phase 2 – The Granger Bay Boulevard

The storm-water trench

Between the 27th and 30th May, a storm-water trench was excavated along the Granger Bay Boulevard for 240 m, from Fritz Sonnenberg Road, north-east along the centre of the proposed route for the four-lane highway (Figure 4). A CAS archaeologist closely monitored the entire length of the trench. The trench sloped up from the drainage sump over 5 m below ground surface at the south-west end to 0.40 m at the north-east end. The trench measured between 1.5 and 1.7 m in width. A series of seven 12 m² square manholes were dug along the length of the storm-water trench. Two 6-m-long trenches were excavated from each manhole, sloping up and away from the main channel (Figure 4).

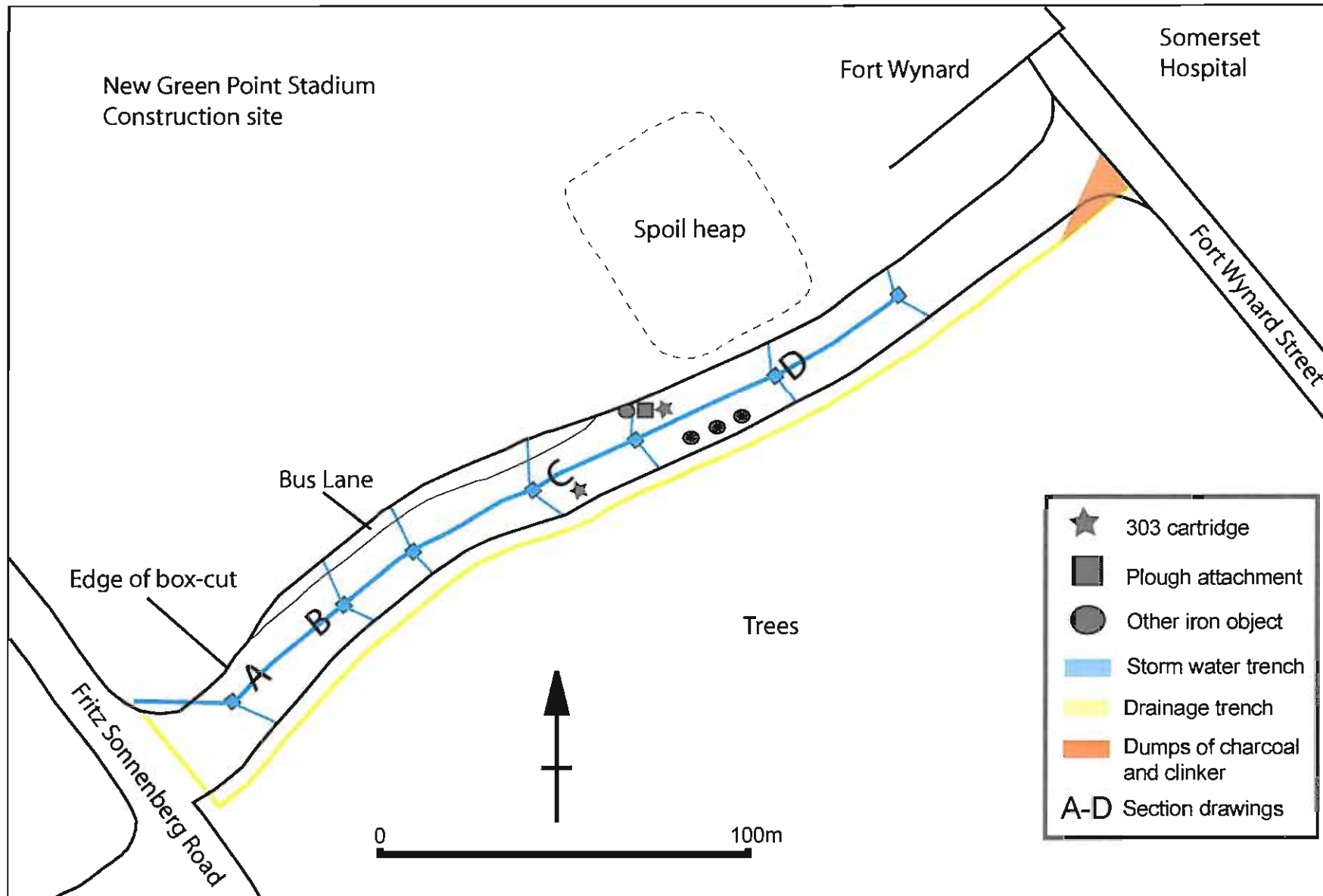


Figure 4: Plan of GBB foundations, storm-water trench and drainage trench, showing position of section drawings (Figure 5) and artefact

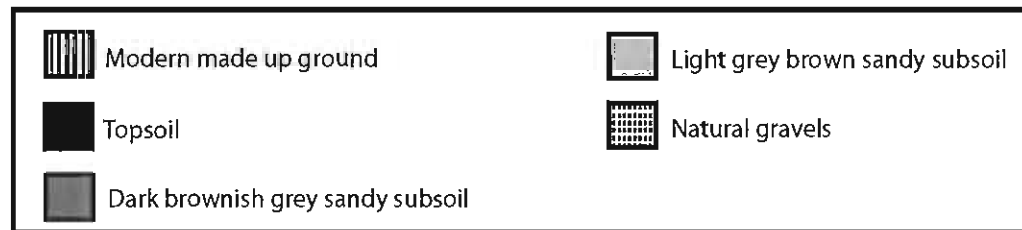
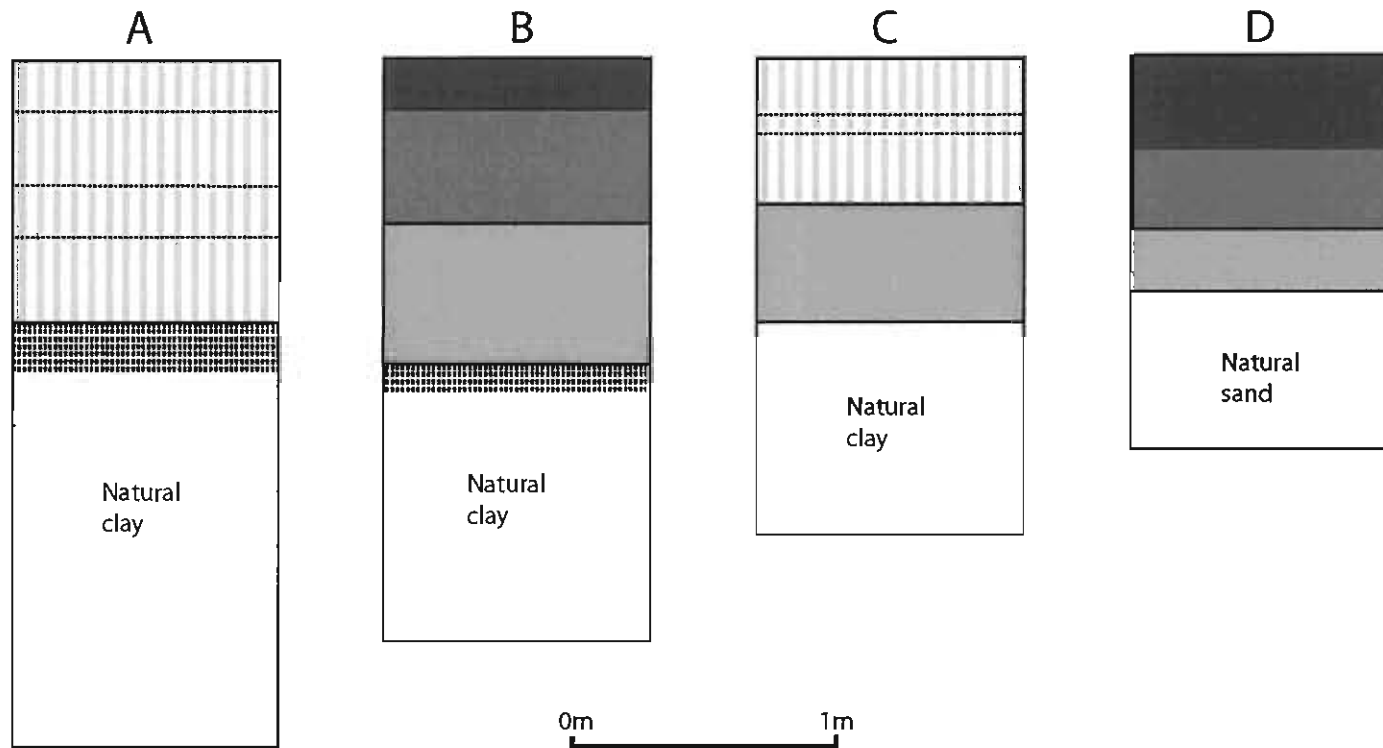


Figure 5: Sections A–D of the north-western (south-west-facing) section of the storm-water trench. See Figure 4 for exact locations of each section shown above.

The storm-water trench provided an opportunity to observe the soil profile through the centre of the GBB route. The section drawings above (Figure 5) show the varying soil profile along the length of the trench. In the first 60 m at the south-west end of the trench, the upper part of the profile, consisted of late 20th-century dumps to a depth of a metre below the present ground level (Section A). Fragments of tarmac were visible in the very base of these 'make-up' layers. Underneath these modern layers was a substantial, but discontinuous, 0.40–0.50-m-thick gravel layer. This naturally deposited gravel varied in composition. Along some parts of the section it consisted entirely of angular fragments of sandstone (<0.15 m in length) (Section A). Elsewhere, the angular component was thinner and the lower half gradually graded into a rounded gravel (<0.03 m in diameter). Underneath the gravels, at a depth of 1.40 m below the present surface, was a bright yellow, sandy clay, which in turn lay on top of the bedrock, the top of which was reached at between 2.00 m and 4.50 m in the south-western half of the storm-water trench.

Forty metres from the south-western end of the storm-water trench, a dump of 19th-century bottles was recovered from the excavation spoil. This dump was not visible in either of the section faces so it must have been a localised occurrence. Diagnostic base and rim fragments were collected. At the 60 m mark (moving north-east), there was the first sign of an undisturbed soil profile. The soils consisted of a dark grey sand overlying a lighter grey sand, which itself lay on top of the naturally deposited gravels and sands (Section B). In places, the bedrock was visible underneath either the clay or sand. This relatively undisturbed profile was recorded for a further 40 m.

A second series of modern levelling dumps was observed beginning at the 135 m mark (Section C). These began at the same point at which the present ground level begins to slope up from the present site compound area to the cricket pitch and therefore most likely represent levelling layers for the construction of this recreation area. These modern dumps continued up to the line of trees shown on Figure 4. After this point the undisturbed profile returned and continued until 200 m (Section D). At 200 m the natural sands separate into three main bands, although more lenses are visible in places. A discontinuous lens of calcrete was recorded in the middle band of sand in the section between 204 m and 208 m. The calcrete lens was cleaned up and investigated but also appeared to be naturally deposited.

A small shallow cut feature, filled with a similar greyish-brown sand as the subsoil and capped with a lens of ash, was recorded in the section at 206 m. The feature was investigated and thoroughly cleaned in section. One small fragment of clear glass, dating from the second half of the 20th century was recovered from the ashy lens, proving that this feature was modern in date and thus of low archaeological significance. Beyond this feature, the undisturbed profile with deep, sterile sands continued until the end of the trench.

The box-cut excavations

Between the 24th June and the 14th July, a CAS archaeologist was present on-site during all excavations associated with the foundation trench ('box-cut') for the Granger Bay Boulevard route. The excavations extended for 305 m between Fritz Sonnenberg Road and Fort Wynyard Street (Figure 4). The excavated area measured 20 m in width along most of its length, although between 40 m and 150 m, from the south-western end, the route included an extra lane for buses (Figure 4). The box-cut was deepest at the south-western end, measuring a maximum of 1.20 m below the present ground surface.



Photograph 5: The box-cut excavations along the route of the Granger Bay Boulevard.

The base of the excavations became shallower as the works proceeded to the north-eastern end, measuring a minimum of 0.40 m at the junction with Fort Wynyard Road. A narrow drainage trench measuring only 0.70 m in width was also excavated parallel to the box-cut alignment, along its south-eastern side (Figure 4).

While the storm-water trench provided a good look at the vertical sequence for the length of the GBB route, there was little opportunity to observe the horizontal extent of deposits encountered. In contrast, during the box-cut excavations it was possible to assess the archaeological sensitivity of the area in the horizontal dimension. For this reason, there was an

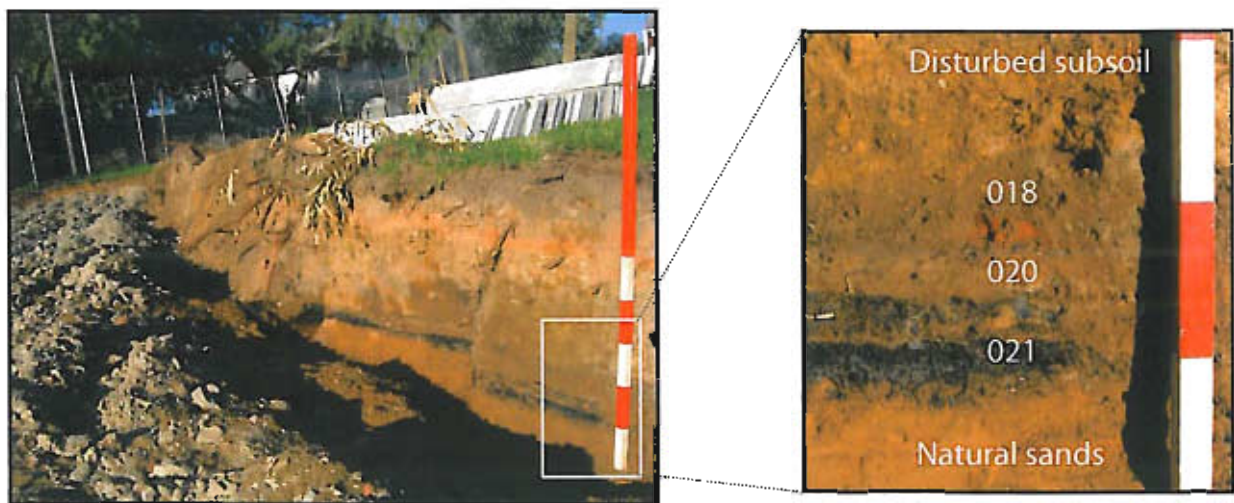
increased possibility of identifying grave shaft cuts during this phase of monitoring. No grave shafts were identified and no human remains recovered. Large concentrations of iron objects were also expected, but, in contrast to the adjacent Green Point Stadium monitoring works, no such deposits were encountered. Very occasional diagnostic iron spikes or nails were recorded and one diagnostic circular sheet of iron. These items were not collected, but their positions are shown on Figure 4. One iron plough attachment was recovered during the removal of the eucalyptus trees on the south-western edge of the cricket pitch. Its position is shown on Figure 4. Nearby, two unfired bullets of an early 20th-century appearance were located. Their positions are also marked on Figure 4. Also in the same area, immediately south-west of the line of eucalyptus trees, the remains of a possible old road surface were also recorded (Photograph 6).



Photograph 6: The north/west section showing mortar and clay surface 017. Scale is in 10 cm increments.

The surface was observed in the north-western section of the box-cut. Unfortunately, it was not observed during the monitoring of the box-cut itself, most likely due to the speed of excavation. Neither was it visible in the section of the storm-water trench, although it is possible that it was obscured by modern levelling dumps. The surface consisted of alternate lenses of clay and crushed mortar/coarse sand, measuring between 0.11 m and 0.30 m in thickness and traceable for 3.50 m. No finds were recovered during the limited amount of section cleaning that time permitted. The location of the surface on the south-western edge of the cricket pitch, alongside the line of trees, suggests that a route-way may have existed along this boundary at some point in the past. Indeed, the concentration of iron finds in this area (Figure 4) may be a result of the increased use of this possible route-way or the dumping of material along the boundary.

Perhaps the most archaeologically important observation of the Phase 2 monitoring was the identification of an extensive area of burnt material at the north-eastern end of the box-cut and in the drainage trench, aligned parallel, and immediately to the south-east of the box-cut (Figure 4; Photograph 7). The burnt material consisted of lenses containing varying concentrations of charcoal and clinker. Unfortunately, the box-cut was only excavated to 0.40 m below the present surface and therefore not quite deep enough to expose the full extent of the burnt material, the top of which was between 0.40 m and 0.60 m below the surface. It was just visible at the very bottom of the north-eastern section of the box-cut, 8.20 m from the north-eastern corner of the excavated area, suggesting that it did, in fact, extend over this whole area (Figure 4). The topsoil exposed in section was quite disturbed, consisting of clayey sand with crushed brick.



Photograph 7: The south/east section of the drainage trench showing layer of burnt material 021. The fence in the background (left) is Fort Wynyard Street.

Underneath, between 0.30 m and 0.35 m below the surface, was a mixed yellowish-brown fine sand (018) with moderate amounts of charcoal and animal burrows. At 0.55 m below the present surface, and extending for 7.80 m in section, was a thin lens of dark brownish-grey sand, 019, with frequent charcoal and clinker inclusions. This layer of burnt material was lying on top of a 0.05 m thick layer of brownish-yellow coarse sand (020) that was almost devoid of evidence for burning, containing only occasional flecks of charcoal and small fragments of clinker. Next in the sequence was another layer of burnt material (021), 0.60 m below the surface. In the south-western end of the area of burnt material (Figure 4) layer 021 was recorded as a thin, 0.04-m-thick deposit with moderate clinker and charcoal inclusions, lying on

top of an old soil horizon. About halfway along its length, 021 was visible as a much more substantial layer, 0.10 m thick, and consisting of almost 100 percent charcoal (Photograph 6).

After forty-five minutes of cleaning the section, few finds were retrieved. Importantly however, one shard of refined earthenware (whiteware), dating from the late 19th/early 20th century, was collected from layer 021, the most intense layer of burning. Other finds consisted of small irregular lumps of iron measuring no larger than 0.03 m in size, and one fragment of diagnostic animal bone, a possible nail and a fragment of mortar, all from layer 019. All these finds were collected.

The size of this burnt deposit and the inclusion of industrial waste such as clinker and small iron fragments strongly suggests that these layers are the result of dumping of industrial waste associated with metal working. This correlates well with the results from the Green Point Stadium monitoring programme during which large dumps of iron were recorded. Due to the military nature of much of the iron material and the historical evidence for an army camp in the vicinity of Fort Wynyard from the late 19th century onwards, the nearby forge would almost certainly have been associated with the camp. Although it is difficult to prove beyond doubt from these limited findings, the available evidence strongly suggests that the area of burning identified during the GBB monitoring is related to a military forge. The identification of two substantial layers of burnt material separated by a cleaner layer of sand further raises the possibility of two phases of intense activity. Further investigation may well be able to link these two phases to the two periods of military activity known to have taken place in this area: the Anglo-Boer War and the First World War. The late 19th-century/early 20th-century ceramic fragment from layer 021 does not conflict with this interpretation. These archaeological deposits continued north-eastwards beyond the extent of the GBB monitoring planned for 2008.

3.4 2008–9 Monitoring at Fort Wynyard & Somerset Hospital and the Traffic Circle

Monitoring work continued in the area of Fort Wynyard Street, the car park of Somerset Hospital and at the vicinity of the traffic circle intersection south of the old Green Point Stadium. The destruction of the existing traffic circle intersection was undertaken to make way for the construction of a flyover bridge that will connect Sea Point Main Road with the Lower Somerset Road at Granger Bay, and to install service cables for electricity, as well as create storm-water and sewage pipes (see Figure 6). Part of this development includes the removal of lampposts from their original position and undertaking trenching activities to install new service cables. The lamppost removal was monitored in an attempt to score the presence or absence of

cultural material, including human burials, in an area deemed archaeologically sensitive due to its southerly proximity to the Breakwater Prison and easterly proximity to the Traffic Department, where 18th-century historic burials have been exposed in the past.

The first 30 cm of grass cover and topsoil was removed from around the lampposts at No's 1–7, and none of these excavations contained cultural material. Only lampposts 21, 22 and 23 exposed artefacts of archaeological interest. At the bottom of trench 21, paving and road drainage slabs were found *in situ*, located in a north–south direction. The same paving slabs were also noted in trench 23. It is possible that they may belong to the old Somerset Road. In trench 22, an archaeological horizon with a substantial amount of bone, 19th-century porcelain, bottle glass and iron fragments was noted.

Several shards of Oriental porcelain were found on the surface south from the circle in the direction of the Traffic Department (13.15), but no faunal elements were found. A large pit, 4 m wide and 1.50 m deep, was excavated by the contractor in the centre of the traffic circle in order to remove a large palm tree. These deposits were examined and an archaeological profile developed for the area (see Figure 7). No archaeological material was noted.

The stratigraph for this area is made up in the following way; located directly below the topsoil, at 20 cm, is the upper deposit, made up of dark brown humic soil, which we believe was used as a bedding material to plant grass. Below this is a dark brown loamy soil with bricks and stone, which seems *in situ*. Below these deposits lies a ferrugeneous capping that overlies a yellow clay deposit, which is sterile. Bedrock lies below, which is tabulated Malmesbury shale.

The main work on the old traffic circle consisted of loading previously excavated material onto earth-moving trucks, as well as excavating the remaining *in situ* deposit. Depth of excavation was approximately 1.5 m and was undertaken by an operator and mechanical digger (see Figures 7–8).

An additional area was monitored close to the McDonald's restaurant (see Figure 8), where the footing for a flyover bridge was being constructed. Several electrical cables were removed as part of this process, providing an opportunity to describe the stratigraphy of this area, which is composed of brown sandy loam above a lighter clayey material, overlying degraded Malmesbury shale bedrock, with very little cultural debris.

A number of *in situ* baulks had been left with wooden stakes to show the height of the original land surface (see Figure 9). These offered a window of opportunity to view the stratigraphic sections. A survey of these excavated areas showed very little in the way of cultural debris, other than some bricks and broken water pipes, but remarkably almost no domestic garbage.

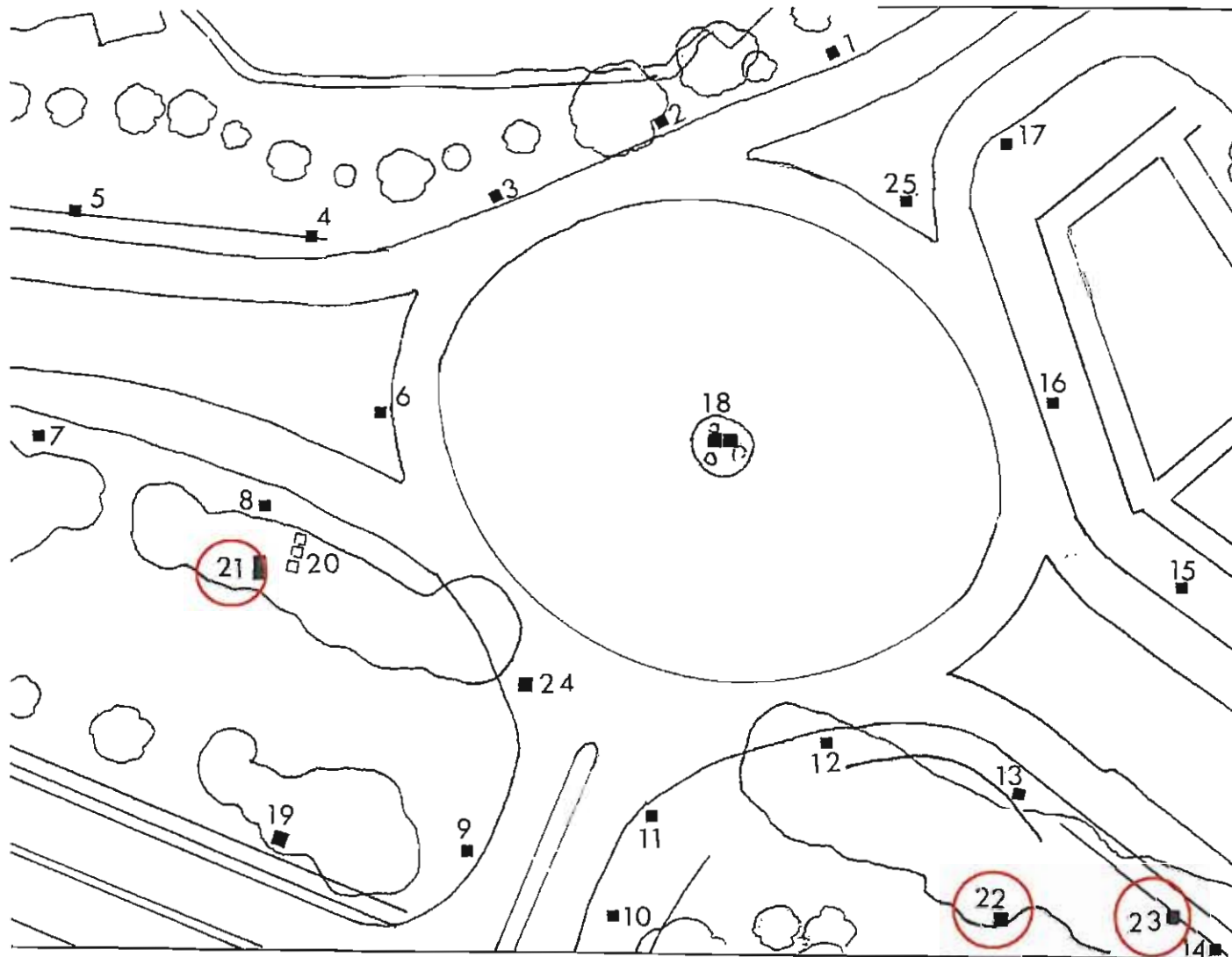


Fig. 6: 1:10,000 scale drawing of the main intersection between Granger Bay and Western Boulevard showing the location of lampposts and trenches surveyed during the archaeological monitoring brief.



Photograph 8: Granger Bay Blvd. Excavation behind McDonald's restaurant, exposing service cables; reddish-brown soil above degraded Malmesbury shale.



Photograph 9: Granger Bay Blvd. Excavation showing 'islands' of unexcavated material and original land surface.

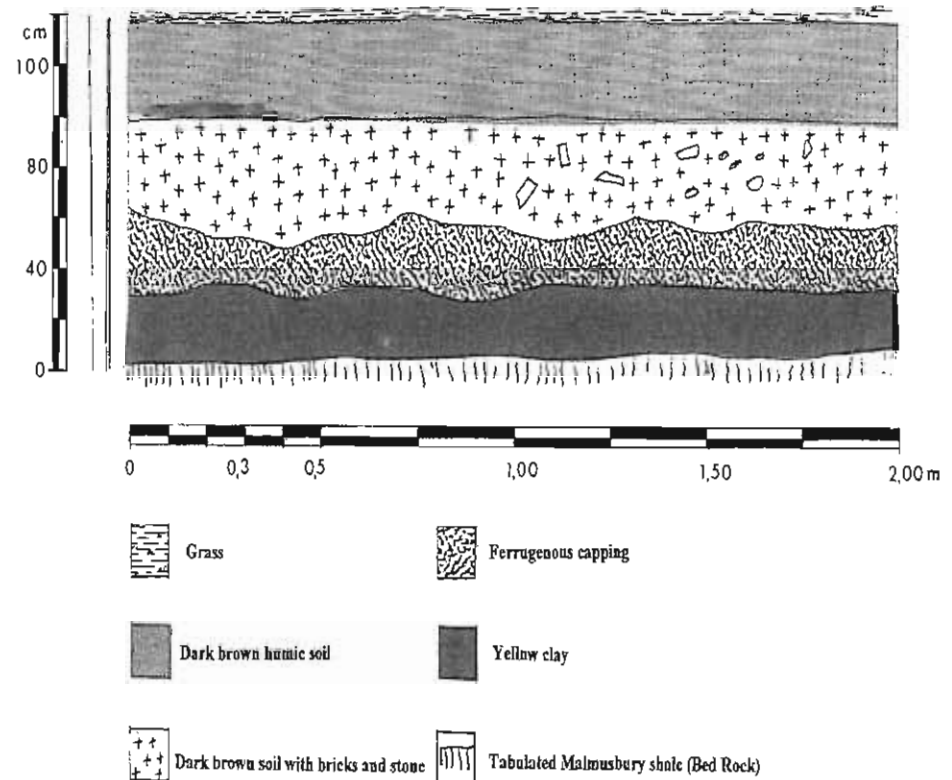


Figure 7: Profile on the main circle at Green Point Stadium.

4. Conclusions

Archaeological monitoring associated with the construction of Granger Bay Boulevard has contributed significantly to the heritage assessment of the Green Point/Sea Point area. Most notable is the identification of what appears to be have been a dumping ground for an iron forge likely to have been associated to the British army camp first established in this area during the Anglo-Boer War (1899–1902). This discovery links the Fort Wynyard Street/Somerset Hospital area with the landscape in the vicinity of the new stadium, where substantial dumps of iron were identified during a monitoring programme by CAS in 2007. The identification of a possible road surface and an adjacent concentration of iron finds on the south-western side of the former cricket pitch may also be linked to this phase of activity.

The discovery of a mid-18th-century cannon during monitoring of the Bill Peters Intersection also represents a significant archaeological discovery. Although not in its original position, controlled salvage excavation revealed that the cannon was lying on a compacted surface and was most likely in this location because it had been used as a boundary marker of some kind, as was common throughout the late 18th and early 19th centuries. The cannon was identified as having been manufactured in Switzerland in 1740 for the Dutch East India Company, and represents one of twenty now left at the Cape (Commander Gerry de Vries pers comm.).

The identification of cultural material in the footing of lamppost excavations and the monitoring of trenches has aided in our understanding of the spatial distribution of cultural material, namely, in regard to which material could be considered *in situ*, and which deposits had been removed during previous building phases. The absence of human skeletal remains in the deposit has contributed significantly to our understanding of how to delineate the geographical boundary of the Somerset Road Historic Graveyard, which is in itself an important tool in evaluating any planning application made in the Sea Point and Green Point areas.

5. Acknowledgments

We thank Jeff Mawhinney from Ninham Shand, Jason Hartmen and Tom Visser, from Martin and East, for their unfailing commitment to ensure that we had access to site, and their involvement in the organisation and safe removal of the VOC cannon to Fort Wynyard. We are grateful to them for their patience, good humour and, above all, the professional manner in which they assisted us. We also wish to extend our thanks and appreciation to Commander Gerry de Vries who undertook the analysis of the cannon *in situ* during construction work, and Major Videus Archer who allowed us to store the cannon at Fort Wynyard.

6. Project Team

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