



## COLONIAL ARCHITECTURE IN CONTEXT



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## INTRODUCTION

The genesis of this project lay in two trips to India, undertaken with friends in 2004 and 2006. During our travel to the great cities created by the Mughal and British empires, I became fascinated by how the architectural styles of those two colonising powers had been adapted to cope with local factors: climatic conditions, building materials, construction expertise and architectural models. It was also illuminating to consider the value placed on historic buildings by the current generation, and these two lines of enquiry underpinned that travel which I undertook for my Fellowship.

Having been captivated by the architectural legacy of empire in India, the aim of my Fellowship was to examine the above questions on a broader imperial scale. Such a task could quickly become unmanageable; consequently I elected to limit the scope of my planned investigation to buildings constructed in a broadly Classical style in four areas of colonial settlement: the east coast of the USA, Bermuda, St Helena and the Western Cape region of South Africa. The study does not cover vernacular architecture, and is restricted to grander private houses and public buildings. Whilst the metropolitan reference point was contemporary architecture in Britain, some buildings constructed by Dutch and French colonists were also considered. The breadth of the area of study remains enormous, and what it presented here is of necessity only the barest thumbnail sketch.

My principal aims for each region studied were as follows:

- To analyse the style, materials and regional variation of local architecture in comparison with that produced in Britain during the same period; and,
- To gain an understanding of the value placed on built heritage, and the degree of protection afforded to it.

The places visited are worlds apart even today, and were unimaginably distant when the first colonists set out. No single style developed, and to that end no unifying conclusion or theory of colonial architecture is offered, save that colonists generally built as well as their resources and the local conditions allowed, and were always keen to incorporate some familiar aspect of home in their designs.

After being awarded a Fellowship under the Young People category, my travel was completed in two stages. In August 2008 I visited the USA and Bermuda; in December of the same year I travelled to St Helena and South Africa. I hoped to visit as many historic buildings as possible in the available time and to benefit from local knowledge and expertise. The following report and photographs illustrate what I found.

Tom Devlin

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**Figure 1 - Hampton Plantation [late eighteenth century], South Carolina**



**THE EAST COAST OF THE USA**



British colonial involvement in what is now the United States of America began with a single colony, a small group of adventurers eking out an existence from a precarious toehold in modern-day Virginia. By the time of the American War of Independence, the British presence had expanded to thirteen colonies, stretching the length of the eastern seaboard, from Massachusetts in the north to Georgia in the south.

In August 2008 I flew into Boston, and over the next three weeks visited the following urban centres:

- Boston, MA
- Newport and Bristol, RI
- New York, NY
- Washington, DC
- Annapolis, MD
- Fredericksburg, Jamestown, Port Royal and Norfolk, VA
- Charlotte, NC
- Charleston, SC
- Savannah, GA
- Mobile, AL
- New Orleans, LA

The original 13 colonies spanned half the length of a continent. They had widely differing climates, natural resources, and colonists, and the diversity of the architecture in the Classical style found on the east coast reflects this. It was not possible for me in the limited time available to visit all of the former colonies, but I was able to consider a representative sample.

Wood was readily and cheaply available as a building material throughout the 13 colonies, and was used for all but the most important buildings. As a broad generalisation, it may be said that the climate of the northern states, down as far as present day New York, is a somewhat exaggerated version of that familiar to the colonists at home – hotter in the summer and colder in the winter, but not noticeably more humid, and with significant seasonal variation precluding the construction of buildings optimised for the conditions of one particular season. South of Washington, the summers become longer, hotter, and, in the coastal regions at least, considerably more humid. As one travels through Virginia, the Carolinas and Georgia, the architectural response to the long sultry summer becomes increasingly pronounced.

Few individual architects are known from the pre-Revolutionary period, and many buildings were constructed by skilled craftsmen interpreting the loosely expressed ideas of their patrons. Significantly, the early establishment of Harvard and other seats of higher learning meant that wealthy young men from New England were considerably less likely to travel to Britain to complete their education than their counterparts from the southern colonies. Whilst a significant transatlantic cultural traffic between New England and Old Albion, was maintained, the consequences of the more insular upbringing of the northern colonists can readily be observed in the architectural legacy which they left behind, particularly when compared with the speed with which fashionable Palladian ideas caught on in the southern colonies.

The economic and social dichotomy between North and South also played a significant role in shaping the architecture of the two regions. New England was first settled by religious dissenters, whose aim could perhaps be described as the communal construction of a new and more religiously-tolerant society. The economy of the region was initially based on small-scale farming and trading, and later became the seat of the American industrial revolution. Although some slaves were imported, the primary source of labour was the colonists themselves. The Protestant work ethic of this early period was reflected by domestic and public architecture which was, for the most part, modest and plain.

Settlement of the southern colonies, by contrast, had been led by adventurers and profiteers, who had left England not in search of religious freedom but financial gain. The climate and

geography of the southern colonies lent themselves to the cultivation of a number of cash crops, foremost among which was tobacco. Large plantations were established and worked chiefly by slave labour; successful planters formed a wealthy caste at the peak of southern colonial society. Some became rich enough to divide their time between America and Europe; with a plentiful supply of land and cheap or free labour for construction, many built large and ostentatious country houses in imitation of the latest British style. Mercantile cities, such as Charleston, grew up for trading the raw materials produced by the plantations, where the wealthy built assembly rooms and large private houses with little restraint.

\*

Boston was founded in 1630 by Puritan émigrés from England and the style of its surviving early



architecture, elegantly austere, reflects this influence on the city. Old South Meeting House [1729] was constructed as a Puritan place of worship and general location for public assembly. The largest building in colonial-era Boston, it replaced an earlier wooden structure. Its construction in brick reflected the importance placed upon it by the colonists, whilst its simple mono-space interior recalls contemporary developments in seventeenth and eighteenth century British ecclesiastical buildings. The almost complete absence of external decoration is in marked contrast to

**Figure II - Old South Meeting House, Boston**

the Anglican churches being built in England during the period – St Martin’s in the Fields [1726], for example, the Palladian style of which would become the model for so many New World churches – but this variation is attributable more to doctrinal differences than architectural schism.



A more elaborate scheme of external detailing can be seen in the Old State House. Originally constructed in 1713, but rebuilt following a fire in 1748, it contains a number of features typical of the early Classical buildings of England which were constructed following the Restoration, such as Sir Roger Pratt's Coleshill [1660]. These buildings themselves had been influenced by the Classical architecture of the Netherlands, to which Royalist exiles had been



**Figure III - Old State House, Boston**

exposed during the Interregnum, and there is something distinctly Dutch about the tall end gable of the Old State House, with its small paned sash windows. The longer frontal elevation is plainer, with no pediment or balustrade at roof level, and ground and first floor windows of almost equal height. Dormer windows and an absence of decoration beyond the doorcase complete the effect.

Charleston was founded in its current location in 1680 as a port and southern outpost of the then-existing colonies. It soon attracted merchants and traders from the neighbouring plantations of North Carolina and Virginia, and swiftly became a centre of fashionable southern society. Large houses were constructed in brick, many in imitation of the latest fashions sent over as pattern books from England. The Miles Brewton House [1765] is one of the grandest surviving



**Figure IV - Miles Bruton House, Charleston**

examples of the late Colonial period, designed by Ezra Waite in partial imitation of the earlier Drayton Hall [1738], which is situated just outside the city and is considered by many commentators to be the finest example of the Palladian villa form in the US.

Both houses are built in brick, and share double height porticoes with Doric columns supporting first floor balconies and ionic columns beneath unadorned pediments. They also both have fully Palladian plans, with rooms radiating off a central hallway. Drayton originally had symmetrical pavilions joined by curved sweeps to the main house, and is dated only a



Figure VI - Drayton Hall, South Carolina

decade after Palladianism really began to take off in Britain. For all that, the colonial Palladianism which the two houses represent still falls short of what was being constructed in Britain at the same time. Neither of the two houses display external signs of a *piano nobile* or principal floor, with both giving equal emphasis to the ground and first stories. Nor have the raised basements of the two houses been designated as *rustics* by use of rustication, as required by strict Palladian theory.



Figure V - Stourhead, Wiltshire

The columns appear insubstantial and out of proportion, and important components of the orders of architecture which they represent have been omitted (triglyphs over the Doric columns, for example). When compared with the earlier English villa of Stourhead, [1724], the differences are clearly visible. Nevertheless, as examples of sophisticated architectural theory being put into practice, the two

houses represent the high water mark of colonial-era architecture in the present-day USA; not until the expansion of British interests in India would such sophisticated designs be seen again in a colonial context.

Charleston's climate in the summer months is hot and humid, and from the earliest period architecture adapted to reflect these conditions. In Charleston a style of house developed which would later be copied elsewhere, designed to be as comfortable as possible in hot weather. The typical plan would be long and thin, only one room wide, with a gable end abutting the street. The apparent front door would in fact lead into an open loggia, off which the principal rooms would be accessed. This arrangement maximised ventilation by allowing windows on both sides of main rooms. Additionally, a fire would sometimes be lit in an adjoining room, the windows of which would be sealed. A draught was thus created to ease the heavy stillness of the humid air.



**Figure VII - 'Charleston' house,  
Charleston**

Whilst the USA has no national organisation of comparable scope to the UK's National Trust, provision for colonial-era buildings is generally good. Some remain in private ownership, others, such as those in Boston and Charleston, benefit from special land-use zoning akin to the listing system operated in the UK. This combination allows for relative confidence in the preservation of the most important buildings, but provision for more minor works is patchy.

Port Royal in Virginia is an important collection of early surviving merchant's houses from a settlement which declined in importance with the spread of the railways. As individual buildings they are not distinguished, but as an ensemble they represent an important survival as an almost unaltered eighteenth century settlement. The town is now largely forgotten; several of the buildings are uninhabited and beginning to deteriorate, and the historic significance of the site (close to where John Wilkes Booth was captured following Lincoln's

assassination) is in danger of being lost. Without a dedicated federal agency, lesser historic buildings will remain vulnerable.



**Figure VIII - Fox Tavern [1755], Port Royal**



**BERMUDA**



Bermuda was first settled in 1609, a mere two years after Jamestown in Virginia. With limestone plentiful and wood in short supply, stone had been the dominant building material until recent times. A consideration which remains today for builders on Bermuda is that of fresh water; the island has no rivers or lakes of any size, and most properties collect water from their roofs for storage in an underground tank. Roofs are stepped and terraced to facilitate this, and painted a brilliant white so that any mould or fungus which might pollute the water supply is immediately visible.

Although small in size and population, Bermuda had from the beginning a number of wealthy colonists, and others who subsequently made money in the shipping, salt or privateering trades which dominated the first two centuries of the colony's economic life. Much of the island's early architecture survives; in particular the preserved settlement of St George's and a number



**Figure IX - Springfield [c.1740]**

of substantial rural properties. If Bermuda has not bequeathed any notable architectural traditions to the wider world, it has at least been an enthusiastic proponent of lessons learned elsewhere in how to keep out the heat – several features of typical colonial-era buildings in the Caribbean being immediately visible, including push-out louvered blinds, known as *jalousies*, long cool verandahs and small balconies above entrance porches.

In addition to a large number of pleasant but undistinguished buildings of two stories in colour - washed stone with sash windows – of a rough hewn style that one might see, in greyer shades, in Aberdeenshire – Bermuda does contain a few buildings which are startling in their precociousness. Typical of the former category is Waterville, a large two story double-pile house which is now the headquarters of the Bermuda National Trust. The ground floor is semi-

sunken to provide a cooling effect; entry is at first floor level by way of a pair of ‘welcoming arms’ steps – another characteristic feature of Bermudan architecture. The porch is covered and every window carries shutters, although of the more continental, external side-hung type.



For all of the buildings which resemble **Figure X - Waterville [c.1735]**

Waterville, there are some on the island which were either at the vanguard of contemporary Metropolitan development when constructed or, in one case, ahead of it. Bermuda’s State House [1620] is the oldest standing building in the colony, and, quite possibly, of the British Empire. The first building in the islands to be constructed of stone, aside from fortifications, it has a bold and Italianate design, which may have been influenced by the travels of the Governor, Nathaniel Butler. If one considers that the Queen’s House at Greenwich had only



**Figure XI - State House, St George’s**

just been begun, and that classical architecture was otherwise almost unknown in England, it is a remarkable achievement. Although it has since been substantially rebuilt, the current elevation matches that shown on a map of Bermuda dating from 1624. The spare facade, with minimal detailing beyond a pillared canopy for

the door, and careful, symmetrical placement of windows anticipates the work in England of Inigo Jones, which was still then in its early stages.

A second building which, if it did not anticipate British trends at least followed them closely, is Bridge House [1740]. This cool Palladian composition used carefully placed windows and



**Figure XII - Bridge House**

chimneys to suggest a substantial dwelling, double pile with four principal rooms to the front and rear. A serliana in the centre of the entrance front echoes the fanlighted front door and indicates the presence

of a central staircase hall. Two wings to the rear are carefully concealed by Flemish half gables below the chimney stacks so as not to interfere with the purity of the entrance front. To be sure, the house is no Drayton, but for a small island with limited resources it is remarkably accomplished and stylish for its date.

The Commissioner's House [1820], located in the former Royal Naval Dockyard, was the first domestic building in the world to utilise structural cast iron. Designed by Edward Holl, chief architect to the Royal Navy, in a Soaneian manner, the walls are of local limestone but the floor and roof construction entirely of prefabricated cast iron, allowing an enormous two story verandah to surround the core of the building. The project was authorised on an experimental basis to test the resistance to weather and insects demonstrated by cast iron, at a time when the British government was increasingly interested in standardised buildings which could be produced at home and sent to any corner of the empire. As far as durability was concerned it was an outstanding success, having survived two centuries of hurricanes and neglect unscathed. The cost however was such that, whilst the technology was employed for large dockyard buildings, it was seldom seen in a domestic setting again.

Bermuda has a small but active National Trust which has done much to preserve the most important buildings on the islands. As one of the wealthiest territories per capita in the world, there should be no shortage of finance available for heritage projects. The biggest threat to the



large number of remaining historic buildings is not dilapidation or demolition but loss of context; the islands are chronically short of both housing and development land, which could put the surroundings of some buildings at risk. Nevertheless, the general outlook for Bermuda's built heritage is bright, due in part to the large role played by tourism in the colony's economy.



**Figure XIII - New housing development, Bermuda**



**ST HELENA**



St Helena is one of the few islands that may justifiably be called a time capsule. First developed by the East India Company as a provisioning station for its ships on the return voyage from the East, the island attained a brief moment of celebrity when Napoleon was exiled there in 1815 following his earlier escape from Elba. Control of the island passed from the Company to the British Government in 1834, which marked the beginning of a long decline in its fortunes. This decline became terminal on the opening of the Suez canal, which diverted the traffic which had formerly passed the island to the opposite side of Africa. As fewer and fewer ships called in the twentieth century, St Helena was almost unique in becoming more and not less isolated. To date no airfield has been built, and the only possible regular access is aboard the government-owned mail ship, the *RMS St Helena*.



**Figure XIV - View down Main Street, Jamestown**

Whilst the economic decline of the island has had significant adverse effects on the local population, it has meant that an unusually large number of historic buildings have survived. In particular, the capital, Jamestown, is virtually as the East India Company left it, and some handsome country houses remain, albeit frequently in a dilapidated state. Building materials

on the island are plentiful, with rough stone being extensively used. One challenge however is white ants, which landed on the island at some point in the mid-nineteenth century. These prolific creatures attack and consume most types of wood, resulting in serious structural damage to buildings where their ingress is left untreated. Few buildings on the island have escaped their attention, and most now have hardwood floors and corrugated iron roofs as a consequence (the battens of the original slate roofs having been destroyed).

The average temperature is similar to that found in Britain, and whilst the island does experience sunny days it is frequently shrouded in mist; consequently the Classical architectural style is not materially different from that which one would expect to find in a rustic part of Ireland. The builders of St Helena worked from a mixture of personal practical knowledge (many were Company engineers) and pattern books for general dimensions, and although the island does not possess any unique or especially distinguished buildings, it has plenty of solid and attractive Georgian architecture.



**Figure XV - Essex House [c.1740], Jamestown**

Nowhere is the character of the island better exemplified than in Jamestown which, with its brightly coloured ashlar facades and prominent quoins would, if it were not for its setting, strongly resemble a provincial Irish town of the early nineteenth century. Entering through a gate in the sea-wall topped by an East India Company crest, the eye of the

visitor is met by a parade square, with courthouse, castle, church and prison ranged around it, and a broad street leading inland and uphill. From the vantage point of the bottom of Main Street no modern buildings are immediately obvious, and so it continues for half a mile of Georgiana.



Figure XVI - East India Company crest, Jamestown

Small scale planting operations were undertaken on the island with the help of considerable amounts of slave labour. During the colony's heyday in the late eighteenth and early nineteenth centuries, a number of country estates were created for Company officials and planters who had been

persuaded to permanently

settle the island. The grandest of all such buildings is undoubtedly the home of the Governor, Plantation House, shown on the front cover of this report. Constructed in the 1780s, its correct but undistinguished exterior belies the grand scale and appointment of the principal rooms.

A similar but scaled down approach was adopted for many of the other important houses on the island. A typical example, such as Prince's Lodge, is of two stories, five bays long by two deep, with a later verandah added over the entrance front. Some examples have single bay wings to either side, a few, such as Oakbank, have single or double returns to the rear. It seems likely that



Figure XVII - Woodcot House, St Helena

once this basic model had been mastered by St Helena's builders it was replicated whenever a new property of any size was required.

Some smaller country houses, such as Olive Cottage, take the form of bungalows on the Indian



Figure XIX - Olive Cottage

model, with a recessed verandah in front of the door and projections to either side completing the facade. This design occurs a number of times on the island and had no doubt been brought back by builders who had spent time in India.

It is not the quality of the architecture found on St Helena which impresses but the quantity; in some areas Georgian

buildings are ubiquitous, from almost anywhere in the island at least one can be glimpsed, well

set in a dramatic landscape. It is however this profusion which presents the greatest danger to the continued survival of the island's corpus of buildings. St Helena's chronic financial difficulties have seen all but essential repairs delayed on government buildings, with little or no financial assistance



Figure XVIII - Bamboo Grove [1808]

available for private owners.

This has left some houses, such as Bamboo Grove, in a state of decay which their owners can do little about. Until very recently, the island lacked a proper planning system, making demolition and insensitive re-development common. This combined with the apathy demonstrated by many of the islanders towards their unique architectural legacy and the absentee ownership of some of the larger country properties raises the danger that some of the finest buildings will be left to decay.

Thirty years ago, Hugh Crallan was commissioned to compile a report into the built heritage of St Helena. He produced a gazetteer of the island's more notable buildings, together with a proposed scheme of listing, which has only recently been enacted. Whilst Jamestown has fared reasonably well since the publication of the report, three major country houses have either fallen into dereliction or disappeared completely, notably Teutonic Hall, the largest island house in private hands, which was intact in the 1970s but is now a ruin, and is also shown on the cover of this report.

A further concern is the decline in the traditional skills base of the workforce, needed for repairs to older buildings where unfamiliar construction techniques may have been used. In the past two years, two attempted repairs to historic structures have failed due to the use of cement mortar in place of the more permeable lime. St Helena is in the process of applying for World Heritage Site status; it is to be hoped that if this designation is achieved, and if the long term aim of making the island self-sufficient through construction of an airport and increased tourism is met, that the architectural character of the island will be maintained and preserved.



**Figure XX - Collapsed portion of newly repaired wall, Sandy Bay Lines**



**SOUTH AFRICA**





The Western Cape represents a coda to this survey. Never unequivocally British during the colonial period, its buildings reflect the competing styles and movements of a territory split between Anglo Saxon and Dutch architectural influence, of which the latter was arguably the stronger, at least as far as Classical architecture is concerned. The building materials available varied by area, but good stone was not for the most part difficult to find. The climate is hotter than St Helena but less oppressive than South Carolina; and whilst some features were planned with an eye on the mercury, buildings were not quite as suborned to heat as those of Charleston.

The early architecture of Cape Town displays a distinct debt to Dutch Classicism of the early to



Figure XXI - Main gate, Castle of Good Hope

mid-seventeenth century. The influence of models such as the Mauritshuis [1636], located in Metropolitan Holland, on local buildings is clear, stretching from the classical ranges of the Castle of Good Hope [1666-1682] to the late eighteenth century Koopmans de Wet House.

The areas outside Cape Town, however, saw the evolution of their own distinct style, Cape Dutch. Drawing on influences from the Netherlands, Indonesia, Germany and France, its buildings began simply as single-storied, utilitarian dwellings consisting of

three rooms in a row with steeply pitched roofs supported by rafters. Imported timber was used when it was obtainable but generally houses were built of local materials: walls consisted of clay or thick rubble (later of burnt brick), sea shells provided the basis for lime-mortar and wild reeds were used for thatch.



**Figure XXII - Vergelegen [c.1700 with later additions]**

At the beginning of the 18th century the characteristic front gable began to make its appearance. The gables, largely in the hands of skilled craftsmen imported as slaves from the East, began to develop in a variety of styles and decorations. By the mid-18th century, homeowners

had begun to add on wings on either end of the basic

structures, resulting in the U-plan. Floors were made of compacted earth or Robben Island slate and windows were protected by shutters. Eventually, the final evolution of the style saw the adoption of the H plan which underpins the most important examples of Cape Dutch architecture.

Stellenbosch is the most striking example of the development of a spacious Regency style in Southern Africa. As a set-piece it rivals Savannah, GA in the USA; its calmly ordered and well-planted streets adorned by buildings in both the Cape Dutch and Regency styles. It is interesting to note that whilst some buildings display the correct fenestration expected of a Regency model, others have stuck with the small-paned style evident in both the Koopmans de Wet house and in contemporary British buildings constructed by the naval administration in Simonstown.



**Figure XXIII - Typical building in Stellenbosch**



**Figure XXIV - Admiralty House, Simonstown**

The majority of the Western Cape's most important buildings are being well looked after at present; Stellenbosch and the wineries in particular appear to be

well-maintained. There is a concern however that the historic central district of Cape Town has been neglected for some time; the buildings which formerly surrounded the Koopmans de Wet house have all been replaced with modern alternatives, and vigilance will be required to ensure that the other remaining 'islands' of Classical architecture do not go the same way.



**Figure XXV - Greenmarket Square, Cape Town**

## CONCLUSION

No unified conclusion or theory of colonial architecture arises from this project. Colonists typically built the best buildings which they could afford relative to the availability of skilled labour and suitable materials in a given location. Ingenuity was displayed in adapting standard Classical models to the oppressive heat of southern climes, but it is equally valid to observe that the original sources of Classical architecture are from countries a good deal sunnier than the UK, and that many of the style's most distinctive traits, such as high ceilings and shade-giving porticos were conceived with the heat of the day in mind.

None of the states which I visited can afford to be complacent with regard to their Classical heritage; St Helena may be chronically short of funds, but the wealth of Bermuda is no guarantor of preservation if the demand for land and development cannot be resisted. The architecture of the British Empire is one of its most visible legacies ; I am very grateful for having had the chance to visit so much of it, and intend to publicise my findings as widely as possible.

Tom Devlin

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### **South Africa**

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Finally, special thanks are due to Harriet Devlin, for suggesting that I apply to the Trust in the first place, and to Charlotte Compton, for everything else.

## ITINERARY

Date	Location - start of day	Location - end of day	Travel	Sites visited
Wed 06 Aug	London, UK	Boston, MA	Fly London to Boston Logan Airport	
Thu 07 Aug	Boston, MA	Boston, MA		Central Boston, MA
Fri 08 Aug	Boston, MA	Boston, MA	Drive to Concord, MA	Concord, MA
Sat 09 Aug	Cape Cod, MA	Cape Cod, MA		Cape Cod, MA
Sun 10 Aug	Cape Cod, MA	Providence, RI	Drive to Providence, RI	Brown University
Mon 11 Aug	Providence, RI	New York, NY	Drive to New York, NY	New Haven, CT, Greenwich, CT
Tue 12 Aug	New York, NY	New York, NY		Central New York, NY
Wed 13 Aug	New York, NY	Washington, DC	Drive to Washington, DC	Georgetown, DC
Thu 14 Aug	Washington, DC	Richmond, VA	Drive to Richmond, VA	Fredericksburg, VA, Port Royal, VA
Fri 15 Aug	Richmond, VA	Norfolk, VA	Drive to Norfolk, VA	Williamsburg, VA
Sat 16 Aug	Norfolk, VA	Charlotte, NC	Drive to Charlotte, NC	Durham, NC
Sun 17 Aug	Charlotte, NC	Charleston, SC	Drive to Charleston, SC	Central Charlotte, NC
Mon 18 Aug	Charleston, SC	Charleston, SC		Central Charleston, SC
Tue 19 Aug	Charleston, SC	Charleston, SC		Central Charleston, SC
Wed 20 Aug	Charleston, SC	Savannah, GA	Drive to Savannah, GA	Beaufort, SC
Thu 21 Aug	Savannah, GA	Savannah, GA		Central Savannah, GA
Fri 22 Aug	Savannah, GA	Mobile, AL	Drive to Mobile, AL	
Sat 23 Aug	Mobile, AL	Mobile, AL		Central Mobile, AL
Sun 24 Aug	Mobile, AL	New Orleans, LA	Drive to New Orleans, LA	
Mon 25 Aug	New Orleans, LA	New Orleans, LA		Central New Orleans, LA
Tue 26 Aug	New Orleans, LA	Hamilton, Bermuda	Fly N'Orleans to St George's, Bermuda	Hamilton, Bermuda
Wed 27 Aug	Hamilton, Bermuda	Hamilton, Bermuda		Southampton, Bermuda
Thu 28 Aug	Hamilton, Bermuda	Hamilton, Bermuda		St George's, Bermuda
Fri 29 Aug	Hamilton, Bermuda	Hamilton, Bermuda		Somerset Village, Bermuda
Sat 30 Aug	Hamilton, Bermuda	Hamilton, Bermuda		
Sun 31 Aug	Hamilton, Bermuda	London, UK	Fly Hamilton to London	

Date	Location - start of day	Location - end of day	Travel	Sites visited
Thu 27 Nov	London, UK	Ascension Island	Fly Brize Norton to Ascension Wideawake	
Fri 28 Nov	Ascension Island	Ascension Island		Georgetown
Sat 29 Nov	Ascension Island	Ascension Island		Georgetown
Sun 30 Nov	Ascension Island	Ascension Island		Two Boats Village
Mon 01 Dec	Ascension Island	Ascension Island		Lady Hill
Tue 02 Dec	Ascension Island	Ascension Island		Green Cottage
Wed 03 Dec	Ascension Island	Ascension Island		Former Royal Marine Barracks
Thu 04 Dec	Ascension Island	Ascension Island		Fort Hayes
Fri 05 Dec	Ascension Island	Ascension Island		English Bay
Sat 06 Dec	Ascension Island	Ascension Island		Comfortless Cove
Sun 07 Dec	Ascension Island	At sea	Sail from Ascension for St Helena	
Mon 08 Dec	At sea	At sea		
Tue 09 Dec	At sea	St Helena	Arrive St Helena	
Wed 10 Dec	St Helena	St Helena		Jamestown
Thu 11 Dec	St Helena	St Helena		Jamestown
Fri 12 Dec	St Helena	St Helena		Longwood
Sat 13 Dec	St Helena	St Helena		Plantation House
Sun 14 Dec	St Helena	St Helena		Glencot, Blue Hill Village
Mon 15 Dec	St Helena	At sea	Sail from St Helena for Walvis Bay	
Tue 16 Dec	At sea	At sea		
Wed 17 Dec	At sea	At sea		
Thu 18 Dec	At sea	At sea		
Fri 19 Dec	Walvis Bay, Namibia	Cape Town	Fly Walvis Bay to Cape Town	
Sat 20 Dec	Cape Town	Cape Town		Central Cape Town
Sun 21 Dec	Cape Town	Cape Town		Central Cape Town
Mon 22 Dec	Cape Town	Cape Town	Drive to Simonstown	Simonstown
Tue 23 Dec	Cape Town	Cape Town	Drive to Malmesbury	Malmesbury
Wed 24 Dec	Cape Town	Cape Town		
Thu 25 Dec	Cape Town	Cape Town		
Fri 26 Dec	Cape Town	Cape Town		
Sat 27 Dec	Cape Town	Cape Town	Drive to Stellenbosch	Stellenbosch
Sun 28 Dec	Cape Town	Cape Town	Drive to Caledon	Caledon
Mon 29 Dec	Cape Town	Cape Town	Drive to Somerset West	Somerset West
Tue 30 Dec	Cape Town	London, UK	Fly Cape Town to London	