



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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FIRST PHASE ARCHAEOLOGICAL AND CULTURAL HERITAGE INVESTIGATION OF THE PROPOSED TOURIST FACILITIES AND 4X4 ROUTE AT BOTHITONG/KEANGKOP, KURUMAN, NORTH WEST PROVINCE

EXECUTIVE SUMMARY

The proposed tourist facilities and 4x4 routes are located at Bothitong / Keangkop, near Kuruman, North West Province.

The 4x4 routes will follow existing roads and tracks and will include several possible routes of varying distances.

Cultural material occurs in the form of graves, traditional houses and the traditional kraals (*makgotla*) of several chiefs.

I recommend that further planning and development of the site could continue, provided that the sensitive sites should be avoided and that all developments should be planned and executed in close consultation with the local headmen and their advisers.

To ensure the safety and security of the tourists and visitors, it should also be a priority to train and educate the local inhabitants on the handling of, and conduct towards this new phenomenon in their tribal area.

INTRODUCTION AND DESCRIPTION

INVESTIGATION

The proposed 4x4 route and tourism accommodation sites at Keangkop near Kuruman were visited on 12 and 20 September 2006 in the company of Dr Johan du Preez of MDA Environmental Consultants, Bloemfontein. On both these

occasions we were accompanied by two Councillors of the Ga-Sekgonyana Local Municipality.

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 4x4 route and proposed camping site (Map 4) and overnight chalets for tourism accommodation facilities are located in the region of Keangkop near Kuruman, (Map 1). The cultural village is planned at Bothitong along the way (Map 5).

Four different 4x4 routes will follow existing roads and tracks and will cover several distances ranging between 36km to 108km (Map 3).

These developments will form part of a bigger initiative to increase tourism facilities in the Mashaweng Municipal area (Fig.1).

The following GPS coordinates (Cape scale) were taken (2723BA, 2723BB).

Bothitong Cultural Centre	27°03'21"S 023°49'48"E	Altitude 1279m (Fig.2).
Graveyard	27°03'25"S 023°49'51"E	Altitude 1275m (Fig.3).
Traditional Kraal	27°02'56"S 023°49'46"E	Altitude 1286m (Fig.4).
Keangkop Campsite	27°00'56"S 023°45'03"E	Altitude 1296m (Figs.5-6).
Keangkop	27°00'57"S 023°45'01"E	Altitude 1313m (Fig.7).
Chalets site	27°00'57"S 023°44'52"E	Altitude 1311m (Figs.8-10).
Ga Mosidi 4x4 Route	26°58'07"S 023°43'41"E	Altitude 1228m (Figs.11-12).
European Graves		
Keangkop 4x4 Route	27°01'10"S 023°46'23"E	Altitude 1276m (Fig.13).
Ga-Tsunyane (Windmill)	26°59'19"S 023°47'07"E	Altitude 1211m (Fig.14).

Churchill x Kganyesa Rd	26°58'06"S 023°47'08"E	Altitude 1190m (Fig.19).
Komtant (sic) Dam	26°57'41"S 023°47'19"E	Altitude 1187m (Fig.20).
Kubuge	26°55'54"S 023°44'11"E	Altitude 1182m (Fig.21).
Dokon / Battlemount Rd	26°54'44"S 023°42'34"E	Altitude 1152m (Figs.22-3).

RESULTS

DISCUSSION

The proposed facilities will include the following:

CULTURAL VILLAGE

The cultural village is planned at Bothitong along the way and will cover an estimated area 1ha (Map 5).

Facilities that will be provided will include:

- Four chalets designed in the traditional building style of the region,
- An information centre and display area,
- A restaurant and refreshments facility,
- Area for the production of arts and crafts and the selling of curios,
- A look-out point
- A play park

CAMPING SITE

The proposed camping site is planned to include (Map 4):

- Ablution facilities,
- Cooking area
- A boma (This term is not explained).

CHALETS

It was explained by the council members present on the site visit, that overnight tourist accommodation will be provided in the region of Keangkop (Figs.8-10). This feature does not seem to be the same as the chalets planned at the cultural centre at Bothitong (Map 5).

4X4 ROUTE

The different 4x4 routes are indicated on Map 4. The distances of the various routes will cover between 7,5km, 36km, 42km, 94km and 108km, respectively.

These 4x4 routes will follow existing roads and tracks and will have no direct impact on the land and natural resources of the area.

FINDS

Cultural material occurs in the form of graves, traditional houses and the traditional kraals (*makgotla*) of several chiefs.

Unfortunately the existence of the graveyard containing graves of European people was only mentioned at the end of the site visit and could therefore not be recorded.

ASSESSMENT OF IMPACT

The graves, traditional houses and the kraals of several established chiefs will only be affected where direct intervention by the project is planned.

In this regard the provision of overnight tourist accommodation Keangkop is important in so far as it will directly affect the existing old structures (Figs.8-10).

RECOMMENDATIONS

I recommend that the planning of the proposed tourist facilities and 4x4 routes at Bothitong / Keangkop, near Kuruman, Northern Cape, may proceed, on condition that:

- The traditional chiefs in the different areas should be consulted and informed about the proposed tourism developments.
- The local people who will be affected by the cultural centre, 4x4 route and overnight facilities should be educated about the tourists and visitors in their area,
- Existing tribal customs and practices should be respected and considered,
- The design of the buildings should be done in close association with a knowledgeable anthropologist / archaeologist,
- It should be attempted to design new structures to be representative of the different building styles of the Batswana people (cf. Figs.25-7) (Badenhorst 1982).

- Existing buildings should be preserved and included in the planning process.
- Graveyards should be fenced and maintained on a regular basis,
- Guides, office assistants, cleaners and cooks should be trained to handle the influx of visitors,
- The safety and well-being of tourists should be assured at all times,
- The property of tourists should be respected,

MITIGATION

Mitigation measures will be required in the case of the sensitive sites. All developments should be planned and executed in close consultation with the local headmen and their advisers.

Existing buildings should be preserved and included in the planning process.

Graveyards should be fenced and maintained on a regular basis,

To ensure the safety and security of the tourists and visitors, it should also be a priority to train and educate the local inhabitants on the handling of, and conduct towards this new phenomenon in their tribal area

ACKNOWLEDGEMENTS

I thank Dr Johan du Preez of MDA Environmental Consultants, Bloemfontein, for taking me to the site and to the members of the Local Municipal Council for showing us around.

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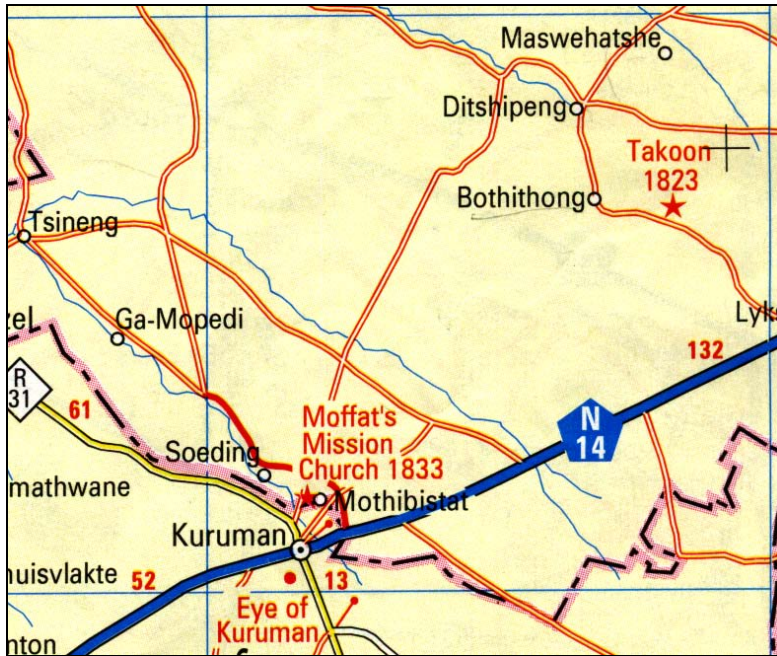
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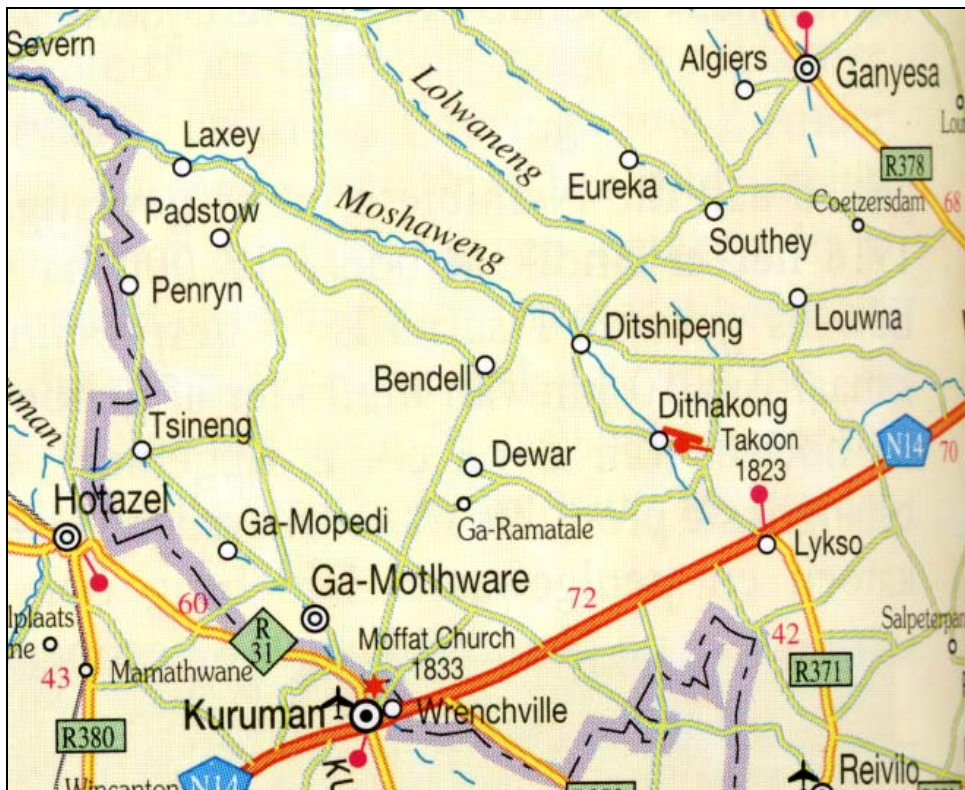
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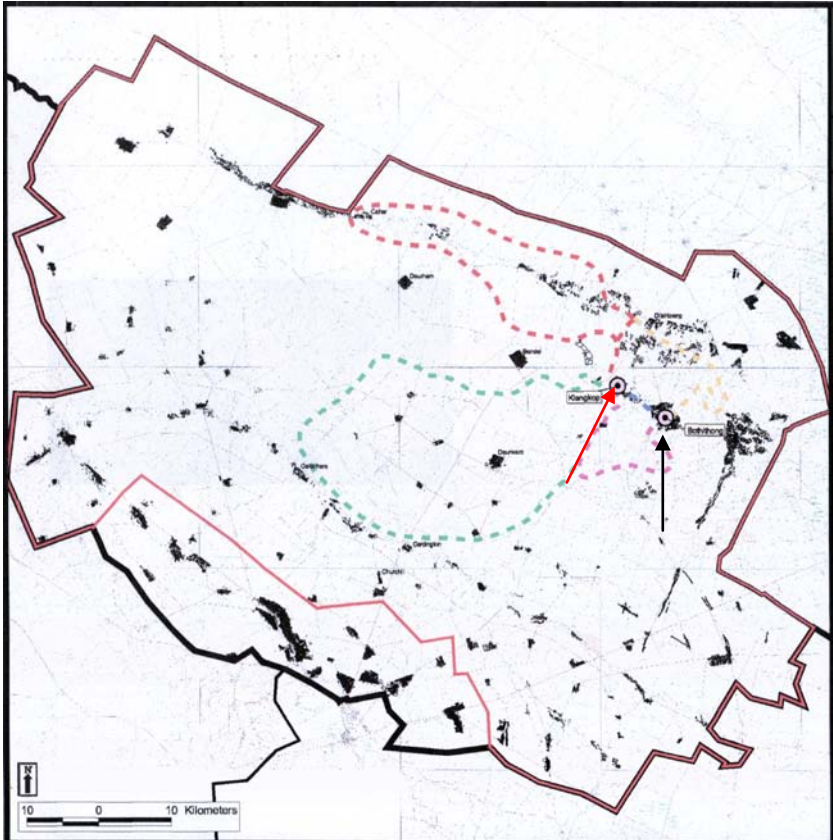
LIST OF ILLUSTRATIONS:



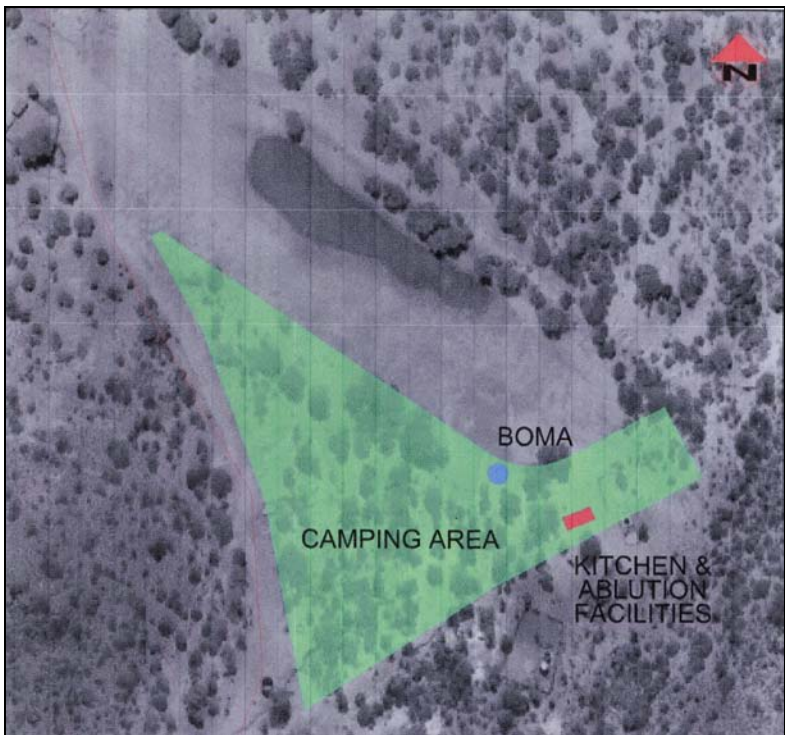
Map 1 Locality of Bothitong and Ditshipeng in relation to Kuruman and other localities mentioned in the report.



Map 2 The locality of Dithakong and other place names mentioned in the vicinity of Kuruman.



Map 3 Layout of the different 4x4 routes with the overnight facilities at Keangkop (red arrow) and Bothitong (black arrow).



Map 4 Layout of the camping facilities at Keangkop.



Map 5 Layout of the cultural centre at Bothitong.

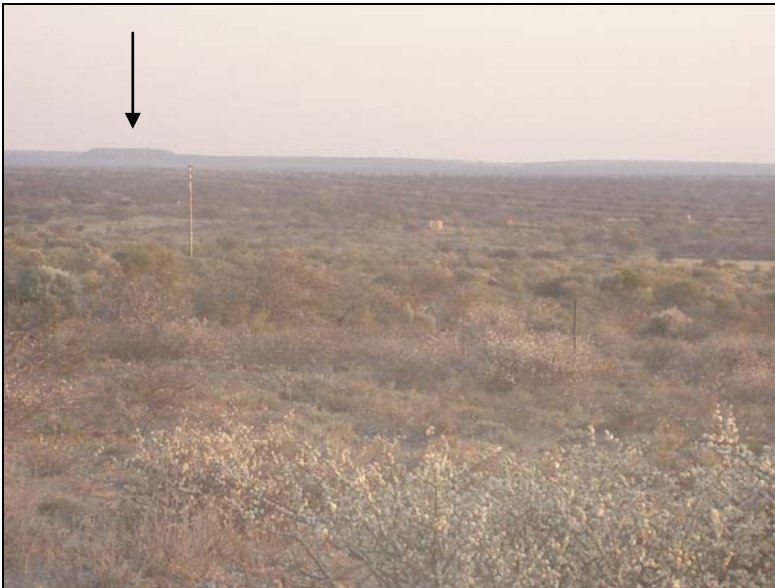


Fig.1 General view of the proposed area of development near Keangkop, Kuruman. Mountain indicated by arrow.



Fig.2 View of the cultural centre at Bothitong.



Fig.3 Existing graveyard next to the proposed cultural centre at Bothitong.



Fig.4 Traditional Kraal with wooden palisade describing the *lekgotla*.



Fig.5 View of the camp site at Keangkop.



Fig.6 View from the top of Keangkop.



Fig.7 The top of Keangkop.

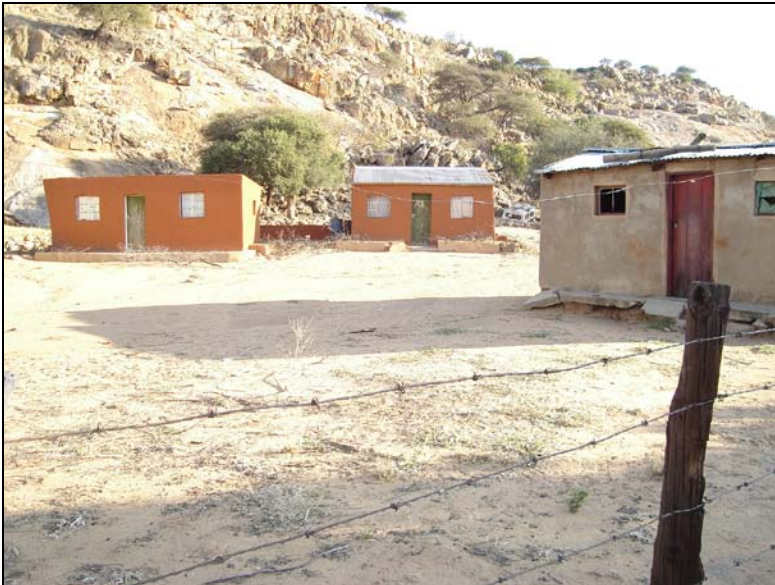


Fig.8 Existing houses at the chalet site at Keangkop.

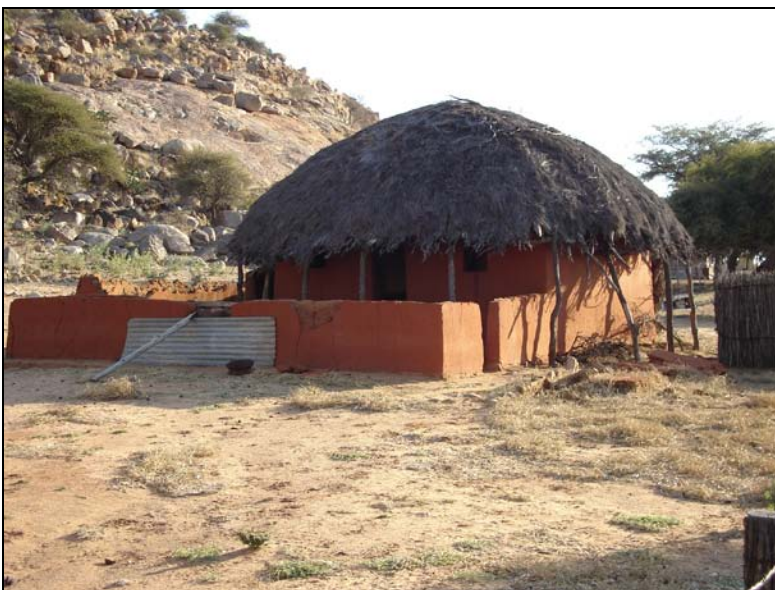


Fig.9 *Ntlu ya bojang*. Old traditional Batswana house at Keangkop.



Fig.10 Traditional house at Keangkop with *Sekgotlo* (skerm) at the back.



Fig.11 The 4x4 track at Ga Mosidi east of Keangkop.



Fig.12 A rocky area in the 4x4 track near Ga Mosidi, Keangkop.



Fig.13 East of Keangkop 4x4 track.



Fig.14 Ga-Tsunyane (Windmill).



Fig.15 4x4 track follows the river bed at Kweng.



Fig.16 Kweng River crossing.



Fig.17 Kweng River crossing.



Fig.18 The 4x4 route will follow existing tracks.



Fig.19 Crossroads from Churchill to Kganyesa at Nkweng River.



Fig.20 Komtant (sic) Dam.



Fig.21 Kubuge. The lekgotla of Chief Izaac Dioka.



Fig.22 The Dokoon / Battlemount crossing.



Fig.23 The Laxey/Ditshipeng/Mothibistad road crossing.



Fig.24 "A Tswana homestead on the Vaal River by Thomas Baines".
(Hammond-Tooke 1993:128).

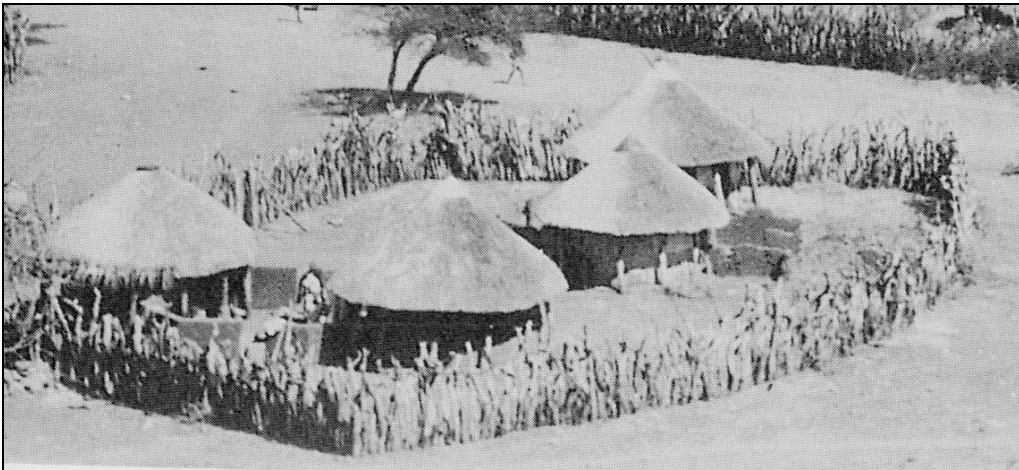


Fig.25 Batswana settlement (single family unit) Serowe 1934. Note the circular huts with wooden poles supporting the roof on the outside of the hut wall. (Hammond-Tooke 1993).

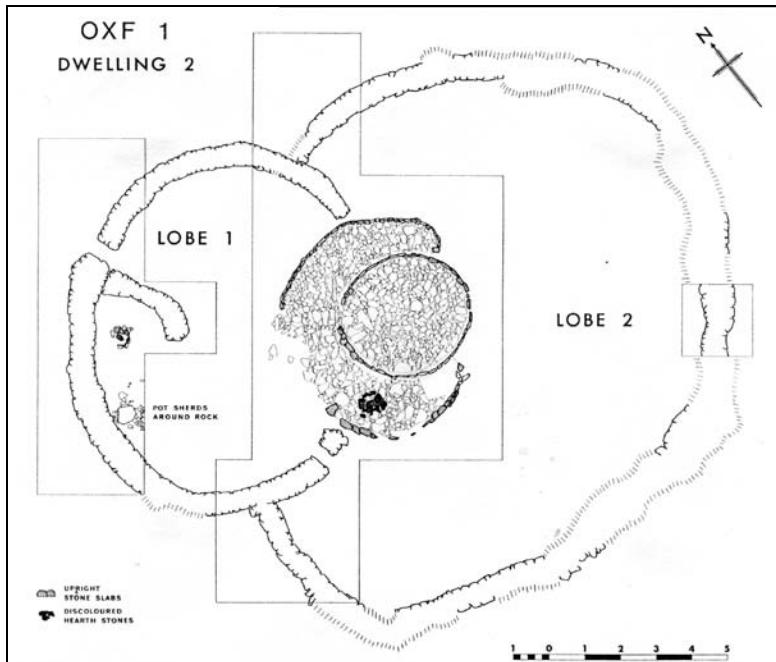


Fig.26 Excavated floor and hut plan of a Batswana dwelling near Ventersburg, Free State. The site is radio-carbon dated to between mid 17th century to early 19th century (Maggs 1976).

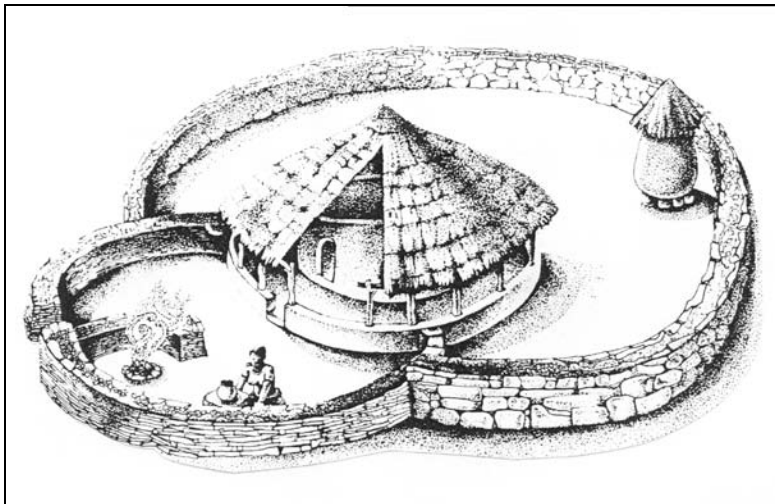


Fig.27 Reconstruction of a Batswana hut excavated near Ventersburg, Free State. (Maggs 1976).