

ADDENDUM TO THE MARITIME HERITAGE FIELD SURVEY FOR DURBAN OIL IMPORT PIPELINE OF 12 MAY 2019

Pursuant to the aforementioned report, ROV footage of the anchor chains of the PLEM, showed possible MUCH resources in the vicinity. I reviewed this footage and am reasonably certain that it belongs to the *John Bull II*.

The *John Bull* was a 13 meter long fishing vessel was wrecked on the rocks near Isipingo on 30 November 1947. Four fishermen lost their lives and the sailing boat was broken apart (Rand Daily Mail 03-12-1947)



Figure 1: Rand Daily Mail 03-12-1947

Below are stills captured from the ROV footage of the PLEM anchor chain.



Figure 2: Metal plating is visible, with thickened edges (yellow) as well as standing rigging (blue)



Figure 3: Cluster of light chain



Figure 4: PLEM anchor chain arrangement (SAPREF)



Figure 5: Close-up of anchor chain 4 and plotted MUCH resource (SAPREF)

Using the SHP file from the geophysical report (SBM_Nov18_Anchor_Chains.shp) and the GPS co-ordinates from the ROV footage (above) I notice that there is only a 12 m distance between the anchor chain and the wreck. However, it is beyond the anchor point for the chain.

My recommendations are:

1. The wreck is more than likely the *John Bull II* due to:
 - The small size of the visible wreck
 - The metal plating
 - The rigging visible
 - The light anchor chain, suitable to a smaller vessel
 - The location of the wreckage
2. If it is the *John Bull*, it has little historical significance at this moment in time. Cognisance of its future potential interest must be kept in mind.
3. If the anchor point is not going to be relocated, the MUCH resource can probably be avoided.
4. The divers and contractors be made aware of the MUCH resource and avoid it. A buoy can be located here during work in order to facilitate avoidance and thus damage to the site.

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