

B4 Ref: 243-002

13 October 2016

The Manager: Heritage Objects Unit
South African Heritage Resources Agency

Attention: Nolitha Ngcai

Hi Nolitha

SAHRA/HO/07/201: CONSERVATION MANAGEMENT PLAN FOR "BLACKIE" A SPECIFICALLY DECLARED LOCOMOTIVE

Your email, dated 10 October 2016, and the attached letter from the SAHRA CEO, dated 06 October 2016, refer.

In response to the letter I list my comments in red below in relation to each paragraph:

Paragraph 1:

It is understood that the CMP is drafted as an A3 document that probably best carries the historical and technical information that informs PRASA on the relocation and cleaning of "Blackie". However, unless it was overlooked, there is no guide to inform on the general conservation of "Blackie" after relocation and cleaning. Even if it was overlooked, such a guiding document cannot be in A3 because the SAHRA official must carry the document in order to monitor whether "Blackie" is being conserved as per the CMP and the official appointed by PRASA must know what is required of him/her to conserve "Blackie".

This was included in the document as well as having been previously sent to SAHRA as an A4 document.

We will amend the format and list the actions in a table format with check boxes and comment spaces. This will become a separate annexure for use in the monitoring process.

Paragraph 2:

According to the NHRA (s58 (1)(f)) cultural treasures in terms of section 5©, and movable national monuments in terms of section 10 of the previous National Monuments Act, are heritage objects. Therefore, it would be appreciated if paragraph 1.3 on page 3 that deals with the introduction of the CMP could stipulate that "Blackie" is a Specifically Declared Heritage Object.

We will adjust the wording to include the extra wording – I will forward a draft of the revised paragraph for proofing before sending through the overall updated document.

As mentioned in the response of paragraph 1 we will restructure the Monitoring plan and provide a separate documentation in A4 format.

We will also include the threats / risks and responses required.

Paragraph 3:

On page 8. Paragraph 3.1.2.4, the sentence does not include the skewed access to travel nor the fact that the development of the railways favoured white people at the expense of black people, all of which contributed to the situation today where generally, the interest in preserving railway heritage is among white people and specifically, white men.

We will amend the wording of the paragraph but will consider the wording carefully and forward you a draft for consideration as we need to be mindful of the historical context.

We do not see the relevance relating to the preservation of railway heritage as the preservation of all historical heritage is a concern at present and the involvement of the youth in these matters a challenge.

Hopefully the revised wording will satisfy SAHRA's concerns.

Paragraph 4:

The sentence in paragraph 3.36 on page 11 must be reviewed or rephrased as it appears that there is missing information.

We will review the wording of this paragraph and update as necessary.

Paragraph 5:

As mentioned under no.1, we kindly request that you write a summary of all the tasks that have to be done by all responsible parties. This must be in table format and should be user friendly. Please be reminded that the purpose of developing a CMP is for the owner/custodian to look after the significant object for present and most importantly , for future generations and SAHRA must be clear as to what is required when monitoring is done and how regularly. Therefore. It must be concise, clear and simple so that tasks (short, medium and long-term) are understood and implemented by the person appointed to do so, regardless of their level of expertise and technical knowledge of the locomotive concerned. As per the service level agreement signed by B4 Architects and SAHRA, we request a user friendly manual along with a table that depicts objectives, threats/risks, action/management measures, time-frames, responsibility, monitoring criteria, monitoring frequency, etc.

As we mentioned in the response to paragraph 1 we will restructure the Monitoring plan and provide a separate document in A4 format.

We will also include the threats/risks and responses required.

Once Blackie has been installed in position we will take a comprehensive set of photographs which will be used to illustrate the Monitoring Template.

Paragraph 6:

I acknowledge that we have delayed in forwarding our input regarding the draft CMP and we could enquire as to whether the 10% due to you could be paid bearing in mind that the CMP is not complete. However, as far as I know, PRASA is also delaying and it is not known when they would submit all the information required to complete the CMP. Therefore, it is possible for SAHRA to pay you the 10%, bearing in mind that the PRASA project may only be completed in the next financial year and according to the SAHRA Terms of Reference, B4 Architects should advise SAHRA until "Blackie" has been relocated to the Cape Town station.

- a) The delay in responding to us together with the delays in the whole process by PRASA have seriously compromised our cash flow with respect to this project.
- b) We will complete the adjustments requested so that SAHRA can forward the CMP to PRASA.
- c) We gratefully accept that payments of the remaining 10% can now be made.
- d) We confirm that B4 Architects will continue to advise SAHRA until the relocation of "Blackie" has been completed by PRASA.

Paragraph 7:

Based on the above could kindly advise if you would continue giving us your inputs and advise until "Blackie" is displayed at the Cape Town Station and the project is finished.

We confirm that B4 Architects will continue to advise SAHRA and monitor the relocation of "Blackie" until the relocation has been completed by PRASA.

Arrangements have been made with PRASA and ALE for the additional costs for B4 Architects to be covered under the ALE contract for the reinstatement of "Blackie".

Thus B4 Architects are committed to providing the following additional services:

- Attendance at 8 additional meetings with PRASA and the contractors that will be involved with the relocation and display of "Blackie".
- Inspection of "Blackie" at Firgrove after removal from storage.
- Review of Final PRASA display proposals and relocations proposals.
- Cleaning of "Blackie" before transport.
- Monitoring of the transport and relocations process for "Blackie".
- Inspection of display area before placing of "Blackie".
- Monitoring of reassembly of "Blackie".
- Fluid cleaning of "Blackie".
- Review of final display and display material.
- Training of PRASA personnel re cleaning.
- Training of SAHRA and PRASA re monitoring and maintenance reporting.

b4 Architects cc

PO Box 5690, Walmer, Port Elizabeth, 6065
Unit 12, Bloomingdales Office Park, 34 Ninth Avenue, Walmer, Port Elizabeth, 6070
Tel: 041 581 1217 Fax: 041 581 1213 Email: b4.pe@b4arch.co.za

- Updating of CMP with final input from PRASA.
- Final inspection and sign off with PRASA.

Once we receive notification from PRASA of their programme and the date for the relocation of "Blackie" we can then finalise our schedule.

We trust that this response will address the points raised in your letter and we will forward you the relevant information shortly.

Should you have any queries, kindly contact me.

Yours Sincerely,

Bruce Brinkman

Bruce Brinkman
B4 Architects cc