

**STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) FOR THE
PORT OF CAPE TOWN AND ENVIRONMENTAL IMPACT
ASSESSMENT (EIA) FOR THE EXPANSION OF THE
CONTAINER TERMINAL STACKING AREA**

SPECIALIST STUDY ON MARITIME ARCHAEOLOGY

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SUMMARY

The following specialist report forms part of the larger Strategic Environmental Assessment (SEA) for the Port of Cape Town, the Environmental Impact Assessment (EIA) for the extension of the container terminal in that port, and the related sourcing of fill material.

The development and management of these assessments, as well as the monitoring and guiding of specialist studies, is being undertaken jointly by Sakaza Communications and the Council for Scientific and Industrial Research (CSIR), and specifically the Council's environmental department (Environmentek). The project is commissioned by the National Ports Authority (NPA), Port of Cape Town.

The project was set in motion towards the end of the 1990s, whereby the emphasis initially lay with the EIA for the proposed expansion of the container terminal in Cape Town harbour. During the orientation phase for this, that included a public participation process, a number of key issues were identified. These vary considerably and range from planning, traffic management, visual and noise effects, to potential impacts on the marine ecology and cultural resources in the area.

As a result of this, a number of specialist studies were commissioned. This document reports on one of these. It concerns a study of the impact the suggested developments may have on the maritime archaeological potential of Table Bay, as well as related issues.

The terms of reference for this study, as described in the Specialist Terms of Reference¹, are as follows:

- 1- to source all historical shipwreck databases in order to establish the location of all shipwrecks in Table Bay that may be impacted on by future long-term port development;
- 2- to provide a table indicating the location, history and significance of the wreck in terms of the National Heritage Resources Act No. 25 of 1999 and historical context;
- 3- to contribute to the decision with respect to the siting of a dredge site to source fill material with respect to location of significant shipwrecks;
- 4- to discuss the proposed process to be followed in terms of the National Heritage Resources Act No. 25 of 1999, if significant shipwrecks are suspected/known to be within the proposed dredge and fill site for future short, medium and long-term port development;
- 5- if shipwrecks of significance are suspected in the area for future short-term expansion of the container terminal or areas to be used as sources for backfill, to propose a detailed work plan for the assessment of these shipwrecks;

1 Heather-Clark & Liphoto (2002a) : 10-11.

- 6- to assess the significance of the impact of the short-term port development (expansion of the container terminal) on the marine archaeology of the affected site in terms of nature, extent, duration, intensity, probability and legislative context;
- 7- to identify and discuss all relevant legislation pertaining to the expansion of the container terminal and any permit applications that may be required in terms of the relevant legislation;
- 8- if shipwrecks of significance are suspected in areas of future long-term port development, to provide a detailed work plan, time scale and budget to assess the possible effects of marine archaeology in Table Bay on future long-term port expansion;
- 9- to indicate how all of the above information will be presented as part of the overall Environmental Management Framework;
- 10- to reference all information, reports, data etc. used.

This report combines both the SEA for the Port of Cape Town and the EIA for the container terminal as far as maritime archaeological resources are concerned. Partly as a result of this, but also due to the fact that various points referred to in the terms of reference overlap, the reporting on these matters has been slightly complicated. For that reason, the structure that is being followed in this report is briefly explained hereafter.

In Chapter 1, the objectives and principles underlying the study are briefly explained, whereby reference is made to experiences elsewhere. At the end of this part, some general guidelines for both the SEA and the EIA are stated. Chapters 2 and 3 focus on an assessment of the maritime archaeological potential of Table Bay. Different types of archaeological sites that have been identified will be discussed in detail, whereby factors that contributed to their deposition and quantitative assessments of their potential are incorporated. Chapter 2 provides an overview of available source material, including historical shipwreck databases, as well as an explanation of the methodology that was followed. The first section of Chapter 3 discusses the natural environment of Table Bay, as this partly explains the reasons for many shipping disasters, as well as the approximate locations where wrecks were deposited in the past. This section is also important within the context of sourcing fill material for the extension of the container terminal and possible long-term developments. Information related to wreck locations is presented in Table 3.3., which refers to individual shipwreck sites. This table should be read in conjunction with Appendix 1, which contains more detailed historical information on these wrecks.

Chapter 4 discusses the potential impact future development (short-term, medium and long-term) may have on the archaeological potential. In addition, ways of reducing the potential negative effects of future development (mitigation) will be discussed. A suggested fieldwork methodology that will be applicable for different development phases is further explained in Chapter 5. The implementation of this is discussed in more detail in Chapter 6, whereby attention will be devoted to such aspects as basic infrastructural needs and financial implications. Chapter 7 provides information on legal aspects and provides an overview of relevant legislation within the framework of the SEA and EIA. It will also discuss the requirements to obtain licenses and permits that are required for the disturbance of archaeological material. In Chapter 8, general recommendations for the future are presented, based on the

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current state of knowledge. In addition, some specific advice is given pertaining to the planned expansion of the container terminal. The remaining parts: Conclusions, References and Appendix 1 provide additional information on the shipwreck potential of Table Bay, the various sources that were used for this study and a synthesis that contains general conclusions and advice.

GLOSSARY

Archaeology: the scientific study of aspects of the human past, primarily through material evidence

Artifact: an object used or produced by people

Excavation: the practice of documenting, uncovering and recovering of artifacts and finds, together with associated information

Field work: the tasks that are carried out in the field and that include both non-intrusive surveys and excavation

Find: an artifact or other physical trace that provides evidence for past human activities

Geophysical techniques: the various techniques that allow for the scanning and/or analysis of sediments and deposits

Historical archaeology: the archaeology of historical periods that may also include the use of documentary evidence

Magnetometer: an instrument that detects disturbances of the earth's magnetic field

Marine archaeology: the practice of excavating archaeological sites in the sea

Maritime archaeology: the scientific study of people's past relations to the sea through surviving material evidence and all available additional evidence of whatever nature

Material culture: physical evidence of past human activity, mostly in the form of artifacts

Non-intrusive survey: a survey of an area or site without disturbing its context or any finds contained therein

NPA: National Ports Authority

SAHRA: South African Heritage Resources Agency

Side-scan sonar: a specific type of sonar that records the topography of the sea bed

Site: a place where archaeological material is deposited

Site information: all data that can be gained from the study of a site. These may relate to spatial information pertaining to artifacts and finds, stratigraphy, sedimentology, etc.

Stratigraphy: the sequence of different layers of geological or cultural (i.e. man-made) material

Sub-bottom profiling: a technique that allows for the scanning of deposits and stratigraphies

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1. OBJECTIVES

The general objectives of this study include the following:

1. To formulate principles and guidelines for the assessment, study and management of historical-cultural resources -with an emphasis on maritime archaeological resources- within the area of the Port of Cape Town, as well as the greater Table Bay area.
2. To indicate the different types of maritime archaeological resources and, where possible, to provide for an inventory of sites where such resources were deposited in the past.
3. To indicate general requirements for the sustainability, protection, development and/or enhancement of these resources.
4. To provide practical advice for the study and protection of those sites that may be threatened by harbour developments.

General guidelines and principles for the assessment, study and management of historical-cultural resources and specifically maritime archaeological resources have been formulated by the UNESCO's Convention on the Protection of the Underwater Cultural Heritage. These were adopted by the UNESCO's General Conference in 2001. Some 350 experts from more than 90 countries worked for four years on the convention, which covers "all traces of human existence having a cultural, historical or archaeological character which have been partially or totally underwater, periodically or continuously, for at least 100 years".²

The convention states in broad terms that it is essential to protect and preserve the underwater or maritime heritage for the benefit of mankind. Some important reasons for doing so include the following:

1. Maritime archaeological resources can provide information on aspects of the human past that cannot be gained from other sources, such as archival documents or museum collections.
2. The maritime archaeological heritage is a limited and non-renewable resource.
3. A substantial part of this resource is under constant threat from developments and the actions of salvors and treasure hunters.

Although nature can also be a destructive agent, any substantial natural destruction of archaeological material generally occurs well within the first century of immersion. After that period, most sites are being covered by sediments. These circumstances, together with environmental conditions underwater, such as the anaerobic environment and relatively low and stable temperatures, stimulate preservation. In fact, shipwrecks and other sites may last many hundreds if not thousands of years underwater. They can reveal site information as well as artifacts that normally do not survive burial conditions on terrestrial sites or which do not occur on such sites. This is one of the reasons why many of them are left *in situ*. The "*in situ* preservation" concept is an effective one and has been tried in the United States, Australia, Denmark and Canada, to name but just a few countries. Thus, to preserve for the "benefit of mankind" means either by *in situ* preservation and accessibility, or by

2 Williams (2001) : 4-5.

justified partial or complete archaeological excavation. The results obtained from excavation must lead to public access through museum presentations, publications and other means of dissemination, or through public participation programmes.³

By focusing on the Strategic Environmental Assessment (SEA) for the Port of Cape Town and the Environmental Impact Assessment (EIA) for the expansion of the container terminal stacking area, it must be acknowledged that these projects that are discussed jointly in this study pose a specific situation. Although the general guidelines and principles that were touched upon in the above maintain their validity, experiences gained from comparable dredging and development projects elsewhere must be incorporated here to provide for a more appropriate example. Unfortunately, very little has been published on this subject. One exception is the Slufter project in the Netherlands. This project involved the dredging of certain harbour areas and dumping of contaminated silt in a closed-off area that witnessed shipping activity in the past. In the introductory part of this study, the authors acknowledge that it is not an easy task to accommodate for archaeological work in a large-scale dredging project.

“One of the main problems in planning is that the cultural values involved are not known in advance. Paradoxically it is just the fact that any vestiges and remains are undisturbed and thus unknown that determines their potentially great value. In the Slufter project this basic problem was considerably reduced by a preliminary survey. It did not predict what would be found during construction, but it indicated possibilities as well as sensitive areas. On the one hand it showed large sequences of sediments to be archaeologically sterile, thereby considerably reducing the extent of sediments deserving archaeological attention. On the other hand it opened the possibility to set priorities by making the archaeological potential explicit”.⁴

Although this observation is based on standard archaeological practice and common sense, it does underline the necessity to undertake an archaeological desk top study of the archaeological potential that may be present in and around the Port of Cape Town, before any of the planned work is being undertaken. This will have several advantages. First of all, it will prevent unnecessary delay for the planned development activities. Secondly, by careful planning the potential destruction of important and/or sensitive sites may be avoided. Thirdly, appropriate planning may be cost-effective, especially should an important or sensitive site be identified. In this context, the following observation is of relevance:

“In a marine situation both the scope of works, the machinery used and the complexity of archaeological recording tend to be bigger (than on land), and so are the difficulties that are to be met. It is thus quite understandable that archaeology in a rescue situation under water has so far largely remained untrodden ground”.⁵

Based on the above it will be clear that it is essential to formulate basic principles and guidelines for the assessment, study and management of historical-cultural resources within the area of the Port of Cape Town, as well as the greater Table Bay area. Such guidelines and principles include but are not limited to the following:

3 Grenier (2001) : 6.

4 Adams, van Holk & Maarleveld (1990) : 7.

5 Adams, van Holk & Maarleveld (1990) : 13.

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1. Before any development takes place, a baseline study must be undertaken to assess the maritime archaeological potential of the area.
2. The results of this study must be taken into consideration when more detailed work plans are being designed.
3. Any work in designated areas must take the possible presence, importance and sensitivity of maritime archaeological sites into consideration.
4. The baseline study (i.e. desktop study) must be undertaken by a professional archaeologist with experience in maritime archaeology and archival research.
5. Potential future surveys and excavation must be undertaken by suitably trained and qualified personnel.
6. Whenever possible, located sites that are under threat must be adequately preserved *in situ*. If this is not feasible, an archaeological survey and (partial) excavation must be undertaken to save as much information as is reasonably possible.
7. Any material recovered during such operations must be adequately stored and preserved and must remain accessible for further study. Excavation and recovery can only be done after a license from the Department of Customs and Excise has been issued and a permit from the SAHRA has been granted.
8. Proper lines of communication between the developer (i.e. the Port of Cape Town), the SEA and EIA teams and the specialist for maritime archaeology must be maintained at all stages.
9. The various stages of the archaeological survey and information gained must be properly documented and made accessible.

2. APPROACH AND METHODOLOGY OF THE DESK TOP STUDY

The primary objective of the desk top study was to identify the different types of maritime archaeological sites that may occur in the Table Bay region. A study of relevant literature, unpublished research projects, discussions with other archaeologists and a primary assessment of archival sources indicated the possible presence of five general categories.⁶

1. Pre-historical material under water and on shore.
2. Historical occupation sites on shore.
3. Historical harbour works.
4. Shipwrecks.
5. Anchorage debris.

Of these five categories, the “Historical occupation sites on shore” and “Historical harbour works” were considered of lesser relevance. The category “Historical occupation sites on shore” includes the remains of a survivor camp of shipwrecked mariners from the Dutch East India Company ship *Haerlem* (1647) and VOC fortifications along the shores of Table Bay. Some of these sites are situated outside the current harbour perimeter and there are no indications of any short term (0-5 years) or medium term (5-15 years) activities being planned for these areas within the framework of the SEA and EIA. The location of the camp site, for example, is thought to be relatively close to Blaauwbergstrand. Other sites in the port area, such as the Chavonnes Battery and harbour works, were covered up by later developments and reclamation activities. They are currently incorporated in existing land-based facilities and no indications have been given of planned development activities for these sites in the immediate future. For these reasons, the significance of potential impact for these categories of sites can be described as low.

The three remaining categories are: “Pre-historical material under water and on shore”, “Shipwrecks” and “Anchorage debris”. Of these, the first includes occupation sites, burials and loose finds. Indications for ephemeral occupation sites, remains of shell middens and burials have been found along the eastern shores of Table Bay.⁷ Most of these date to the Later Stone Age (LSA) and are not very significant. More important is the discovery of Acheulean artefacts that date from the Early Stone Age (ESA). These consist of stone hand axes that have been dated to in between 300,000 and 1.4 million years. These finds were made in 1995 and 1996 and they provide archaeological evidence for the occurrence of important pre-historical material, under water and *in situ*, in Table Bay.⁸

6 E.g. Durden (1992); Durden, Graf, Hall et al. (1992); Mavrodinov (1999); Soonike (1974); Werz (1999); Werz & Flemming (2001); Werz & Martin (1994); Cape Archives Depot, Inventory 1/16, Archives of the Colonial Office; idem, Inventory 1/20, Archives of the Collector of Customs and Excise, Cape Town; idem, Inventory 1/42, Archives of the Port Captain, Table Bay; idem, Inventory 4/1, Archives of the Secretary, Commercial Exchange; idem, Inventory 4/2, Archives of the Harbour Boards.

7 Mr Mike Wilson, South African Museum, pers. comm.; Dr Graham Avery, South African Museum, pers. comm.; Prof. John Parkington, University of Cape Town, pers.comm.; Werz (1999) : 70.

8 Flemming (1998) : 135-136, 139; Werz (1999) : 70; Werz & Flemming (2001) : 183.

The other two categories are indicators of the role that Table Bay has played during the last 500 years or so as a place of refuge for ships. In fact, the bay has been a focal point for intercontinental maritime traffic since the sixteenth century and still continues to do so. Evidence for this is reflected in the development of the Port of Cape Town since the nineteenth century, but also in the physical remains of historical ships and associated material that are currently deposited in the bay. Part of this associated material falls under the category “Anchorage debris” and consists of anchors that were lost and equipment and parts of cargoes that fell overboard or that were jettisoned on purpose. This material can be found in the old and current roadstead. For the purpose of this study, however, mainly historical material is of relevance and the majority of this was deposited in the old roadstead. This roadstead was situated opposite the Castle and is partly covered by the Foreshore development and parts of the modern harbour.⁹

The largest and most diverse category that was identified by the desk top study consists of shipwrecks. The study revealed that a minimum of some 360 vessels were lost in the bay. Although basic archival information is available on most of these wrecks, a significant shortcoming is presented by the absence of exact positions for the majority of these archaeological resources. Thus, only the approximate place where most vessels went down is known and this presents problems for an accurate planning of development activities, in order to avoid disturbance of such sites. Nevertheless, general concentration areas could be identified. In addition, it is a fact that most historical shipping incidents occurred close to the coast and that these wrecks are therefore in relatively shallow waters.¹⁰ In the case of Table Bay, a substantial percentage of shipping incidents were caused by natural conditions. In this respect the strong winds played a role of major importance. As a result, many vessels were pushed into the shallows, immediately adjacent to the beach, and some vessels even ended up on the beach. It thus seems likely that the majority of wrecks are located on or very close to the old shorelines.

The desktop study was in part based on a survey of relevant literature, databases and archival documents that had been identified during the initial stages of the project. Information obtained in this way was analysed for the specific purpose of this study. In addition, cartographic material was obtained and interpreted, whereas several discussions were held with oceanographers, geologists and archaeologists from the University of Cape Town and the South African Museum regarding wind and current patterns in the bay, beach morphology, pre-historical material onshore and historical sites within the harbour area.

A variety of material that is lodged with different institutions provided relevant information. These institutions include the Cape Archives Depot, where most of the relevant archival documents can be found, but also map and chart material pertaining to Table Bay that is currently housed in the *Algemeen Rijksarchief* in The Hague, the Netherlands. Modern charts were obtained from the Hydrographic Office, South African Navy. Relevant literature was traced in the South African Library, the UCT library, the library of the African Studies Department, UCT, or is in the possession of the author. Most of the unpublished student theses and projects were undertaken by students in the Department of Archaeology, UCT, under the supervision of the author. Different shipwreck lists were either compiled by the author or by others. Some of these were published in the *South African Shipping News and Fishing Industry Review*, while an extensive shipwreck database is maintained by the South

9 Leupe (1867) : 40, nr's 180, 184-185.

10 Gemeente Rotterdam, Rijkswaterstaat & Openbaar lichaam Rijnmond (1986) : 5.

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African Library. The shipwreck database at the SAHRA, previously the National Monuments Council, is for the greater part based on the database from the South African Library.

3. RESULTS OF THE DESK TOP STUDY

Research undertaken for the desktop study resulted in the compilation of information that allowed for a description of the natural environment of Table Bay, as well as the identification and interpretation of maritime archaeological sites in the area. The first aspect is important, as it provides for a framework that serves to partly explain the reasons for the deposition of archaeological sites during the course of time. In addition, it partly explains shipwreck site concentrations. Furthermore, advice contained in this study on, for example, possible sources for fill material for the container terminal expansion are based on the information that is presented here. In the second part of this chapter, the interpretation and quantification of data that relate to shipping incidents, as contained in Appendix 1, is presented.

3.1. General physical-geographical description of the study area

Table Bay is situated in the Western Cape Province. Its geographical position is between 33°45' to 33°55'S and 18°20' to 18°29'E. The bay is bounded by the Atlantic Ocean, to the west and north-west, and greater Cape Town to the south and southeast, and has an approximate surface area of twenty square miles. The planimetric shape of the bay resembles that of a negative or anticlockwise log-spiral curve.¹¹

The onshore and offshore bedrock of Table Bay consists of pelitic (very fine-grained) and semi-pelitic weathered Malmesbury Group rocks, intruded by Cape Granite in the south from Sea Point.¹² The Malmesbury Group consists mainly of indurated shales (mudstone), hornfels (metamorphosed mudstone) and greywackes (sandstone rich in rock fragments). Pedogenic or calcite rich materials like calcrete also occur in the area.¹³ In most places the bedrock has a surficial covering of sediments, consisting of sand with varying proportions of gravel and there is a paucity of mud.¹⁴ Fine sand (125-200 microns) is generally confined to the near-shore region along the eastern perimeter, although a tongue of fine sand extends seawards from the near-shore region to a depth of approximately 25 metres in the north-eastern part of the bay, with smaller concentrations in the south and southwest. Coarse and very coarse sand (0.5-2 millimetres) deposits occur mainly in the central bay area, with a pattern almost the exact inverse of the fine-sand distribution. The coarse- and fine-sand deposits are in most places separated by deposits of medium sand (250-500 microns). The concentration of gravel (>2 millimetres) follows a similar pattern as the coarse sand and increases towards the centre of the bay, although smaller concentrations can be found in the north-eastern, the south-eastern and south-western sections close to the shore.¹⁵

The sediment in Table Bay consists of two main compositional groups, i.e. terrigenous: originating from sources on land and biogenic: derived from organic material. Two biogenic provinces are situated in the northern and southern parts of

11 Werz & Martin (1994) : 4; Werz (1999) : 67-70; McLachlan (1991) : 8.

12 Woodborne (1982) : Fig.6; Woodborne (1983) : Fig.2.

13 Woodborne (1983) : Fig.9; McLachlan (1991) : 8.

14 Woodborne (1983) : 268.

15 Woodborne (1983) : Figs.6, 8a-8c.

the bay and are separated by a corridor of terrigenous sand which is connected to another depositional area of terrigenous material situated along the eastern and southern near-shore zones.¹⁶ Terrigenous sand is composed mainly of fairly well-rounded quartz grains, whereas the greatest part of the biogenic sediment consists of barnacle and bivalve fragments.¹⁷ Sediment movement in Table Bay is partly caused by wind-induced currents. Most sediment transportation is in a northerly direction as a result of the predominantly south-westerly wind-induced swell. About half of the total wave energy which enters Table Bay originates from a south-westerly direction, one quarter from the west and one quarter from the northwest. Most of the wave energy enters the bay through a channel to the south of Robben Island, which is often referred to as the entrance of the bay. Only with north-westerly winds does a significant amount of energy enter Table Bay through the channel to the northeast of Robben Island.¹⁸

The Benguela Current, which flows in a northerly direction and which consistently sweeps past the west coast of Robben Island, has very little influence on the currents in Table Bay.¹⁹ No strong tidal currents can be observed and the tidal range is approximately one metre on average, with a maximum of 1.8 metres during spring tides. As was already indicated above, the majority of currents are wind driven, due to the high wind velocities and the relative shallowness of the bay. Dominant winds blow from the south-southwest to southeast during summer and from the northwest and north during winter. Generally speaking, surface currents in Table Bay are weak with an average velocity of approximately 0.2 metre per second, being weakest in winter. Sub-surface currents are less prevalent than the surface currents and current velocity decreases with increasing depth. As Table Bay is relatively shallow, it is assumed that sub-surface currents generally follow the same direction as the wind-driven surface currents.²⁰

Studies of the bathymetry of Table Bay and the surrounding area have revealed some interesting features. The centre of the bay is characterised by a depression, a broad palaeo-valley, which slopes gently westwards towards the wide entrance channel between Robben Island and Mouille Point. At this point, the deepest sounding of approximately 35 metres has been observed. To the west of the bay entrance is the Green Point Ridge. This ridge starts some distance to the west of Green Point and extends approximately eight kilometres in a north-westerly direction where it ends in a rocky shoal about two kilometres south-southwest of Robben Island. The seaward side of the ridge is steep, whereas the eastern side slopes gently towards the centre of the bay. The minimum depth at any point on the ridge is approximately 40 metres. Near the northeast channel, between Robben Island and Blaauwbergstrand, a submerged ridge covered by unconsolidated sediment connects the island to the mainland. The shallowest section of this ridge is situated at fourteen metres.²¹

Along the eastern shores of Table Bay, various population and industrial centres form part of the greater Cape Town area. From north to south these include Blaauwberg, Table View, Milnerton and the Paarden Eiland industrial area. From there, the bay curves in a westerly direction along the harbour, the central business district and

16 Woodborne (1983) : Fig.9.

17 Woodborne (1983) : 272, Fig.9.

18 Woodborne (1983) : 272; McLachlan (1991) : 11-12.

19 Ieperen, van (1971) : 11.

20 Ieperen, van (1971) : 13, 15.

21 Woodborne (1982) : 5, Figs.3b, 6, 8; Woodborne (1983) : 267, Fig.3; McLachlan (1991) : 11.

Waterfront, Granger Bay and the Green Point/Mouille Point area. Most of the eastern shores of the bay consist of sandy beaches, whereas the southern coastline is characterised by harbour works and rocky outcrops in the south-western section, near Granger Bay and Green Point/Mouille Point. The north-western perimeter of Table Bay is indicated by Robben Island, situated at approximately 33°48'S and 18°22'E. The island measures 3.4 by 2 kilometres and is approximately 7.5 kilometres from the nearest land. The topography is fairly featureless with the highest point, Minto Hill, only 30 metres above mean sea level.²²

The shoreline of Robben Island is in most areas rugged. Only the east coast contains some small stretches of sandy beach, mainly around Murray's Bay. The seabed in the immediate vicinity of the island consists mostly of rocks belonging to the Malmesbury Group. This material is found in the whole Table Bay area and is interspersed with loose deposits ranging from boulders to sand. The seabed off the island's east coast is quite shallow and flat, with mainly a sand deposit. From here, the water depth gradually increases towards the centre of Table Bay. The west side of the island is characterised by a steep bathymetric profile.²³

Because of the long fetch and the deep waters surrounding the seaward side of the island, the wave action is considerable. Waves with a height of up to six metres have been observed on various occasions. This wave action results in strong undercurrents. Winds also contribute directly to the state of the sea. Northerly and westerly winds, which normally prevail during the period from April to September, increase the wave size. The south-easterly winds which are typical for the summer months, from October to March, have a positive effect in the way that they tend to suppress the wave size.²⁴

A basic study of the physical-geographical characteristics of the Table Bay area, in conjunction with underwater observations and information obtained from historical documentation, such as reports on harbour constructions and shipping disasters, indicate that the position of archaeological sites can partly be explained by the occurrence of natural phenomena in the area. Harbour works, for example, were constructed in places where shelter had to be provided against prevailing winds and currents and were dismantled, covered with deposits or integrated into new installations as time progressed.

Shallow parts of Table Bay have played an important role in the foundering of ships, either by accident or when beached on purpose. Such incidents were often the direct result of other natural factors. These include the occurrence of fog, but more often strong winds. It seems that winds have played a major role in shipping incidents in Table Bay and, as a result of their direction, also dictated to a great extent those places where concentrations of wrecks occurred. In this context, the effects of north-westerly gales have often been disastrous. Occurring mainly during winter, from April to September, gales from this direction sometimes forced ships which were laying in the roadstead off their anchors, causing almost simultaneous sinking or beaching of several vessels.

Some Table Bay shipwrecks are relatively well-preserved, while others disintegrated and were dispersed shortly after sinking. The appearance of wrecks in the area depends on different factors that include water depth, the presence or absence of surficial sediments as well as type and particle size, but also the direction and strength of currents. Different excavations in the Table Bay area, personal observations and reports from various divers also indicate that the level of

22 Chief Director of Surveys and Mapping (1981).

23 Woodborne (1982) : 4-5; Werz (1993b) : 245-246; idem (1994) :26.

24 Werz (1993b) : 246-247; idem (1994) : 26-27.

preservation of archaeological sites in the bay differs greatly depending on the place of deposition.

3.2. Identification and discussion of archaeological site types

Generally speaking, the area of interest for this study is demarcated by the present-day shoreline. Permanent structures on land, such as the Cape Town Castle and Wagenaar's dam, underneath the Golden Acre shopping centre, are therefore excluded. Also the old Castle jetty and later nineteenth century harbour constructions have not been taken into consideration, as these are presently incorporated in relatively recent harbour developments or under reclaimed land. Although the same circumstances may well apply to some of the historical shipwrecks in the area, only one such site has been reported. During the construction of the Civic Centre on the Foreshore, parts of a wreck were discovered in 1970 and 1971 that was tentatively identified as the VOC ship *Nieuw Rhoon*.²⁵ Other materials that originated from wrecks seem to have been exposed during dredging operations for the Ben Schoeman dock, but any information pertaining to this is sketchy and has only been passed on by word of mouth.²⁶ For these reasons, the emphasis here will be on the three categories of sites that were already indicated in Chapter 2.

3.2.1. Pre-historical material under water and on shore

The earliest evidence of hominid presence in the area available to date is represented by Acheulean hand axes, dating to the Palaeolithic period, which were found under water. On 4 February 1995, the author located one of these stone tools in a distinct thin layer of red-brown sediment on the seabed at a distance of approximately 100 metres offshore opposite Paarden Eiland, underneath debris from the seventeenth century VOC ship *Waddinxveen*. The Acheulean hand axe, made from locally occurring quartzite, was found *in situ* as can be deduced from the absence of sand abrasion or the effects of water transport. Although dated to between 300,000 and 1.4 million years old, the axe is still very sharp and represents one of the most pristine examples of its kind found in South Africa to date. Other Acheulean hand axes were found some time later south of Milnerton Lagoon near the wreck site of the *Oosterland*, another VOC ship which sank nearby. Both ships went down on the same day, 24 May 1697, and the wrecks are approximately 300 metres apart. Unfortunately, the other hand axes were no longer *in situ* and showed some abrasion signs caused by water transport. These stone tools are unique in the way that they provide evidence for the earliest periods of human presence in the Table Bay region. Furthermore, they represent the oldest artefacts ever found under water worldwide. The hand axe which was excavated from the *Waddinxveen* site also gives an indication of past sea level changes, as it was found in its original context at an approximate water depth of seven metres below the present mean sea level.²⁷

Further archaeological evidence for human presence in the region is represented by various burials of indigenous people along the shores of Blaauwberg, Milnerton and Paarden Eiland. The earliest of these have been dated to approximately 3000 BP, whereas the more recent burials were deposited during the early colonial period. In

25 Lightley (1976) : 305, 315-316.

26 Werz (1999) : 53.

27 Flemming (1998) : 134-136; Werz (1999) : 70; Werz & Flemming (2001) : 183.

addition, ephemeral shell scatters and stone artefacts have been observed which might well originate from shell middens in the area.²⁸ In addition, one isolated burial dating to the historical period was reported south of the Milnerton lighthouse. It probably dates to the late eighteenth or early nineteenth century. The skeleton could not be identified as belonging to any particular population group, but associated finds indicate that the individual formed part of a society with strong European influence.²⁹

3.2.2. Shipwrecks

Historical material that is of primary importance for the purpose of this study consists of both anchorage debris and shipwrecks. In this context it is important to indicate that occasionally overlaps can be discerned between historical and contemporary material. The terms “historical” and “archaeological” cannot properly be defined and depend in part on the questions that can be answered by studying specific subjects for research. Thus, a relatively recent shipwreck may provide information that is relevant to maritime historical-archaeological studies. An indication for a cut-off point is given by the National Heritage Resources Bill, which under the heading “archaeological” states: “...wrecks (...) and any cargo, debris or artifacts found or associated therewith, which is older than 60 years or which SAHRA considers to be worthy of conservation ...”.³⁰

Increased shipping movements and the growing importance of the area, especially during the nineteenth and twentieth centuries, stimulated trade and the port of Cape Town started to develop. The nineteenth century saw a marked increase in shipping traffic compared to the previous period and, as a result, large-scale construction of harbour works such as jetties, wharfs and other transfer, storage and overhauling facilities was undertaken. Due to intensified maritime traffic, many shipping incidents occurred and these often resulted in total loss of vessels and their contents. The wrecks of these ships represent the most obvious subjects for maritime archaeological research and for this reason attention will now be concentrated on this part of the archaeological potential.

An attempt to itemize the potential of shipwrecks which can be found in the greater Table Bay area is met with problems. The most obvious of these is related to the incompleteness and sometimes incorrectness of available historical sources. In addition, not all available archival material -be it locally or internationally- could possibly be checked for this purpose. Further research in, for example, the Public Record Office in London and the *Algemeen Rijksarchief* in The Hague could well reveal more information, although a study of this nature would take many months if not years to complete due to the huge quantity of relevant documents which is kept in these archives. Nevertheless, by making use of updated information taken from various sources, a good impression can be gained of the nature of the shipwrecks in Table Bay, their countries of origin, years of foundering and places of deposition. An important source in this regard is the list that was originally lodged with the National Monuments Council.³¹ This list is a compilation of lists originally produced by the South African Library and the *South African Shipping News and Fishing Industry Review*, and amended with newly acquired information. It was used as a basis for this study and individual entries were further amended or corrected by the author. New information that was incorporated related to specific research projects, such as

28 Mr M.Wilson, South African Museum, Cape Town, pers.comm.

29 Abrahams (1983) : 33-35.

30 Republic of South Africa (1999) : 6.

31 National Monuments Council (1996).

Operation Sea Eagle and an assessment of the maritime archaeological potential of Table Bay during the nineteenth century, that were undertaken under supervision of the author.³²

In order to classify the information contained in the NMC data base, each entry pertaining to individual shipwrecks in Table Bay was scrutinised and the data tabulated, resulting in a breakdown into different categories. The first of the tables presented below (Table 3.1.) reflects the various nationalities of wrecks.

Table 3.1. Recorded shipwrecks in Table Bay for the period 1610-1998 classified according to nationality

	Nationalities	Wrecks		Nationalities	Wrecks
1	British	146	12	Taiwanese	2
2	Dutch	50	13	Austrian	1
3	American	25	14	Canadian	1
4	French	16	15	Greek	1
5	German	8	16	Irish	1
6	Portuguese	8	17	Korean	1
7	Danish	5	18	Russian	1
8	Italian	4	19	Sardinian	1
9	Swedish	3	20	South African	1
10	Norwegian	2	21	Uruguayan	1
11	Spanish	2	22	Nationality not specified	80
	TOTAL	360			

In Table 3.1., reference is made to the flags under which various ships sailed. It is necessary to refer to this point specifically as vessels were sometimes constructed elsewhere but changed ownership at a later date, through sale or confiscation, whereby nationality could also be transferred.

It can be observed that ships of at least 21 different nations met their end in Table Bay, partly reflecting the great diversity which is characteristic for the research potential represented by South African wrecks. Of these, the number of British shipwrecks is predominant. Two main explanations can be given for this. Firstly, many local vessels were registered under the British flag as the Cape used to be a British colony during the greater part of the nineteenth century and the beginning of the twentieth century. Secondly, during the nineteenth century Britain occupied a dominant position with regards to international maritime traffic and commerce. These points are clearly reflected in the chronological spread. From 1806, when the second British occupation of the Cape started, until 1910, when the Union of South Africa was established, at least 132 vessels flying the British flag foundered in Table Bay. This figure represents 90 per cent of the identified total number of British ships.

32 South African Library (1990); South African Shipping News (1982), (1983) & (1984); Werz & Deacon (1992); Durden, Graf, Hall et al. (1992); Durden (1992); Werz (1993b); idem (1993c); idem (1994); idem (1999).

The number of Dutch shipwrecks is also substantial. Of the total number of 50, 44 or 88 per cent were lost before 1800. By far most of these vessels belonged to the VOC which occupied the Cape before British rule was imposed. Dutch ships included larger merchantmen or *retourschepen* which plied the trade routes between Europe and Asia. Of these, some seventeen foundered or were laid up in the Table Bay area during a stop-over on the outward-bound or homeward-bound journey, whereas other vessels included smaller types used for fishing, transfer of goods and passengers, reconnaissance or relaying messages between the VOC post at the Cape and other regions.³³ The number of American ships is also noteworthy and can be explained by the important role this nation started to play in nineteenth century commerce and trade, after having obtained independence from Britain towards the latter part of the eighteenth century. Ships from other nations are less represented.

Table 3.2. Recorded shipwrecks in Table Bay for the period 1610-1998 classified according to vessel types

	Vessel types	Wrecks		Vessel types	Wrecks
1	Wooden sailing ship	110	15	Cargo boat (engine driven)	1
2	Barque (sailing ship)	72	16	Carrier (engine driven)	1
3	Brig (sailing ship)	42	17	Corvette (sailing ship)	1
4	Schooner (sailing ship)	28	18	Fishing vessel (engine driven)	1
5	Motor vessel	10	19	Motor coaster (engine driven)	1
6	Steamship	9	20	Packet (sailing ship)	1
7	Brigantine (sailing ship)	8	21	Pinnace (sailing ship)	1
8	Snow (sailing ship)	5	22	Salvage vessel (engine driven)	1
9	Cutter (sailing ship)	5	23	Trawler (steam ship)	1
10	Whaler (sailing ship)	3	24	Troopship	1
11	Flute (sailing ship)	2	25	Tug (steam ship)	1
12	Iron sail-steam ship	2	26	Tuna catcher (engine driven)	1
13	Mail steamer	2	27	Whaler (steam ship)	1
14	Trawler (engine driven)	2	28	Type not specified	47
	TOTAL	360			

The table reflects the various types of wrecks that amount to at least 27 different types in total. Of the specified vessel types, the ratio between sailing vessels and engine-driven vessels is approximately eight to one. This already indicates to a certain extent that many shipping disasters in Table Bay are not to be attributed to human failure, but more to natural conditions and the level of technology at certain periods.

33 Werz (1988).

With technological advancement, engine-driven ships were built which were easier to manoeuvre, which did not rely on wind energy and which had more powerful propulsion. Due to these characteristics, they were in a better position to counter adverse weather conditions which were often to the detriment of sailing vessels. Especially contrary winds are significant in this respect as these have caused many foundering over the years. Sailing ships were often trapped and could not leave the bay, especially when strong westerly and north-westerly winds were blowing which are characteristic for the winter months. As a result, many were pushed into the shallows and even cast ashore near places such as Woodstock beach, the mouth of the Salt River, the Paarden Eiland beach or near the Castle. Engine-driven vessels were much less vulnerable to these natural conditions and this, together with other developments such as the building of harbour facilities since the mid-nineteenth century, the building of lighthouses and the availability of tugs, radar and radio communications, reduced the risks to navigation significantly.

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

An attempt to indicate the approximate places of deposition for all of the 360 identified shipwrecks in Table Bay is not possible due to the earlier acknowledged incompleteness of available records. Of the known potential of wrecks, the place of foundering of 94 vessels is not stated. This equals to 26 per cent of the total. It might, however, be assumed that most of these wrecks were deposited proportionally at those places which are mentioned in Table 3.3.

Of the places that are indicated, the majority can be found near the southern and south-eastern shores of the bay. These include Granger Bay, the shores adjacent to the Imhoff and Amsterdam batteries, the old breakwater and the South Wharf, the beaches near Fort Knokke and the Castle, Woodstock beach, the old Salt River mouth and Paarden Eiland where at least 155 vessels, or 43 per cent of the recorded total, went down or were laid up. Due to land reclamation since the latter part of the nineteenth century, it is to be expected that many of these sites are now situated underneath the Cape Town Waterfront and Foreshore areas. Other concentrations can be observed near Green Point and Mouille Point, which indicate the entrance to Table Bay. At these places, at least 44 vessels or 12 per cent were wrecked. Robben Island also takes up a dominant position, with 31 references (8.6 per cent). This number, however, seems to contradict the results of a cultural resource management project called Operation Sea Eagle, during which information was collected on 22 wrecks which were deposited within the one nautical mile zone surrounding the island. This discrepancy can be explained by the fact that Operation Sea Eagle only focussed on existing wreck sites and did not incorporate ships which were refloated after foundering or dismantled completely, such as the *Schapenjacht*. It also did not include the wrecks of two ships, the *Han Cheng 2* and the *Sea Challenger* that foundered in 1998 after Operation Sea Eagle had been completed.

Table 3.3. **Recorded shipwrecks in Table Bay for the period 1610-1998 classified according to place of foundering**

	Place of foundering	Number Of wrecks	Reference numbers in Appendix 1
1	Woodstock Beach	81	9-10-11-12-16-19-22-23-26-30-36-50-51-52-61-62-63-64-69-72-74-80-86-108-109-111-114-115-122-125-126-127-131-132-139-141-147-152-158-159-164-169-170-174-175-179-180-182-190-199-201-205-209-212-219-232-236-247-263-265-267-268-273-274-281-285-292-305-309-312-317-318-325-330-339-342-343-346-352-355-356
2	Salt River mouth	42	3-6-48-65-66-81-90-96-102-103-116-124-133-140-143-156-162-165-171-172-183-187-189-197-200-208-213-225-240-243-244-248-251-280-294-296-311-319-344-345-349-350
3	Robben Island and Whale Rock	31	1-42-43-75-76-106-110-117-118-119-134-135-136-146-161-163-173-177-193-230-256-269-272-300-302-303-314-316-329-332-334
4	Green Point	23	25-32-77-85-98-113-128-129-138-220-223-224-228-249-252-257-262-289-310-331-337-341-357
5	Mouille Point	21	24-27-37-59-79-84-94-100-148-155-157-185-226-227-238-264-277-279-304-307-328
6	Blaauwbergstrand	19	31-34-40-47-56-58-92-181-186-198-204-211-218-242-245-260-283-295-306
7	Paarden Eiland	12	14-18-68-87-101-191-192-206-216-235-270-288
8	Near the Castle	9	13-57-203-233-234-301-323-359-360
9	Rietvlei	9	8-28-53-154-194-196-215-271-290
10	Milnerton Beach	5	144-153-166-254-354
11	Granger Bay	4	54-104-222-259
12	Anchorage/Roadstead	2	167-320
13	Amsterdam Battery	2	70-78
14	Imhoff Battery	2	83-293
15	Breakwater	1	347
16	Fort Knokke	1	299
17	Oude Schip	1	29
18	South Wharf	1	286
19	Place not specified	94	2-4-5-7-15-17-20-21-33-35-38-39-41-44-45-46-49-55-60-67-71-73-82-88-89-91-93-95-97-99-105-107-112-120-121-123-130-137-142-145-149-150-151-160-168-176-178-184-

			188-195-202-207-210-214-217-221-229-231-237-239-241-246-250-253-255-258-261-266-275-276-278-282-284-287-291-297-298-308-313-315-321-322-324-326-327-333-335-336-338-340-348-351-353-358
	Total	360	

It can be concluded that the potential of shipwrecks in Table Bay is considerable. A minimum of 360 such sites was identified from information provided by historical records and various shipwreck data bases. The first recorded incident took place in the period 1610-1619. From 1840 to 1870, the number of maritime incidents in the bay reached its peak, resulting in 134 shipwrecks. This can partly be explained by increasing shipping traffic during this period, inadequate harbour facilities until 1870 and several great gales, mainly those of 1842 and 1865.³⁴ The most recent incidents that resulted in wreckings took place in 1998.

The diversity of the shipwreck potential is reflected in the number of nationalities represented by individual vessels, at least 21, and the different vessel types, at least 27. Although shipwrecks can be found in most parts of Table Bay, concentrations of wrecks are observed near the coast. The old beaches of Woodstock and Salt River seem to contain the greatest numbers, mainly as a result of the destructive forces of north-westerly winds. As the greater part of these beaches is presently under reclaimed land, future fieldwork might well involve terrestrial excavations.

3.2.3. Anchorage debris

In Chapter 2, reference was already made to “Anchorage debris”. It was stated that the more important examples of this may be found in the old anchorage grounds opposite the Castle. Parts of the old roadstead were covered up by later developments but it is quite possible that finds can still be made further north. As the exact perimeter of the old roadstead is not known, but also because ships may have anchored outside the roads on occasion, it is quite possible that material was also deposited outside the roads. This certainly applies to flotsam and jetsam.

For these reasons, it is not possible to exactly demarcate an area in which anchorage debris may be found. It is, however, advisable to exercise extra caution during development should dredging operations be planned in the area east of 18°24' longitude and south of 33°50' latitude.

34 Durden (1992) : 31, 63-66.

4. ASSESSMENT AND MITIGATION

Potential future impacts on the maritime archaeological potential of Table Bay can be deduced from information contained in four documents. These are:

- 1- The Port of Cape Town Development framework;
- 2- The SEA Scoping report;
- 3- The EIA Scoping report ; and
- 4- The Overview of the proposed Cape Town Container Terminal Expansion (CTCT).

Of these, only the first two were available at the time of writing this report, while documents 3 and 4 are in the process of being completed.³⁵ Nevertheless, additional information on the proposed extension of the container terminal that is relevant within the context of this specialist study, as well as the sourcing of fill material (the EIA), has been taken from:

- 1- the Draft Scoping Report. Proposed expansion of the Container Terminal stacking area at the Port of Cape Town;
- 2- the Proposal: geophysical surveys for source material Table Bay.

Hereafter, the Strategic Environmental Assessment for the Port of Cape Town and the Environmental Impact Assessment for the container terminal and the source of fill material will be discussed separately.

4.1. The SEA for the Port of Cape Town

Both the SEA Scoping Report and the Development Framework provide a direction for the proposed medium-term (5-15 years) and long-term plans (>15 years).³⁶ These plans are not developed to the same extent as the EIA for the container terminal and sketch only broad potential developments. The general conclusion that can be drawn from them indicates that the emphasis of development for the next 15 years will be more on the creation or relocation of certain facilities within the perimeter of the current port. Long-term plans foresee an expansion towards the north-east, from the position of the container terminal, but the extent and nature of this potential expansion has not been defined as yet. The only exception consists of the short-term widening of the terminal by 300m in a north-easterly direction.

Based on this, the assessment of potential impact for the short and medium-term can be described as low to medium, depending on each individual case. Low: where the impact will not have a substantial influence on the decision of, or require significant accommodation in the project design; and medium: where it could require modification of project design or alternative mitigation. The port has already been extensively developed and previous work included land reclamation and dredging. As a result of this, by far the majority of archaeological sites in this area have either

35 Mr S.Heather-Clark, CSIR Environmentek, pers.comm.

36 Heather-Clark & Liphoto (2002b); National Ports Authority of South Africa (2002).

been destroyed or covered by fill. The destruction of those sites that have been destroyed in the past is irreversible and nothing can be done to mitigate these effects. By the same token, land reclamation may have had a positive effect in the way that some sites have probably been saved. This touches on the concept of *in situ* preservation. Therefore, a prerequisite for further development in the area is that any future activities must be monitored closely and that construction work is stopped the moment an archaeological site is discovered. After an initial assessment, the developer and the archaeologists together can decide on an acceptable way forward. This has been done successfully in the case of the Chavonnes Battery that was covered by a fishing factory. During demolition work in the 1990s, in preparation of the construction of the BOE building near the Clock Tower Precinct, the remains of this battery were exposed and subsequently successfully integrated into the new development. Another earlier example in this context is Wagenaer's Dam, originally situated on the old shoreline of Table Bay but currently underneath the Golden Acre shopping complex.

The nature of impact caused by development also depends from case to case. Generally speaking, this will consist of intrusive measures, such as the digging of foundations, or backfilling. As was indicated above, both activities do not necessarily have to result in the destruction of archaeological sites and adequate mitigation measures are viable in most instances. The extent of future impact is local and limited, and affects only the immediate area that is limited to within 5km of the port. It is highly likely that this also applies to long-term development, as this will join onto the existing north-eastern port perimeter. The duration of the identified development will range from a short-term (0-5 years), medium-term (5-15 years), long-term (>15 years), to a permanent nature. The duration of the impact on potential archaeological sites will, however, be of a permanent nature.

The intensity of the development, in relation to archaeological sites that may be present in the area, is expected to be either low, whereby no such sites will be affected, or medium, whereby the sites can be protected against negative impact. The likelihood of impact occurring, the probability factor, can be described as probable to highly probable. This is a result of the fact that the area for development has a high occurrence of shipwrecks. Due to the fact that the exact positions of most wrecks are not recorded, it is impossible to plan on forehand which location is most likely to cause minimal impact on potential archaeological sites. The status of impact caused by development again depends from situation to situation. This can range from negative to positive. The negative consequences mainly involve a delay in construction work or costs to assess and possibly excavate a site. Nevertheless, it is expected that the negative consequences are outbalanced by the positive consequences. These include increased public awareness in conservation issues, which will reflect positively on the developer, and the creation of an archaeological site that may be made accessible to the public. Besides a major draw card, this can provide a source of revenue as the example of the Chavonnes Battery has demonstrated. The degree of confidence in making the above predictions can be described as fairly confident to confident, based on the available information and previous experience of the author.

It must be reiterated here that it has been established that the area of the Port of Cape Town covers a great number of archaeological sites. Most of those identified consist of shipwrecks that were deposited on or sank close to the old beach. Although all these wrecks are monuments in their own right, and protected as such under the National Heritage Resources Bill, their historical-cultural value differs. A constraining factor in indicating the exact location of these sites has been caused by an unfortunate incompleteness in the historical record. For that reason it is

impossible to pinpoint the sites, which would assist mitigation substantially. The only way in which potential sites can be protected against negative impact from development is to monitor any such activities carefully and to stop when cultural material is exposed. This must be followed by an assessment that will serve as a base for an appropriate plan of action. In this plan of action, the interests of the developer and the importance of the site must be carefully weighed. Some of the aspects mentioned here can be illustrated by the conclusions that were reached by archaeologists in the Netherlands during a similar study. They stated that most shipping incidents occur close to the coast and in river mouths and estuaries. Furthermore, it was acknowledged that an historical shipwreck may be of significant importance as a source of scientific knowledge, as well as a monument. These aspects have been internationally accepted. In addition, it was acknowledged that in most cases where wreck remains are discovered during the execution of a development project, only emergency measures for their protection and study can be taken.³⁷

4.2. The EIA for the container terminal and the source for fill material

Compared to the SEA for the Port of Cape Town, more concrete information is available on the plans for the expansion of the container terminal and the source of fill material for this. Although the Development Framework that was compiled by the National Ports Authority in 2002 still indicates four different scenarios for this specific project, the 1999 Draft Scoping Report as produced by the CSIR three years earlier already indicated the preferred option. This consists of the broadening of the current terminal by 300m in a northerly direction, parallel to berths 600 to 604.³⁸ This will probably be done by constructing a berm near the outer perimeter of the reclaim area. The enclosed area between the berm and the northern side of the existing terminal will then be filled with dredge material.³⁹ A positive aspect of this plan is that no dredging in the area that is going to be developed will be necessary, and no foundation trench for a sea defense wall or other intrusive method that may disturb the current sea bed is envisaged. The only exception is to the south of the terminal, where berths 603 and 604 may probably be deepened.⁴⁰ In all probability, this will have no negative impact on archaeological sites that may have been deposited in this location in the past. The sea bed at this point has already been dredged previously, as it is within the Ben Schoeman dock, and the chances of finding archaeological material have thus been diminished.

The sea bed immediately north and west of the current terminal is much more sensitive, as it does not seem to have been touched by past development activities. Although the chances of locating wreck material decrease in a north-westerly direction, towards the end of the terminal, the probability that historical anchorage debris may be encountered increases. The reason for this is that the terminal, approximately from berth 601 to the point, formed part of the old Table Bay roadstead. By the same token, any ships that foundered in the area of the terminal will probably have been deposited close to or underneath the present adjacent shore.

The source for fill material for the terminal expansion has only been studied in more detail recently. No mention of this is made in the Development Framework, whereas

37 Gemeente Rotterdam, Rijkswaterstaat & Openbaar lichaam Rijnmond (1986) : 5.

38 National Ports Authority of South Africa (2002) : E 1.2- E 1.3; CSIR-Environmentek (1999) : 14-16.

39 CSIR-Environmentek (1999) : 14-15.

40 National Ports Authority of South Africa (2002) : E 1.3.

the Draft Scoping Report of 1999 and the SEA Scoping Report only refer to this aspect briefly.⁴¹ More detailed information can, however, be gained from the Proposal: geophysical surveys for source material.⁴² This document was drafted based on the outcome of a meeting held between the CSIR Environmentek project coordinators, the specialist consultants for the geophysical surveys that are undertaken during the course of the SEA and EIA, and the specialist consultant on issues related to maritime archaeology. The proposal identifies five priority areas for the source of fill. Two of these, Area 4 and Area 5, are within the boundaries of the sensitive sector that is indicated in Section 3.2.3. of this report (Anchorage debris). This sector comprises part of Table Bay, east of 18°24' longitude and south of 33°50' latitude. It was already indicated that this sector should be avoided if possible, to prevent possible disturbance of historical anchorage debris. Area 3 is situated close to the western border of the sensitive sector. For these reasons, it was decided to focus on Area 1 and Area 2. These blocks are adjacent to each other and situated 2 to 2.5km north-north-east of Robben Island and thus fall outside the restricted one mile nautical zone that is still maintained around the island. In addition, as was already explained in Section 3.1. of this report (General physical-geographical description of the study area), Area's 1 and 2, also referred to as Area A and Area B, are touching on the northeast entrance channel to Table Bay, between Robben Island and Blaauwbergstrand. In this sector, a submerged ridge covered by unconsolidated sediment that connects the island to the mainland can be found. The shallowest section of this ridge is situated at fourteen metres.⁴³ The consulting engineers subsequently calculated that the quantity of fill that could be obtained from Area 1 and Area 2 is approximately 6Mm³ – 9Mm³, which is substantially more than the deposits in the other area's.⁴⁴ As the maximum water depth in this sector (i.e. 42.17m below Mean Sea Level) does not seem to present a problem for dredging, and as there are no indications for any shipwreck present in that area, the best option to obtain fill is from Area 1 and/or Area 2.⁴⁵

In the following paragraphs, the various issues related to extension of the container terminal and the source of fill for this will be discussed separately.

4.2.1. Extension of the container terminal

The assessment of potential impact of the proposed development of the container terminal can be described as low to medium. It is envisaged that no modification of the project design is required, but the possibility of mitigation is realistic. For this reason, the following procedure was suggested by the author in November 2002.

A prerequisite is to undertake a geophysical survey of the area. This should include side-scan sonar, sub-bottom profiling and magnetometer surveys, in order to locate any cultural material that is possibly deposited on the sea bed surface or underneath. The data acquired in this way need to be interpreted in conjunction by the geophysicists and the maritime archaeologist. On the basis of this, a further underwater archaeological survey must be undertaken. This will have to be aimed at locating smaller and non-metallic artefactual material that will not be identified by the above described methods. This diving survey will also present an opportunity to

41 CSIR-Environmentek (1999) : 8, 14, 16-18; Heather-Clark & Liphoto (2002b) : 34-37.

42 CSIR-Environmentek & Council for Geoscience (2002).

43 Woodborne (1982) : 5, Figs.3b, 6, 8; Woodborne (1983) : 267, Fig.3; McLachlan (1991) : 11.

44 CSIR-Environmentek & Council for Geoscience (2002) : 3-6.

45 Mr S.Coles and Mr Ph. Van den Bossche, Council for Geoscience, pers. comm.

inspect anomalies that were detected by the geophysical survey. The mitigating factors are: time i.e. the surveys may cause a delay of planned development activities with a few days; and costs to undertake the recommended surveys. In the case that an important site should be found, a plan of action has to be formulated in order to record the site and to remove a representative sample of any artifacts and finds from such site. After this work has been completed, the site may be preserved *in situ*. Nevertheless, the archeological work does not have to result in unnecessary delays for construction. Proper liaison between the archaeologist and the developer may well result in an adjustment of the work schedule, whereby the archaeological site is avoided till such time that field work is completed.

Partly based on these suggestions, a geophysical survey was conducted during February-March 2003. The survey was undertaken by the Marine Geoscience Unit of the Council for Geoscience. It soon became clear that the entire area is extremely magnetically 'noisy', which is caused by steel reinforcements and other metal work in the adjacent container terminal structure, as well as some recent steel shipwrecks that are situated inside the container terminal and a metal channel marker buoy and chain. Furthermore, the presence of a vessel that was moored inside the terminal at the time of survey may well have caused further magnetic disturbance. For these reasons, a diver survey was undertaken by a NPA dive team. 26 potential 'targets' were identified by the geophysicists on the basis of a side-scan sonar survey. These points seemed the most interesting, judged by their size and shape. Underwater observations undertaken during March and April 2003 subsequently revealed that twelve locations contained cultural material consisting of modern debris, such as a crayfish trap, a steel buoy and pontoon, storm water pipes, concrete blocks and beams. The remaining targets only revealed exposed bedrock. The combined surveys did not result in the locating of archaeologically significant material. They further revealed that the thickness of deposits in the area is more limited than was expected initially. This is illustrated by the fact that exposed bedrock was observed at several locations.⁴⁶ A point of concern is that the south-eastern section of the area, closest to the present-day shore line, has not been subjected to a diver search. A second phase assessment of the side-scan sonar imagery, followed by further diver observations is therefore recommended.

Based on the above, the assessment of potential impact on the extension of the container terminal has been described as low to medium. It was already indicated that the planned extension does not have to be modified. A geophysical survey, followed by a diver survey, was conducted but these did not reveal the presence of archaeological material. Should, however, an archaeological site be identified in this area at a later stage, aspects of mitigation will have to focus on: an archaeological survey of such site; a sampling strategy, in order to obtain a representative collection of materials from the site; followed by *in situ* preservation, whereby the exact location of the site is to be recorded for future reference. The planned impact consists of the reclamation of a section of seabed adjacent to the current terminal. This area measures approximately 2000 by 300 meters. The expected nature of this

46 Mr S. Coles and Mr Ph. Van den Bossche, Council for Geoscience, pers. comm.; Mr B. Cilliers, National Ports Authority, pers. comm.; CSIR/NPA Table Bay Sand Winning Project. Magnetic Field Map of Proposed Container Terminal Extension Area; NPA Table Bay Sand Winning Project-Phase 2. Side-Scan Sonar Mosaic of Seafloor Adjacent to Eastern Breakwater with Potential Sonar Targets/Artefacts Indicated; NPA Table Bay Sand Winning Project. Diver Observations of Side-Scan Sonar Targets in the Proposed Container Terminal Extension Area; CSIR/NPA Table Bay Sand Winning Project. Isopach (sediment thickness) Map of Proposed Container Terminal Extension Area.

development consists of reclamation activities, whereby the seabed in that section will be covered by fill. The extent is local and limited i.e. the immediate area is limited to within 5km of development.

The duration of the development of the container terminal is less than five years and can therefore be classified as short-term. The intensity ranges from low to medium. Hereby it should be born in mind that medium intensity only relates to small sections of seabed i.e. at the specific location of a potential archaeological site. The probability factor that considers the likelihood of the impact occurring can be described as probable to highly probable, bearing in mind the position of the container terminal. As was indicated before, the terminal stretches into the old anchorage grounds and on the land side touches on one of the areas with the highest occurrence of historical shipwrecks, as could be concluded on the basis of documentary research. The status of impact ranges from neutral to positive. Neutral, as no site will have to be destroyed if the recommendations in this report are followed. As was explained before, by undertaking an archaeological survey and sampling strategy, followed by *in situ* preservation, potential sites may reveal scientific data, whereas such sites will be preserved for future, more extensive research. Positive results from this include an increasing awareness of the necessity to protect and preserve maritime archaeological sites, which will reflect positively on the developer. This, in turn, may result in positive media exposure, exhibitions and publications on the subject. The degree of confidence of these predictions can be described as confident.

4.2.2. Source of fill material

It was already indicated that the best source of fill material for the reclamation of the additional section of the container terminal consist of Area's 1 and 2, as indicated in the Proposal: Geophysical surveys for source material Table Bay.⁴⁷ This proposal includes recommendations that were made by the specialist consultant for maritime archaeology. The proposed sites are situated in an area that does not seem to contain historical shipwrecks. Nevertheless, some caution is advised as Table 3.3. indicates that the location of 94 shipwrecks is not known. It is highly likely that by far the majority of these unidentified locations are proportionally spread over the known locations. A distinct possibility does remain, however, that one or two ships wrecked in Area's 1 and 2 in the past. An example of this would be the *Cabo de Eizaguirre*.⁴⁸ It is also not very likely that pre-historical sites are to be found, especially in the upper layers of these sections. Potential disturbance of such sites may be further reduced by removing only the uppermost layers, leaving a minimum deposit of one metre of sand above the bedrock. In order to obtain sufficient sand, the area size of the dredge sites can possibly be made larger. This recommendation coincides with the view of marine biologists and others. These specialists are of the opinion that the creation of a large shallow depression, as a result of sand winning, will have less impact on the marine life in the area.⁴⁹

In preparation of the dredging activities, the Council for Geoscience undertook a survey of the area's that they renamed A and B (formerly Area's 1 and 2). The bathymetric data accumulated did not reveal any significant data from an archaeological perspective. More interesting was the information gained from the magnetometer survey. Although this indicated that the sector containing Area A and

47 CSIR-Environmentek & Council for Geoscience (2002) : 3-4, 6.

48 Appendix 1, nr.49.

49 Dr R.Carter, marine biologist, pers.comm.

Area B is predominantly magnetically 'flat', a few interesting magnetic anomalies were observed. Two of these, running more or less parallel with the boundary line in the south-western section of Area A and the north-eastern boundary of Area B respectively, were identified as natural features. In between these anomalies, nine other, much smaller anomalies were detected. These occur in a line, roughly running from the south-eastern towards the north western part of the sector. Of these, three anomalies that are situated in the eastern part of Area A (anomalies 1, 4 and 5 as indicated on the Magnetic Field Map of Areas A & B Combined) are most significant, due to the magnetic gradients and the magnetic depressions associated with these points. The highest value for these anomalies is equivalent to approximately 30 tons of steel or a 12 meter long steel container. Nevertheless, none of them represent signatures for older shipwrecks. Sailing vessels would not contain an amount of ferrous metals as observed and certainly not in such a concentration. An interesting aspect is that the line that is represented by the anomalies seems to coincide with the shipping route through the northern entrance to Table Bay. It is therefore assumed that if the anomalies represent man-made objects, these could either be old moorings for buoys or jetsam from passing ships, or both. Nevertheless, the possibility that some of the signatures are caused by natural disturbances of the earth magnetic field should also be taken into consideration. The identification of the recorded anomalies will be hampered by the fact that all contacts are covered by surficial sediments, as indicated by the side-scan sonar survey, and that their position could only be established within a 50 meter radius. A diver survey that was undertaken on 7 and 11 March 2003 did not reveal any traces of material on the sea bed.⁵⁰ For these reasons, it is recommended to consult with the dredger operators before dredging takes place. They should be informed of the positions of the anomalies and, if possible, these sites should be avoided. In this context, especially the positions of anomalies 1 to 5 can be bypassed. If this is not feasible, the maritime archaeologist should be given advance warning and join the dredger before sand is removed from these specific sites.

If the conditions that are described in this report be met, i.e. pre-disturbance surveys before any sand winning activity takes place, monitoring during dredging activities and not dredging down to bedrock, then the potential impact of sand winning is low. The nature of impact consists of the dredging of a section of seabed that is far from the major concentrations of historical shipwrecks and the old roadstead of Table Bay. For that reason, the extent of the impact is local and limited, although the dredge site is more than 5km from the container terminal. The duration is of a short-term, as it forms part of the development of the container terminal that has to be completed within 5 years. The intensity can be described as low, as there are no indications that archaeological sites will be endangered at the proposed site. For that reason it is improbable that the dredging will result in an impact on the maritime archaeological resource. If Area's 1 and/or 2 are designated as the source for fill then the status of impact can be described as neutral to positive as it may be assumed that no archaeological sites will be affected. Based on the available information, the degree of confidence is high.

50 Mr S. Coles and Mr Ph. Van den Bossche, Council for Geoscience, pers. comm.; Mr B. Cilliers, National Ports Authority, pers. comm.; CSIR/NPA Table Bay Sand Winning Project. Magnetic Field Map of Areas A & B Combined; NPA Table Bay Sand Winning Project – Phase 2. Side-Scan Sonar Mosaic of Seafloor to NE of Robben Island with Sample Location Points Indicated; NPA Table Bay Sand Winning Project. Sediment Sampling and Diver Observations in Areas A & B to the NE of Robben Island.

5. SUGGESTED RESEARCH METHODOLOGY

The plan to identify and locate potential maritime archaeological sites in the Port of Cape Town and adjacent areas in Table Bay can be divided into different phases.

Phase 1 consists of a desk top study that is reported upon in this document. The main aim of this phase was to identify and assess the different archaeological entities or sites that may be present in the area, as well as their approximate location. The desk top study is based on available information as contained in relevant literature, archival documentation and other unpublished material. These different sources have provided for an initial inventory of archaeological sites that may be present in the area that has been earmarked for development by the National Ports Authority, Port of Cape Town. Research has indicated that most of the information that is currently available pertains to ships that foundered here during the period 1610-1998. In addition, it is expected that anchorage debris as well as pre-historical material have been deposited in and around the current port area. On the other hand it seems unlikely that remains of static structures such as piers or quays with historical-archaeological significance will be encountered under water, as most of these were dismantled or covered by subsequent harbour developments.

Phase 2 consists of field work. Its aim is to investigate those areas that have been earmarked for future development or where other activities will take place that may result in interference. In the context of this report, the area adjacent to the current container terminal takes priority as it has been targeted for reclamation in the near future. Another area of immediate interest is the site where sediment will be dredged up to provide fill for the container terminal expansion. Phase 2 field work is non-intrusive and includes scanning of the sea bed and its sub-strata using geophysical survey techniques, as well as diver observations. The non-intrusive field work as suggested during Phase 2 includes detailed side-scan sonar, sub-bottom profiling and magnetometer surveys within demarcated areas. The exact geographical position of any contacts or anomalies is established by Global Positioning System (GPS) or other means, after which the survey results are analyzed by geophysicists and an experienced maritime archaeologist. This is followed by diver surveys and/or selected sea bed coring to obtain more information on identified anomalies.

Phase 3 involves underwater sampling and excavation of selected sites or parts thereof that may be identified during Phases 1 and/or 2. Phase 3 should only concern those sites that are immediately threatened by destruction as a result of dredging or development, or those that have specific historical, cultural or research value. This phase will include sampling, and possible removal or alternative protection of endangered sites or cultural material contained therein that has specific value. It is, however, expected that the impact on possible archaeological sites can be kept limited if the principle of *in situ* preservation is adhered to and if the location that will provide the fill material is limited to Area's 1 and 2, as suggested previously.⁵¹

51 CSIR-Environmentek & Council for Geoscience (2002) : 3-4, 6.

Currently, Phase 1 has been realized. It is expected that Phase 2 for the extension of the container terminal and the source of fill material will be completed shortly. In order to complete Phase 2 field work, the south-eastern area adjacent to the container terminal must be subjected to a second diver survey. The examination of magnetometer signatures in the area for fill material is advisable, although not essential if these locations can be avoided during the dredging process. Depending on the outcome of this phase, more specific plans can be produced for a possible Phase 3. This must be done in consultation with the developer and other specialist scientists. To date, however, no significant archaeological material has been located.

For the purposes of intermediate and long-term planning, it is essential that the specialist consultant in maritime archaeology is kept informed of further development and expansion plans. By careful planning ahead, costs may be reduced significantly. This relates to cost identification for future budgeting purposes and the prevention of unnecessary delays during development. Delays may occur in the application for required licenses and permits, the establishment of an infrastructure for maritime archaeological assessments, but also when development operations have already started before a proper archaeological assessment of the area concerned is completed. It is therefore recommended to explore the possibility of establishing an ongoing research programme that in part may be financed by the National Ports Authority. In this way, costs for archaeological research and field work that will be incurred at a later date anyway, may be spread over a longer time period.

6. IMPLEMENTATION

To implement the mandatory maritime archaeological assessment of the Port of Cape Town, the following requirements can be identified.

Phase 1 needs to be undertaken by a person with experience in historical research, maritime history and archaeology. In addition to this, knowledge of the natural environment of Table Bay and the historical development of the Port of Cape Town is required. These requirements have been met and Phase 1 has been completed.

Phase 2 requires the involvement of a maritime archaeologist with sufficient field work experience, a capability of interpreting data obtained from geophysical surveys and extensive knowledge of material culture. This person should be able to directly observe underwater sites and to conduct basic underwater surveys. The archaeologist needs to be assisted by at least one other diver with basic field work experience. Other requirements are a surface vessel to operate from, diver support personnel and diving and surveying equipment. These requirements have been met and Phase 2 is nearly completed.

Phase 3 requires the involvement of a small team of experienced divers with archaeological field work experience, a surface vessel, diving and surveying equipment, a finds assistant and a facility to store and preserve recovered material. As Phase 3 would include interference with (an) archaeological site(s) and recovery of materials, a license from the Controller of Customs and Excise and a permit from the South African Heritage Resources Agency (SAHRA) are required.

In addition to this, it is vital that pre-disturbance surveys are undertaken by suitably qualified personnel. This not only applies to the maritime archaeological surveys but also to the geophysical surveys, which need to be conducted by specialists in that specific field. These requirements have been met by involving the Marine Geoscience Unit of the Council for Geoscience and the author of this report.

6.1. Budget estimate and time frame for the EIA

Phase 1: desk top study.
Time frame: completed.

Phase 2: non-intrusive underwater survey at the sites of the container terminal and the source for fill material.

Time frame: Minimum 4 days, maximum 12 days.

Costs: diving archaeologist R2200/day; assistant R1600/day. This includes personal diving equipment and basic surveying equipment but the costs for the geophysical survey, a surface vessel and diving support personnel are excluded.

Estimated between R 15.200 – R45.600.⁵²

52 Prices are valid for 2003. Thereafter, inflation correction and an annual increment of 10% will apply.

To date, no use has been made of the services of the maritime archaeologist for Phase 2.

Phase 3: intrusive archaeological survey and excavation at the sites of the container terminal and the source for fill material.

Time frame: depending on the outcome of Phase 2.

Costs: Diving archaeologist R2200/day; assistant R1600/day; two archaeological divers R1300 each/day; finds assistant R900/day. This includes personal diving equipment and basic surveying equipment but the costs for the geophysical survey, a surface vessel, artifact storage and basic conservation equipment are excluded.

Estimated R 7300/day.

Writing of report: Phase 2 and Phase 3.

Time frame: depending of the findings of these phases.

Costs: R 1200/day.

In this context it is important to point out that there may not be a need for a Phase 3. Phase 3 research will only be necessary should archaeological material be located during Phase 2 that needs to be sampled, collected and/or recorded in more detail. It is assumed that two to three days of Phase 3 field work will be sufficient for each site that is located.

6.2. Budget estimate and time frame for the SEA

At the time of writing this report, it was not possible to indicate an appropriate time frame or to compile a budget for the SEA. The main reason for this is that insufficient information was made available to date. Nevertheless, the information contained in Section 6.1. provides for an indication of possible time frames and expected costs. In addition, the suggestion of supporting an ongoing research programme into the maritime archaeology of Table Bay must be reiterated here, as this may be time and cost saving in the long term.

7. RELEVANT LEGISLATION AND PERMIT REQUIREMENTS

The South African legislative system includes several acts which are relevant to the protection of archaeological sites, both on land and underwater. Although most of these acts were not formulated with this specific purpose in mind, they contain some clauses and conditions which regulate aspects of management and control. In addition to this, further regulations and conditions have been formulated by the government department which is involved in the management of sites with an archaeological or cultural importance, the South African Heritage Resources Agency (SAHRA).

Relevant legislation which touches on or incorporates submerged archaeological sites is described in the following acts:

- the Sea Shore Act, No.21 of 1935 (as amended);
- the Merchant Shipping Act, No.57 of 1951 (as amended);
- the Customs and Excise Act, No.91 of 1964;
- the Legal Succession to the South African Transport Services Act, No.9 of 1989;
- the National Heritage Resources Act, 1999.

Of these, the first four mainly deal with shipwrecks and their contents, either *in situ* or dispersed, or those areas where wrecks have been deposited without specific reference to the cultural and historical-archaeological values of such remains. On the other hand, the National Heritage Resources Act specifically acknowledges these values and includes detailed regulations in this regard. As a result, certain provisions concerning wrecks and salvage activities remain in force side by side, creating a somewhat complicated situation.⁵³

The territory which is covered by the various acts is described in the Sea Shore Act, No.21 of 1935 (as amended). In this Act, the 'sea' is defined as the water and bed of the sea below the low water mark and within the territorial waters of the Republic, including the water and bed of any tidal river and of any tidal lagoon. The 'sea shore' is the water and the land between low water mark and high water mark. The 'territorial waters' are defined in the Territorial Waters Act, No.87 of 1963, and the Territorial Waters Amendment Act, No.98 of 1977, as the water and the bed of the sea within a distance of twelve nautical miles from low water mark.⁵⁴

Within this area, a variety of archaeological sites can be found, the largest identified category of which consists of shipwrecks. In a legal context, as described in the Merchant Shipping Act, No.57 (as amended), the term 'wreck' relates to any portion of a ship or aircraft lost, abandoned, stranded or in distress, any portion of the cargo, stores or equipment of such ship or aircraft and any portion of the personal property on board such ship or aircraft when it was lost, abandoned, stranded or in distress and belonged to any person who was on board that ship or aircraft at that time. This also includes flotsam, jetsam, lagan and derelict remains from wrecks found in or on the shores of the sea or of any tidal waters of the Republic. In this context, 'flotsam' relates to goods which float on the sea when a ship or aircraft has perished, 'jetsam' relates to goods which have been cast into the sea to lighten a vessel which is in danger of sinking, while 'lagan' relates to goods cast into the sea before a vessel has perished, which goods have been tied to a buoy or cork to prevent them from sinking.

53 Van Meurs (1985) : 63.

54 Van Meurs (1985) : 63-64.

It is interesting to note that flotsam, jetsam and lagan are only referred to as 'wreck' the moment they are washed ashore.⁵⁵ Based on this definition it will be clear that the Merchant Shipping Act can relate to contemporary as well as historical wrecks. Although in most cases only relevant to relatively recent maritime incidents, Section 299 (2) of the Act indicates that: "No person shall (b) secrete any wreck, or deface or obliterate any marks thereon; or (c) wrongfully carry away or remove any wreck". This section is certainly of relevance to historical wrecks as well.⁵⁶

'Wreck' is also defined by Section 112(1) of the Customs and Excise Act, No.91 of 1964. The definition used here is similar to the one described in the Merchant Shipping Act and reads: "...'wreck' includes (a) flotsam, jetsam and lagan; (b) any portion of a ship lost, abandoned or stranded or of the cargo, stores or equipment thereof or any article thereon; and (c) any portion of an aircraft which has been wrecked or abandoned or of the cargo, stores or equipment thereof or any other article thereon."⁵⁷

The National Heritage Resources Act of 1999 defines 'wreck' as: "... being any vessel or aircraft, or any part thereof, which was wrecked in South Africa, whether on land, in the internal waters, the territorial waters or in the maritime culture zone of the Republic, as defined respectively in sections 3, 4 and 6 of the Maritime Zones Act, 1994 (Act No. 15 of 1994), and any cargo, debris or artefacts found or associated therewith, which is older than 60 years or which SAHRA considers to be worthy of conservation".⁵⁸ The definition of "heritage objects" is also important in this regard. Heritage objects include: an object or collection of objects, or a type of object or list of objects, whether specific or generic, that is part of the national estate and the export of which SAHRA deems it necessary to control, may be declared a heritage object, including (...) objects recovered from the soil or waters of South Africa, including archaeological and palaeontological objects, meteorites and rare geological specimens.⁵⁹

The right to interfere with, to salvage, remove or manage and protect wrecks is vested in different authorities depending on their individual tasks, as well as the circumstances surrounding a specific wreck, such as position, condition and age. In this respect, relevant authorities can also transfer certain rights, tasks and duties to private companies and individuals. To indicate where different responsibilities lie, reference can be made to various acts. According to the Legal Succession to the South African Transport Services Act, a division of the company which took over responsibility from the South African Transport Services in 1989, Portnet, now the National Ports Authority, holds jurisdiction over the harbours. The National Ports Authority is empowered to raise, remove or destroy any sunken, stranded or abandoned ship or wreck within the area of its jurisdiction which includes all port and harbour areas as defined by specified boundaries.⁶⁰

55 Van Meurs (1985) : 64; Merchant Shipping Act, No.57 of 1951 (as amended), Section 2.

56 Van Meurs (1985) : 64-65; Merchant Shipping Act, No.57 of 1951 (as amended), Section 2.

57 Customs and Excise Act, No.91 of 1964, Section 112(1); Van Meurs (1985) : 65.

58 Republic of South Africa (1999) : 6.

59 Republic of South Africa (1999) : 50.

60 Legal Succession to the South African Transport Services Act, No.9 of 1989, Schedule 1, Section 11(d).

Furthermore, no one may break up any wreck, hulk or ship in a harbour without the permission of the port captain in charge.⁶¹ The power to deal with wrecks and strandings in territorial waters outside the harbour areas, when a wreck proves to be a danger to navigation, is vested with the Minister of Transport.⁶² It should be noted, however, that the sea and sea-shore outside any port or harbour area fall under the Department of Environment Affairs and are thus under the control of the Minister of Environment Affairs.⁶³

The National Ports Authority can order the owner or master of a wreck which proves a danger to navigation to remove or destroy such wreck. If the owner or master is not traceable or not in a position to follow such an order, the company can remove or destroy obstructions i.e. wrecks themselves or by using the services of salvage companies or other outside bodies. Sometimes the process is reversed and permission is sought by companies or individuals to salvage wrecks for commercial gain. All such activities, irrespective of the age of the wreck in question, fall under regulations contained in the Customs and Excise Act, No.91 of 1964. This Act states that anyone who has any wreck in his possession, including the owner or his representative, must inform the Controller of Customs and Excise. If such a person is not the owner of the wreck or his authorised agent, the wreck has to be delivered to the Controller. In addition, the removal or alteration of any wreck without the permission of the Controller of Customs and Excise is not allowed unless such an act is necessary for the preservation or safe-keeping. The Controller should, however, be informed without delay in case this happens and the wreck must be handed over.⁶⁴

Under the Customs and Excise Act, it is compulsory to obtain permission to search for or salvage any wreck. As with the Merchant Shipping Act and the Legal Succession to the South African Transport Services Act, there is no time restriction involved and regulations cover both contemporary and older shipwrecks and other material remains. Permission to search, or search for, abandoned wrecks along the coast of the Republic is granted by the Controller of Customs and Excise, who is under the direction of the Department of Finance and who can issue a licence to that effect. This licence is valid for a period of one full calendar year. The fee for obtaining a licence is nil and the applicant does not have to show proof of competence in salvage proper or diving. The only requirements are to take out a security bond of R2000, to produce an annual report describing any salvage activities undertaken and plans for the following year, and the compilation of a register. The register, which must be open to inspection at all reasonable times by relevant authorities, should specify all articles recovered by the licensee, the date of recovery, the manner and the date of disposal of such articles, and to whom and for what sum or consideration the goods have been disposed of. Licence holders are liable to pay the Controller of Customs and Excise fifteen percent royalty on all items of value salvaged and declared and, in addition, import duties, surcharge and Value Added Tax (VAT) can be levied depending if recovered goods are to be sold and/or exported by the licence holder.⁶⁵

61 Van Meurs (1985) : 63.

62 Merchant Shipping Act, No.57 of 1951 (as amended), Section 304A; Van Meurs (1985) : 65.

63 Dr Jan Glazewski, Institute of Marine Law, University of Cape Town, pers. comm.

64 Customs and Excise Act, No.91 of 1964, Section 112 sub-section 2; Van Meurs (1985): 65-66.

65 Werz (1990) : 337; Van Meurs (1985) : 66.

It should be noted that the licence issued by the Controller of Customs and Excise does not give exclusive rights to the holder to search for or salvage any particular wreck. The wording on the licence clearly indicates that permission is only given: "...subject to the rights of others, including any person to whom a licence similar to this licence may have been granted or may hereafter be granted..."⁶⁶ Furthermore, the Act does not suggest or indicate that special attention or significance should be attached to older wrecks which can be of historical-archaeological interest although, upon issuing a license, it is indicated by the Controller of Customs and Excise that the SAHRA should be approached for the necessary permit or authority when dealing with wrecks falling under the National Heritage Resources Act.

In the National Heritage Resources Act it is stated that: "... the protection of archaeological and palaeontological sites and material and meteorites is the responsibility of a provincial heritage resources authority; provided that the protection of any wreck in the territorial waters and the maritime cultural zone shall be the responsibility of SAHRA". And further: "... all archaeological objects (...) are the property of the State", whereas: "Any person who discovers archaeological or palaeontological objects or material (...) in the course of development (...) must immediately report the find to the responsible heritage resources authority ...".⁶⁷

In this context, the following is also relevant. "... any person who intends to undertake a development categorised as the construction of a (...) pipeline, canal or other similar form of linear development or barrier exceeding 33m in length; any development or other activity which will change the character of a site exceeding 5 000 square metres in extent; or (...) the re-zoning of a site exceeding 10 000 square metres in extent; or any other category of development provided for in regulations by SAHRA or a provincial heritage resources authority, must at the very earliest stages of initiating such a development, notify the responsible heritage resources authority ...".⁶⁸

The National Heritage Resources Act of 1999 is the only act within the South African legal system which makes specific provisions for the historical-archaeological and cultural values which can be attributed to shipwrecks. This act has replaced the National Monuments Act, 1969 (Act No.28 of 1969) and its amendments. The objective of the Act is to establish a national system for the management of heritage resources which it applies throughout the Republic. It will be clear that the scope of this Act is quite extensive. The protection and management of submerged historical shipwrecks and other underwater archaeological sites is only one of its objectives.

The above clearly indicates that it is a legal requirement to obtain the necessary approval to undertake any disturbance, excavation or removal of archaeological sites and/or material contained therein. In practise, the first phase is to obtain a license to search or search for abandoned wreck from the Controller of Customs and Excise. This license is issued in the name of an individual and requires a surety of R2000. The time it will take to issue the license may range from a few weeks to a few months. After the license has been obtained, a permit is required from the SAHRA. Application for this is done by completing a form (Application Form 303). The information requested includes personal details of the applicant, details related to the envisaged project, site information and details of the project archaeologist if it concerns wreck that predates 1850. In addition, a declaration is required from a

66 Van Meurs (1985) : 66; Department of Finance, Controller of Customs and Excise. License to search or search for abandoned wreck.

67 Republic of South Africa (1999) : 58.

68 Republic of South Africa (1999) : 62.

collaborating institution, such as a museum or university that will assist in the project. Furthermore, the application has to be accompanied by a detailed project motivation and proposal. It will take several weeks to process this permit.

Concluding this chapter on relevant legislation and permit requirements it can be stated that the management, protection, salvage and destruction of underwater sites is covered by various acts. The historical-archaeological importance of submerged archaeological sites is, however, not specifically acknowledged in the Merchant Shipping Act, the Legal Succession to the South African Transport Services Act or the Customs and Excise Act. The only exception to this is the National Heritage Resources Act which incorporates archaeological sites on land and under water. The various acts involve different organizations. These include the Department of Environment Affairs, the National Ports Authority, the Department of Finance and specifically the Controller of Customs and Excise, and the Ministry of Arts, Culture, Science and Technology under which the SAHRA resorts.

8. RECOMMENDATIONS FOR THE FUTURE

In this chapter, recommendations for future maritime archaeological work in the light of the Strategic Environmental Assessment (SEA) for the Port of Cape Town and the Environmental Impact Assessment (EIA) for the expansion of the container terminal, as well as the sourcing of fill material, will be discussed briefly. These concern both short-term developments (0-5 years), as well as medium and long-term plans.

By acknowledging the fact that maritime archaeological research forms part of the specialist studies that need to be undertaken for the proposed developments, the National Ports Authority has taken a most important and positive step. This can be seen as part of Cultural Resource Management (CRM) efforts for the Table Bay area. As the bay has played a focal role in international maritime traffic during the last 500 years, and due to the fact that the current South African Rainbow Nation has some of its more important roots here, such efforts are of utmost importance from both a national as well as an international perspective. The importance of the maritime cultural heritage that can be found in the Table Bay area is diverse. Some factors that may illustrate this point are the fact that the maritime cultural heritage is limited, non-renewable, and belongs to the Nation and the international community alike. This resource reflects aspects of the history of South Africa and other states, whereas it can be linked directly to the symbolic role of Cape Town as the 'Tavern of the Seas'. The current interest in the maritime cultural resource and the plans to manage this resource adequately stands in sharp contrast with the scant regard that was paid to this issue in the past. Current and future CRM efforts may thus serve to rectify the wrongdoings of the past that resulted in partial destruction of the maritime heritage of Table Bay.

A prerequisite for any future development plans is appropriate planning. This should take the importance of the maritime archaeological heritage into account. As part of the planning process, it is therefore recommended to involve a suitably qualified maritime archaeologist. In this way, the archaeologist can be informed of future development at an early stage and be kept informed of any modifications to the original plans, work schedules etc. This will provide sufficient time to undertake assessments of specific areas and to plan for possible mitigation, if so required.

Another requirement concerns the monitoring of specific sites that are earmarked for future development. It was already indicated that such monitoring, combined with pre-disturbance surveys, is essential to obtain the best possible results within the given budget and infrastructure. Other aspects that have to be taken into account are time schedules i.e. the availability of the maritime archaeologist, and the weather. Generally speaking, the best time of year to undertake geophysical surveys and diving work in Table Bay is between January and April. It is therefore essential that timely warning is given, to enable field work to be planned and executed before a start is made with development. As already has been indicated previously, this will prevent potential delays and will thus be cost-effective.

The above-mentioned recommendations can be realized in two ways: on an ad hoc basis; and on a semi-permanent basis. The ad hoc basis concerns the short-term contracting of a specialist in the field of maritime archaeology for one specific development project in Table Bay. This may have some disadvantages. First of all, a proportionally larger sum of money will be needed to undertake maritime archaeological work for that specific project. Secondly, there may be a time delay in identifying a suitable candidate, to realize an infrastructure, and to assemble a core

team that can assist the archaeologist. Thirdly, if different archaeologists are involved for different smaller projects, many of the data that have been assembled and the specialist knowledge that has been acquired by the author on maritime archaeology in general and the Table Bay region in particular during the last fourteen years may not be available. It will take some time for others to orientate themselves adequately, bearing in mind that there are very few trained maritime archaeologists in the country. In addition, most of those have only limited research and field work experience. Finally, it is expected that a longer-term relation between the author, other specialist scientists and the National Ports Authority, Port of Cape Town, will be of benefit for the SEA and related projects. The advantages that can be identified relate to better channels of communication, exchange of data, and facilitation of future projects. The involvement on a semi-permanent basis would counteract many of the disadvantages that have been sketched above. In addition, the National Ports Authority may consider involving the specialist in other regions, such as Saldanha Bay, the Couga Project and the ports of Port Elizabeth, East London and Durban. In this context, the suggestion to establish a long-term research programme as described in Sections 5 and 6.2 of this report may be reiterated.

Recommendations for the short-term that focus on the expansion of the container terminal and the source of fill include the following. The primary objective is to complete the geophysical survey of the two areas. The data that are already available have been analysed by the geophysicists and the maritime archaeologist. Further diver observations must be planned in both areas and especially the section near the container terminal that has not been searched. This should be completed by May-June 2003. Following the pre-disturbance survey, a decision must be taken for the necessity of a Phase 3 which, if required, may have to be carried over to the next summer season. This, however, is also depending on the time schedule for construction work of the container terminal expansion. With regard to dredging activities in Area's A and B, it is essential to liaise with the company that is going to be contracted for this work. All data accumulated must be made available to enable input from that side. If possible, the locations where the magnetometer survey indicated anomalies should be avoided. If this is not possible, the maritime archaeologist should be given advance warning to join the dredger while operating near these locations. Should the dredger haul up cultural material, the maritime archaeologist must be in a position to halt work temporarily or to divert the dredger.

CONCLUSIONS

Within the context of this study, five categories of archaeological sites were identified within the greater Table Bay area and the perimeter of the present port. The significance of potential impact for these categories is as follows:

Historical occupation sites on shore	low
Historical harbour works	low
Pre-historical material under water and on shore	medium
Shipwrecks	medium
Anchorage debris	medium

The potential nature of impact for all these sites consists of exposure, damage, loss and/or displacement and the probability of this occurring is realistic. The extent of impact is limited to those locations where development may take place and can be described as local. The duration of impact is, however, permanent but this will have no consequences for or impact on the environment.

Generally speaking, the potential consequences of the impact do not warrant modification of the short term work that is being planned at this stage. The only exception to this would be when an archaeological site is discovered that can be classified as extremely important. Examples of this would be an Acheulean occupation site or a well-preserved shipwreck. The chances of finding such sites during the course of the proposed extension of the terminal are nevertheless limited. Although the available information does not allow for the identification of the position of potential pre-historical sites, most shipwrecks are located along the old southern and south-eastern beaches which are presently for the greater part covered by relatively recent developments. In addition, the sea bed area over which such sites are normally spread is relatively limited, especially when compared to the scale of the suggested development. For these reasons, it is recommended that the developer, in conjunction with a suitably qualified maritime archaeologist, monitor progress of all future activities. In such case where archaeological material is found, a mitigation process should be undertaken. This must consist of an archaeological survey, after which a decision needs to be made to preserve the site *in situ* or to undertake (partial) excavation. Where possible, the *in situ* preservation option deserves preference.

Short term development mainly consists of the extension of the current container terminal. As part of the existing terminal is already constructed on reclaimed land, and taking the limited width of the proposed extension (300m) into account, the probability of encountering sensitive archaeological sites is limited. Nevertheless, cultural material may be found. Not taking into account potential pre-historical finds, such material may include flotsam and jetsam, anchors, ship's inventory or hull parts, whereas closer to shore shipwrecks may be present. As no sub-seabed work is required to construct foundations for a sea wall, potential disturbance or destruction of archaeological material will be limited. It is, however, necessary to undertake a survey of the area, after which certain materials may need to be recovered. Decisions to this effect need to be taken on an *ad hoc* basis by the archaeologist in charge and on the strength of a license from the Controller of Customs and Excise and a permit to be issued by the SAHRA.

Parallel to this, the source of fill material needs to be taken into account. It is recommended to dredge sand from the section slightly north of the entrance channel between Robben Island and Blaauwbergstrand (Area A and/or Area B). If dredging takes place at some distance from both the island (1 nautical mile restricted zone) and the main land, the chances of disturbing potential archaeological sites are minimal; even more so if only surficial layers of deposits are removed. Additional advantages of this location are that it contains more than sufficient sand to fill the proposed extension and that the water depth ranges from 19 to 42 meters. It is advised not to remove any fill material from Table Bay east of 18°24' longitude and south of 33°50' latitude, as this area may contain anchorage debris and possibly wreck material from ships that may have drifted after an incident occurred.

At this stage, no concrete comments can be made pertaining to possible medium or long term development proposals, as these seem to be in a state of flux. Nevertheless, the same archaeological principles and guidelines, as set out in this document, apply for any future work that may be undertaken in the Port of Cape Town or other parts of Table Bay. These include monitoring of any development activities, reporting of any finds, temporary halting of activities in the area that is affected, initial assessment by a qualified archaeologist, reporting back to the developer, drafting of a plan of action, and implementation of Phase 3 and/or other mitigating action if so required.

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APPENDIX 1 RECORDED HISTORICAL SHIPWRECKS IN TABLE BAY

The following appendix provides an inventory of historical shipwrecks that have been recorded in a variety of archival documents and other references. Presentation of relevant basic information is in the following format:

VESSEL NAME	REFERENCE NUMBER
NATIONALITY	PLACE OF FOUNDERING
VESSEL TYPE	DATE OF FOUNDERING
PORT OF DEPARTURE	TONNAGE
PORT OF DESTINATION	CARGO
PEOPLE ON BOARD	GOODS SALVAGED AT THE TIME
CIRCUMSTANCES OF FOUNDERING	

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A.H. STEVENS	1
AMERICAN	ROBBEN ISLAND
CLIPPER SHIP, WOOD	1862-2-7
MOULMEIN, INDIA	999
FALMOUTH, ENGLAND	TEAK
	GENERAL, ANCHOR, COMPASSES
LEAKING BADLY, VESSEL TRIED TO ENTER TABLE BAY BUT MISSED BAY ENTRANCE DUE TO HEAVY FOG	

ABBY & SALLY	2
AMERICAN	TABLE BAY
MAFTER, WOOD	1807-12-6
PROVIDENCE, USA	152
TABLE BAY	PROVISIONS, SPIRITS, WINE
VESSEL WAS CONDEMNED	

ABERCROMBIE ROBINSON	3
BRITISH	SALT RIVER MOUTH
TRANSPORT, WOOD	1842-8-28
DUBLIN, IRELAND	1425
TABLE BAY	TRANSPORTED SUPPLEMENTS TO 27 TH AND 91 ST REGIMENTS
	SHIP'S BELL (IN CALEDON DUTCH REFORMED CHURCH)
FOUNDERED IN NW GALE, DISINTEGRATED QUICKLY, NO LOSS OF LIFE	

ABERFOYLE	4
	TABLE BAY
	1847-8-18

ADA	5
	TABLE BAY
	1828-6-14

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ADDISON	6
BRITISH, EIC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1722-6-17/16
BENGAL, INDIA	400
ENGLAND	EASTERN TRADE GOODS
80 CREW	
DRIVEN ONTO SHORE IN NW GALE, CAPSIZED AND BROKE UP BY SURF, 70 MEN DIED	

ADRIATIC	7
BRITISH	TABLE BAY
SNOW, WOOD	1822-7-21
LONDON, ENGLAND	193
	SUNDRIES

AKBAR	8
BRITISH	RIETVLEI
SAILING SHIP, WOOD	1863-1-12
SIAM, FAR EAST	733/908
LONDON/FALMOUTH, ENGLAND	RICE, CASSIA, STICKLAC, JAPAN WOOD, SHELLAC
	MOST OF CARGO SOLD AT AUCTION
RAN AGROUND AFTER MISSING STAYS IN FINE WEATHER AND LIGHT SE WIND, STRUCK ROCK AT HIGH TIDE	

ALACRITY	9
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1865-5-17
LONDON, ENGLAND	317
TABLE BAY	GENERAL
DRAGGED ANCHORS AND CAME ASHORE NEAR THE MILITARY HOSPITAL	

ALFRED	10
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1830-7-4
KENT, ENGLAND	267
MAURITIUS	BUTTER, SUNDRIES
	BUTTER
VESSEL ATTEMPTED TO LEAVE THE BAY UNDER NW WIND AND HEAVY SEAS. SHE WRECKED CLOSE TO SOUTH WHARF, EASTERN SIDE. MOST OF THE CARGO AND ALL HANDS SAVED	

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ALICE	11
	WOODSTOCK BEACH
	1901-7-15
WRECKED ON WOODSTOCK BEACH	

AMERICA	12
BRITISH	WOODSTOCK BEACH
SAIL-STEAMSHIP, IRON	1900-5-29
LONDON, ENGLAND	1200/1280
TABLE BAY	GENERAL CARGO, OIL
VESSEL GOT ON FIRE AND WAS BEACHED	

AMY	13
DUTCH, VOC	NEAR THE CASTLE
BRIGANTINE, WOOD	1722-6-17
CONFISCATED FROM ENGLISH, REMAINED IN SERVICE AT THE CAPE, WRECKED NEAR THE CASTLE DURING A VIOLENT STORM THAT LASTED FOUR DAYS, NO LOSS OF LIFE	

ANN	14
BRITISH	PAARDEN EILAND
BARQUE, WOOD	1818-6-23
DOWNNS, ENGLAND	310
TABLE BAY	ORDINANCE, STORES
STRANDED AND WRECKED ON THE BEACH AT PAARDEN EILAND	

ANN & MARY	15
BRITISH	TABLE BAY
	1843-8-23

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ANNA/EMMA	16
BRITISH	WOODSTOCK BEACH/SALT RIVER
BRIG, WOOD	1821-1-4
PORTSMOUTH, ENGLAND	467
MADRAS, INDIA	SUNDRIES
	HULL, FURNITURE, SAILS, RIGGING, BALLAST, MEDICINE CHESTS
NAME EITHER ANNA OR EMMA, PARTED FROM CABLES AND WAS WRECKED DURING SAME NW GALE AS DORAH AND INDIAN PACKET	

ANNA	17
PORTUGUESE	TABLE BAY
BRIGANTINE, WOOD	1841-11-1
	160
	148 SLAVES
VESSEL DETAINED BY HMS ACORN, CONDEMNED AND BROKEN UP	

ANNE	18
BRITISH	PAARDEN EILAND
	1818-7-1
KENT, ENGLAND	310

ANNE JANE	19
	WOODSTOCK BEACH
	1856-8-6

ANNENAN	20
	TABLE BAY
	1902-6-9

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ANTELOPE	21
BRITISH	TABLE BAY
SCHOONER, WOOD	1822-7-10
RIO DE JANEIRO, BRAZIL	107
ST HELENA	COFFEE

ANTELOPE	22
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1837-8-18
LONDON, ENGLAND	107
ST HELENA	BARLEY, CANDLES
VESSEL WRECKED CLOSE TO SOUTH WHARF	

ANUBIS	23
AMERICAN	WOODSTOCK BEACH
SAILING SHIP, WOOD	1799-11-5
INDIA	
BOSTON, USA	COTTON
WENT ASHORE IN A GALE, NO LIVES LOST	

AOTEA	24
	MOUILLE POINT
STEAMSHIP, IRON	1911-1-21

APOLLO	25
BRITISH	GREEN POINT
SAILING SHIP, WOOD	1823-4-16
CALCUTTA/MADRAS, INDIA	694
LONDON, ENGLAND	SUNDRIES, WHEAT, RICE, INDIGO
	RIGGING, COPPER, INDIGO, HIDES
WRECKED DURING FINE WEATHER WITH ALL SAILS SET. RAN ASHORE ON GREEN POINT, CLOSE TO THE MOULIN BATTERY. HULL FILLED WITH WATER AND COULD NOT BE TAKEN OFF. PASSENGERS AND CREW WERE SAVED, EXCEPT FOR ONE MAN	

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ARAB	26
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1850-6-1
MAURITIUS	337/378
LONDON, ENGLAND	SUGAR, RUM
	MASTS, SAILS, ANCHORS, BOAT, CASES WITH CHINESE COSTUMES
WRECKED NEAR MILITARY HOSPITAL DURING NW STORM AFTER PARTING CABLES	

ARABIA	27
AMERICAN	MOUILLE POINT/GREEN POINT
BARQUE, WOOD	1858-5-10
ZANZIBAR	382
NEW YORK, USA	HIDES, GUM, COCOA, IVORY
MISTOOK THE LIGHTS AND WENT ONTO THE ROCKS WHILE ENTERING THE BAY AT NIGHT.	

ARAGO	28
GERMAN	RIETVLEI
BARQUE, WOOD	1858-11-30 OR 1858-12-1
MEMEL, PRUSSIA	630
TABLE BAY	TIMBER
RAN ASHORE AND BECAME A TOTAL WRECK, COURT INQUIRY FOUND MASTER INTOXICATED AT TIME OF INCIDENT	

ARGONAUT	29
BRITISH	OUDE SCHIP
SAILING SHIP, WOOD	1796-1-1
WRECKED AT OUDE SCHIP	

ARION	30
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1842-7-13
	246
	SUNDRIES
PARTED ANCHORS IN NW GALE, WRECKED NEAR IMHOFF BATTERY	

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ARMENIA	31
ITALIAN	BLAAUWBERGSTRAND
BARQUE, WOOD	1902-6-9
TABLE BAY	
DELAWARE, USA	BALLAST
SHIP COLLIDED WITH OTHER VESSEL WHILE LEAVING THE BAY. RETURNED FOR REPAIRS AND DROPPED ANCHOR NEAR BLAAUWBERG. DRAGGED ANCHORS AND WAS WRECKED ON BEACH, NO LOSS OF LIFE	

ATHENS	32
BRITISH	GREEN POINT
STEAMSHIP	1865-5-16
MAURITIUS/MOSSEL BAY	739/750
TABLE BAY	MAIL, PASSENGERS
OVERPOWERED BY HEAVY SEAS AND DRIVEN BROADSIDE ON THE ROCKS. BROKE UP IMMEDIATELY WITH LOSS OF LIFE. WRECK STILL VISIBLE OFF BEACH PARKING WEST OF CAPE TECHNIKON	

ATLANTIC	33
AMERICAN	TABLE BAY
	1806-1-28
VESSEL DRIVEN OUT TO SEA BY GALE AND BROKEN UP	

ATLAS	34
NORWEGIAN	BLAAUWBERGSTRAND
BARQUE, WOOD	1875-1-18 OR 1896-10-9
RANGOON, INDIA	1233 OR 1296
GREAT BRITAIN	TEAK
VESSEL STRUCK THE BEACH AND BECAME A WRECK, NO LIVES LOST, WRECK SOLD AT AUCTION	

AUSTRALIAN	35
	TABLE BAY
	1854-4-7

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AVENHORN/AVENHOORN	36
DUTCH, VOC	WOODSTOCK BEACH
SAILING SHIP, WOOD	1788-5-17/1788-1-22
BATAVIA, DUTCH EAST INDIES	880
NETHERLANDS	
WRECKED ON WOODSTOCK BEACH	

BASUTO COAST	37
	MOUILLE POINT
MOTOR VESSEL/ COASTER, IRON	1954-5-19

BEGONA	38
	TABLE BAY
SAILING SHIP, WOOD	1802-10-1

BELLA ANGELA	39
PORTUGESE	TABLE BAY
BARQUE, WOOD	1844-9-10
	400
	SUNDRIES
PRIZE TO HMS <i>DOLPHIN</i> , ARRIVED IN BAY WAS BROKEN UP	

BENGAL	40
BRITISH	BLAAUWBERGSTRAND/RIETVLEI
BARQUE, WOOD	1840-9-17
CALCUTTA, INDIA	795
LONDON, ENGLAND	SALTPETRE, REDWOOD
	PART OF CARGO SAVED
MISSED STAYS WHILE ENTERING THE BAY AT NIGHT AND WAS WRECKED ON THE BEACH.	

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BENJAMIN MILLER	41
	TABLE BAY
SCHOONER	1865-5-17

BERNICIA	42
BRITISH	ROBBEN ISLAND
BARQUE, WOOD	1861-6-16
LONDON, ENGLAND	548
TABLE BAY	LUMBER, WINES, SPIRITS, BEERS AND SUNDRIES
17 CREW, 13 PASSENGERS	LIQUOR, LUMBER, SPARS, SUNDRIES
WRECKED ON WEST SIDE OF ROBBEN ISLAND IN SHELL BAY DUE TO NAVIGATIONAL ERROR	

BITTERN	43
BRITISH	ROBBEN ISLAND
SNOW/BRIG, WOOD	1848-1-18
NEWCASTLE, ENGLAND	348
MADRAS, INDIA	COAL
	HULL, STORES, GENERAL CARGO
STRUCK SHALLOWS AND FOUNDERED NEAR NW POINT OF ROBBEN ISLAND	

BLACKSTONE	44
AMERICAN	TABLE BAY
BARQUE, WOOD	1846-1-4
	258
	IN BALLAST
PUT INTO BAY FOR REPAIRS, BUT WAS ABANDONED AND BROKEN UP	

BOSPHORUS	45
	TABLE BAY
	1853-1-27

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BRITON	46
	TABLE BAY
	1865-5-17

BRUTUS	47
	BLAAUWBERG/N OF SALT RIVER
BARQUE, WOOD	1902-8-14
PREVIOUSLY CALLED <i>SIERRA PEDROSA</i> . WRECKED AT BLAAUWBERG STRAND OR NORTH OF SALT RIVER MOUTH	

BUIS/BUYS	48
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1737-5-21/20
BATAVIA, DUTCH EAST INDIES	600
NETHERLANDS	EASTERN TRADE GOODS
81	
WRECKED ON THE BEACH DURING A VIOLENT NW GALE, FIVE SURVIVORS	

CABO DE EIZAGUIRRE	49
SPANISH	TABLE BAY
MAIL STEAMER, IRON	1917-5-26
BARCELONA, SPAIN	2551/4376
MANILLA, PHILIPINES	
107 CREW, 40-50 PASSENGERS	
STRUCK A MINE, WAS TORPEDOED OR BOILER EXPLODED. ABOUT 130 PEOPLE DIED	

CALEDONIAN	50
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1878-7-18
CARDIFF, WALES	607
JAVA, DUTCH EAST INDIES	COAL
PARTED DURING NW GALE, WRECKED AT PAPENDORP	

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CALPE	51
BRITISH	WOODSTOCK BEACH
BRIG/BRIGANTINE, WOOD	1831-7-17
DARTMOUTH/LONDON, ENGLAND	165
TABLE BAY	SUNDRIES
PARTED CABLES, DRIVEN ONSHORE AND CONDEMNED	

CANADIAN/CANDIAN	52
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1831-7-17
BORDEAUX, FRANCE/LONDON, ENGLAND	226
MAURITIUS	WINE, BRANDY, INSTRUMENTS, BOOKS, STATIONARY, LAMPS
THE VESSEL WAS FOULED BY TACKLE FROM THE <i>VINE</i> AND THIS CAUSED THE FOUNDERING OF BOTH SHIPS. WRECKED ON AN OFFSHORE REEF, NO LIVES LOST	

CAPTAIN COOK	53
	RIETVLEI
TROOP SHIP	1859-11-12

CATHARINE JAMIESON	54
BRITISH	GRANGER BAY
BARQUE, WOOD	1840-9-19
BATAVIA, DUTCH EAST INDIES	272
LONDON, ENGLAND	COFFEE, RATTAN, WHALE, BONES, TIN
	TIN
ENTERED TABLE BAY AT NIGHT, WENT ONTO ROCKS AND WRECKED. NO LIVES LOST	

CENDIEU	55
	TABLE BAY
BRIG	1831-7-20

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CERBERUS/CEREBRUS	56
BRITISH	BLAAUWBERGSTRAND
SAILING SHIP, WOOD	1820/1821-3-10
CEYLON/BENGAL/CALCUTTA, INDIA	372
LONDON, ENGLAND	SUNDRIES
	MOST OF WRECK AND CARGO
VESSEL STRUCK DURING NIGHT AND COULD NOT BE TAKEN OFF. PASSENGERS, CREW AND CARGO WERE SAVED	

CHANDOS/CHANDOIS	57
BRITISH, EIC	NEAR THE CASTLE
SAILING SHIP, WOOD	1722-4-14 OR 1722-6-17/16
BENGAL, INDIA	
70 CREW	
WAS BEACHED CLOSE TO THE AMY, TWO LIVES LOST	

CHARTLEY CASTLE/ CHARLOTTE CASTLE	58
BRITISH	BLAAUWBERG
BARQUE, WOOD	1842-10-8 OR 1851-10-8
LONDON, ENGLAND	382
TABLE BAY	COAL
	BELL IN SIMON'S TOWN MUSEUM
MISSED STAYS WHILE ENTERING THE BAY AND WENT ASHORE. NB THERE IS SOME CONFUSION BETWEEN THE TWO NAMES AND DATES OF SINKING BUT AS ALL OTHER INFORMATION IS IDENTICAL, IT MAY BE ASSUMED THAT THIS IS IN FACT THE SAME VESSEL	

CHIEFTAIN	59
BRITISH	MOUILLE POINT/GREEN POINT
BRIG/BRIGANTINE, WOOD	1848-6-6
MAURITIUS	128/147
TABLE BAY	SUGAR, RUM
VESSEL DRIFTED ONTO THE ROCKS IN FRONT OF MOUILLE POINT LIGHTHOUSE WHILE ENTERING THE BAY.	

CHINA	60
USAN	TABLE BAY HARBOUR
WHALING BARQUE, WOOD	1874-7-29
HEELED ON PATENT SLIP, BECAME A WRECK AND BROKE UP	

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CHRISTABEL	61
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1857-6-8
LONDON, ENGLAND	335
	SUNDRIES
WRECKED CLOSE TO THE MILITARY HOSPITAL	

CITY OF LINCOLN	62
BRITISH	WOODSTOCK BEACH/SALT RIVER
TRANSPORT/SCREW STEAMSHIP, IRON	1902-8-14
RIVER PLATE, ARGENTINA	3182
TABLE BAY	CATTLE, SHEEP
CABLES PARTED DURING NW GALE, NO LIVES LOST. EX SOILS EX MASSACHUSETTS EX MANHATTAN, LIES POSSIBLY BENEATH THE CONTAINER BERTH IN THE HARBOUR	

CITY OF PETERBOROUGH	63
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1865-5-17
SUNDERLAND, ENGLAND	300/331
TABLE BAY/LONDON, ENGLAND	WOOL, WINE
BROKE OFF ANCHORS, STRUCK A REEF AND WRECKED CLOSE TO MILITARY HOSPITAL DURING THE GREAT GALE OF 1865. COMPLETELY DISINTEGRATED WITH LOSS OF ALL ABOARD. POSSIBLY BURIED WHEN ROYAL CAPE YACHT BASIN WAS CONSTRUCTED	

CLIPPER	64
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1811-12-28
	173
	COFFEE
VESSEL STRANDED CLOSE TO BATTERY AND BROKE UP	

COCKBURN	65
BRITISH	SALT RIVER MOUTH
BARQUE, WOOD	1850-9-16
LIVERPOOL, ENGLAND	294
TABLE BAY	SUNDRIES
DRIVEN ASHORE NEAR SALT RIVER MOUTH DURING NW GALE, BECAME TOTAL WRECK	

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COLUMBIA	66
USAN	SALT RIVER MOUTH
SAILING SHIP, WOOD	1796-6-4
MAURITIUS	
PHILADELPHIA, USA	COFFEE
WRECKED NEAR SALT RIVER MOUTH, STRANDED ON THE BEACH	

COMMANDANT	67
	TABLE BAY
	1843-8-23

COMMODORE	68
MOTOR VESSEL	PAARDEN EILAND
	1945-1-1
WRECKED AT PAARDEN EILAND, DATE MAY BE 1938	

CONCORD	69
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1816-11-5
	152
	SUNDRIES
VESSEL WAS DRIVEN ONSHORE AND BROKE UP	

CONDE DE SOUZA	70
PORTUGUESE	AMSTERDAM BATTERY
	1842-1-1
ON ROCKS BELOW AMSTERDAM BATTERY	

CONSERVATIVE	71
BRITISH	TABLE BAY
BRIG, WOOD	1840-3-14
VESSEL WENT ASHORE NEAR FOUNDLINGS AND BECAME A TOTAL WRECK	

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COURIER	72
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1852-5-18
	136
	SUNDRIES
PARTED DURING NW GALE, CAME ASHORE CLOSE TO IMHOFF BATTERY	

CREOLE	73
FRENCH	TABLE BAY
	1809-1-31
	125
	SALT, ARRACK
VESSEL BROKE UP	

CRYSTAL PALACE	74
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1862-8-9/8
LONDON, ENGLAND	440/480
TABLE BAY	GOVERNMENT STORES
WRECKED AT FORT KNOCKE DURING A NW GALE	

DAEYANG FAMILY	75
KOREAN	ROBBEN ISLAND, WHALE ROCK
CARRIER, IRON	1986-3-1
PONTA DE MADEIRA, BRAZIL	183,583
KOREA	IRON ORE
	BUNKER FUEL
ANCHOR STARTED DRAGGING IN HEAVY WEATHER AND PUSHED AGROUND ON WHALE ROCK	

DAGERAAD	76
DUTCH, VOC	ROBBEN ISLAND
YACHT, WOOD	1694-1-20
ST HELENA BAY	140
CAPE	SPECIE
	SOME SPECIE RECOVERED
COLLIDED ON WEST COAST OF ROBBEN ISLAND, TRANSPORTED SPECIE FROM <i>GOUDEN BUIS</i> THAT HAD FOUNDERED IN ST HELENA BAY	

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DAMARALAND	77
	GREEN POINT
MOTOR VESSEL	1974-1-1

DASH	78
	AMSTERDAM BATTERY
BRIG	1823-1-23
WRECKED AT AMSTERDAM BATTERY	

DE VIS/VISCH	79
DUTCH, VOC	MOUILLE POINT LIGHTHOUSE
SAILING SHIP, WOOD	1740-5-5/6
TEXEL, NETHERLANDS	650
DUTCH EAST INDIES	SPECIE, GRANITE BLOCKS, BRONZE SWIVEL GUNS
SOUTH OF THE LIGHTHOUSE	

DEANE	80
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1865-5-17
NEW YORK, USA	200
	GENERAL CARGO
PARTED AND STRUCK SEVERAL VESSELS EN ROUTE TO BEACH, BROKE UP OVERNIGHT	

DEFENCE	81
BRITISH	SALT RIVER MOUTH
SAILING SHIP, WOOD	1857-3-5
MANILLA, PHILIPINES	608/810
CORK, IRELAND	SUGAR, HEMP
	ANCHORS, CHAIN, SPARS, RIGGING
CAPTAIN WAS INSANE AT THE TIME AND RELIEVED BY FIRST MATE WHO WAS NOT FAMILIAR WITH LOCAL CONDITIONS AND REFUSED ACCESS TO CHARTS AND SAILING DIRECTIONS	

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DEUTAN	82
SPANISH	TABLE BAY
SAILING SHIP, WOOD	1863-2-20
	612
	SUNDRIES
PUT INTO BAY FOR WATER, WAS CONDEMNED AND BROKEN UP	

DIANA	83
PORTUGUESE	IMHOFF BATTERY
BARQUE, WOOD	1848-1-7
PEMBA, ZANZIBAR	270
	SLAVES
VESSEL HAD BEEN TAKEN AS A PRIZE BY HMS <i>MUTINE</i>	

DIDO	84
BRITISH	MOUILLE POINT
BARQUE, WOOD	1853-4-10
FREMANTLE, AUSTRALIA	247/248
LONDON, ENGLAND	WOOL
	WOOL, KANGAROO SKINS, COPPER ORE, STORES, SAILS, ANCHORS
WRECKED WHILE ENTERING THE BAY AS LIGHTS WERE MISTAKEN. NO LIVES LOST. PREVIOUSLY NAMED <i>LOUISE</i>	

DISA	85
	GREEN POINT
MOTOR VESSEL	1967-1-1
WRECKED AT GREEN POINT	

DISCOVERY	86
BRITISH	WOODSTOCK BEACH
SAILING SHIP, WOOD	1816-7-29
MAURITIUS & CALCUTTA, INDIA	300
VESSEL WRECKED ON BEACH AT FORT KNOCKE, CLOSE TO BLACK RIVER MOUTH, WRECK SOLD BY PUBLIC AUCTION ON 7 AUGUST 1816	

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DORAH	87
BRITISH	PAARDEN EILAND
SAILING SHIP, WOOD	1821-1-4
CALCUTTA/BENGAL, INDIA	
TABLE BAY	BAR IRON, STOCKHOLM TAR
PARTED CABLES AND WAS WRECKED ON BEACH DURING NW GALE SAME GALE CLAIMED <i>EMMA</i> AND <i>INDIAN PACKET</i>	

DORDRECHT	88
	TABLE BAY
	1856-12-1

DOUGLAS	89
	TABLE BAY
	1849-8-28
RECORDS VERY UNCLEAR. WRECK MAY BE LOCATED NEAR DURBAN	

DUINBEEK/DUYNBEEK	90
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1737-5-21
BATAVIA, DUTCH EAST INDIES	800
NETHERLANDS	EASTERN TRADE GOODS
106	
WRECKED ON THE BEACH IN A VIOLENT NW GALE, TOGETHER WITH <i>BUIS</i> , <i>FLORA</i> AND SEVERAL OTHER VOC SHIPS	

DUKE OF BUCCLEUGH	91
	TABLE BAY
	1870-8-10

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DUNLOP	92
IRISH	BLAAUWBERGSTRAND
BARQUE, WOOD	1838-11-24/23
LIVERPOOL, ENGLAND	389
HOBART, TASMANIA	LARGE PARTY OF EMIGRANTS, SUNDRIES
	MOST OF THE CARGO
WRECKED AT "HEAD OF BAY" WHILE ENTERING BAY AT NIGHT IN FINE WEATHER. RAN ASHORE AND WRECKED	

DUNVEGAN CASTLE	93
	TABLE BAY
	1902-10-1
COLLIDED WITH PIER AT CAPE TOWN	

ELIZA	94
GERMAN	MOUILLE POINT
BRIG, WOOD	1863-4-7
BREMEN, GERMANY	264
	GENERAL
DRIFTED UNDER NW BREEZE WHILE ANCHORED OFF THE LIGHT HOUSE	

ELIZABETH	95
BRITISH	TABLE BAY
SAILING SHIP, WOOD	1818-1-1
	363
	SUNDRIES
VESSEL RAN ASHORE	

ELIZABETH	96
BRITISH	SALT RIVER/PAARDEN EILAND
SAILING SHIP, WOOD	1819-10-7
BOMBAY, INDIA	500/502
LONDON, ENGLAND	COTTON, COFFEE, CASTOR OIL, SUGAR, RICE, CAMPHOR, GUM, ETC
	MASTS, YARDS, SAILS, ANCHORS
BEATING INTO BAY AT NIGHT, MISSED STAYS AND WENT ASHORE NORTH OF THE SALT RIVER MOUTH OR NEAR PAARDEN EILAND WHERE IT DISINTEGRATED	

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ELLEN	97
BRITISH	TABLE BAY
	1830-6-4

ELLEN MARIA	98
BRITISH	GREEN POINT
CUTTER, WOOD	1868-7-25
	10
WRECKED ON THE ROCKS AT GREEN POINT, FOUR CREW SAVED	

ELLEN RAWSON	99
BRITISH	TABLE BAY
BARQUE, WOOD	1857-6-14
	311

ELSIE	100
GERMAN	MOUILLE POINT
BRIG, WOOD	1863-8-6

ELVIRA	101
BRITISH	PAARDEN EILAND
BARQUE, WOOD	1855-5-7
	512
	COAL
STRUCK ROBBEN ISLAND DURING THE NIGHT AND DRIFTED ONTO BEACH TO BE WRECKED.	

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EMERALD	102
	SALT RIVER MOUTH
	1833-9-3
WRECKED AT SALT RIVER MOUTH	

EMMA	103
BRITISH (?)	SALT RIVER MOUTH
SHIP, SAILING SHIP	1821-1-4
PORTSMOUTH, ENGLAND	407
MADRAS/CALCUTTA, INDIA	SUNDRIES
	HULL, RIGGING, FURNITURE, MEDICAL EQUIPMENT, TIMBER
VESSEL CAME ASHORE IN NW GALE AND WAS WRECKED ON THE BEACH. SAME GALE CAUSED FOUNDERING OF <i>DORAH</i> AND <i>INDIA PACKET</i>	

ENCHANTRESS	104
BRITISH	GRANGER BAY
SCHOONER, WOOD	1849-8-24
PLYMOUTH, ENGLAND/HAMBURG, GERMANY	120/142
NATAL	SUNDRIES, PASSENGERS, MAIL
	ANCHORS, CHAINS, HARDWOODS
PARTED FROM CABLES WHILE A BIG SEA WAS RUNNING. WAS DRIVEN ONTO THE ROCKS AND BECAME A TOTAL WRECK	

ERFPRINS VON AUGUSTENBURG	105
DANISH	TABLE BAY
SAILING SHIP, WOOD	1790-4-12
DENMARK	
FAR EAST	SPECIE
WRECKED IN GREAT GALE OF 1790	

ERICA	106
	ROBBEN ISLAND
MOTOR VESSEL	1958-8-28

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ESTHER	107
	TABLE BAY
BRIG	1865-5-17

ETTA LORING	108
AMERICAN	WOODSTOCK BEACH
BARQUE, WOOD	1878-7-23
BOSTON, USA	716
JAPAN/HONG KONG	PARRAFIN, OIL
HAVING DRAGGED ANCHOR FOR FOUR DAYS, VESSEL EVENTUALLY WENT ASHORE AT PAPENDORP.	

FAIRFIELD	109
USAN	WOODSTOCK BEACH
BARQUE, WOOD	1842-9-9
BOSTON, USA	198
	SUNDRIES
WRECKED CLOSE TO HOSPITAL IN SAME NW GALE THAT CLAIMED <i>JOHN BAGSHAW, REFORM</i> AND <i>HENRY HOYLE</i> , NO LIVES LOST.	

FALKEN	110
	ROBBEN ISLAND
WHALE CATCHER, MOTOR DRIVEN	1953-1-1
WRECKED SOUTH OF ROBBEN ISLAND	

FANNY	111
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1851-7-30
GLASGOW, SCOTLAND	217
	SUNDRIES
WRECKED CLOSE TO SOUTH JETTY NEAR IMHOFF BATTERY	

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FANNY AND LEONCINE	112
	TABLE BAY
	1860-1-1

FENISCOWLES	113
BRITISH	GREEN POINT
SAILING SHIP, WOOD	1819-10-21
CALCUTTA, INDIA/MAURITIUS	359
LIVERPOOL, ENGLAND	SUNDRIES
	CABLES, SAILS, IVORY, SUNDRIES
WRECKED AT NIGHT WHILE ENTERING THE BAY, BETWEEN MOUILLE POINT AND THREE ANCHOR BAY. SHIP WAS TOTALLY WRECKED BUT NO LOSS OF LIFE	

FERNANDE	114
DANISH	WOODSTOCK BEACH
SCHOONER, WOOD	1865-5-17
RIO DE JANEIRO, BRASIL	86
SINGAPORE	GENERAL
PARTED DURING NW GALE. CAME ASHORE NEAR CASTLE AND RAPIDLY BROKE UP.	

FIGILANTE	115
DANISH	WOODSTOCK BEACH
SCHOONER, WOOD	1865-5-17
	75
PARTED, DRIVEN ONSHORE AND BROKE UP	

FLORA	116
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1737-5-21
BATAVIA, DUTCH EAST INDIES	850
NETHERLANDS	EASTERN TRADE GOODS
115	
WRECKED IN NW GALE, HEAVY LOSS OF LIFE	

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FLORA	117
DUTCH	ROBBEN ISLAND
SCHOONER, WOOD	1821-11-17
BATAVIA, DUTCH EAST INDIES	700
AMSTERDAM, NETHERLANDS	COFFEE, SUGAR
	PARTS OF CARGO, CABLES, SAILS, ROPES, PROVISIONS, SHIP'S BELL
ON ENTERING THE BAY AT NIGHT, RAN ONTO THE SHALLOWS NEAR THE SE POINT OF ROBBEN ISLAND	

FONG CHUNG NO. 11	118
TAIWANESE	ROBBEN ISLAND
TUNNY BOAT, IRON	1975-7-4
	250
20	
COLLIDED WITH WHALE ROCK IN DARKNESS AND CAME ASHORE ON SOUTH COAST OF ROBBEN ISLAND	

FORFARSHIRE	119
BRITISH	ROBBEN ISLAND
SAILING SHIP, WOOD	1864-9-15
LIVERPOOL, ENGLAND	611/614
CALCUTTA, INDIA	COAL
	CABIN FURNITURE, NAVIGATIONAL EQUIPMENT, PROVISIONS
SHIP DID NOT HAVE CHART OF TABLE BAY AND MASTER DID NOT SEE WHALE ROCK DUE TO ABSENCE OF BREAKERS. VESSEL WRECKED ON WHALE ROCK	

FOUNDLING	120
	TABLE BAY
	1874-11-22
EXPLODED NEAR CAPE TOWN	

FOX	121
	TABLE BAY
CUTTER	1857-6-20

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FRANCIS SPEIGHT	122
BRITISH	WOODSTOCK BEACH
SAILING SHIP/BARQUE, WOOD	1846-1-7
MANILLA , PHILIPINES	366/368
LONDON, ENGLAND	SUGAR, HEMP, CIGARS, TOBACCCO, RATAN
	WRECK, ANCHOR, CHAIN, CHRONOMETER
PARTED ANCHORS IN HEAVY NW GALE, GROUNDED CLOSE TO CRAIG'S TOWER	

FREDERICK BASSIL	123
	TABLE BAY
BARQUE	1865-5-17

FRIGGA	124
DANISH	SALT RIVER MOUTH
BARQUE, WOOD	1862-1-9/19
COPENHAGEN, DENMARK	
SINGAPORE	DEAL
WENT ASHORE TO THE NORTH OF SALT RIVER WHEN ENTERING THE BAY IN SE GALE AND WAS WRECKED SOON THEREAFTER	

GALATEA	125
GERMAN	WOODSTOCK BEACH
SAILING SHIP, WOOD	1865-5-17
	155
	TIMBER FROM KNYSNA
PREVIOUSLY WRECKED 1842-7-13, REFLOATED ON 1842-7-20, STRANDED NEAR THE CASTLE	

GAZELLE	126
USAN	WOODSTOCK BEACH
BRIG, WOOD	1879-3-13
	326
	MEALIES, RICE
WENT ASHORE DURING A GALE	

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GEM	127
	WOODSTOCK BEACH (?)
CUTTER	1865-5-17
WRECKED EITHER ON WOODSTOCK BEACH OR NORTH SIDE OF DASSEN ISLAND	

GEMSBOK	128
	GREEN POINT
MOTOR VESSEL	1975-9-2
WRECKED AT GREEN POINT OR WEST OF BANTRY BAY.	

GEORGE M. LIVANOS	129
GREEK	GREEN POINT
STEAMSHIP, IRON	1947-4-1
NEW SOUTH WALES, AUSTRALIA	5482
ANTWERP, BELGIUM	WOOL, NICKEL
	NICKEL ORE RECOVERED
NO LIVES LOST	

GEORGE SCHWALBE	130
	TABLE BAY
	1902-1-1

GEORGE THOMAS	131
	WOODSTOCK BEACH
WRECKED ON WOODSTOCK BEACH	

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GITANA	132
BRITISH	WOODSTOCK BEACH
SCHOONER	1857-6-7
	90
	SUNDRIES
DRIVEN ONSHORE AT IMHOFF BATTERY	

GOEDE HOOP	133
DUTCH, VOC	SALT RIVER MOUTH
PINNACE, WOOD	1692-6-5/4
CEYLON	1177
NETHERLANDS	EASTERN TRADE GOODS
94	MOST CARGO SAVED
FOUNDERED IN NW GALE AT ABOUT THE SAME TIME AS THE <i>ORANGE</i> . FORMERLY FRENCH VESSEL <i>NORMANDE</i> , TAKEN FROM THE FRENCH IN 1689	

GOEL NO.1	134
NORWEGIAN/CANADIAN	ROBBEN ISLAND
MOTOR VESSEL, IRON	1976-1-27
CAPE TOWN	787
WEST AFRICA	GEOPHYSICAL RESEARCH EQUIPMENT
WRECKING PROBABLY CAUSED DUE TO THE FACT THAT EVERYBODY ON BOARD WAS INTOXICATED, NEAR SOUTH POINT OF ISLAND	

GOLDEN CROWN	135
BRITISH	ROBBEN ISLAND
STEAM TRAWLER, IRON	1923-7-18
SALDANHA BAY	184
TABLE BAY	NATURAL FERTILISER
RAN ASHORE IN A THICK FOG NEAR NW COAST OF ROBBEN ISLAND	

GONDOLIER	136
BRITISH	ROBBEN ISLAND
BRIG, WOOD	1836-2-7
LIVERPOOL, ENGLAND	226
CALCUTTA, INDIA	GENERAL CARGO
	PART OF CARGO

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GOOD INTENT	137
BRITISH	TABLE BAY
SCHOONER, WOOD	1822-7-21

GOTHENBURG	138
SWEDISH	GREEN POINT
SAILING SHIP, WOOD	1796-3-8
GOTHENBURG, SWEDEN	
BOMBAY, INDIA	

GOUDA	139
DUTCH, VOC	WOODSTOCK BEACH
HOEKER, WOOD	1722-6-17/15
CAPE	220
DELAGOA BAY	SUPPLIES
WRECKED NEAR THE CASTLE IN VIOLENT STORM THAT LASTED FOUR DAYS, CLOSE TO <i>NIGHTINGALE</i> , NO LOSS OF LIFE	

GOUDRIAAN	140
DUTCH, VOC	SALT RIVER MOUTH
FLUTE/SAILING SHIP, WOOD	1737-5-21
BATAVIA, DUTCH EAST INDIES	650
NETHERLANDS	EASTERN TRADE GOODS
88	
WRECKED NEAR THE MOUTH OF THE SALT RIVER IN A VIOLENT NW GALE, MOST OF THE CREW DIED	

GRAHAMSTOWN	141
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1864-5-26
ALGOA BAY	327
LONDON, ENGLAND	WOOL
	CARGO BURNT
FIRE BROKE OUT IN THE HOLD, CABLES SLIPPED AND VESSEL WRECKED CLOSE TO MILITARY HOSPITAL	

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GUARDIAN	142
BRITISH	TABLE BAY
SAILING SHIP, WOOD	1789-12-24
ABANDONED IN TABLE BAY	

HAARLEM	143
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1728-12-4
TEXEL, NETHERLANDS	850
FAR EAST	SPECIE, SUPPLIES
180	SPECIE
WRECKED IN A NW STORM. HAD RUN AGROUND BEFORE, ON 3 JULY 1728, BUT WAS REFLOATED AND REPAIRED AT THE TIME	

HAERLEM/NIEUWE HAARLEM	144
DUTCH, VOC	MILNERTON/TABLE VIEW
SAILING SHIP, WOOD	1647-3-25
BATAVIA, DUTCH EAST INDIES	500
NETHERLANDS	SPICES, INDIGO, TEXTILES, SUGAR, PORCELAIN
120	
WHILE ENTERING TABLE BAY, DRIVEN ASHORE BY STRONG WIND. 62 SURVIVORS STAYED BEHIND IN CAMP FOR A YEAR BEFORE TAKEN TO THE NETHERLANDS WHERE THEY REPORTED FAVOURABLY TO VOC ON THE CAPE AS A REFRESHMENT STATION	

HAMILTON ROSS	145
BRITISH	TABLE BAY
	1842-8-28

HAN CHENG 2	146
TAIWANESE	ROBBEN ISLAND
TUNA CATCHER, IRON	1998
FOUNDERED ON WEST COAST OF ROBBEN ISLAND. <i>SEA CHALLENGER</i> TRIED TO PULL HER OFF BUT THIS FAILED AND THE SALVAGE VESSEL WAS ALSO WRECKED	

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HANNAH	147
USAN	WOODSTOCK BEACH
SAILING SHIP, WOOD	1799-11-5
WRECKED NEAR THE CASTLE	

HELEN	148
BRITISH	MOUILLE POINT
BARQUE, WOOD	1842-5-29
ST. HELENA	307
	352 LIBERATED SLAVES
RAN ASHORE AT 22H00, ALL SAVED EXCEPT 16 WHO DIED FROM DYSENTERY	

HELENA	149
	TABLE BAY
SCHOONER, IRON	1857-6-7

HELENA LOUISA	150
	TABLE BAY
SAILING SHIP, WOOD	1790-4-12

HENREQUETTA	151
	TABLE BAY
SCHOONER, WOOD	1844-2-5
	98
	217 SLAVES
PRIZE TO HMS <i>THUNDERBOLT</i> , ARRIVED 1844-2-2 AND WAS SUBSEQUENTLY DESTROYED	

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HENRY HOYLE	152
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1842-9-9
	207
	COLONIAL PRODUCE
DRIFTED INTO SHALLOW WATER, SLIPPED ANCHOR AND WRECKED NEAR THE HOSPITAL IN SAME NW GALE THAT CLAIMED <i>JOHN BAGSHAW, REFORM AND FAIRFIELD</i>	

HERMES	153
USAN/BRITISH	MILNERTON BEACH
STEAMSHIP	1901-5-12
ARGENTINA, SOUTH USA	3400
TABLE BAY	GOVERNMENT STORES, LIVESTOCK, FORAGE
DRAGGED ANCHORS IN NW GALE AND WAS WRECKED. LIES IN CLOSE PROXIMITY TO THE WRECK OF THE <i>WINTON</i>	

HERSCHEL	154
BRITISH	RIETVLEI
BRIG, WOOD	1852-1-23
DUNDEE, SCOTLAND	221
CAPE TOWN	COAL
ENTERED THE BAY AT NIGHT AND WENT ASHORE	

HIGHFIELDS	155
BRITISH	MOUILLE POINT
BARQUE, WOOD	1902-8-14
TABLE BAY	2880
CARDIFF, WALES	COAL
COLLIDED WITH <i>KAISER</i> OFF MOUILLE POINT.	

HOGERGEEST	156
DUTCH, VOC	SALT RIVER MOUTH
PINNACE, WOOD	1692-6-10
BATAVIA, DUTCH EAST INDIES	222
NETHERLANDS	EASTERN TRADE GOODS
WRECKED DURING A NW GALE	

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HOOP	157
DUTCH, VOC	MOUILLE POINT
FLUTE, WOOD	1784-7-7/1784-6-30
BATAVIA, DUTCH EAST INDIES	800
NETHERLANDS	EASTERN TRADE GOODS
ONE LIFE LOST	

HOOP	158
DUTCH	WOODSTOCK BEACH
SAILING SHIP, WOOD	1808-10-24
VESSEL STRANDED, DRIVEN ONSHORE BY NW WIND	

HOWARD	159
BRITISH	WOODSTOCK BEACH
	1840-7-16
PORT AU PRINCE, HAITI	197
TABLE BAY	COFFEE, FLOUR, SUGAR
	SOME COFFEE
WRECKED CLOSE TO CASTLE IN NW GALE, NO LIVES LOST.	

HUNTER	160
AMERICAN	TABLE BAY
SAILING SHIP, WOOD	1805-11-3
RIO DE JANEIRO, BRAZIL	188
MAURITIUS	PROVISIONS

HYPATIA	161
BRITISH	ROBBEN ISLAND
STEAMSHIP, IRON	1929-10-29
BEIRA, MOZAMBIQUE	5663/5728
NEW YORK, USA	COPPER, CHROME ORE, WOOL, HIDES, MICA
	COPPER
WRECKED ON WHALE ROCK NEAR ROBBEN ISLAND, ONE SALVOR DIED ON WRECK	

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IEPENRODE	162
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1737-5-21
BATAVIA, DUTCH EAST INDIES	650
NETHERLANDS	EASTERN TRADE GOODS
WRECKED DURING VIOLENT NW GALE, HEAVY LOSS OF LIFE	

IL NAZERENO	163
ITALIAN	ROBBEN ISLAND
BARQUE, WOOD	1885-12-2/1
CARDIFF, WALES	938
TABLE BAY	COAL
	COAL, HULL, MASTS, SPARS, TACKLE
WRECKED ON REEF AT NW POINT OF ISLAND AT SHELL BAY AS WINDLASS BROKE	

IMPORTER	164
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1828-6-15
VESSEL STRANDED, CARGO OFFLOADED AND LATER CONDEMNED	

INDIA/ INDIA PACKET	165
DANISH	SALT RIVER MOUTH
SCHOONER, WOOD	1821-1-4/1
BATAVIA, DUTCH EAST INDIES	300
PORTSMOUTH, ENGLAND	SUGAR, COFFEE
PARTED CABLES AND WRECKED ON BEACH NEAR RIVER MOUTH DURING NW GALE, SAME STORM CLAIMED <i>EMMA</i> AND <i>DORAH</i>	

INDIAN PRINCE	166
	MILNERTON
	1934-4-1
WRECKED AT MILNERTON BEACH	

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INDUSTRIE	167
DUTCH	ANCHORAGE/WOODSTOCK BEACH
SAILING SHIP, WOOD	1818
BATAVIA, DUTCH EAST INDIES	237
AMSTERDAM, NETHERLANDS	COFFEE, SUGAR
SEVERE NW GALE CAUSED VESSEL TO SINK IN ANCHORAGE BEFORE CARGO COULD BE REMOVED	

IRENE	168
	TABLE BAY
	1906-1-4

ISABEL	169
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1865-5-17
	97
	GUANO
PARTED AND CAME ASHORE NEAR THE CASTLE	

ISABELLA	170
BRITISH	WOODSTOCK BEACH
SAILING SHIP/BRIG, WOOD	1857-6-14
PLETTENBERG BAY	1021
	TIMBER
WRECKED CLOSE TO IMHOFF BATTERY	

ISRAEL	171
USA	SALT RIVER MOUTH
WHALING BARQUE, WOOD	1847-4-10/9
WHALING GROUNDS	357
TABLE BAY	245 BARRELS WHALE OIL
PUT INTO BAY FOR WATER, PARTED CABLES DURING THE NIGHT IN A NW GALE	

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JAEGER	172
DANISH	WOODSTOCK BEACH (?)
SAILING SHIP, WOOD	1619-7-27
A DANISH WAR PRIZE RENAMED <i>PRINSENS JAGT</i> , FIRST RECORDED SHIPWRECK IN TABLE BAY, FOUNDERED IN NW GALE	

JAMES PITCHER	173
	ROBBEN ISLAND
	1925-1-1
POSSIBLY REFLOATED	

JANE	174
BRITISH	WOODSTOCK BEACH
SNOW/BRIGANTINE, WOOD	1818-5-18
DOWN, ENGLAND	200
TABLE BAY	
STRANDED AND WRECKED CLOSE TO THE CASTLE DURING A SEVERE NW GALE	

JANE	175
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1823-11-1
DELAGOA BAY	71
	IVORY
VESSEL RAN ASHORE AND WAS WRECKED	

JANE	176
	TABLE BAY
BRIG	1865-5-17
WRECKED IN GREAT GALE	

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JEANNE/JEAN	177
FRENCH/BRITISH	SALT RIVER MOUTH
SCHOONER, WOOD	1878-7-19/18
MOSSEL BAY/ALGOA BAY	181
ALGOA BAY/TABLE BAY	COFFEE, BRANDY, WINE
PARTED AND DRIVEN ONSHORE BY NW GALE, CREW SAVED BY ROCKET APPARATUS	

JEFFERSON	178
USAN	TABLE BAY
SAILING SHIP, WOOD	1798-5-9
BOSTON, USA	
MAURITIUS	SUNDRIES

JESSIE MACFARLANE	179
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1857-6-7
SUNDRIES	
PARTED DURING NW GALE, DRIVEN ONSHORE CLOSE TO FORT KNOKKE	

JOHN	180
BRITISH	WOODSTOCK BEACH
SAILING SHIP, WOOD	1818-1-1
CREW AND CARGO SAVED	
DRIVEN ASHORE	

JOHN	181
BRITISH	BLAAUWBERGSTRAND
SCHOONER, WOOD	1821-12-4
PLETTENBERG BAY/KNYSNA	
TABLE BAY	SPICES, COFFEE/TIMBER, HIDES
CARGO SAVED	
MISSED STAYS, WENT ASHORE AND BECAME A TOTAL WRECK	

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JOHN BAGSHAW	182
BRITISH	WOODSTOCK BEACH/SOUTH WHARF
BARQUE, WOOD	1842-9-9
CALCUTTA, INDIA	416
LONDON, ENGLAND	PASSENGERS, SUNDRIES
	INDIGO, JUTE, SILK, FLOUR, RICE, HIDES, RIGGING, STORES
WRECKED CLOSE TO SOUTH WHARF IN SAME NW GALE THAT CLAIMED <i>REFORM, FAIRFIELD AND HENRY HOYLE</i>	

JONGE THOMAS	183
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1773-6-1
TEXEL, NETHERLANDS	1150
BATAVIA, DUTCH EAST INDIES	SPECIE
WRECKED IN A NW GALE. SOME 14 OF THE CREW RESCUED BY WOLRAAD WOLTEMADE	

JOSEPHINE	184
	TABLE BAY
SCHOONER, WOOD	1844-1-29
	225
	450 SLAVES
PRIZE TO HMS <i>THUNDERBOLT</i> , WAS DESTROYED ON ARRIVAL IN TABLE BAY	

JULIANA	185
BRITISH	MOUILLE POINT
BARQUE, WOOD	1839-1-19
THE DOWNS/KENT, ENGLAND	549
SYDNEY, AUSTRALIA	PASSENGERS AND SUNDRIES
	HULL, STORES
WRECKED IN CLEAR WEATHER WITH OFFSHORE WIND. MASTER NO KNOWLEDGE OF LOCAL BATHYMETRY	

JUNO	186
	BLAAUWBERGSTRAND
	1874-8-2

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JUPITER	187
	SALT RIVER MOUTH
BARQUE, WOOD	1872-10-6

KAISER	188
	TABLE BAY
STEAMSHIP	1902-8-14

KATE	189
BRITISH	SALT RIVER MOUTH
SCHOONER/BARQUE, WOOD	1862-8-8
LONDON, ENGLAND	900/904
TABLE BAY	SUNDRIES
PARTED CABLES IN NW GALE, STRUCK <i>CRYSTAL PALACE</i> , DRIFTED AND WRECKED ON THE BEACH TO THE EAST OF THE SALT RIVER. REMAINS WERE SOLD AT AUCTION ON 12 AUGUST	

KEHRWEIDER	190
GERMAN	WOODSTOCK BEACH
SCHOONER	1865-5-17
KNYSNA	180
	TIMBER
PARTED AND DRIVEN BROADSIDE ONTO THE BEACH NEAR THE CASTLE	

KENT	191
BRITISH	PAARDEN EILAND/SALT RIVER
BARQUE, WOOD	1856-8-6
MADRAS, INDIA	815
LONDON, ENGLAND	IVORY, SUNDRIES, GENERAL CARGO
PARTED CABLES IN NW GALE AND DRIVEN ONSHORE CLOSE TO RIVER MOUTH	

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KIKUSUI MARU NO.28	192
	PAARDEN EILAND
MOTOR VESSEL, IRON	1975-1-1
WRECKED AT PAARDEN ISLAND	

KINGSTON	193
AMERICAN	ROBBEN ISLAND
BARQUE, WOOD	1852-12-23
BALTIMORE, USA	214
TABLE BAY	GENERAL CARGO, FLOUR
STRUCK A REEF AND DISINTEGRATED SOON THEREAFTER. FIVE LIVES WERE LOST. VESSEL WRECKED ON SOUTH POINT OF ROBBEN ISLAND.	

KNYSNA BELLE	194
BRITISH	RIETVLEI
SCHOONER, WOOD	1876-6-19
KNYSNA	66
TABLE BAY	TIMBER
WENT ASHORE ON NE SIDE OF THE BAY, NO LIVES LOST	

L'ADOLPHE FANNY	195
FRENCH	TABLE BAY
BARQUE, WOOD	1842-3-11
	300
	SUGAR
VESSEL PUT IN FOR REPAIRS BUT WAS ABANDONED AND CONDEMNED	

L'ÉCLAIR	196
FRENCH	RIETVLEI
SAILING SHIP, WOOD	1821-2-5
BATAVIA, DUTCH EAST INDIES	
ANTWERP, BELGIUM	COFFEE
WRECKED ON NE SIDE OF THE BAY WHILE ENTERING TABLE BAY AT NIGHT. THE MATE, FOUR MEN AND ONE CHILD DIED	

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LA CERES	197
FRENCH	SALT RIVER MOUTH
SAILING SHIP, WOOD	1776-10-15
PONDICHERRY, INDIA	
FRANCE	COFFEE, BEANS, SALTPETRE
WRECKED IN NW GALE	

LA CYBELLE	198
FRENCH	BLAAUWBERG
SLAVER, WOOD	1756-3-19
GUINEA, WEST AFRICA	
MAURITIUS	SLAVES
WRECKED IN SE GALE AFTER ENTERING TABLE BAY FOR WATER	

LA ESPIRANCE	199
FRENCH	WOODSTOCK BEACH
SAILING SHIP, WOOD	1808-12-1
	120
	SLAVES, IVORY
WRECKED DURING A GALE	

LA MARECHALE	200
FRENCH, EAST INDIAMAN	SALT RIVER MOUTH
SAILING SHIP, WOOD	1660-5-19
NANTES, FRANCE	
MADAGASCAR	TRADE GOODS
	CANNON, MOST OF THE CARGO
VESSEL STRANDED IN NW STORM AND WAS WRECKED BETWEEN THE RIVER AND THE REDOUBT DUIJNHOOP	

LA SCRAVICK	201
FRENCH	WOODSTOCK BEACH
TRAWLER, IRON	1967-7-1

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LADY EAST	202
	TABLE BAY
	1824-1-1

LAKEMAN/LAKENMAN	203
DUTCH, VOC	NEAR CASTLE
FLUTE, WOOD	1722-6-17/15
TEXEL, NETHERLANDS	600
DUTCH EAST INDIES	SUPPLIES, SPECIE
150	SPECIE
WRECKED NEAR THE CASTLE IN VIOLENT STORM THAT LASTED FOUR DAYS, LOST ONE CREW, WRECK CLOSE TO <i>ZOETIGHEID</i>	

LANCASTRIA	204
BRITISH	BLAAUWBERG
BARQUE, WOOD	1880-12-31
SUNDERLAND, ENGLAND	321
TABLE BAY	COAL
PARTED CABLE, DRIFTED AND GOT ASHORE AT ROBBESTEIN POINT NEAR BLAAUWBERG	

LAVINIA	205
BRITISH	WOODSTOCK BEACH
SNOW/BRIG, WOOD	1822-7-21
LONDON/GRAVESEND, ENGLAND	233
TABLE BAY	RICE, SUNDRIES
	SAILS, SPARS, RIGGING
WRECKED IN GREAT GALE OF JULY 1822, CLOSE TO THE MILITARY HOSPITAL	

LE CYGNE	206
FRENCH	PAARDEN EILAND
BRIGANTINE, WOOD	1840-8-8
GRANVILLE, FRANCE	318
MAURITIUS	MULES
ENTERED BAY AT NIGHT AND WENT ASHORE, ONE MAN LOST.	

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LE JEUNE EDWARD	207
FRENCH	TABLE BAY
BARQUE, WOOD	1839-3-1
	SUGAR
VESSEL WAS ABANDONED AND BROKE UP	

LE VICTOR	208
FRENCH	SALT RIVER MOUTH
CORVETTE, WOOD	1782-9-24
CADIZ, SPAIN	
MAURITIUS	GENERAL
WRECKED IN A NW GALE	

LEANDER	209
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1822-7-21
GRAVESEND, ENGLAND	202
TABLE BAY	WHEAT, SUNDRIES
	HULL, STORES, RIGGING
VESSEL WRECKED CLOSE TO THE MILITARY HOSPITAL IN THE GREAT GALE OF 1822	

LIBRA	210
	TABLE BAY
	1865-1-1

L'LUCIE/LA LUCIE	211
FRENCH	BLAAUWBERGSTRAND
MAFTER, WOOD	1808-10-11
NANCY, FRANCE	
TABLE BAY	COFFEE, SUGAR, SOAP
	MASTS, YARDS, SAILS, ANCHORS, PLANKS, BEAMS, WROUGHT IRON
VESSEL STRANDED ON THE BEACH. ARCHIVAL SOURCE GIVES LOCATION AS LOSPERDS BAY, HISTORICAL NAME FOR BLAAUWBERG.	

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LUCY JOHNSON	212
USAN	WOODSTOCK BEACH
BARQUE, WOOD	1862-9-22
	263
	FLOUR, PORK
PARTED AND WAS WRECKED CLOSE TO MILITARY HOSPITAL SHORTLY AFTER DARK.	

LYS DE BRETAGNE CAMERET	213
FRENCH	SALT RIVER MOUTH
TRAWLER, IRON	1967-7-23
RAN AGROUND NORTH OF THE SALT RIVER	

MADAGASCAR	214
	TABLE BAY
	1868-7-1

MALABAR	215
SARDINIAN/ITALIAN	RIETVLEI
SAILING SHIP, WOOD	1858-11-4
LONDON, ENGLAND	650
ADEN	COAL
WRECKED ON NE SIDE OF BAY DURING THE EVENING	

MALTA	216
BRITISH	PAARDEN EILAND
SNOW/BRIGANTINE, WOOD	1818-3-17/7
DOWN, ENGLAND	166
TABLE BAY	EARTHENWARE, GLASSWARE, CLOTHING, IRONWARE
	TIMBER, PLANKING, BEAMS
VESSEL STRANDED AND WRECKED NEAR MILITARY HOSPITAL ON PAARDEN EILAND	

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MARIA	217
ITALIAN	TABLE BAY
BARQUE, WOOD	1790-4-12

MARIA	218
BRITISH	BLAAUWBERG
CUTTER, WOOD	1825-8-31
ST HELENA	
TABLE BAY	SUNDRIES
PARTED CABLES AND WAS WRECKED IN A NW GALE AT NIGHT	

MARIETTA	219
	WOODSTOCK BEACH
BRIGANTINE, WOOD	1862-8-9
	133
PARTED DURING NW GALE, WRECKED OPPOSITE PAPENDORP CHURCH	

MARINER	220
BRITISH	GREEN POINT
BARQUE, WOOD	1860-8-3
PLYMOUTH, ENGLAND	487
ST. HELENA	COAL
VESSEL MISSED STAYS WENT ASHORE ON ROCKS AT GREEN POINT LIGHTHOUSE	

MARY	221
BRITISH	TABLE BAY
BARQUE, WOOD	1848-10-1
	363

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MARY STEWART	222
GERMAN	GRANGER BAY
SAILING SHIP, WOOD	1842-11-3
HAMBURG, GERMANY	500
BATAVIA, DUTCH EAST INDIES	SUNDRIES
WENT ASHORE IN THICK FOG	

MAURITIUS EILAND	223
DUTCH, VOC	GREEN POINT
SAILING SHIP, WOOD	1644-2-7
TEXEL, NETHERLANDS	
DUTCH EAST INDIES	SPECIE
ON A REEF OPPOSITE LION'S HEAD	

MEDWAY	224
	GREEN POINT
	1825-1-1

MIDDENRAK	225
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1728-7-3
TEXEL, NETHERLANDS	850/600
DUTCH EAST INDIES	SPECIE, SUPPLIES
120	
WRECKED NEAR SALT RIVER IN A NW GALE, ALL HANDS LOST	

MINER	226
BRITISH	MOUILLE POINT
SCHOONER, WOOD	1857-2-5
HONDEKLIP BAY	32
TABLE BAY	STORES FOR NAMAQUALAND COPPER MINES.
STRUCK BY HEAVY SQUALL AND CAPSIZED. SUPPOSED TO BE LYING ABOUT A MILE FROM MOUILLE POINT IN A NE DIRECTION	

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MOUNTAIN ASH	227
BRITISH	MOUILLE POINT
BARQUE, WOOD	1881-1-1
	428
	COCONUT OIL
WHILE LEAVING THE BAY VESSEL DRIFTED ONTO ROCKS. IT GOT OFF BUT WAS CONDEMNED SOON AFTERWARDS	

MULGRAVE CASTLE	228
BRITISH	GREEN POINT
SAILING SHIP, WOOD	1825-9-3
GRAVESEND, ENGLAND	405
MADRAS/CALCUTTA, INDIA	HORSES, DOGS, WINE, SUNDRIES
	SOME CARGO
WRECKED NEAR GREENPOINT LIGHTHOUSE, WEATHER HAZY BUT FINE. SHIP COULD NOT BE TAKEN OFF AS IT FILLED WITH WATER	

NAMEN	229
DUTCH	TABLE BAY
SAILING SHIP, WOOD	1722-6-17
WRECKED DURING STORM	

NATAL	230
NORWEGIAN	ROBBEN ISLAND
STEAM WHALER, IRON	1914-5-24
SALDANHA BAY	
TABLE BAY	
STRUCK N TIP OF ROBBEN ISLAND IN HEAVY FOG AND BECAME A WRECK	

NAUTILUS	231
BRITISH	TABLE BAY
BRIG, WOOD	1826-3-31
LONDON, ENGLAND	163
MAURITIUS	SUNDRIES
NO LIVES LOST	

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NEWPORT	232
	WOODSTOCK BEACH
BRIGANTINE, WOOD	1857-6-7
ST.HELENA ISLAND	116
	SUNDRIES
PARTED ANCHORS, WRECKED CLOSE TO IMHOFF BATTERY	

NIEUW RHOON	233
DUTCH, VOC	NEAR THE CASTLE
SAILING SHIP, WOOD	1776-1-31
DUTCH EAST INDIES	
NETHERLANDS	ASIATIC TRADE GOODS
FOUNDERED CLOSE TO SHORE, PARTLY EXCAVATED ON THE FORESHORE DURING BUILDING OF THE CIVIC CENTRE DURING 1970S	

NIGHTINGALE	234
BRITISH, EIC	NEAR THE CASTLE
SAILING SHIP, WOOD	1722-6-17/16
	480
MADRAS, INDIA	SPECIE
140 CREW	CARGO OF SPECIE WAS SAVED
BEACHED CLOSE TO THE <i>GOUDA</i> , LOST ONE CREW. PLACE OF FOUNDERING IN OTHER SOURCE STATED AS MOUTH OF SALT RIVER	

NIMROD	235
BRITISH	PAARDEN EILAND
SAILING SHIP, WOOD	1851-7-24
LIVERPOOL, ENGLAND	469
TABLE BAY	SUNDRIES
PARTED CABLES AND RAN ASHORE DURING THE NIGHT IN A NW GALE, WITHOUT LOSS OF LIFE	

NOSSA SENHORA D'GUIA	236
PORTUGUESE	WOODSTOCK BEACH (?)
SAILING SHIP, WOOD	1819-5-2
MACAO, CHINA	
RIO DE JANEIRO, BRAZIL	CINNAMON, SUGAR, TEA
	PART OF CARGO
RAN ASHORE AND BROKE UP, PROBABLY ON WOODSTOCK BEACH	

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OLDENBURG	237
DANISH	TABLE BAY
SAILING SHIP, WOOD	1799-11-5
NEAR <i>SIERRA LEONE</i> WRECK, NO LIVES LOST	

OLGA R	238
AUSTRIAN	MOUILLE POINT
BARQUE, WOOD	1885-10-30
NEW YORK, USA	674
TABLE BAY	GENERAL CARGO
DRIFTED ONTO REEF WHILE ENTERING THE BAY AT NIGHT	

OLIPHANT	239
DUTCH	TABLE BAY
SAILING SHIP, WOOD	1656-4-17

OLIVE BRANCH	240
BRITISH	SALT RIVER MOUTH
BRIG, WOOD	1822-7-21
PORTSMOUTH, ENGLAND	217
TABLE BAY	SUNDRIES, MAIL
	HULL, STORES, TACKLE
WRECKED DURING GREAT GALE OF JULY 1822	

ONI	241
	TABLE BAY
	1875-1-1

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ONNI	242
RUSSIAN	BLAAUWBERGSTRAND
BARQUE, WOOD	1890-2-7
HARTLEPOOL, ENGLAND	826/836
TABLE BAY	COAL
VESSEL ENTERED THE BAY IN CLOUDY WEATHER AND HIT A SANDBANK BEFORE RUNNING ASHORE. ABANDONED BY CREW. CARGO DESTINED FOR THE GAS LIGHT COMPANY	

OOSTERLAND	243
DUTCH, VOC	SALT RIVER MOUTH 33°53'36"S 18°28'43"E
RETOURSCHIP, WOOD	1697-5-24
GALLE, CEYLON	1123
VLISSINGEN, NETHERLANDS	ASIATIC TRADE GOODS, PEPPER, CINNAMON, TROPICAL HARD WOODS, COWRIE SHELLS
	VERY LITTLE AT THE TIME
WRECKED DURING STORM, TOGETHER WITH THE <i>WADDINXVEEN</i>	

ORANGE	244
BRITISH	SALT RIVER MOUTH
SAILING SHIP, WOOD	1692-6-4
MADRAS, INDIA	
	EASTERN TRADE GOODS
FOUNDERED IN NW GALE, AT ABOUT THE SAME TIME AS THE <i>GOEDE HOOP</i>	

OSTE	245
GERMAN	BLAAUWBERG
BRIGANTINE, WOOD	1859-3-20
HANOVER, GERMANY	120
SYDNEY, SINGAPORE & CHINA	SUNDRIES, WINDOW GLASS, TAR
WRECKED AT NIGHT IN SE WIND	

OTAGO	246
	TABLE BAY
	1867-6-1

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PACQUET REAL	247
PORTUGUESE	WOODSTOCK BEACH
BRIG/BRIGANTINE, WOOD	1818-5-18
MOZAMBIQUE	160
SAN SALVADOR, BAHAMAS	171 SLAVES
DROVE ASHORE AND WRECKED DURING NW GALE NEAR THE WHARF. CREW WAS SAVED BUT 31 SLAVES LOST THEIR LIVES	

PADDENBURG	248
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1737-5-21
BATAVIA, DUTCH EAST INDIES	850
NETHERLANDS	EASTERN TRADE GOODS
WRECKED DURING A VIOLENT NW STORM, MOST CREW WERE SAVED	

PALMER	249
BRITISH	GREEN POINT
BRIG, WOOD	1840-8-19
KENT, ENGLAND	283
TABLE BAY	SUNDRIES
	PART OF CARGO
WRECKED BETWEEN LIGHTHOUSE AND BATTERY, WHILE ENTERING BAY AT NIGHT	

PANMURE	250
	TABLE BAY
MOTOR VESSEL	1981-8-11

PAPINEAU/PAPINEAUX	251
BRITISH	SALT RIVER
	1840-8-26
	197
	SUNDRIES
VESSEL ANCHORED IN SHALLOW WATER NEAR RIVER MOUTH, DRAGGED ANCHOR AND FOUNDERED	

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PARAGON	252
BRITISH	GREEN POINT
SAILING SHIP, WOOD	1840-4-1
MAURITIUS	376
LONDON, ENGLAND	SUGAR, SUNDRIES
DRIFTED ONTO ROCKS IN THICK FOG, WRECKED WEST OF GREEN POINT, NO LIVES LOST	

PEMBROKE CASTLE	253
	TABLE BAY
	1888-9-10
CLOSE TO ALFRED DOCK	

PENELOPE	254
BRITISH	MILNERTON
SCHOONER, WOOD	1809-4-16
SALDANHA BAY	60
TABLE BAY	CORN
	SAILS, CABLES, TACKLE, HULL
EX HOPE. LEFT TOO LATE TO CLEAR TABLE BAY BEFORE DARK AND RAN ASHORE AROUND 22,00HRS. ORIGINALLY FRENCH VESSEL SENT INTO TABLE BAY BY HMS OLYMPIA FOR SUSPECTED SMUGGLING	

PENISCOWLES	255
	TABLE BAY
SAILING SHIP, WOOD	1819-1-1

PERSEVERANCE	256
BRITISH	ROBBEN ISLAND
SAILING SHIP, WOOD	1826-3-12
LONDON, ENGLAND	353
MADRAS/CALCUTTA, INDIA	SUNDRIES, PEWTER, MERCURY
	PEWTER, MERCURY
WRECKED AT WHALE ROCK WHILE LEAVING THE BAY, NO LIVES LOST	

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PERSIA	257
	GREEN POINT
	1883-1-1
WRECKED AT GREEN POINT	

PINE	258
	TABLE BAY
	1831-7-19

PISCATAQUA	259
USAN	GRANGER BAY
SAILING SHIP, WOOD	1865-9-20
CARDIFF, WALES	890
PROBABLY LIES NEAR WRECK OF <i>ATHENS</i>	

POONAH	260
BRITISH	BLAAUWBERGSTRAND
SAILING SHIP, WOOD	1882-2-17
	1199
	509 COOLIES
ENTERED BAY IN SE WIND, MISSED STAYS AND WENT ASHORE	

PRIMMO JANETTO	261
URAGUAYAN	TABLE BAY
BRIG, WOOD	1839-3-25
	160
	SLAVES
VESSEL DETAINED BY HMS <i>COLUMBINE</i> AND BROKEN UP	

PRIMONGUET	262
STEAMSHIP	GREEN POINT
	1865-7-20
WRECKED ON GREEN POINT ROCKS AND BEFORE THAT IN SIMON'S BAY	

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PRINCE BADOUIN	263
	WOODSTOCK BEACH
	1892-5-3

PRINCE RUPERT	264
BRITISH	MOUILLE POINT BATTERY
BARQUE, WOOD	1841-9-4
LONDON, ENGLAND	420
NEW ZEALAND	SUNDRIES, IMMIGRANTS
	SUNDRIES, ALCOHOL
CURRENT CAUSED CHANGE IN COURSE AND VESSEL STRUCK ROCK WHILE ATTEMPTING TO ENTER TABLE BAY	

PRINS WILLEM I	265
DUTCH	WOODSTOCK BEACH
BRIG/BRIGANTINE, WOOD	1819-7-26
BATAVIA, DUTCH EAST INDIES	
AMSTERDAM, NETHERLANDS	
STRUCK BY LIGHTNING, LATER STRANDED ON BEACH CLOSE TO MERCHANTS WHARF	

PRIZE	266
	TABLE BAY
SAILING SHIP, WOOD	1799-11-5

RAMBLER	267
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1818-5-18
BUENOS AIRES, ARGENTINIA	326
TABLE BAY	78 MULES, CANDLES
	MASTS, RIGGING, ANCHORS, CABLES, BOATS, PROVISIONS, STORES, CASKS, BEAMS
DRIVEN ONSHORE NEAR THE WHARF ON WOODSTOCK BEACH, CLOSE TO THE CASTLE, AND WRECKED DURING NW GALE	

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RAMBLER	268
USAN	WOODSTOCK BEACH
BRIG, WOOD	1831-7-17
PARTED CABLES, DRIVEN ASHORE AND CONDEMNED	

RANGATIRA	269
BRITISH	ROBBEN ISLAND
TWIN SCREW STEAMSHIP, IRON	1916-3-31
LONDON, ENGLAND	7465/8948
HOBART, TASMANIA	GENERAL CARGO, EMIGRANTS
	MUCH OF THE CARGO SALVAGED
WRECKED NEAR W COAST OF ROBBEN ISLAND IN A DENSE FOG	

RANGER	270
BRITISH	PAARDEN EILAND/RIETVLEI
SAILING SHIP, WOOD	1837-8-18
LONDON, ENGLAND	270
TABLE BAY	GENERAL
	HULL, RIGGING, SAILS, BOATS AND FOOD SUPPLIES
PARTED CABLES AND DRIVEN ASHORE	

RASTEDE	271
GERMAN	RIETVLEI
BARQUE, WOOD	1858-3-6
NEWCASTLE, ENGLAND	461/462
TABLE BAY	COAL
VESSEL RAN UP THE BEACH AFTER MISSING STAYS IN STRONG SE WIND. SHE COULD NOT BE REFLOATED AND WAS ABANDONED	

REBECCA	272
	ROBBEN ISLAND
VERY LIKELY TAKEN OFF AFTER RUNNING AGROUND	

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REDBREAST	273
BRITISH	WOODSTOCK BEACH
SAILING SHIP/BARQUE, WOOD	1878-7-20
ADELAIDE/PORT PINE, AUSTRALIA	312
MAURITIUS	WHEAT
WRECKED CLOSE TO FORT KNOKKE AFTER ANCHORS GAVE WAY IN VIOLENT NW GALE	

REFORM	274
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1842-9-9
ALGOA BAY	131
	GOVERNMENT STORES
WRECKED NEAR IMHOFF BATTERY DURING NW GALE THAT ALSO CLAIMED JOHN BAGSHAW, FAIRFIELD AND HENRY HOYLE	

REGULAR	275
	TABLE BAY
	1843-5-13

RELIANCE	276
USAN	TABLE BAY
	1809-12-16
	230
	COFFEE
VESSEL BROKE UP	

RENO	277
ITALIAN	MOUILLE POINT
BARQUE, WOOD	1883-12-8
CARDIFF, WALES	648
TABLE BAY	COAL
	COAL
ATTEMPTED TO ENTER BAY AT NIGHT, MISSED STAYS AND WRECKED AT MOUILLE POINT	

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RESTAURADOR	278
PORTUGUESE	TABLE BAY
BRIG, WOOD	1811-12-3
	137
	SLAVES, EBONY
PROBABLY CONDEMNED AS IT WAS USED IN SLAVE TRADE. VESSEL BROUGHT SMALLPOX	

ROBERT MORROW	279
	MOUILLE POINT
BARQUE	1903-6-26
WRECKED AT MOUILLE POINT, USED AS CRAYFISH STATION & JETTY	

RODENRIJS	280
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1737-5-21
BATAVIA, DUTCH EAST INDIES	650
NETHERLANDS	EASTERN TRADE GOODS
WRECKED DURING A NW GALE	

RORY BROWN	281
BRITISH	WOODSTOCK BEACH
BRIGANTINE, WOOD	1857-6-7/1
NATAL	199
TABLE BAY	SUNDRIES
DRIVEN ASHORE DURING NW GALE AND WRECKED OPPOSITE IMHOFF BATTERY	

ROTTERDAM	282
DUTCH, VOC	TABLE BAY
SAILING SHIP, WOOD	1722-6-17/15
NETHERLANDS	800
FAR EAST	BULLION, SUPPLIES
225	SILVER AND CANNON BY JOHN LETHBRIDGE
FOUNDERED IN VIOLENT STORM THAT LASTED FOUR DAYS, CLOSE TO SCHOTSE LORRENDRAAIER AND STANDVASTIGHEID	

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ROVER	283
BRITISH	BLAAUWBERGSTRAND
BRIG, WOOD	1863-2-22
LIVERPOOL, ENGLAND	
ALGOA BAY	GENERAL CARGO
DEPARTED TABLE BAY IN FOG, GOT INTO SHALLOW WATER AND GROUNDED TWO MILES NORTH OF THE AKBAR	

ROXBURGH CASTLE	284
BRITISH	TABLE BAY
SAILING SHIP, WOOD	1838-7-1
	600

ROYAL ALBERT	285
BRITISH	WOODSTOCK BEACH
SAILING SHIP/BARQUE, WOOD	1850-6-25
LONDON, ENGLAND	407
TABLE BAY	SUNDRIES, MAIL
	IRONMONGERY, TIMBER
THE VESSEL'S BOW CABLES PARTED AND SHE WRECKED DURING A NW GALE AT PAPENDORP, NEAR THE MILITARY HOSPITAL	

ROYAL ARTHUR	286
BRITISH	SOUTH WHARF
BARQUE, WOOD	1865-5-17
MAURITIUS	301
LONDON, ENGLAND	SUGAR
WRECKED DURING THE GREAT GALE OF 1865	

ROYAL GEORGE	287
	TABLE BAY
	1822-7-21
WRECKED DURING THE GREAT GALE OF 1822	

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ROYAL SAXON	288
BRITISH	PAARDEN EILAND
BARQUE, WOOD	1851-10-3/1
LONDON, ENGLAND	322
TABLE BAY	COAL
WHILE ENTERING THE BAY RAN ASHORE DURING THE NIGHT, NO LIVES LOST	

ROYAL WILLIAM	289
BRITISH	GREEN POINT
SCHOONER, WOOD	1837-9-20
LONDON, ENGLAND	451
MADRAS/CALCUTTA, INDIA	SUNDRIES, PASSENGERS
	SHIPS TIMBER, SHOT, PORK
STRUCK ROCKS NEAR GREEN POINT WHILE ENTERING THE BAY AFTER DARK. PASSENGERS WERE TAKEN ASHORE IN BOATS, MUCH OF THE CARGO DAMAGED DUE TO WATER IN HULL	

RUBENS	290
BRITISH	RIETVLEI
SAILING SHIP, WOOD	1865-5-10
AKYAB, BURMA/LIVERPOOL, ENGLAND	403
LONDON, ENGLAND/ALGOA BAY	GENERAL CARGO
BEATING INTO BAY AT NIGHT WITH FRESH SE WIND, MISSED STAYS AND GROUNDED. BECAME A TOTAL WRECK	

RUGELEY	291
	TABLE BAY
	1941-8-1
GROUNDED	

RYVINGEN	292
NORWEGIAN	WOODSTOCK MOLE
BARQUE, IRON	1902-5-30
	1504
	COAL
	600 TONS RECOVERED
SHIP STRUCK HULK OF USA ON WAY TO BEACH, NO LIVES LOST.	

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SALDANHA BAY PACKET	293
SOUTH AFRICAN	IMHOFF BATTERY
SCHOONER, WOOD	1842-8-28
LOCAL	
LOCAL	GENERAL CARGO
ALL LIVES LOST.	

SANDWICH	294
BRITISH	SALT RIVER MOUTH
BRIG, WOOD	1853-8-10
SHANGHAI, CHINA	150
LONDON, ENGLAND	RICE
WRECKED DURING THE NIGHT AT THE "NEW" SALT RIVER MOUTH	

SAPPHO	295
BRITISH	BLAAUWBERGSTRAND
BARQUE, WOOD	1864-3-14/16
SHANGHAI, CHINA	374
LONDON, ENGLAND	TEA
WORKING UP TO ANCHORAGE IN STRONG SE WIND WENT ASHORE AND WAS WRECKED	

SARAH	296
BRITISH	SALT RIVER MOUTH
BARQUE, WOOD	1822-7-10/9
BOMBAY, INDIA, VIA MOSSEL BAY	600
LONDON, ENGLAND	COFFEE, SUNDRIES
	TEAK, PEPPER, COCONUT OIL
WRECKED DURING A SEVERE NW GALE, SUNK WITH LOSS OF MOST OF THE CARGO	

SARAH CHARLOTTE	297
BRITISH	MILITARY HOSPITAL
BRIG, WOOD	1860-1-1
LONDON, ENGLAND	207

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SAXENBURG	298
DUTCH, VOC	TABLE BAY
SAILING SHIP, WOOD	1729-1-9

SCEPTRE	299
BRITISH	FORT KNOKKE
SAILING SHIP, WOOD	1799-11-6
WRECKED NEAR FORT KNOKKE.	

SCHAPENJACHT	300
DUTCH, VOC	ROBBEN ISLAND
SAILING SHIP, WOOD	1660-1-1
WAS BROKEN UP AFTER FOUNDERING	

SCHOTSCHE LORRENDRAAIER	301
DUTCH, VOC	NEAR THE CASTLE
FRIGATE (?), WOOD	1722-6-17/15
NETHERLANDS	
FAR EAST	SPECIE, SUPPLIES
50/52 CREW	
WRECKED NEAR THE CASTLE IN VIOLENT STORM THAT LASTED FOUR DAYS, TOGETHER WITH <i>ROTTERDAM</i> AND <i>STANDVASTIGHEID</i>	

SEA CHALLENGER	302
SOUTH AFRICAN	ROBBEN ISLAND
SALVAGE VESSEL, IRON	1998
CAPE TOWN	
CAPE TOWN	
FOUNDERED ON NW COAST OF ROBBEN ISLAND DURING AN ATTEMPT TO PULL OFF THE <i>HAN CHENG 2</i>	

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SEA EAGLE	303
AMERICAN	ROBBEN ISLAND
BARQUE, WOOD	1856-11-14
BOSTON, USA	625
CALCUTTA, INDIA	ICE
	ICE, SUNDRIES, MERCHANDISE, TOBACCO, PITCH, TURPENTINE
WRECKED AT MURRAY'S BAY DUE TO STRONG SE WIND THAT BLEW THE VESSEL INTO THE SHALLOWS	

SEA SERVICE	304
	MOUILLE POINT
MOTOR LAUNCH	1988-5-22
SANK OFF MOUILLE POINT	

SEAGULL	305
	WOODSTOCK BEACH
BRIG	1854-7-15
RAN ASHORE ON WOODSTOCK BEACH	

SEVERE	306
FRENCH	BLAAUWBERGSTRAND
SAILING SHIP, WOOD	1784-1-27
MAURITIUS	REGIMENT OF SOLDIERS, 64 GUNS
FRANCE	
RAN ASHORE IN SE WIND AND WAS WRECKED	

SHEPHERD / SHEPHERDESS	307
BRITISH	BREAKWATER/MOUILLE POINT
BARQUE, WOOD	1874-8-9
LONDON, ENGLAND	424
TABLE BAY	GENERAL CARGO
	PART OF CARGO
WRECKED AGAINST THE NEW BREAKWATER, TABLE BAY	

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SIERRA LEONE	308
BRITISH	TABLE BAY
WHALER, WOOD	1799-11-5
SOUTHERN WHALING GROUNDS	
LONDON, BRITIAN	
NO LIVES LOST, WRECKED NEAR THE SHIP <i>OLDENBURG</i> .	

SILENCE	309
BRITISH	WOODSTOCK BEACH
BRIG/BRIGANTINE, WOOD	1830-6-3
	225
	FURNITURE, GENERAL STORES CLOTHING
DRIVEN ONTO BEACH CLOSE TO SOUTH WHARF, STRUCK ANOTHER SUBMERGED WRECK AND BILGED UNDER N TO NW WINDS. VESSEL BECAME A TOTAL WRECK	

SINGAPORE	310
BRITISH	GREEN POINT
SNOW, WOOD	1830-12-1
MAURITIUS	271
GREENOCK, SCOTLAND	SUGAR
	SAILS, ANCHORS, CABLES, STORES, SPIRITS, WINE, MEAT
VESSEL DRIVEN ONSHORE IN FOG, WENT TO PIECES ON ROCKS NEAR THE LIGHTHOUSE	

SIR HENRY POTTINGER	311
BRITISH	SALT RIVER MOUTH
SAILING SHIP, WOOD	1860-6-1 OR 1860-7-3
ADEN, YEMEN	586
WANKS RIVER	IN BALLAST
WRECKED IN A NW GALE	

SIR JAMES SAUMAREZ	312
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1831-7-16
RIO DE JANEIRO, BRAZIL	100
	SUNDRIES
WRECKED IN NW GALE CLOSE TO MILITARY HOSPITAL	

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SOETIGHEID	313
DUTCH	TABLE BAY
SAILING SHIP, WOOD	1722-1-1

SOLHAGEN	314
BRITISH	ROBBEN ISLAND
STEAM WHALER, IRON	1936-9-11
TABLE BAY	179
WHALING GROUNDS	
WRECKED OFF SW COAST OF ROBBEN ISLAND DUE TO ENGINE PROBLEMS	

SOUIDADE	315
PORTUGESE	TABLE BAY
BRIG, WOOD	1843-10-30
	290
	SUNDRIES
VESSEL DETAINED BY HMS <i>SAPPHO</i> AND BROKEN UP	

SOUTHERN CROSS	316
	ROBBEN ISLAND
BARQUE	1881-1-1
FORMERLY CALLED <i>JEANNIE</i>	

SPEEDY	317
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1842-7-13
ST HELENA	94/115
TABLE BAY	IN BALLAST
	RIGGING, ANCHORS, CABLES, STORES
WRECKED NEAR THE IMHOFF BATTERY WITH THE <i>GALATEA</i> AND THE <i>ARION</i> IN A NW GALE	

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ST. ANTONIO	318
BRITISH	WOODSTOCK BEACH
BRIG, WOOD	1824-8-4
CALCUTTA, INDIA	144
	SUNDRIES
CAME ASHORE CLOSE TO MILITARY HOSPITAL AND WAS CONDEMNED	

STABROEK	319
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1728-7-3
RAMMEKENS, NETHERLANDS	900
DUTCH EAST INDIES	SPECIE, LEAD AND IRON INGOTS, NAILS
180	SPECIE
WRECKED DURING A NW GALE	

STAG	320
BRITISH	TABLE BAY ANCHORAGE
CARGO BOAT, WOOD	1865-5-17
WRECKED WHILE ASSISTING DISTRESSED VESSELS DURING THE GREAT GALE OF 1865. 12 CREW DIED	

STANDVASTIGHEID	321
DUTCH, VOC	TABLE BAY
SAILING SHIP, WOOD	1722-6-17/15
NETHERLANDS	888
FAR EAST	BULLION, SUPPLIES
225	
FOUNDERED IN VIOLENT STORM THAT LASTED FOUR DAYS, TOGETHER WITH ROTTERDAM AND SCHOTSE LORRENDRAAIER	

STAR OF THE WEST	322
	TABLE BAY
BARQUE, IRON	1865-5-17
WENT ASHORE DURING THE GREAT GALE OF 1865 BUT NOT DAMAGED	

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STERRENSCHANS	323
DUTCH, VOC	NEAR THE CASTLE
SAILING SHIP, WOOD	1793-5-20
NETHERLANDS	850
BATAVIA, DUTCH EAST INDIES	SPECIE
RAN AGROUND AND WAS WRECKED, THE MASTER'S WIFE RESCUED BY MASTER OF AN USAN WHALER	

SUN	324
BRITISH	TABLE BAY
BRIG, WOOD	1822-7-21
	185

SUSAN	325
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1862-9-21
	80
WALVIS BAY	
	CARGO SAVED
PARTED CABLES, WRECKED CLOSE TO MILITARY HOSPITAL.	

SUSAN PARDEN	326
	TABLE BAY
BARQUE, WOOD	1871-1-1

SVANEN	327
SWEDISH	TABLE BAY HARBOUR
BARQUE, WOOD	1880-2-24
	644
	SUGAR
RAMMED IN THE HARBOUR BY THE PORTUGUESE STEAMER <i>INDIA</i> AND SUBSEQUENTLY CONDEMNED	

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SWEA	328
SWEDISH	MOUILLE POINT/GREEN POINT
BARQUE, WOOD	1852-11-10
COLOMBO, CEYLON	344/368
TABLE BAY	COAL, SUNDRIES
WRECKED OPPOSITE THE OLD LIGHTHOUSE AT GREEN POINT	

TANTALLON CASTLE	329
BRITISH	ROBBEN ISLAND
MAIL STEAMER, IRON	1901-5-7
SOUTHAMPTON, ENGLAND	5636
	GENERAL CARGO, MAIL, PASSENGERS.
RAN AGROUND IN THICK FOG NEAR NW TIP OF ROBBEN ISLAND, ALL PASSENGERS REACHED CAPE TOWN SAFELY	

TARLTON	330
BRITISH	WOODSTOCK BEACH
SAILING SHIP, WOOD	1818-5-17
	298
	MULES
VESSEL WRECKED CLOSE TO THE CASTLE	

THERMOPLYAE	331
BRITISH	GREEN POINT LIGHTHOUSE
SAIL-STEAMSHIP, IRON	1899-9-11/10
ADELAIDE/SYDNEY, AUSTRALIA	2395/3500/3711
LONDON, ENGLAND	REFRIGERATED MUTTON AND RABBIT MEAT, FAMOUS RACE HORSE
40 PASSENGERS	SPECIE, RACE HORSES, PRESERVED MEAT
STRUCK REEF OFF GREEN POINT IN CLEAR AND CALM WEATHER. BECAME A TOTAL WRECK. SITUATED TO EAST OF SEAFARER WRECK	

THORNE	332
BRITISH	ROBBEN ISLAND (?)
SAILING SHIP, WOOD	1831-5-18
ALGOA BAY	251
LONDON, ENGLAND	PRODUCE
	PRODUCE
WRECKED IN THICK FOG	

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TIGER	333
BRITISH	TABLE BAY HARBOUR
TUG	1899-11-30
WRECKED IN THE HARBOUR	

TIMOR	334
DUTCH	ROBBEN ISLAND
BARQUE, WOOD	1856-12-22
BATAVIA, DUTCH EAST INDIES	441/450
ROTTERDAM, NETHERLANDS	SUGAR, COFFEE, TIN, RATTAN
	MUCH OF THE TIN WAS RECOVERED
WRECKED BETWEEN ROBBEN ISLAND AND WHALE ROCK	

TRIANGLE	335
BRITISH	TABLE BAY
SAILING SHIP, WOOD	1822-8-11
	275
	IN BALLAST
EX RUSSIAN VESSEL <i>ELIZABETH</i> , BROUGHT INTO BAY, CONDEMNED AND BROKEN UP	

TWEE GYSBERTS	336
DANISH	TABLE BAY
SAILING SHIP, WOOD	1808-11-21
ISLE DE FRANCE, FRANCE	405
TABLE BAY	RICE
VESSEL BROKE UP AND WAS CONDEMNED ON 1808-12-18	

UNDY CASTLE	337
BRITISH	GREEN POINT LIGHTHOUSE
BRIG, WOOD	1840-11-26
LIVERPOOL, ENGLAND	287
	COAL, SUNDRIES
ENTERED BAY AT NIGHT AND WENT ASHORE AROUND 02,00HRS, NO LIVES LOST	

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UNKNOWN VESSEL	338
PORTUGUESE	TABLE BAY
BRIG, WOOD	1843-10-23
	200
	337 SLAVES
VESSEL CAPTURED BY ARROW AND DESTROYED, 90 SLAVES DIED AT SEA	

USK	339
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1831-7-17
BRISTOL, ENGLAND	123/232
NEW YORK, USA	
PARTED CABLES, DRIVEN ONSHORE AND CONDEMNED	

VALENTINE	340
USAN	TABLE BAY
	1812-11-1
	318
	PEPPER
VESSEL BROKE UP IN THE BAY	

VALLEYFIELD	341
BRITISH	GREEN POINT
BARQUE, WOOD	1862-6-15
LIVERPOOL, ENGLAND	400
	GENERAL CARGO, SUNDRIES
STRUCK AND BROKE UP IN HEAVY SEAS, WEATHER HAZY	

VICTORIA	342
DUTCH, VOC	WOODSTOCK BEACH
BRIGANTINE, WOOD	1737-5-21
	160
LOCAL VOC VESSEL, WRECKED ON BEACH	

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VINE	343
USAN	WOODSTOCK BEACH
BRIG/BRIGANTINE, WOOD	1831-7-17/16
	170
	GENERAL, FLOUR, SPIRITS, PROVISIONS
	GENERAL GOODS
FOUNDERED DURING NW GALE, TOGETHER WITH <i>USK</i> AND <i>CANDIAN</i>	

VOORZICHTIGHEID	344
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1757-6-8
BATAVIA, DUTCH EAST INDIES	850
NETHERLANDS	RICE
WRECKED IN A NW GALE	

WADDINXVEEN	345
DUTCH, VOC	SALT RIVER MOUTH 33°54'00"S 18°28'38"E
RETOURSHIP, WOOD	1697-5-24
BATAVIA, DUTCH EAST INDIES	751
NETHERLANDS	EASTERN TRADE GOODS, TIN, JAPANESE BAR COPPER
	SOME TRADE GOODS SHORTLY AFTER SINKING
FOUNDERED DURING VIOLENT NW STORM, TOGETHER WITH <i>OOSTERLAND</i>	

WALSINGHAM	346
	WOODSTOCK BEACH
SAILING SHIP, WOOD	1829-4-16
ST HELENA ISLAND	185
	IN BALLAST
FOUNDERED NEAR MILITARY HOSPITAL	

WASP	347
BRITISH	BREAKWATER
SCHOONER, WOOD	1867-3-25
TABLE BAY	46
HONDEKLIP, NAMAQUALAND	
CAPSIZED OUTSIDE BREAKWATER AFTER TURNING BACK INTO PORT DUE TO ROUGH WEATHER	

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WALTER KELPIE	348
	TABLE BAY
	1865-5-17
LOST IN THE BAY	

WATERLOO	349
BRITISH	SALT RIVER MOUTH
SAILING SHIP, WOOD	1842-8-28
THE DOWNS/KENT, ENGLAND	414
VAN DIEMENS LAND, TASMANIA	219 CONVICTS
	FLOTSAM AND JETSAM, SPARS
WRECKED NEAR THE HOSPITAL AND CLOSE TO WRECK OF THE <i>ABERCROMBIE ROBINSON</i> WITH HEAVY LOSS OF LIFE	

WESTERWIJK/WESTERWYK	350
DUTCH, VOC	SALT RIVER MOUTH
SAILING SHIP, WOOD	1737-5-21
BATAVIA, DUCTH EAST INDIES	850
NETHERLANDS	EASTERN TRADE GOODS
WRECKED AT SALT RIVER MOUTH DURING A VIOLENT NW GALE	

WILLIAM	351
USAN	TABLE BAY
SAILING SHIP, WOOD	1818-1-1
	354
	COFFEE

WILLIAM JAMES	352
BRITISH	WOODSTOCK BEACH
BARQUE, WOOD	1857-6-10
	293
	FOOD, HARDWARE, CERAMICS, CLOTHING, MISC.
WRECKED CLOSE TO THE CASTLE BATTERY	

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WINNIFRED AND MARIA	353
BRITISH	TABLE BAY
BRIG, WOOD	1817-8-30/21
ALGOA BAY	50
TABLE BAY	SUNDRIES
	TIMBER, SOAP, TALLOW, WAX, SALT, BUTTER
WRECKED CLOSE TO OLD TABLE BAY WHARF AFTER ARRIVING IN THE BAY ON 21 AUGUST	

WINTON	354
BRITISH	MILNERTON
MOTOR VESSEL/STEAMER, IRON	1936-7-28
AUSTRALIA	4388
ENGLAND	600 TONS OF WHEAT
LIGHTS FROM RADIO STATION IN MILNERTON WERE THOUGHT TO BE THOSE OF LIGHTHOUSE NEAR HARBOUR. VESSEL RAN AGROUND. ATTEMPTS TO REFLOAT THE SHIP WERE ABANDONED AS CARGO CAUGHT FIRE. VESSEL WAS WRECKED IN STRONG SURF. LIES NEAR WRECK OF THE <i>HERMES</i>	

WOODBIDGE	355
BRITISH	WOODSTOCK BEACH
SAILING SHIP, WOOD	1816-11-5
GRAVESEND, ENGLAND/BALTIC	522/480
TABLE BAY/BOMBAY, INDIA	SUNDRIES, WOOD, SPIRITS
	WOOD, CABLES, RIGGING, MASTS, STORES, VATS, MISC.
ARRIVING FROM THE BALTIC, VESSEL STRANDED ON BEACH CLOSE TO SOUTH WHARF, NO LIVES LOST	

WOODBURNE	356
BRITISH	WOODSTOCK BEACH
SCHOONER, WOOD	1826-8-8
	105
	SUNDRIES
PARTED CABLES DURING THE NIGHT AN RAN ASHORE	

ZALTBOMMEL	357
DUTCH	GREEN POINT
BARQUE, WOOD	1856-12-3
ROTTERDAM, NETHERLANDS	608/642
BATAVIA, DUTCH EAST INDIES	126 PASSENGERS, SUNDRIES, GIN, WINE, FURNITURE
IN TRYING TO REACH THE ANCHORAGE THE VESSEL WENT ASHORE	

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ZEELAND	358
DUTCH, VOC	TABLE BAY
FLUTE, WOOD	1793-5-22/20
CHINA	1150
NETHERLANDS	EASTERN TRADE GOODS
NO LIVES LOST	

ZOETIGHEID	359
DUTCH, VOC	NEAR THE CASTLE
FLUTE, WOOD	1722-6-17/15
FAR EAST	600
NETHERLANDS	BULLION, SUPPLIES
150	SPECIE RECOVERED BY LETHBRIDGE.
WRECKED NEAR THE CASTLE IN VIOLENT STORM THAT LASTED FOUR DAYS, COMPLETELY FRAGMENTED, ABOUT HALF OF THE CREW PERISHED, WRECKED CLOSE TO <i>LAKENMAN</i>	

ZWARTE LEEUW	360
DUTCH, VOC	NEAR THE CASTLE
SAILING SHIP, WOOD	1697-5-24
LAID UP IN 1696, WRECKED NEAR THE CASTLE JETTY IN SAME STORM THAT CAUSED THE SINKING OF THE <i>OOSTERLAND</i> AND <i>WADDINXVEEN</i>	