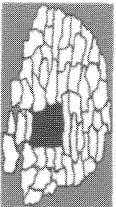


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COBUS DREYER
Pr.Archaeologist/Heritage Specialist

P.O. Box 12910
Brandhof
9324
dreyerj@telkomsa.net

Tel: 051-444 1187
Fax: 051-444 4395
Cell: 083 357 7982

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**ARCHAEOLOGICAL AND HISTORICAL INVESTIGATION OF THE
PROPOSED DIAMOND MINING ACTIVITIES AT THE FARMS
MELKVLEY 221 & LONGLANDS 231, BARKLY WEST,
NORTHERN CAPE**

INVESTIGATION

The farms Melkley 221 and Longlands 231 at Barkly West, where future diamond mining activities are planned were visited and inspected on 19 September 2005. Mr Willem van Zyl, the owner, accompanied me at the site.

The area was examined for possible archaeological and historical material and to establish the potential impact on any cultural material that might be found. The Heritage Impact Assessment (HIA) is done in terms of the National Heritage Resources Act (NHRA), (25 of 1999) and under the Environmental Conservation Act, (73 of 1989).

LOCALITY

The proposed mining developments are planned on the farms Melkley 221 and Longlands 231 in the district of Barkly West (Map 1). The land is located to the west of Barkly West along the R31 main road to Kuruman (Map 2).

The border between the two farms was not pointed out and the land was investigated as a single unit.

The area consists of short grass and trees and shrub cover. The vegetation is typical of the Kalahari Doringveld and is described as Kimberley Thorn Bushveld. Indigenous trees and shrubs such as Kameeldoring (*Acacia erioloba*) and Swarthak (*Acacia mellifera*) occur (Figs.5-12).

Part of the area shows signs of previous disturbances by old prospecting pits and diggings at places (Fig.8-11). River washed boulders and pebbles are clearly visible on the surface and in the old diggings (Fig.11).

The land designated for the proposed diamond diggings was investigated and the following GPS coordinates (Cape scale) were taken:

Entrance at Winter's Rush	28°26'21"S. 024°22'24"E. Altitude 1033m (Fig.1).
Winter's Rush Railway Station	28°26'15"S. 024°22'31"E. Altitude 1032m (Figs.2&3).
Western end	28°25'39"S. 024°21'25"E. Altitude 1033m.
Melkvey Farm	28°26'02"S. 024°22'13"E. Altitude 1043m (Fig.10).
Pan	28°25'50"S. 024°21'52"E. Altitude 1031 (Fig.4).
Southern corner	28°25'22"S. 024°21'23"E. Altitude 1032m.
Power line	28°24'57"S. 024°21'50"E. Altitude 1032m (Fig.8).
Kraal & windmill	28°24'55"S. 024°22'12"E. Altitude 1033m (Figs.3-4).
Power line	28°25'23"S. 024°22'42"E. Altitude 1034m (Fig.13).
Gate in border fence	28°25'55"S. 024°23'44"E. Altitude 1051m.
Kraal & water reservoir	28°25'32"S. 024°22'55"E. Altitude 1030m (Fig.14).

FINDS

No indication of archaeological material was found in the inspected area neither were any stone tools or ceramic ware found.

There is a deep open mine shaft with a diameter of about 3m at Melkvey 221 (28°24'55"S. 024°22'12"E. Altitude 1033m) (Fig.9). The extent of mining in this region is not known and there is no mine dump that could give an indication of the work at the site in the past.

There is an old imported steel water tank at Melkvei 221 (Fig.11). A brass plaque on the tank indicates its origin as: "Tanks from Quintard Iron Works New York USA" (Fig.12).

MITIGATION

Concerning the area for the proposed development, mitigation measures are needed ^{no} in the case of the cemeteries. It is essential that no graves should be disturbed in any way during the mining operations.

It is also emphasised that it should be avoided to drive over the graves during mining activities near the graves. The necessary precautions should be taken to avoid any damage to the graves by the large excavation equipment, which are used during the removal of the soil deposit.

RECOMMENDATIONS

No obvious reasons could be found to delay the commencement of further planning and development of the site.

After examination, I recommend that the proposed developments may proceed.

However, every archaeological and historical site is unique and should be treated as a non-renewable commodity. All efforts should be made to avoid any unnecessary disturbance or destruction of the area. I stress, therefore, that in case of the discovery of any human skeletal material, stone tools, pottery or other archaeological material of significance during the course of the work all activities should temporarily be stopped in the specific area for inspection by an archaeologist or other specialists from the McGregor Museum, Kimberley.

ACKNOWLEDGEMENTS

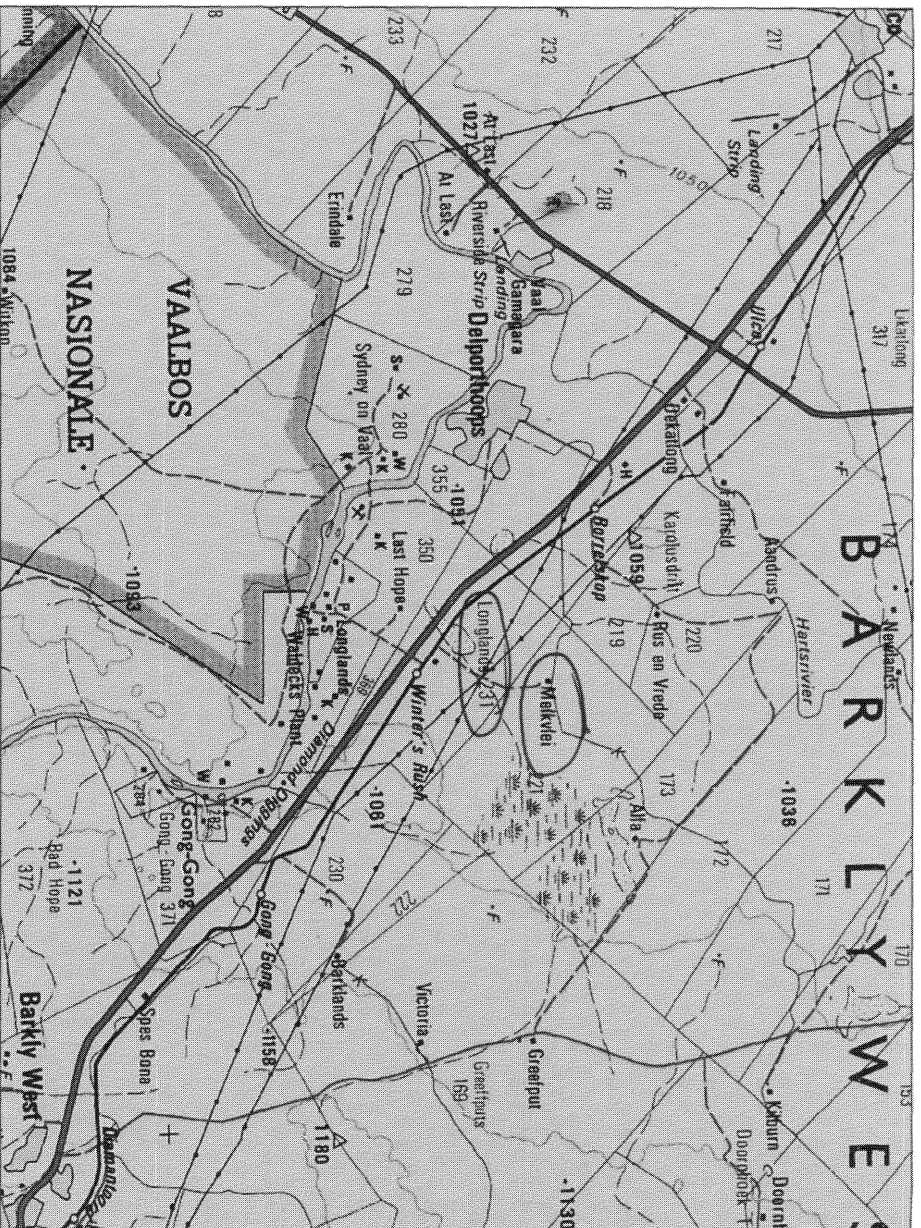
I thank Gys Hoon of Enviroworks Environmental Consultants, Bloemfontein, for involving me in the archaeological and historical survey.

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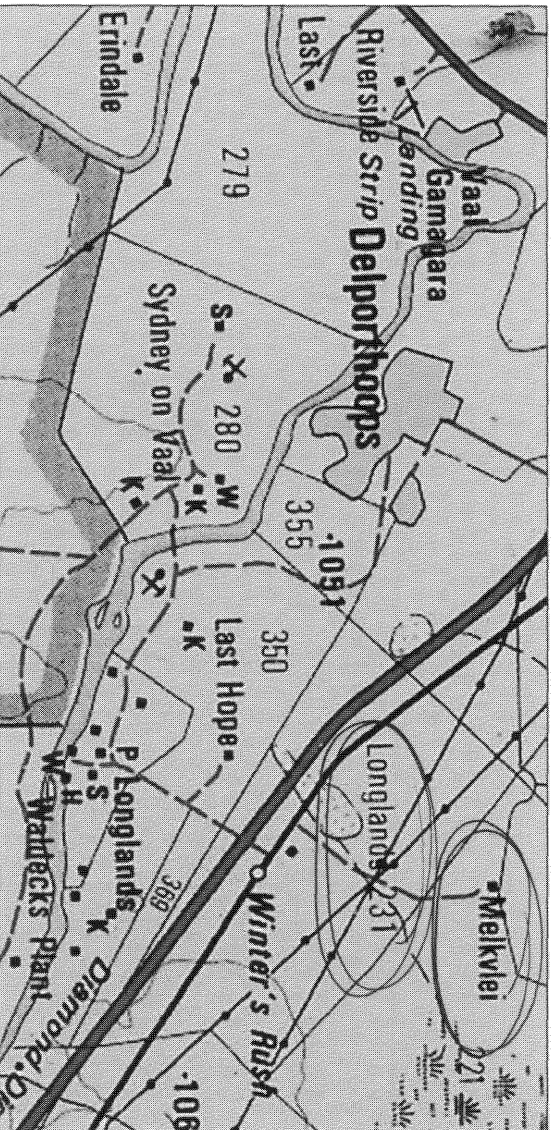
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LIST OF ILLUSTRATIONS:



Map 1 Locality of the farms and railway siding west of Barkly West as mentioned in the text.



Map 2 Details on the locality of the farms mentioned in the text.

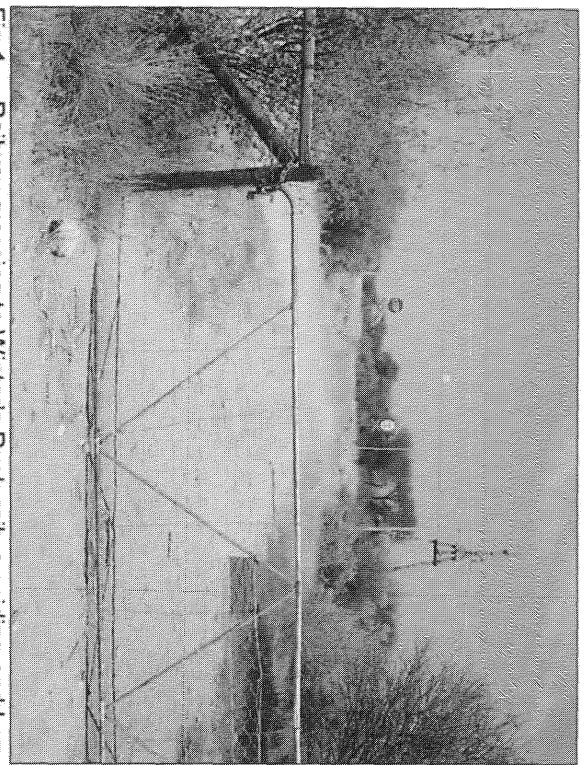


Fig. 1 Railway crossing to Winter's Rush railway siding and Longlands 231.

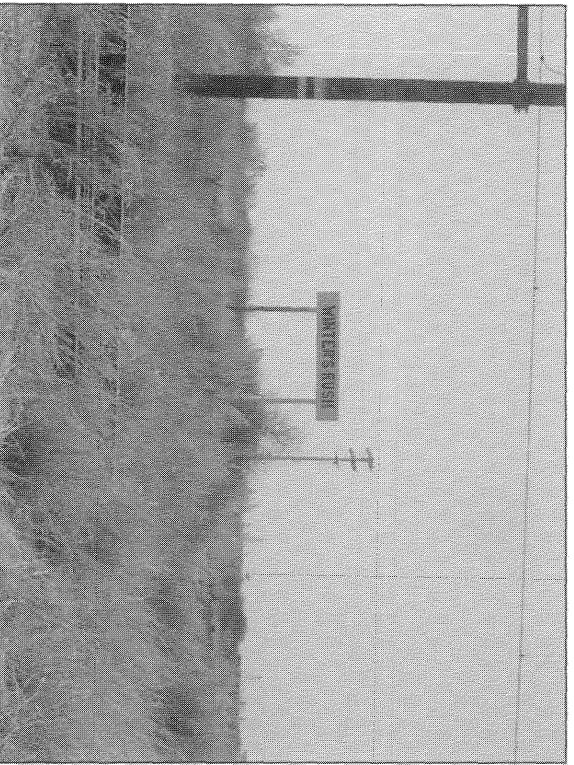


Fig. 2 Winter's Rush railway siding (Map 2).

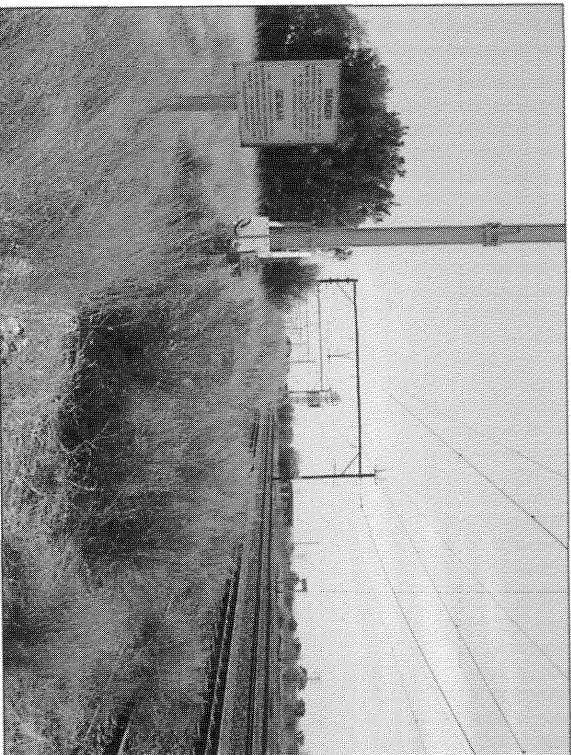


Fig. 3 Winter's Rush railway siding.

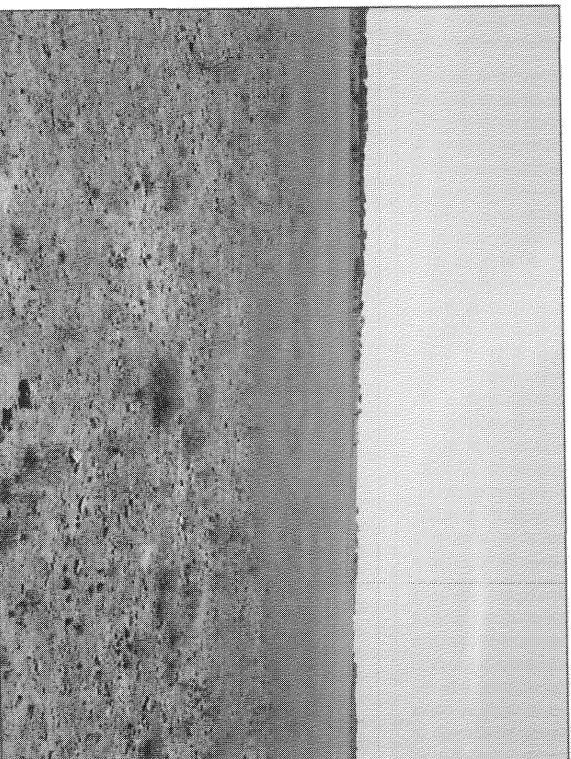


Fig. 4 A pan on Longlands 231.



Fig. 5 View along the railway line on Longlands 231.



Fig. 6 Longlands 231.

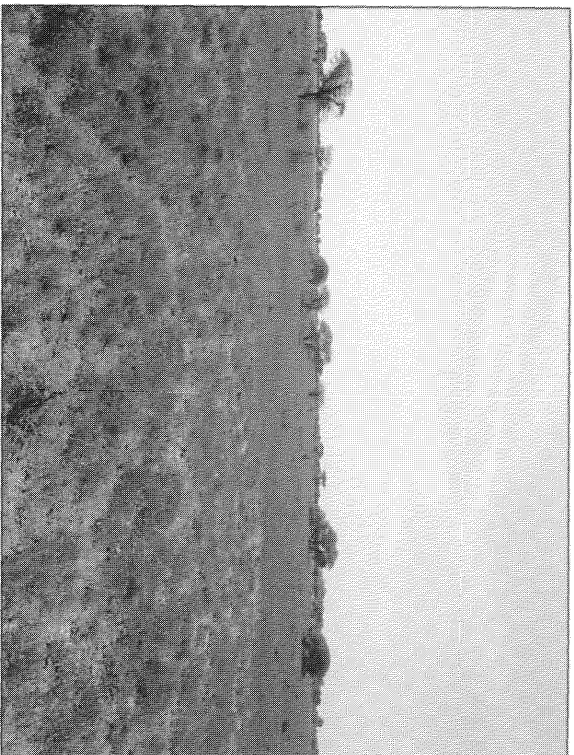


Fig.7 Melkvei 221.

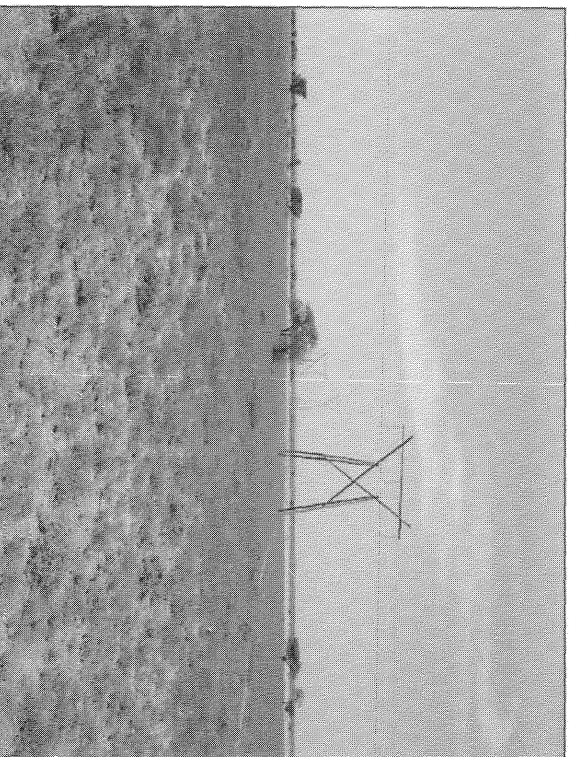


Fig.8 View along the power line at Melkvei 221.

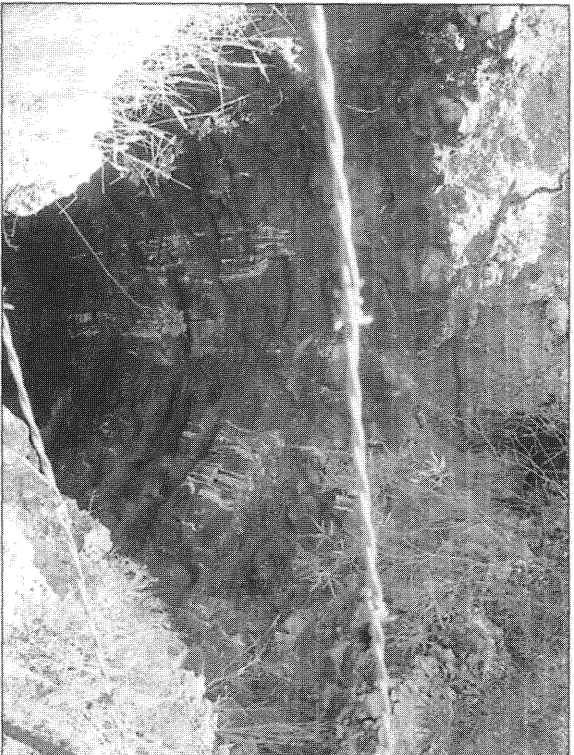


Fig.9 Open mine shaft at Melkvei 221.

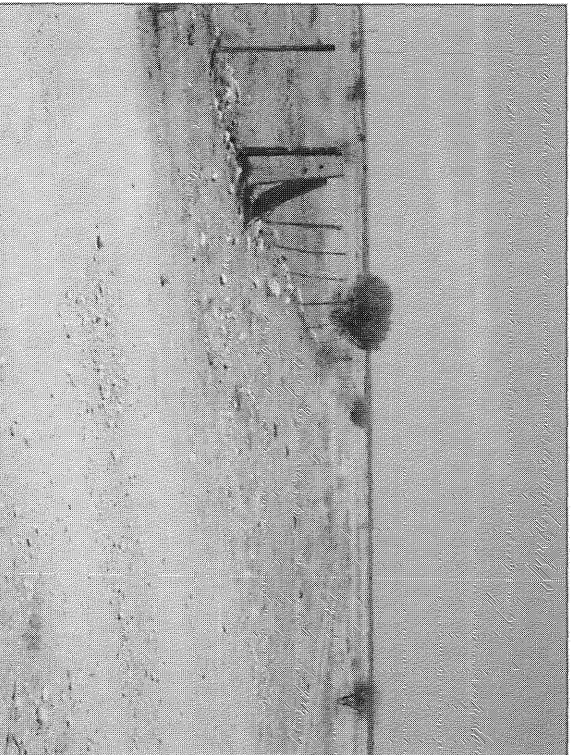


Fig.10 Entrance to Melkvei farm house.

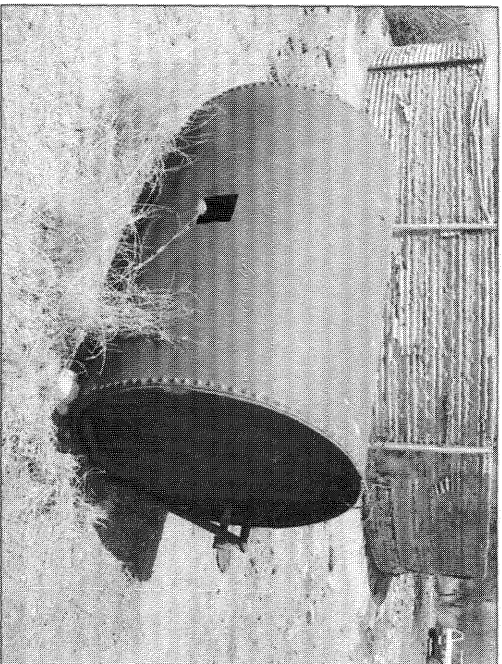


Fig. 11 Old imported water tank at Melkvllei 221.



Fig. 12 Plaque on tank indicating its origin as: "Tanks from Quintard Iron Works New York USA".

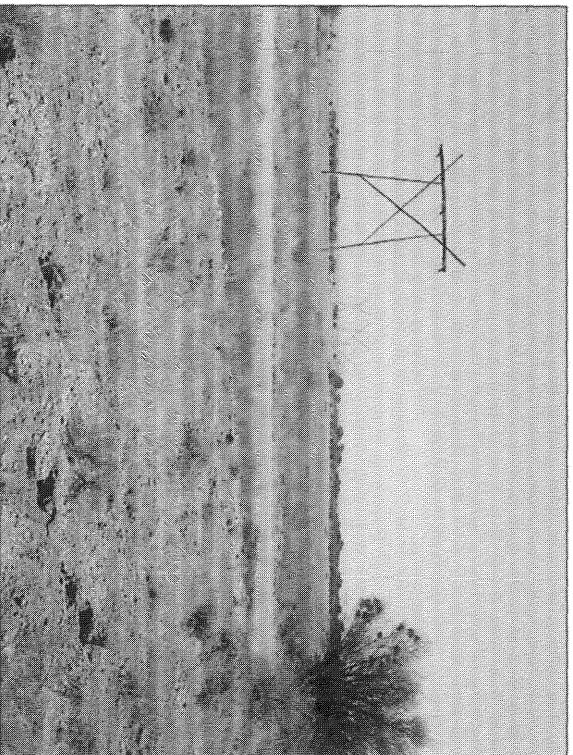


Fig. 13 Power line on Melkvllei 221.

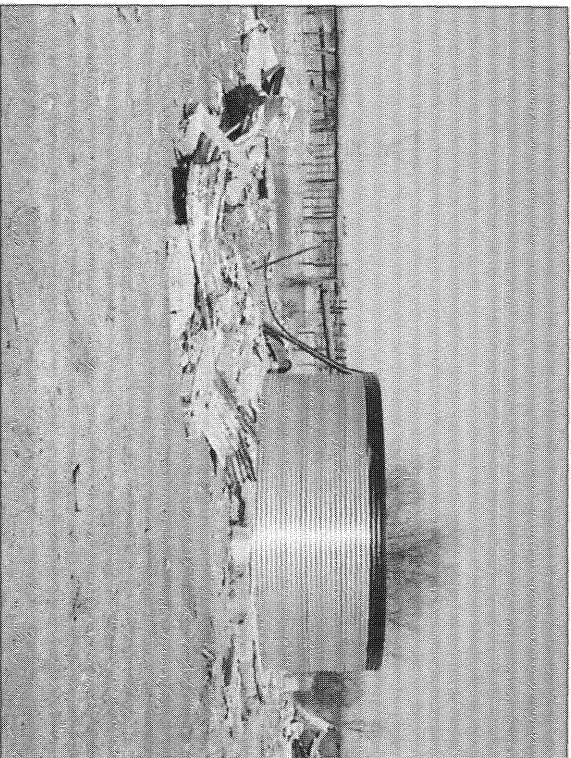


Fig. 14 Cattle kraals and water reservoir.