

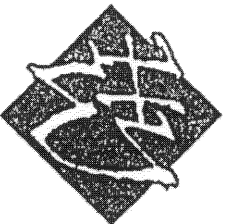
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SPECIALIST STUDY ON THE CURRENT CONSERVATION STATUS OF
ARCHAEOLOGICAL SITES NEAR STRUISPUNT, WAENHUISKRANS
NATURE RESERVE

Prepared by

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Abel Ghois Norton to arrange RMC meeting
and public meeting 28/4/99

EXECUTIVE SUMMARY

Archaeological material of importance is present near Struispunt in the Waenhuiskrans Nature Reserve. The movement of vehicles and illegal collecting of artefacts both pose very serious threats to the survival of this historical resource. The relevant authorities must prevent access to the area by vehicles and in general discourage human interference with the archaeological record.

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1 INTRODUCTION

1.1 Background and brief

Cape Provincial Nature Conservation commissioned Henshilwood, Yates and Winter to undertake a specialist archaeological study of the area near Struispunt within Waenhuiskrans Nature Reserve. The terms of reference for the study are the identification and assessment of archaeological resources; the identification and evaluation of existing and potential sources of disturbance to the archaeology; and the recommendation of measures of mitigation of these sources.

1.2 Study Area

The study area is restricted to the wedge of land formed between high ground in the north-west and the inter-tidal reef of Struispunt (Figure 1).

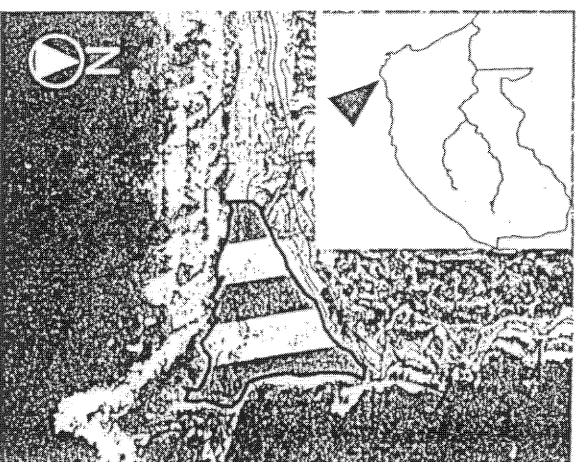


Figure 1. Location of study area.

1.2.1 Geomorphological setting

The modern shoreline west of Struispunt is rocky with a sandy back beach. To the north, a stretch of sandy beach forms Otter Bay. A number of sediment bodies besides those of the modern shore are present within the study area. The youngest of these is widespread unconsolidated aeolian sand of the Strandveld formation, varying in thickness from centimetres to several metres. In various places, the sand actively moves to form dunes but, where vegetated, it is stable or slightly eroding. The sand body as a whole is less than five thousand years old, having accumulated after an effective drop in sea level.

Pre-dating the aeolian sand body is an unconsolidated shelly sand with cobbles, lying inland of the modern beach at an elevation between one and three metres above sea level. This deposit forms much of the surface traversed by the aeolian dunes. Immediately west of Struispunt, the cobbles and sand form a distinct beach ridge behind the modern shoreline; elsewhere the sediment has little relief. This beach deposit undoubtedly is a relict of the mid-Holocene 2 to 3 metre relative high-stand documented around the South African coast and is older than 2000 years (Yates et al. 1986; Miller et al 1993; Marker & Miller 1993).

The oldest series of deposits lie inland of the Holocene cobble beach. A well calcified, matrix supported marine conglomerate rising to no more than five metres above sea level and, forming the high ground, well calcitised aeolianites date to the late Pleistocene (c. 60,000 - 200,000 years ago). The conglomerate in places contains marine shells and is a similar facies to the Holocene cobbles. The aeolianites, showing extensive pedogenesis, represent a period of regressive sea levels possibly post dating 120,000 years ago. This sediment may form part of the Waenhuiskrans formation within which the well-known sea-cave is formed.

Based on the above, the oldest archaeological materials will occur furthest inland, whereas the soft dunes close to the shoreline should house sites no older than 3,000 years.

SURVEY APPROACH

The area was surveyed on foot. The extent of the distribution of archaeological surface remains was mapped on a 1:10,000 scale ortho-photo of the area. A Global Positioning System (GPS) receiver located all significant finds. All noted materials were photographed. No material was collected with the exception reported in Appendix A.

The approach assumed that a) any sites are likely to contain shell and thus be relatively visible and b) materials of significance would be relatively densely scattered and therefore easily detectable. These assumptions are justified by general archaeological knowledge of this and other areas. Ground visibility was generally good, as vegetation is limited in the area. The method adopted thus is appropriate for the type of terrain that constitutes the study area.

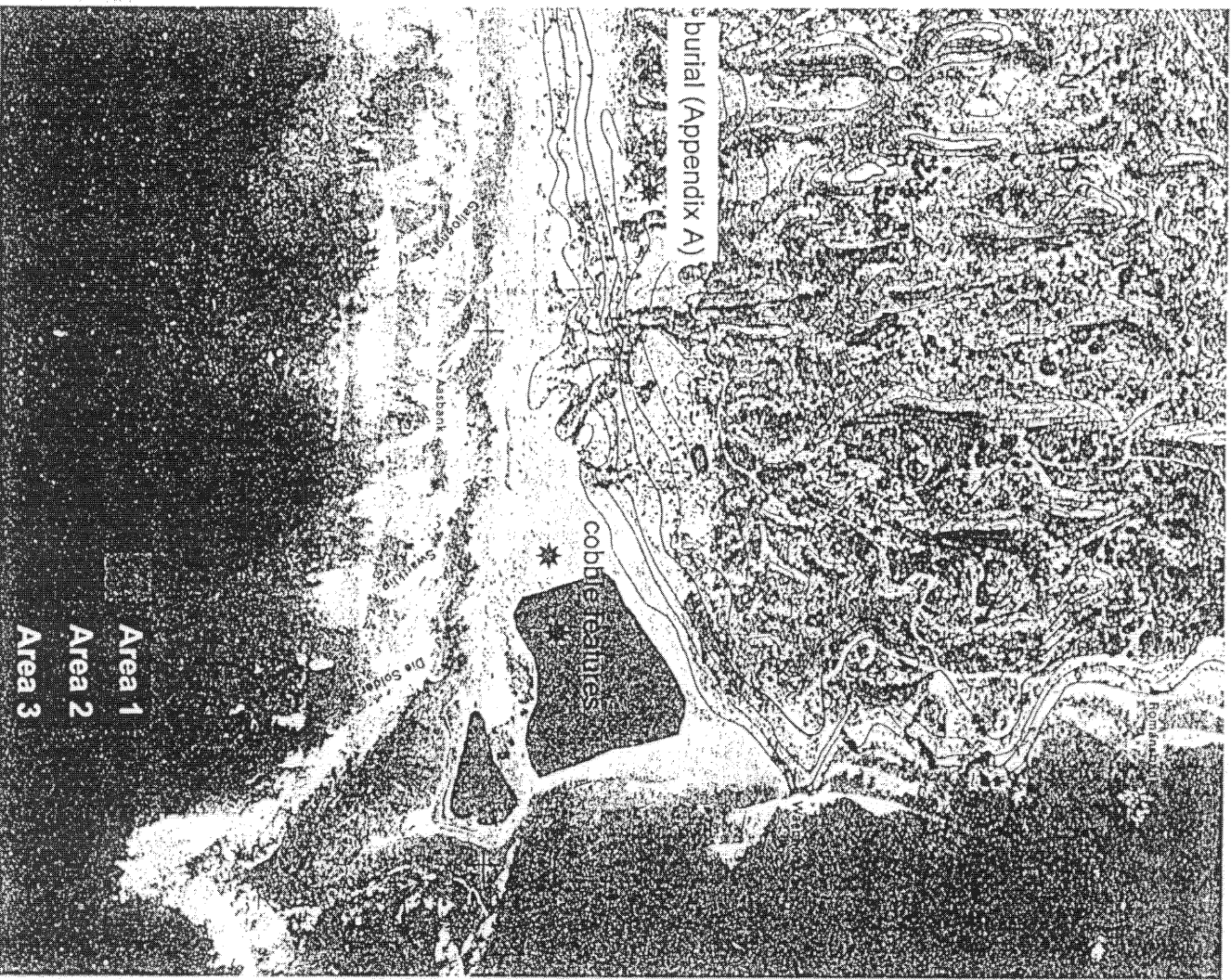


Figure 2. Location of archaeological areas and observed features.

3 DESCRIPTION OF THE AFFECTED ARCHAEOLOGICAL ENVIRONMENT

3.1 Summary of significance of study area.

Three archaeological areas are present. Areas 1 and 2 have very thinly dispersed evidence of human activity but do house a number of structures made from cobbles. These cobble structures are interesting and under studied components of the southern African archaeological record and are deserving of conservation. Area 3 quite evidently houses the most important historical resource in the study area. The midden is sufficiently large, diverse in content and well preserved to warrant identification as a regionally important archaeological site. Area 3 presents considerable potential for research, education and tourism.

3.2 Area 1

3.2.1 Description

Area 1 (Figure 2) comprises the calcified marine conglomerate where exposed between the unconsolidated coastal dunes and the inland calcitrised aeolianite. A thinly dispersed and highly fragmented scatter of marine shell here lies on the abraded surface of the conglomerate. Also evident are moderate numbers of quartz and quartzite flaked material, some of which is well weathered, and a few fragments of ostrich eggshell. The most interesting archaeological features are at least two cobble structures. One forms a distinct circle (2 metres in diameter); the other is less clear beyond a short length of possible walling (Figure 3). These two lie near 34° 41' 14.5" S and 20° 13' 50.1" E (GPS, PDOP=2.0).



Figure 3. Small circle of boulders and cobbles, Area 1.

3.2.2 Statement of significance

The scatter of shell and artefacts is of limited importance due to the low density and the extensive weathering. The marine shell, ostrich eggshell and some of the stone is Later Stone Age (LSA) and less than 3,000 - 4,000 years old. The heavily weathered stone artefacts are of the Middle Stone Age (MSA - 30,000 to 250,000 years ago). The stone features, probably of the LSA, are interesting and, in this region, not well documented

(see Avery 1974). They may represent anchors either for bases of huts, windbreaks or kraals.

3.3 Area 2

3.3.1 Description

Area 2 (Figure 1) lies between the beach in Otter Bay and Area 1 and is composed of the Holocene shelly sands and cobbles. Drifting sand and little dunes mask much of the substrate. In the west of Area 2 is a cobble circle of 3 – 4 metre diameter (Figure 4). Additional examples may be present. The location of the circle is 34° 41' 14.1" S and 20° 13' 52.5" E (GPS, PDOP=2.3).

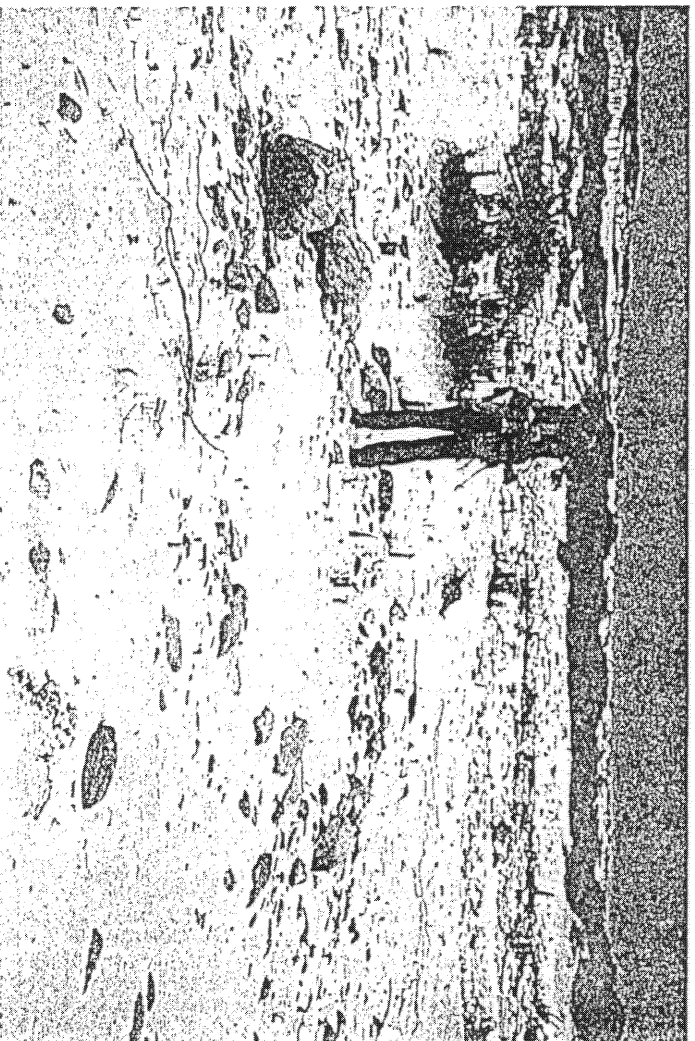


Figure 4. Larger circle of stone boulders and cobbles, Area 2.

3.3.2 Statement of significance

Area 2 is a potentially interesting location that is most likely to date to within the last 3,000 years. Establishing if other apparent cobble features are human-made will require study that is much more detailed.

3.4 Area 3

3.4.1 Description

The low mounded unconsolidated dunes lying onshore from Struispunt form Area 3 (Figure 2). Much of the dune surface is capped by a shell-midden. The midden is enclosed within the following GPS fixes and the sea: 34° 41' 16.0" S and 20° 14' 4.9" E (PDOP=4.5); 34° 41' 16.5" S and 20° 14' 7.2" E (PDOP=2.9); 34° 41' 19.4" S and 20° 13' 58.3" E (PDOP=3.7). The maximum depth of the midden is around 0.4 metre but much of it is shallower than this. The visually dominant shellfish species is *allkreukel* (*Turbo sarmaticus*) with limpets (*Patella* sp.) and the brown mussel (*Perna perna*) significant secondary components. Among the limpets, *Patella oculus* and *P. longicosta* are the most common, with much lower numbers of *P. cochlear*, *P. tabularis* and *P. argenvillei*. Dispersed patches of relatively higher densities of limpets and mussel and of the less common species of *Oxystele* sp. and perlemoen (*Halictis midae*) are readily

noticeable. In places, the midden is extremely dense (Figure 5). In contrast to the high density of shell, bone is generally uncommon.

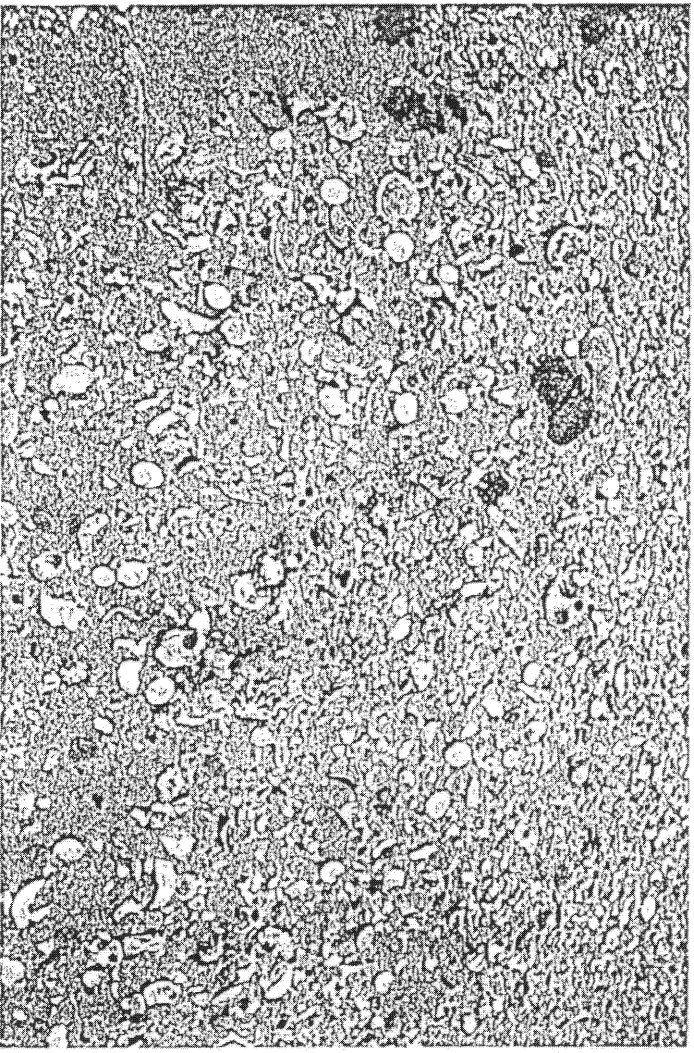


Figure 5. Marine shell in the Area 3 midden.

A number of stone features occur across the midden surface (Figure 6). These are clusters of mostly cobbles and some boulders. Some of the features, not having eroded and slumped, are distinct but most are dispersed to varying degrees. In a few instances, ashy and carbonised sediment is visible between and below the stones (Figure 7). Many flaked quartzite cobbles and as well as quartz cores and flakes lie scattered on the surface. A small number of the un-flaked cobbles show use as hammerstones and grindstones. Ochre (pigment) is present but uncommon. Pottery fragments are present but infrequent (but see Sections 4 and 5).

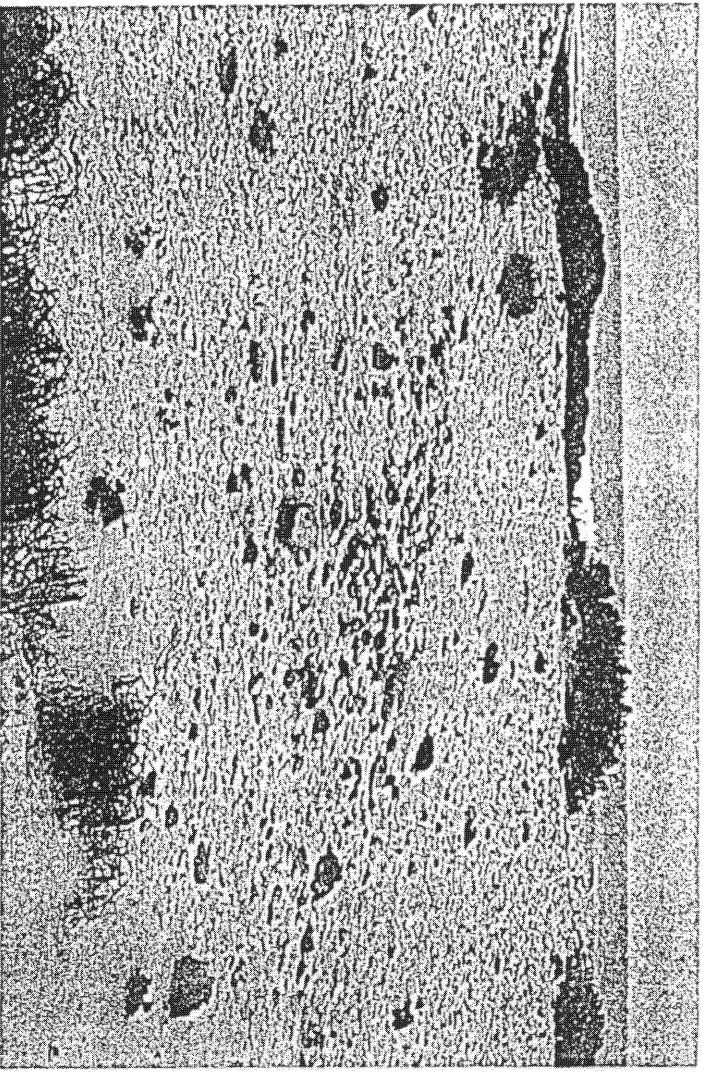


Figure 6. Collection of boulders and cobbles forming one of the stone features on the Area 3 midden.

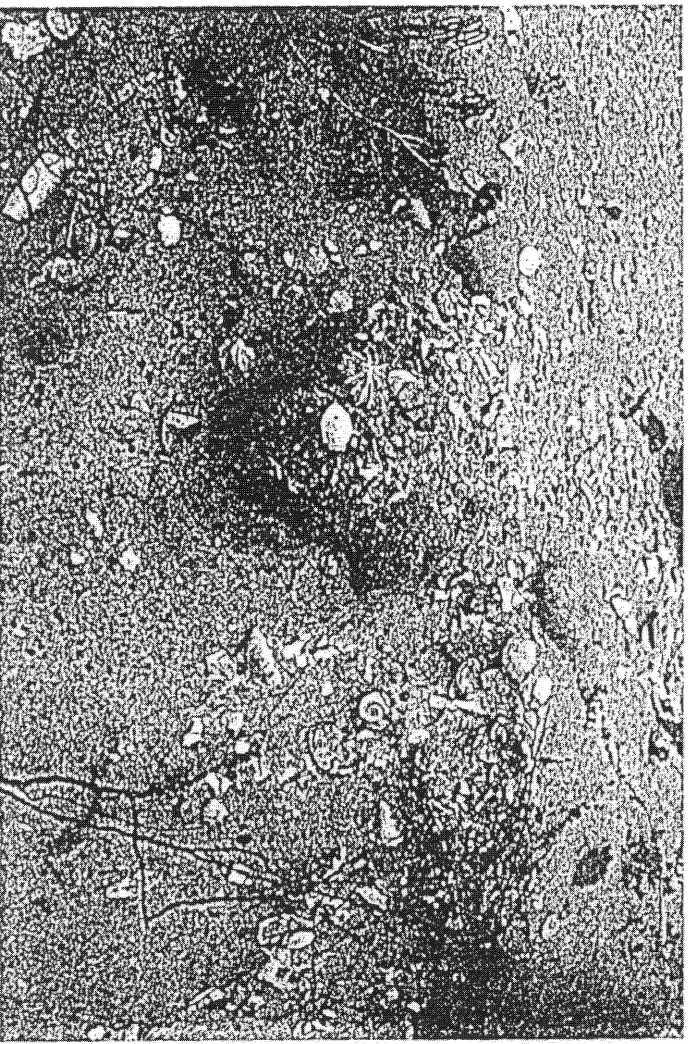


Figure 7. Shells, cobbles and ashy deposit in the Area 3 midden.

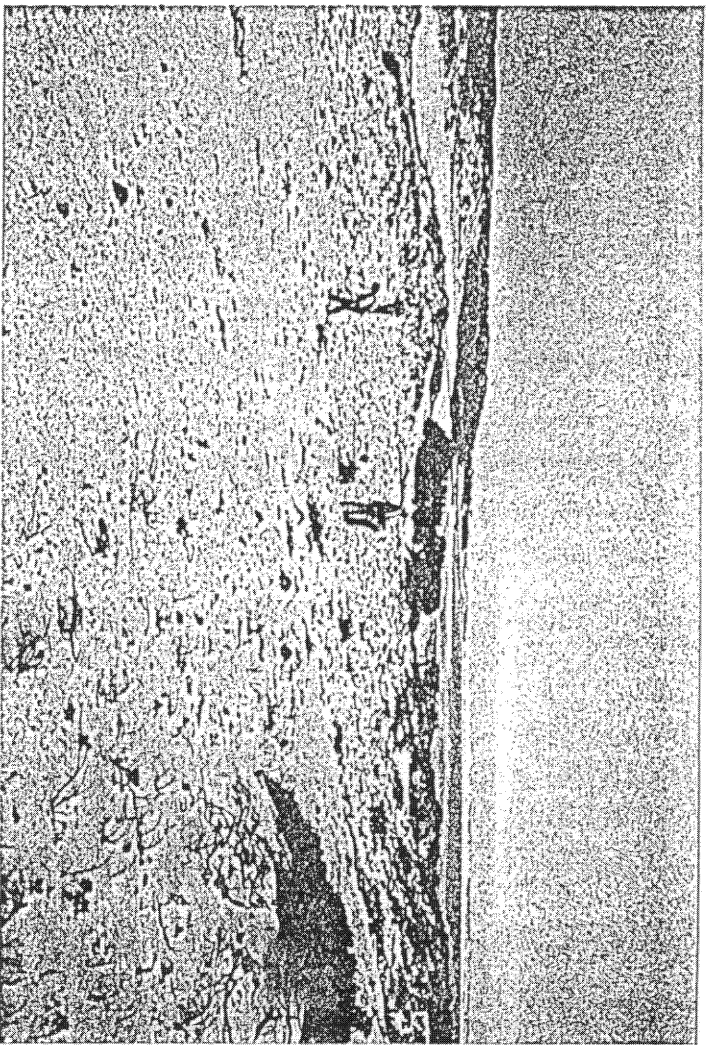


Figure 8. East end of Area 3.

The east-end of the site, centred on the GPS fix 34° 41' 16.5" S and 20° 14' 7.2" E, is quite different to the rest in a number of respects (Figure 8). Bone is very common; fragments of iron are numerous; and the remains of shellfish are less densely distributed on the surface. The amount of flaked stone may also be less in this area. Uncommon but notably present are a few sherds of blue and white porcelain. Numerous sherds of blue transfer printed earthenware, more porcelain, some glass, fragmented pipe stems, sherds of stone ware, copper sheeting and covies (*Cypraea* sp.) are also reported as coming from the east-end of Area 3 (see Sections 4 and 5).

The bone here is dominated by small-medium (sheep/springbok sized) bovinds and small bovid remains are also frequent. These bovid bones include domestic sheep. The bones of medium and medium-large (hartebeest and cow sized) bovinds are infrequent. Fish, bird and seal remains are also present, the former including commorant (*Phalacrocorax* sp.) and penguin (*Spheniscus demersis*). Evidence for butchery practices includes sawing. The only certain point of similarity between the east-end and the rest of the midden is a very similar composition of shellfish. All of the above features occur within an area of 25 m (N to S) by 12/15 m (E to W).

3.4.2 Statement of significance

The Area 3 midden has two principle components: a relatively small area of remains from the colonial period and a much larger volume of material dating to before colonisation. Sites with this combination of evidence are rare and therefore, are important.

The reef at Struispunt presents one of the largest amounts of shellfish accessible to human exploitation in the Waenhuiskrans region. The Area 3 midden amply reflects the rich food potential of this shoreline. People clearly visited Struispunt repeatedly in the past and the Area 3 midden is without doubt one of the bigger and richest sites near Waenhuiskrans.

Based on the geomorphological context, the presence of indigenous pottery and the absence of refined stone tools, the larger part of the Area 3 midden probably dates to between 300 and 2,000 years before present. This is consistent with existing evidence.

At Pearty Beach some 50 km west of Struispunt, Avery (1974) dated a shell midden with stone features similar to those in Area 3 to 1,680 years before the present.

The last two thousand years is an important period in the history of the Cape. Pastoralism first appeared at the beginning of this time, and this event introduced domestic animals and pottery to southern Africa. Pastoralism profoundly altered southern African society but even so, the economies of hunting and gathering and pastoralism co-existed right until the Dutch arrived and settled in the Cape.

Determining whether the occupants of the Area 3 midden were pastoralists or hunter-gatherers will require professional excavation and study of the midden material. The acquisition of radiocarbon dates and the discovery of smaller, presently unnoticed objects such as ostrich eggshell beads, shell pendants, and bone tools is an expectation of such work. The midden is very well preserved in places and shows evidence that different mixes of shellfish species were collected and prepared from time to time. The site also preserves evidence of stone structures, some of which may represent hearth platforms for the cooking and processing of shellfish (Avery 1974, 1976). Existing collections of these sorts of finds and dating and specialist studies of the middens are presently very limited and largely restricted to the Gansbaai area. The Area 3 midden very evidently has much to offer such an archaeological enquiry.

The portion of the midden with items of European material culture and abundant bone is as interesting as the rest, but far more enigmatic. A popular view of the site as a camp of shipwrecked sailors may well be correct, but alternatives first need discounting. This process would require expert study of the entire suite of remains as well as archival research.

4 IDENTIFICATION OF EXISTING AND POTENTIAL SOURCES OF DISTURBANCE TO THE ARCHAEOLOGICAL RECORD

4.1 Area 1
Ongoing wind erosion and possibly trampling by humans and animals.

4.2 Area 2
Ongoing wind erosion and possibly trampling by humans and animals.

4.3 Area 3
Vehicles, wind erosion, and human trampling and interference.

5 DESCRIPTION AND ASSESSMENT OF DISTURBANCE TO ARCHAEOLOGICAL RECORD

5.1 Summary of assessment

Vehicle movement and the collection of artefacts pose substantial threat to the archaeological materials in the study area. Vehicle traffic destroys sites by direct damage as well as by enhancing natural processes of erosion. Existing and future problems effectively are restricted to Area 3.

5.2 Area 1

Much of the organic material is fragmented, most likely due to natural forces. The uneven cobble surface is highly discouraging of vehicle access. The absence of evidence for vehicular traffic implies little threat to the stone structures and the quality of archaeological remains is not of the sort to attract the attention of the public.

5.3

Area 2

The archaeological materials do not appear in any manner compromised. The uneven cobble surface is highly discouraging of vehicle access. The absence of vehicular traffic implies little threat to the stone structures and sand blanketing the area hides any smaller remains as may be present.

5.4

Area 3

Area 3 is extensively damaged. At least four major vehicle tracks cross the area, eroding deeply through the surface to form prominent linear depressions fringed by intact midden (Figure 9). At the west-end of the site, surrounding roadways reduce the midden to a small island of undisturbed material (Figure 10). Within the track-ways the shellfish remains are highly fragmented and stone features entirely dispersed (Figure 11). The most severe impact is the constant backward erosion and slumping of the truncated shelly ridge either side of the track-ways. The roads considerably enhance the effects of natural wind erosion, as well as the damaging effects of pedestrians. A crude estimate places the extent of direct and indirect damage to the midden area at around twenty to thirty percent. In places removed from vehicle traffic, the structure of the shell-midden and stone features is generally intact and well preserved.

A further problem with Area 3 is the great deal of material missing from the site due to collecting by various persons. One such collection - shown to us by a Sea Fisheries inspector - contained a substantial quantity of Khoekhoe pottery (probably much of a single vessel) and European / Oriental ceramics as well as copper sheeting and glass. The latter three represent virtually the entire surface assemblage of important cultural items from the east-end of Area 3.

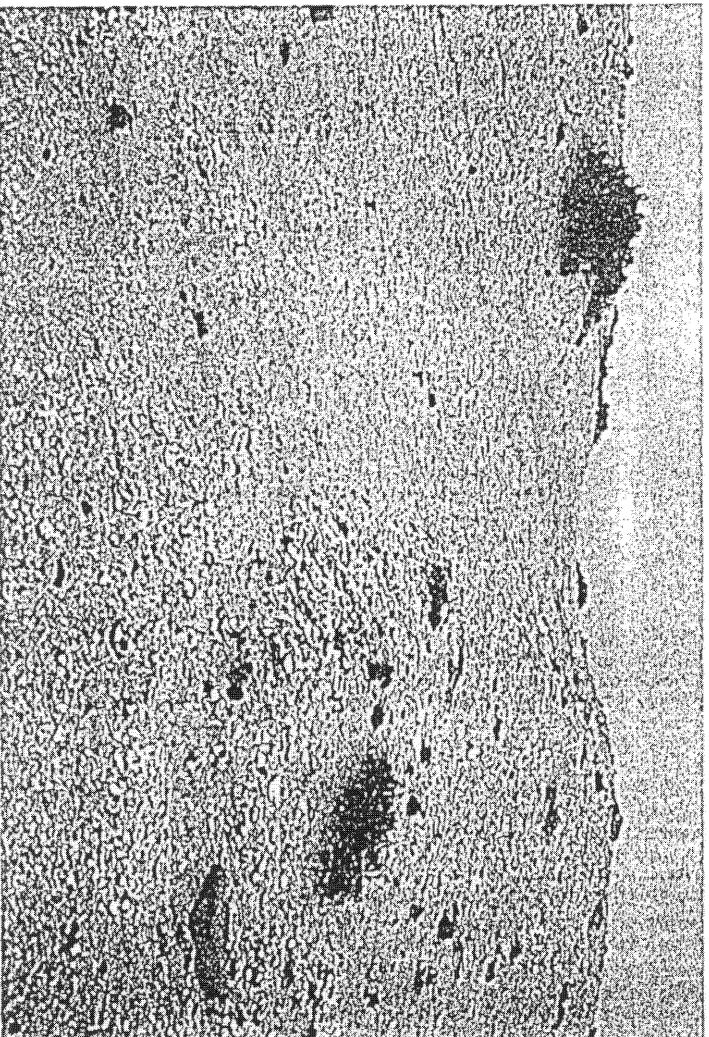


Figure 9. Vehicle track-way cutting through midden.

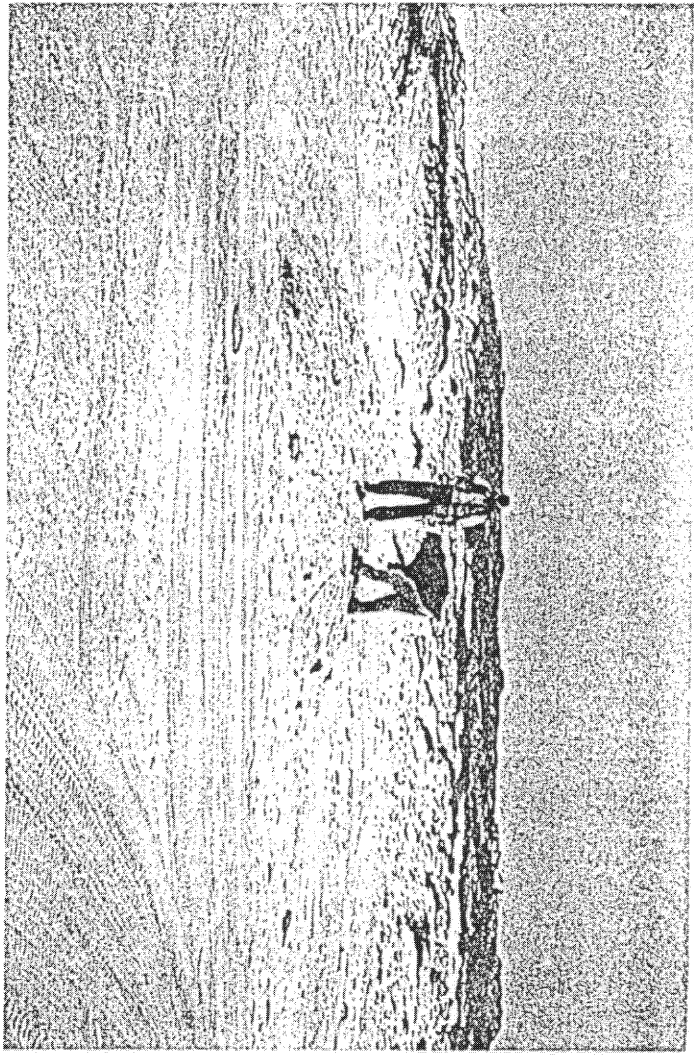


Figure 10. Small, intact portion of midden surrounded by vehicle tracks.

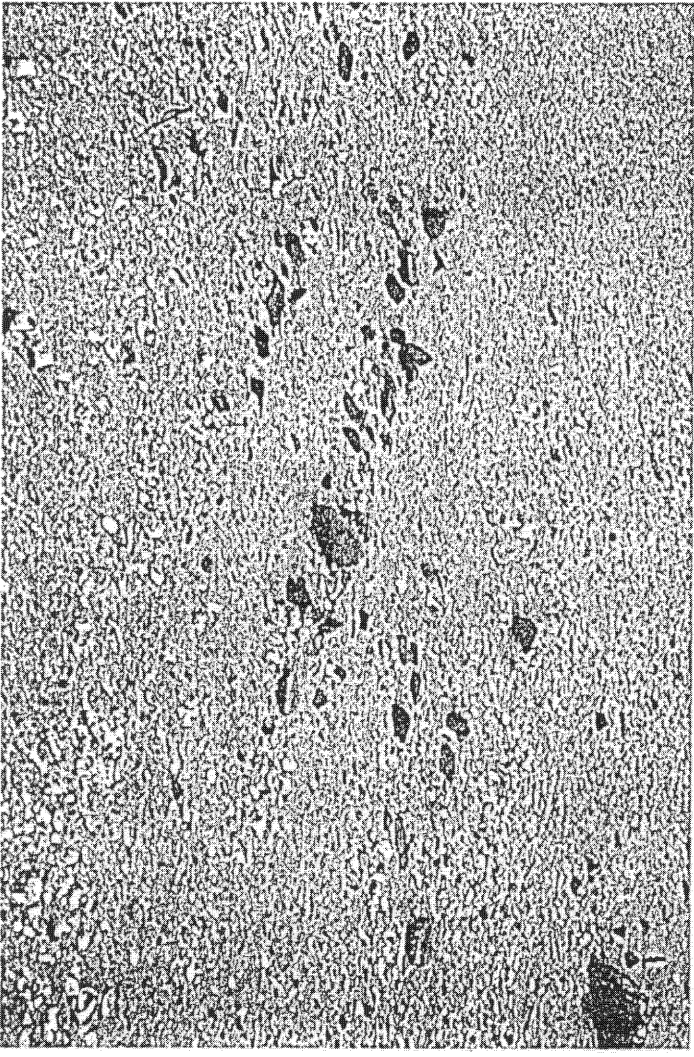


Figure 11. Cobble feature destroyed by vehicles.

RECOMMENDED MANAGEMENT ACTIONS

- Preventing continued access to the areas by vehicles.
- Discouraging and, if necessary, preventing the collection of artefacts.
- Restricting walking by the public over the intact midden mounds.

The implementation of the recommended management actions will a) ensure the conservation of a valuable historical asset and b) assist visitors to Waenhuiskrans Nature Reserve in being compliant with the law.

The recommendations are relevant to all areas under discussion but apply most urgently to Area 3.

The implementation of the above steps should only be undertaken in consultation with professional archaeologists and the National Monuments Council. The last two management actions are best undertaken by development of an educational visitor's centre that promotes historical awareness.

DISCUSSION

A number of factors deriving from human activity compromise the potential of Area 3. Firstly, people clearly have removed artefacts from the site. Archaeologists cannot effectively interpret any site where significant amounts of normally surviving evidence are absent. As archaeological information is non-renewable, the detrimental impact of unprofessional, private collecting must never be underestimated. Secondly, vehicles pose a very considerable threat to the survival of the Area 3 midden. The midden is now damaged badly but not destroyed. All the damage caused by people and described above is illegal. The National Monuments Act (Act No. 28 of 1969, as amended) legally protects all archaeological sites and extends special protection to shell middens. It states that no person may destroy, alter, damage, excavate, remove from its original position any archaeological site or material without a permit from the National Monuments Council. Enhanced protection will be afforded to archaeological sites in terms of the National Heritage Resources Bill, soon to replace the National Monuments Act.

The Area 3 midden undoubtedly has great worth from the point of view of archaeological research. However, the importance of ensuring the survival of this midden is not based simply on esoteric academic considerations. The site has considerable merits for purposes of developing regional tourism. The size of the midden, the features and the presence of pre-colonial and colonial materials as well as the fish traps (visywyers) and late 19th century navigational tower nearby, together makes a unique circumstance. There is potential here to undertake relatively low cost infra-structural development to attract visitors and thus, enhance the conservation value of the local environment as a whole. Under present circumstances, this potential may be lost to the region forever.

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9.1 The recovery of disturbed burial of a juvenile human, Waenhuiskrans Nature Reserve, Arniston.

A cairn-covered burial is located at 34.6851° S and 20.2221° E (GPS determination PDOP=6.1) within the Waenhuiskrans Nature Reserve administered by Cape Provincial Nature Conservation. A CPNC field ranger discovered the burial during a routine patrol of the reserve and Mr Roelof Javling, the Reserve Manager, drew our attention to the occurrence. Inspection of the site by R. Yates and C. Henshilwood revealed a loosely arranged cairn of calcrete chunks (8-10 in number) with human bones exposed on the sandy surface between the stones (Figure 1).

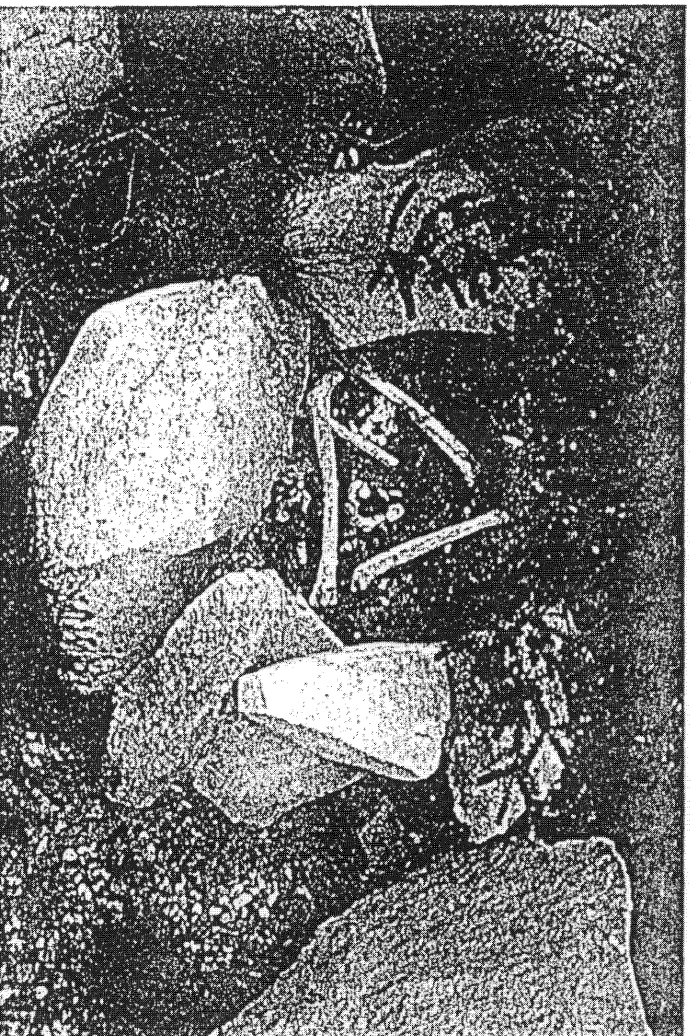


Figure 1. Human bones and stone cairn as found before removal of the bones.

A very dense, heaped shell midden lies three metres distant from the burial and some peripheral shell occurs within the burial. A profusion of quartz flakes and cores, some flaked quartzite and a general scatter of comminuted shell lies 10 metres south of the burial on a calcrete surface. *Perna perna* dominates the shells in the heaped midden, which generally appear very weathered and fragmented. *Patella longicosta*, *Patella cochlear*, *Turbo* sp. and *Oxystele* sp. are also present with rare *Burnupena* sp. A few pieces of pottery are present near the quartz flakes but pottery is not apparent on the deep midden.

A notable feature of the human bones was that almost all were intensely weathered. This condition implies that the disturbance of the burial was not a recent event. Careful probing of the sediments uncovered further bones that, although buried, were heavily weathered. The body parts on the surface came from the head, upper and lower limbs as well as the spine. We interpreted the evidence of weathering and body parts to mean that the burial was extensively disturbed and that little remained in place. Consequently, we decided to collect all the material including that still buried.

The collection process bore out our expectations: besides the phalanges, no in-situ material was present due to heavy interference with the burial some time in the past.

Furthermore, a number of major skeletal elements are absent — either removed or decayed. In all, the burial position is unknown. The remains appear to be those of a juvenile. Besides some scraps of bone, the body parts represented are: a few fragments of the skull, some maxillary and mandibular teeth, the body of the mandible, a humerus, both femurs and tibia, a fragment of an ulna and a radius, two fragments of the pelvis, a few vertebrae and a number of phalanges and tarsals / carapals. The sandy burial sediment is very shallow (less than 0.1 metre) and lies above a very dense calcrete. Wind erosion and winnowing of unconsolidated dune sand and ensuing collapse of the calim may have initiated the exposure of the bones. The replaced calim stones mark the find spot.

additional R80-00 to go to the beacon, however access to the Beacon will work on a "first come first serve" basis and no preference will be given to annual permit holders.

Any person not adhering to the rules and regulations pertaining to this special permit will have their annual entry permit cancelled immediately. The vehicle will be banned from the reserve for three months. After three months they may make application to the Conservation Manager for a new annual permit, however this person will not be eligible for a special permit to go to the beacon for a period of three years.

3. Main entrance gate

There is only one access road leading to the Waenhuiskrans Nature Reserve and the new gatehouse is currently sufficient to use as the controlled access point.

Fees will be generated, brochures and information pamphlets would be handed out from this control point.

Gate management will be outsourced to private persons and preference will be given to persons from the community.

A boom will be necessary to lock the gate at the agreed upon time.

4. Interpretation/Information boards

Interpretation boards and other signage would be erected or upgraded on the reserve to provide interpretation on various aspects of the ecology and historical assets.

5. Reserve Brochure

The reserve brochure should be updated and re printed when necessary.

6. Parking areas

Parking areas in the Waenhuiskrans Nature Reserve are currently in a very poor condition. Historically, four areas existed where people can park their vehicles. Roman Beach has the largest parking lot. This parking area is used for access to Roman Beach and standard vehicles park here. Cars are usually parked haphazardly all over the parking lot, as there are no parking bays to guide them.

Demarcation of this parking lot is also non-existent with the result that every year this parking lot increases in size. On the seaward site the parking area crumbles into the sea, while on the western site the border increases and is replaced by loose dune sand. This situation in peak holiday times is uncontrolled, resulting in much damage to the surrounding environment. During the summer months, the Cape Agulhas municipality issues permits to concessionaires trading in food and other related products. All moneys received from such traders are currently to the benefit of the municipality. A periphery of strong material such as paddock pole fencing will be aesthetically acceptable in this area.

A joint initiative will be entered into between WCNCB AND the Cape Agulhas Municipality to secure funds to fix and demarcate this parking area. Funds to upgrade the toilets will also be sourced from the Municipality or from donor funding.

A second parking area is found on top of the Waenhuiskrans cave. This area, because of shifting dune sand, can now only be reached by off road vehicles and serves as a thoroughfare for fishing spots in the Waenhuiskrans Nature Reserve and beyond. This parking lot also serves as a viewpoint. The whole of the Waenhuiskrans Nature Reserve, from Valknes in the

TOURISM MANAGEMENT PLAN FOR THE WAENHUISKRANS NATURE RESERVE

*Ms Gail Cleaver, WCNCB, Overberg Business Unit Manager
Mr Roelof Jalving, WCNCB, Waenhuiskrans Nature Reserve, Conservation Manager
Mrs Elana Minnaar, WCNCB, Overberg Tourism Officer*

1. Tourism Activities

1.1 Entry Fees Pedestrians

All pedestrians will be given free access into the Waenhuiskrans Nature Reserve at any time of the day or night. Pedestrians can visit any part of the reserve. Pedestrians will be granted access at any time (day/night). This will accommodate the local Kassiesbaai fishermen who require access to the reserve for fishing.

1.2 Off-Road Vehicles

No 2x4 vehicle/Motorbike/Quadbike Access

Only off-road vehicles will be allowed past the gatehouse as cars that drive here get stuck in the sand and cause roadblocks for vehicles, which can become a danger.

No private motorbikes or quad bikes will be allowed on the reserve. Guided quad bike trails will however be considered and opens an opportunity for a concessionaire.

Fees

Off-road vehicles will be granted access to the reserve at a fee of R50-00 per day. The R50-00 will allow access to the top of the Waenhuiskrans Cave and at a later stage use of the circular fishing route to Galjoen Gat. Visitors who wish to make use of the annual permit system can purchase a permit at a cost of R500-00 and this permit will be valid from 1 December to 30 November each year. Annual permit holders will be issued a sticker to post on the vehicle window to identify annual permit holders. Sticker design and colour will be changed every year to make identification easier. If some wished to purchase an annual permit after 1 June the permit will cost R300-00 and be valid from 1 June to 30 November.

Entry Times

Vehicle access will be limited to certain times:

January/February/March/April/October/November/December: 07h00 – 19h00
May/June/July/August/September: 07h30 – 18h00
December/January School Holidays: 06h00 – 20h00

The reserve gate will be locked at night and no vehicles will be allowed into the reserve after the gate closing times.

Law enforcement

Any person not adhering to the rules and regulations of the reserve will have their vehicle banned from the reserve for three months and their permit cancelled. The person may after three months request permission from the Conservation Manager to take out another permit at the full price of such a permit.

Access to the Beacon

A gatehouse will be erected at the parking area above the cave and will be. Only 30 vehicles will be allowed past this gatehouse at any one time. Special permits will be sold at R80-00 per vehicle, to allow controlled access to this very sensitive area, thereby allowing access to the Beacon.

Once a vehicle leaves, another may enter, to ensure that there are not more than 30 vehicles past the Cave parking area at one time. Annual permit holders will not have to pay the

west to Roman Beach in the north, can be viewed from this point. At present this entire parking lot is badly eroded and extensive littering occurs daily.

The last parking lot is situated at the beacon (in the coastal zone). Only special permit holders will be allowed to use this parking area, which will be properly demarcated and the necessary signage will be erected.

7. Interpretation Center

An information center would help to make the public aware of the ecological processes in the Waenhuiskrans Nature Reserve. Funding would have to be sourced to build such an information center, which could also include a place where the local community could sell their products to the public. This would require input from the local community and could be a joint project between WCNCB and the Waenhuiskrans/Arriston community. The entrance gate and information center could be combined to create an aesthetically pleasing structure, which would be an asset to the reserve.

8. Hiking trails

Properly constructed and marked hiking trails are required for the area. This would include boardwalks along sensitive areas and difficult or currently dangerous sections of the trail. There is a considerable amount of potential to develop new trails in the area. Excellent whale watching sites occur within the reserve. During winter numerous whales can be viewed alongside the adjacent coastline of the reserve.

Self-guided or guided trails could be arranged on the reserve. WCNCB could give out concessions for this type of operation, which would create further job opportunities. Funding to train people to carry out this type of function would be sourced to ensure guides meet the required standards set by the tourism industry. Tours can include archaeological sites, interesting wreck sites (the Arriston), the internationally known Waenhuiskrans cave and the beacon.

The reserve is renowned amongst bird watchers for its rare red data species namely the black oystercatcher, Damara tern, crowned cormorant and jackass penguin. The reserve also offers good observation sites for other rare sea and coastal birds.

With diving being very safe in certain parts of the reserve an underwater trail could be considered. This diving, be it snorkeling or scuba diving, can only be enjoyed in clear water. An underwater trail can be considered between Roman Rock, the cave and Roman beach. WCNCB would look for a partner (concessionaire) to manage such a trail.

The construction of boardwalks to bridge sensitive areas is a high priority, as numerous pathways and off road tracks occur in the area. The public must be encouraged to stay on tracks that are approved by WCNCB, thereby conserving sensitive areas but still enjoying the reserve to the fullest.

9. New Job Opportunities

- Outsource gate access control.
- Tour Guides – Waenhuiskrans Cave, Beacon, Visvyvers.
- Ferry Service – From gatehouse to the Beacon and circular fishing trail.
- Field Rangers
- Assist to anglers wishing to fish at Die Mas by carrying their equipment, collecting bait etc.
- Continued use of Coastcare workers on the reserve.

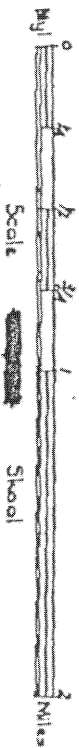
10. Concessionaries

All concessionaire agreements undertaken by CapeNature will give preference to BEE's and negotiations between CapeNature and the individuals and will not be part of the agreement between CapeNature and the Cape Agulhas Municipality (Ward Committee).

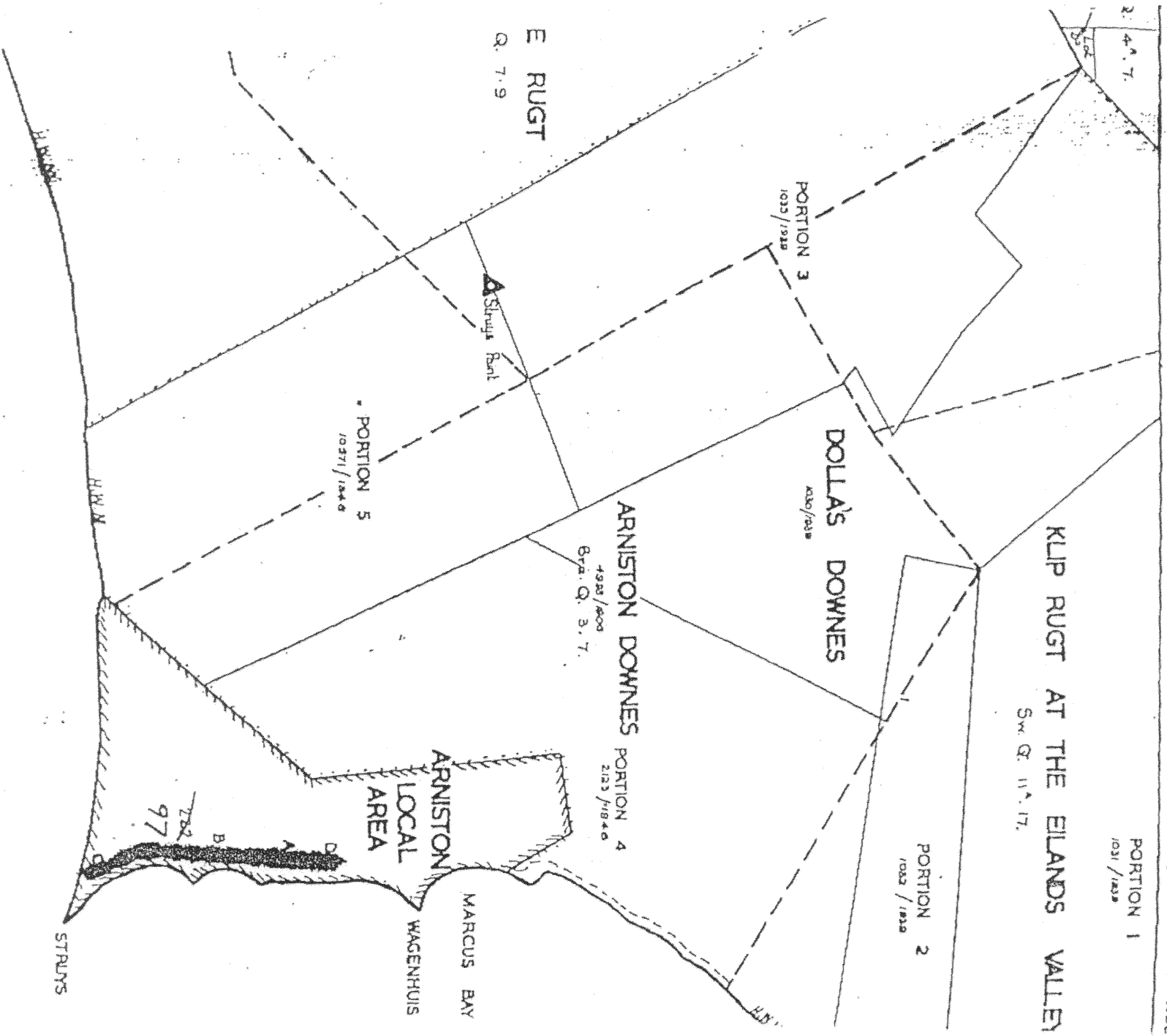
AFDELING

BREDASDORP

DIVISION



D A B C Proposed Minor Road



DEPT VAN PAALIE,	
DEPT. OF ROADS, C	
MAGETREK Q.V.	
TRACED. 24/2/2000	
NAGESIEN. 1/10/01	RL
CHECKED. 20/2/01	

PROVINCIAL ADMINISTRATION: WESTERN CAPE
 PROVINSIALE ADMINISTRASIE: WES-KAAP

DESPATCH BY FAX MACHINE

AAN / TO

Kode: Code 021	4253228	Stad: City: CAPE TOWN
Departement / Firma Department / Firm	PLAN TRUST	
Tak / Afdeling Branch / Section		
Verwysing Reference	WAENHUISKRANS MINOR ROAD 97	
Vir Aandag For Attention	COLIN BIRD	

VAN / FROM

Kode: Code: 021	Faxnr. Fax No. 4832205	Stad: City: CAPE TOWN
Direktoraat / Afdeling Directorate / Section	DEPARTMENT OF TRANSPORT	
Verwysing Reference	WAENHUISKRANS MINOR ROAD 97	
Persoon Person	ANDREW RAATH	
Telefoonnr Telephone No.	021- 4832224	Kamernr. Room No. 510
Datum: Date: 1999-02-03	Getal bladsye (Dekblad ingesluit) No. Of pages (Cover sheet included) 3	

BOODSKAP
 MESSAGE

Attached please find copy of Proc.130/166 being the proclamation for Minor Road 97 and copy of plan RL 14/14 as requested. If anything is unclear please contact me at above number.

Indien u nie al die bladsye ontvang het nie, skakel asseblief bostaande nommer so gou as moontlik.
 If any of the pages were not received, please call the above-mentioned number as soon as possible.

DESCRIPTION

BESKRYWING

UNDER the powers vested in me by section one hundred and twenty of the Divisional Councils Ordinance, 1952 (Ordinance No. 15 of 1952), I hereby declare a minor road within the Bredasdorp Division, along the route hereunder described.

KRAGTENS die bevoegdheid my verleen by artikel hon-derd-en-twintig van die Ordonnansie op Afdelingsrade, 1952 (Ordonnansie no. 15 van 1952), verklaar ek hierby 'n on-dergeskikte pad binne die afdeling Bredasdorp, langs die roete hieronder beskrywe.

BREDASDORP DIVISION.

NO 11 NINA K 42 AFDDELING BREDASDORP.

A minor road.

22297

'n Ondergeskikte pad.

From the south-eastern beacon of Erf No. 129 Arniston Township, in a southerly direction over the commonage of Arniston Local Area to a point thereon near Struys Point: a length of about 0.95 mile.

Dated at Cape Town, this 2nd day of June, 1966.

Van die suidoostelike baken van Erf no. 129 Arniston dorps-gebied in suidelike rigting oor die dorpsmeent van Arniston plaaslike gebied tot by 'n punt daarop naby Struyspunt: 'n lengte van ongeveer 0.95 myl.

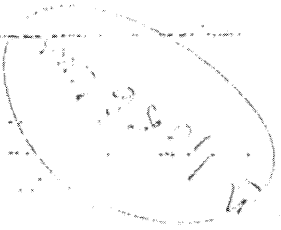
Gadateer te Kaapstad op hede die 2de dag van Junie 1966.

J. N. Malan, ADMINISTRATOR.

J. N. Malan, ADMINISTRATEUR.

No. 130, 1966.

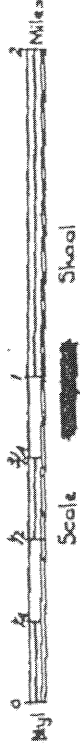
No. 130, 1966.



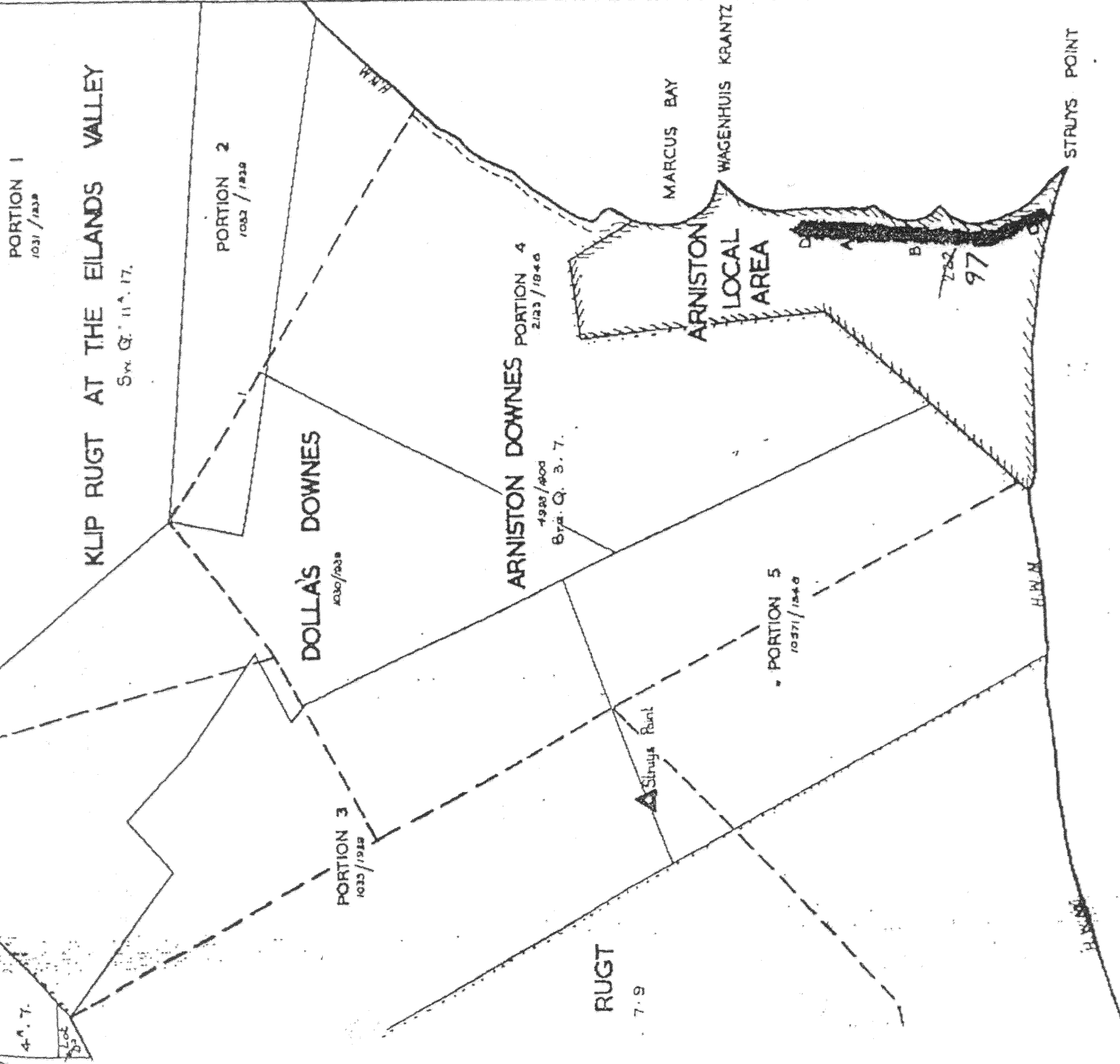
AFDELING

BREDASDORP

DIVISION



D A B C Proposed Minor Road



INDIESE OSEAN

DEPT. VAN PAARIE, KAAPSTAD.
DEPT. OF ROADS, CAPE TOWN

NAGETREK. *BY*

TRACED. 29/2/1908

NAGESIEN. *BY*

CHECKED. 20/1908

PL. 14/14