

Our Ref:



an agency of the
Department of Arts and Culture

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South African Heritage Resources Agency | 111 Harrington Street | Cape Town
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CaseID: 11875

Date: Tuesday November 14, 2017
Page No: 1

Final Comment

In terms of Section 38 of the National Heritage Resources Act (Act 25 of 1999)

Attention: Peter Flower
City of Cape Town Metropolitan Municipality

The NID proposal is for the desalination plant proposed on Erven 425, 433, Remainder of 420, 510 Glencairn Cape Town by the City of Cape Town.

SAHRA would like to thank you for submitting the Notification of Intent to Develop for the proposed desalination plant at Dido Valley, Cape Town.

SAHRA has been asked to comment on the possible disturbance of any maritime heritage during the construction of the desalination plant particularly in respect to the installation of the pipeline for the abstraction of seawater and the associated intake zone.

In terms of the National Heritage Resources Act, No 25 of 1999 (NHRA), Sections 2 and 35 stipulates that any wreck, being any vessel or aircraft or any part thereof older than 60 years old lying in South Africa's territorial waters or maritime cultural zone is protected and falls under the jurisdiction of SAHRA's Maritime and Underwater Cultural Heritage Unit. These heritage sites or objects may not be disturbed without a permit from the relevant heritage resources authority.

With regard to maritime and underwater cultural heritage it is important to note that the number of known shipwrecks along the South African coast is approximately 2800. The positions of the large majority of these are not known, only that they occurred and an approximate location. False Bay and Simon's Bay in particular were popular anchorages for passing ships to find shelter and escape the brutal Cape weather. The establishment of a Naval base at Simon's Town further ensured that the bay received high volumes of traffic. Numerous ships were wrecked in the surrounding shallow waters of Simon's Bay and are still visible today, the nearest recorded wreck is that of the Clan Stuart which ran aground in 1914. Other nearby wrecks include those of the British East Indiaman the Brunswick and the Dutch man-of-war the Bato, these were lost in 1805 and 1806 respectively. All three wrecks are over 60 years of age and therefore fall under the remit of the NHRA, however, only the Clan Stuart is in close enough proximity to the proposed pipeline to be impacted upon.

The Clan Stuart lies approximately 100m away from the proposed pipeline and close in to the shore; she is so

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Page No: 2

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shallow that the engine block still protrudes above the waterline. She has been extensively surveyed in the past and while the proposed pipeline does not directly affect the wreck itself there is a possibility that the associated debris field may be impacted upon. SAHRA therefore requires that the area which will be affected by the development, namely the installation of the offshore pipeline, must be surveyed with the aim of identifying locations where historic material may be present. This survey should take the form of a visual or divers survey by suitably qualified divers aimed at identifying any cultural heritage material including but not limited to wooden or metal shipwreck remains, any historical objects or artefacts and any other potential historic material. Should any such material be identified during the survey, a visual record should be taken and the results must be uploaded to the case application on SAHRIS for review.

If any remains are confirmed as shipwreck material the affected site may need to be excluded from any development or disturbance. Should anything of archaeological or paleontological significance be exposed during the proposed project, work must cease immediately and SAHRA must be informed of its discovery without delay. In this event, work may not commence until feedback has been received from SAHRA.

If cultural heritage material is discovered in the development area and is at risk of damage or disturbance as the result of the works associated with the desalination plant, a permit shall be required in order for the works to continue. SAHRA may impose no-go zones for development on the basis of the presence of cultural heritage material.

Should you have any further queries, please contact the designated official using the case number quoted above in the case header.

Yours faithfully

Briege Williams
Heritage Officer
South African Heritage Resources Agency

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Page No: 3

Lesla la Grange
Acting Manager: Maritime and Underwater Cultural Heritage
South African Heritage Resources Agency

ADMIN:

Direct URL to case: <http://www.sahra.org.za/node/409603>

Terms & Conditions:

1. This approval does not exonerate the applicant from obtaining local authority approval or any other necessary approval for proposed work.
2. If any heritage resources, including graves or human remains, are encountered they must be reported to SAHRA immediately.
3. SAHRA reserves the right to request additional information as required.