SITE NAME: G SHED

ADDRESS OF THE SITE	
SITE ADDRESS	Quayside Road, Point Precinct
CURRENT USE	Warehouse
ORIGINAL USE	Vacant

PROTECTION AND GRADING	
Curr.NHRA Protection	None
>60YRS?	**No**
PROPOSED GRADING	NCW

MAPPING

SIGNIFICANCE					
Associational	Low	Architectural	None	Representivity	Low
Age	None	Archaeology	None	Rarity	None
Scientific	None	Intangible	None	Symbolic	None

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
1970's warehouse based on earlier pattern.	Harbour Engineer	Part of series of warehouses rebuilt over time.

LATITUDE/LONGITUDE

29°52'1.60"S 31° 2'16.37"E

SITE DESCRIPTION

Located in area continually developed as warehousing and now dislocated from quay side by wharf extension.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Typical open warehouse typology.

SITE HISTORY

The quayside has been the site of warehouses of various sizes and forms since the mid 1800's. The current G Shed was built in c.1971 to replace an earlier, smaller double/triple pitched roof structure.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

None

STATEMENT OF SIGNIFICANCE

This warehouse is younger than 60 years old, has no intrinsic heritage significance although representative of the harbour warehouse typology.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: MHA BUILDING (B2233)

ADDRESS OF THE SITE	
SITE ADDRESS	Quayside Road, Point Precinct
CURRENT USE	Operations Centre
ORIGINAL USE	Ablution and Service Block

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	Grade IIIB

MAPPING

SIGNIFICANCE

Associational	Medium	Architectural	Medium	Representivity	Medium
Age	Medium	Archaeology	None	Rarity	Medium/High
Scientific	None	Intangible	None	Symbolic	None

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
Two storey modernist building with typical 1950's/1960's design elements.	Michal S Zakrzewski & Partners	Free standing structure adjacent to Ocean Terminal Complex.

LATITUDE/LONGITUDE

29°51'56.76"S 31° 2'10.73"E

SITE DESCRIPTION

Well detailed structure at key location with interesting and rare modernist features.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Utilitarian and much altered interior.

SITE HISTORY

Part of 1960's development of Ocean Terminal Complex.

EVIDENCE OF DEMOLITION

Building altered extensively internally but key features, forms and details remain intact.

INVASIVE ELEMENTS

Balcony enclosure
Ad-hoc signage and services
General lack of care and maintenance.

HERITAGE VULNERABILITY

Building is under-utilised and potentially in the way of large scale planned clearance. However, the building is strategically located and well suited for admin, security or other required infrastructure purposes.

STATEMENT OF SIGNIFICANCE

This admin and service building is part of a grouping of buildings of high architectural and engineering merit from the very early 1960's. Sharing authorship with the Ocean Terminal Building, this new Servicing Garage building should be seen as part of the overall design intervention in this area. The building is worthy of at least Grade IIIB and possibilities for recovery of significance and enhancement of usage in an appropriate manner, exist.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: MHA GARAGE

ADDRESS OF THE SITE	
SITE ADDRESS	Quayside Road, Point Precinct
CURRENT USE	Garage
ORIGINAL USE	Garage

PROTECTION AND GRADING	
Curr.NHRA Protection	None
>60YRS?	**No**
PROPOSED GRADING	NCW

MAPPING

SIGNIFICANCE

Associational	Low	Architectural	Low	Representivity	Low
Age	Low	Archaeology	None	Rarity	Low
Scientific	None	Intangible	None	Symbolic	None

ARCHITECTURAL STYLE

Standard garage/warehouse building.

ARCHITECT/BUILDER

Unknown

GROUPING WITH OTHER SITES

Functionally placed with no compositional or other attributes.

LATITUDE/LONGITUDE

29°51'58.75"S 31° 2'12.70"E

SITE DESCRIPTION

Steel trusses, skylights, industrial character.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Utilitarian.

SITE HISTORY

Built in c.1971 and replaced earlier structures on site.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

None

STATEMENT OF SIGNIFICANCE

The structure is not conservation worthy.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

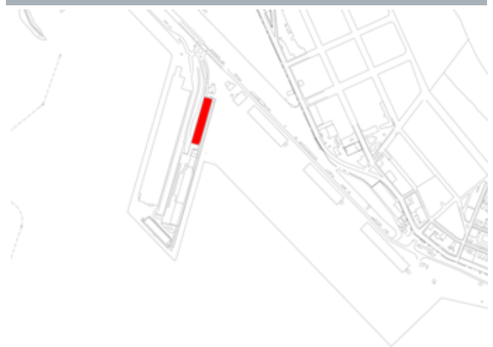
DATE 2022/07/16

SITE NAME: L SHED

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Parking and Deck Access
ORIGINAL USE	Warehouse

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	Grade IIIA

MAPPING



SIGNIFICANCE

Associational	High	Architectural	Medium/High	Representivity	High
Age	Medium	Archaeology	None	Rarity	High
Scientific	None	Intangible	Low	Symbolic	None

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
Modernist adaptation of early/mid C20th warehouse.	Michal S Zakrzewski with Janus Warunkiewicz.	Part of overall Ocean Terminal Complex.

LATITUDE/LONGITUDE

29°52'1.93"S 31° 2'7.03"E

SITE DESCRIPTION

Parking garage and raised deck level terrace between bridge access and Ocean Terminal Complex. The L-shed forms part of the overall complex of buildngs and acts as the base structure alongside the adjacent M-shed. Links from Schoemans Bridge roadway to Ocean Terminal Complex. Concrete structure with large open curved beams and cantilevers.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Functional space with architectural detail embellishments and elements.

SITE HISTORY

Part of 1960's development of Ocean Terminal Complex as the (then) newly constructed T-jetty.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

Under threat of total demolition.

STATEMENT OF SIGNIFICANCE

Part of the highly significant Ocean Terminal Complex, an architectural and engineering complex of very high architectural significance with references to international design and theory of the time. The base of the building is worthy of at least a Grade IIIA grading.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: M SHED (B2326, B2324, B2328, B2351)

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Parking
ORIGINAL USE	Warehouse

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	Grade IIIA

MAPPING

LATITUDE/LONGITUDE

29°52'6.37"S 31° 2'4.31"E

SIGNIFICANCE

Associational	High	Architectural	Medium/High	Representivity	High
Age	Medium	Archaeology	None	Rarity	High
Scientific	None	Intangible	Low	Symbolic	None

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
Modernist adaptation of early/mid C20th warehouse.	Michal S Zakrzewski with Janus Warunkiewicz.	Part of overall Ocean Terminal Complex.

SITE DESCRIPTION

Parking garage deck with parking and (originally) cargo and plant facilities below. The M-shed forms part of the overall complex of buildings and acts as the base structure under the Durmarine tower and terminal complex. Modernist architectural detailing, form and structural design.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Functional space with architectural detail embellishments and elements.

SITE HISTORY

Integral part of 1960's development of Ocean Terminal Complex on the (then) newly constructed T-jetty.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

Under threat of total demolition.

STATEMENT OF SIGNIFICANCE

Part of the highly significant Ocean Terminal Complex, an architectural and engineering complex of very high architectural significance with references to international design and theory of the time. The base of the building is worthy of at least a Grade IIIA grading.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: DURMARINE (B2327)

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Administration
ORIGINAL USE	Administration

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	Grade II

MAPPING

SIGNIFICANCE

Associational	High	Architectural	High	Representivity	High
Age	Medium	Archaeology	None	Rarity	High
Scientific	Medium	Intangible	Medium	Symbolic	High

ARCHITECTURAL STYLE

Example of Brazilian-influenced modernism.

ARCHITECT/BUILDER

Michal S Zakrzewski with Janus Warunkiewicz.

GROUPING WITH OTHER SITES

Part of highly significant Ocean Terminal Complex at T-jetty.

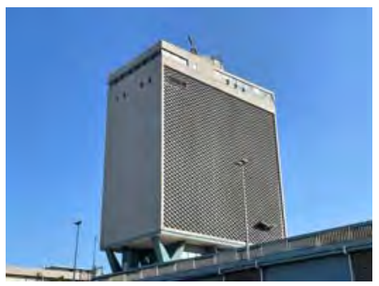
LATITUDE/LONGITUDE

29°52'5.55"S 31° 2'6.10"E

SITE DESCRIPTION

Modernist tower block on pitoli constructed on raised parking deck level as part of Ocean Terminal Complex.

IMAGES (RSA, 2022)



INTERIOR DESCRIPTION

The interior has been modernised/refurbished but retains basic configuration. Stairs and circulation remain intact. New ceilings, partitions and services. The interior is functional and not the key elements contributing to significance.

SITE HISTORY

Development of Ocean Terminal Complex in early 1960's.

EVIDENCE OF DEMOLITION

Minor internal changes only.

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

Under threat of total demolition and site clearance.

STATEMENT OF SIGNIFICANCE

The Durmarine tower rising above the L-shed below is an architectural tour-de-force and likely amongst the very best of its type in South Africa. The form is iconic and functional and stylistically references Brazilian modernism. The building has functionally designed sun-screen elements, and architectural detailing at both the macro and micro-scale. As a component of the overall complex, the Durmarine building is worthy of Grade II in its own right as part of the overall IIIA grading. This ring-fenced grading can be ascribed because of the identifiable and separate nature of the Durmarine tower in addition to its overall embedded form and structure. The building is one of the modern movement master-pieces in South Africa.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: OCEAN TERMINAL (B2325A)

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Administration
ORIGINAL USE	Passenger Terminal

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	Grade II

MAPPING

LATITUDE/LONGITUDE

29°52'9.39"S 31° 2'4.51"E

SIGNIFICANCE

Associational	High	Architectural	High	Representivity	High
Age	Medium	Archaeology	None	Rarity	High
Scientific	Medium	Intangible	Medium	Symbolic	High

ARCHITECTURAL STYLE

Example of Brazilian influence modernism and also referencing other transport

ARCHITECT/BUILDER

Michal S Zakrzewski with Janus Warunkiewicz.

GROUPING WITH OTHER SITES

Part of highly significant Ocean Terminal Complex on T-jetty.

SITE DESCRIPTION

Modernist terminal building complex above the M-terminal shed. Building fronts onto ocean terminal dock (as it operated in the 1960's and 1970's) and structurally links across the length of the T-jetty with the spine walkway and deck structure.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Originally built as passenger terminal hall with separate amenities for white and black passengers, with cargo tunnels below. Later transformed into office spaces with mezzanine floor reached via timber staircases.

SITE HISTORY

Development of Ocean Terminal Complex in early 1960's.

EVIDENCE OF DEMOLITION

Certain changes as a result of 1993 insertion; removal of arworks; original interior fittings

INVASIVE ELEMENTS

1993 office insertion

HERITAGE VULNERABILITY

Under threat of total demolition and site clearance.

STATEMENT OF SIGNIFICANCE

The Ocean Terminal complex is an architectural tour-de-force and likely amongst the very best of its type in South Africa. The major 1993 alterations has disrupted the interior expression but his is reversible/adaptable. The building is complemented by fine materials, detailing of art elements referencing maritime elements. The building is worthy of Grade II in its own right as part of the overall IIIA grading. This ring-fenced grading can be ascribed because of the identifiable separate nature of the terminal building in addition to its overall embedded form and structure. The building is one of the modern movement masterpieces in South Africa.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: Q352022 SPIRAL RAMP

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Road
ORIGINAL USE	Road

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	Grade IIIA

MAPPING

LATITUDE/LONGITUDE

29°52'14.71"S 31° 2'2.75"E

SIGNIFICANCE

Associational	Medium	Architectural	Medium	Representivity	Medium
Age	Low	Archaeology	None	Rarity	Medium
Scientific	Low	Intangible	Low	Symbolic	Medium

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
Example of Brazilian-influenced modernism.	Michal S Zakrzewski & Partners	Part of highly significant Ocean Terminal Complex on T-jetty.

SITE DESCRIPTION

Spiral ramp at western end of M Shed providing exit for cars from parking back onto T Jetty.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

N/A

SITE HISTORY

Development of Ocean Terminal Complex in early 1960's.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

Under threat of total demolition and site clearance.

STATEMENT OF SIGNIFICANCE

Forms an integral part of the Ocean Terminal Complex design, configuration and access.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: N SHED TERMINAL (B2322)

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Passenger Terminal
ORIGINAL USE	Warehouse

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	Grade IIIA

MAPPING

SIGNIFICANCE

Associational	High	Architectural	High	Representivity	High
Age	High	Archaeology	None	Rarity	Medium
Scientific	None	Intangible	Low	Symbolic	Low

ARCHITECTURAL STYLE

Typical of early/mid-C20th wharf warehouse typology. Utilitarian structure with well

ARCHITECT/BUILDER

Harbour Engineer

GROUPING WITH OTHER SITES

Earliest remnant wharf warehouse in Point Precinct, and associated with Ocean

LATITUDE/LONGITUDE

29°52'16.09"S 31° 2'1.89"E

SITE DESCRIPTION

N Shed is the earliest shed on the T Jetty still remaining largely unchanged and in its original form. Built in 1946, the structure is a very good example of its type, with careful detailing of brick end gables.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Cross-braced, lightweight steel trusses and support framing independent of walls suggesting utilitarian and functional approach to needs. Well designed and detailed structural steel system.

SITE HISTORY

Only remaining intact warehouse related to 1940s construction and use of T Jetty.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

Under threat of total demolition and site clearance.

STATEMENT OF SIGNIFICANCE

The N Shed is the oldest extant warehouse in Point Precinct, and is associated with the Ocean Terminal Complex through its use as a passenger terminal. It holds authenticity and connection to maritime traffic and port activities.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: TOILET BUILDING (B2323)

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Toilets
ORIGINAL USE	Toilets

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	NCW

MAPPING

SIGNIFICANCE

Associational	Low	Architectural	None	Representivity	None
Age	Low	Archaeology	None	Rarity	None
Scientific	None	Intangible	None	Symbolic	None

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
Utilitarian	Unknown	Part of early T Jetty infrastructure

LATITUDE/LONGITUDE

29°52'12.97"S 31° 2'0.90"E

SITE DESCRIPTION

Early ablution facility built to service staff utilising T Jetty.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Modernised ablutions.

SITE HISTORY

Early, purpose-built facility on T Jetty.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

None

STATEMENT OF SIGNIFICANCE

The structure is not conservation worthy.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: FRESH PRODUCE TERMINAL

ADDRESS OF THE SITE	
SITE ADDRESS	Marine Terminal Street, T Jetty
CURRENT USE	Warehouse
ORIGINAL USE	Warehouse

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	NCW

MAPPING

LATITUDE/LONGITUDE

29°52'3.43"S 31° 2'1.21"E

SIGNIFICANCE

Associational	Low	Architectural	None	Representivity	None
Age	Low	Archaeology	None	Rarity	None
Scientific	None	Intangible	None	Symbolic	None

ARCHITECTURAL STYLE

Late C20th warehouse based on earlier pattern.

ARCHITECT/BUILDER

Unknown

GROUPING WITH OTHER SITES

Part of series of warehouses rebuilt over time.

SITE DESCRIPTION

Conglomeration of various component sheds with partial retention of earlier elements within the 1980s form.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

The shed is largely open plan, with internal divisions, where these occur, largely related to the remnant elements of the earlier O and P Sheds.

SITE HISTORY

The original O and P sheds were constructed as part of the early T Jetty development, and expanded and altered through time. Consolidation into the current configuration happened between 1980 and 1996.

EVIDENCE OF DEMOLITION

Various elements of the original two sheds have been demolished.

INVASIVE ELEMENTS

Consolidation has made the extent and form of the original sheds largely illegible.

HERITAGE VULNERABILITY

None

STATEMENT OF SIGNIFICANCE

While some components of this structure are likely older than 60 years, it is not conservation worthy.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

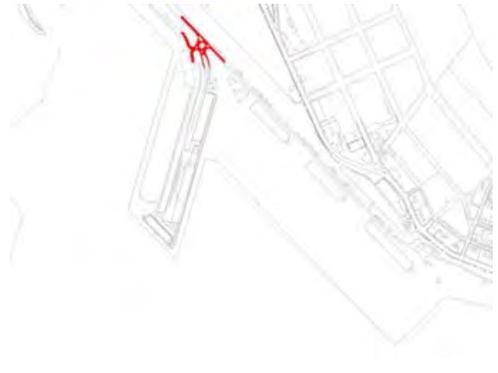
DATE 2022/07/16

SITE NAME: Q352022 SCHOEMAN'S BRIDGE

ADDRESS OF THE SITE	
SITE ADDRESS	Quayside Road, Point Precinct
CURRENT USE	Road
ORIGINAL USE	Road

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34
>60YRS?	**Yes**
PROPOSED GRADING	NCW

MAPPING



LATITUDE/LONGITUDE

29°51'52.91"S 31° 2'6.88"E

SIGNIFICANCE

Associational	Medium	Architectural	Low	Representivity	Medium
Age	Medium	Archaeology	None	Rarity	Low
Scientific	None	Intangible	None	Symbolic	None

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
Modernist urban infrastructure	Michal S Zakrzewski & Partners	Part of overall Ocean Terminal Complex.

SITE DESCRIPTION

Elevated interchange at junction between Point Road and T Jetty.

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

N/A

SITE HISTORY

Development of Ocean Terminal Complex in early 1960's.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

None

STATEMENT OF SIGNIFICANCE

Forms part of the overall Ocean Terminal Complex configuration and access, and a typical example 1960s road design. While an excellent example of functionalist and brutalist architecture, the prioritising of vehicular transport central to its design makes for a harsh and unwelcoming pedestrian environment, particularly at ground level.

The structure could be ascribed a Grade IIIC grading due to its linkages to the OTC however its isolated and harsh nature, and superfluous and overengineered traffic design suggests that NCW is more appropriate.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

SITE NAME: MISCELLANEOUS BUILDINGS

ADDRESS OF THE SITE	
SITE ADDRESS	Quayside Road, Point Precinct
CURRENT USE	Various
ORIGINAL USE	Various

PROTECTION AND GRADING	
Curr.NHRA Protection	S.34 and None
>60YRS?	**Yes and No**
PROPOSED GRADING	NCW

MAPPING

LATITUDE/LONGITUDE

29°51'58.46"S 31° 2'12.52"E

SIGNIFICANCE

Associational	None	Architectural	None	Representivity	None
Age	None	Archaeology	None	Rarity	None
Scientific	None	Intangible	None	Symbolic	None

ARCHITECTURAL STYLE	ARCHITECT/BUILDER	GROUPING WITH OTHER SITES
Utilitarian	Unknown	Part of wharf infrastructure.

SITE DESCRIPTION

Various sheds, outbuildings and other structures

IMAGES (RSA, 2022)

INTERIOR DESCRIPTION

Variable

SITE HISTORY

Related to development and operation of Point Road quay.

EVIDENCE OF DEMOLITION

None

INVASIVE ELEMENTS

None

HERITAGE VULNERABILITY

None

STATEMENT OF SIGNIFICANCE

These structures are not conservation worthy.

REFERENCES Artefacts.co.za, 2022; Napier & Dekker, 2021; P.C.B., 1926; Richards, 1963; Sewnarain,

DATE 2022/07/16

Figure 66. Heritage Grading Map for all structures (RSA, 2022).

5.3 Context and Precinct

Key suggested gradings speak to individual structures, but the most highly significant of these should be understood to comprise a IIIA precinct.

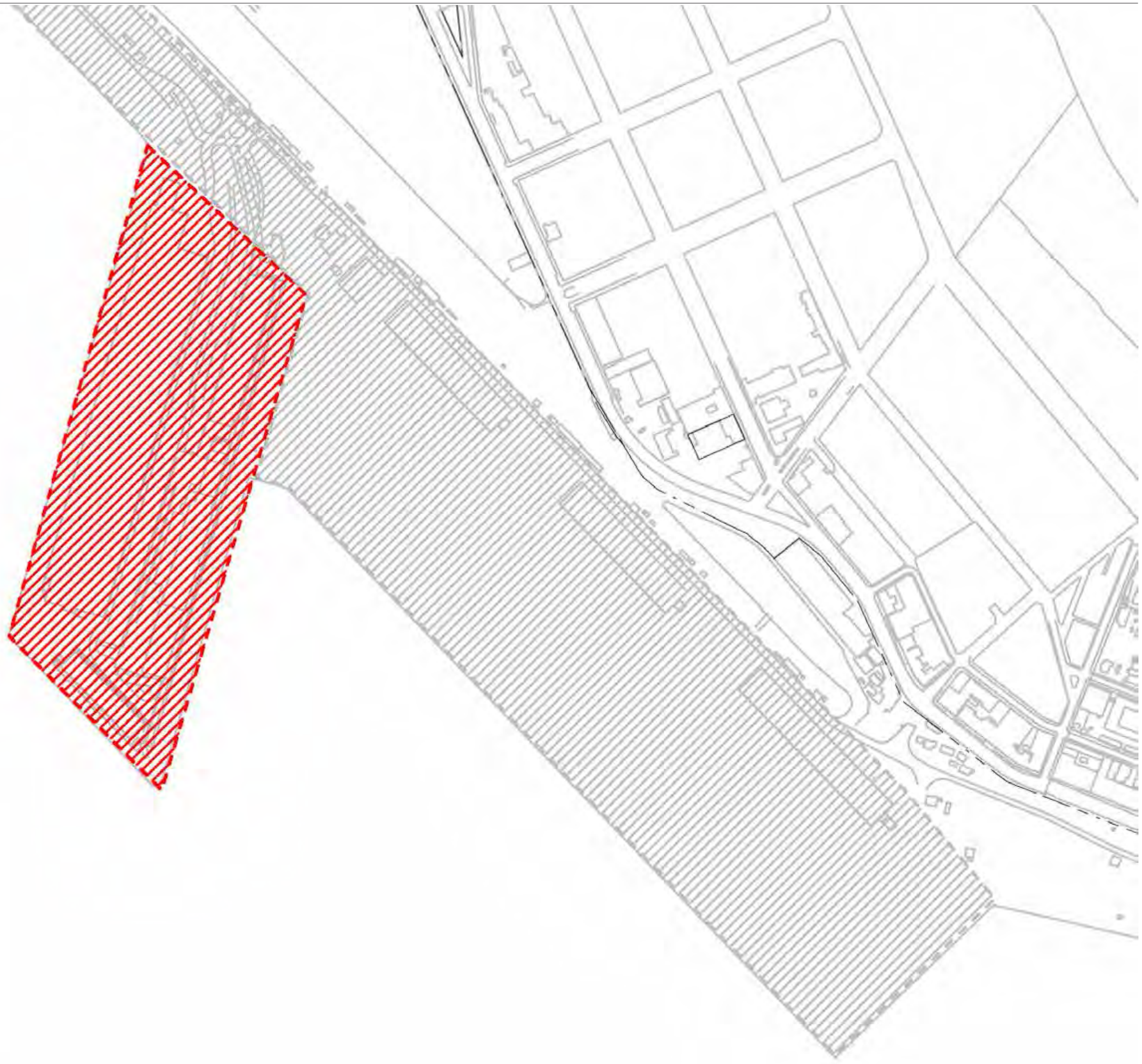
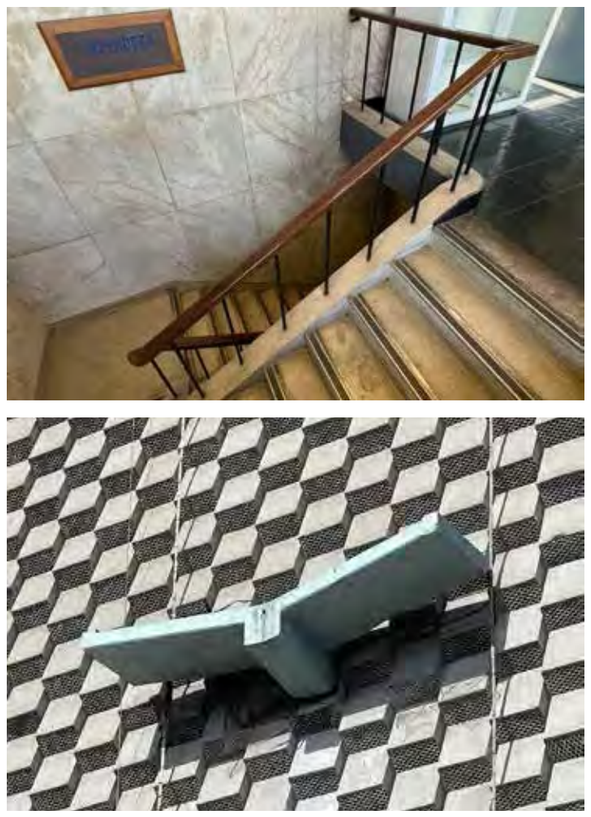


Figure 67. Heritage Grading Map for precincts (RSA, 2022).

Durmarine

L Shed
L SHED
LOODS



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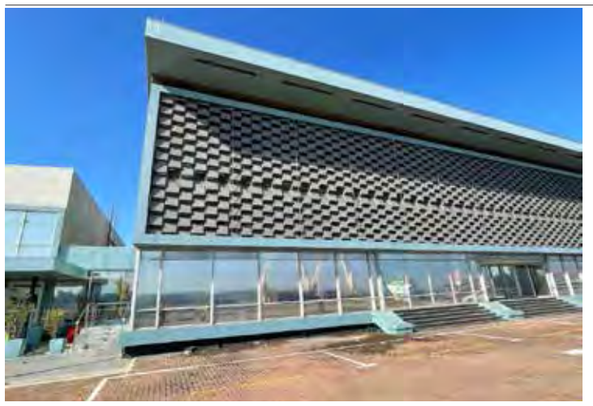
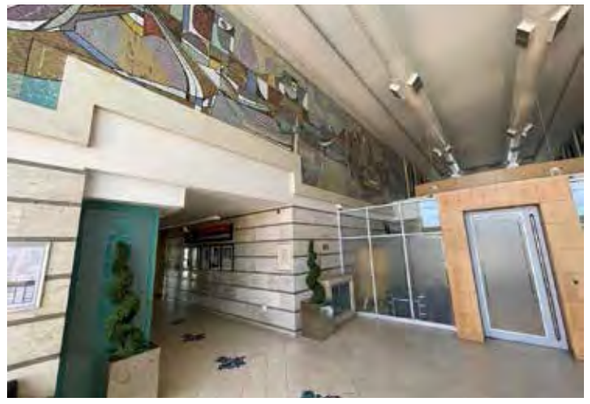
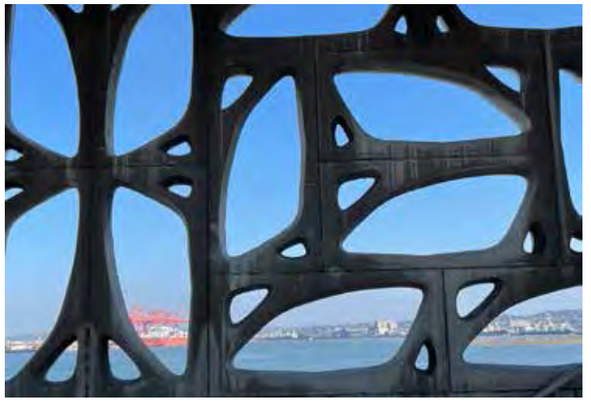
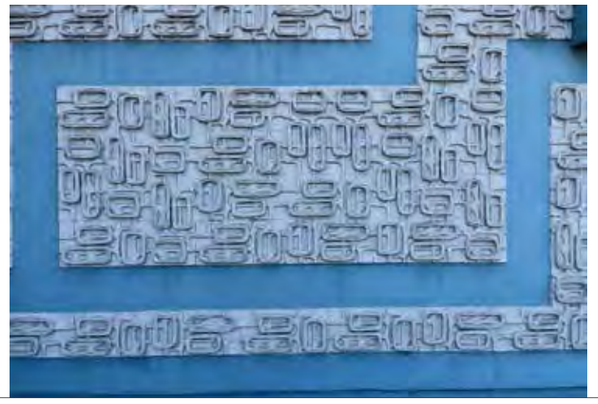






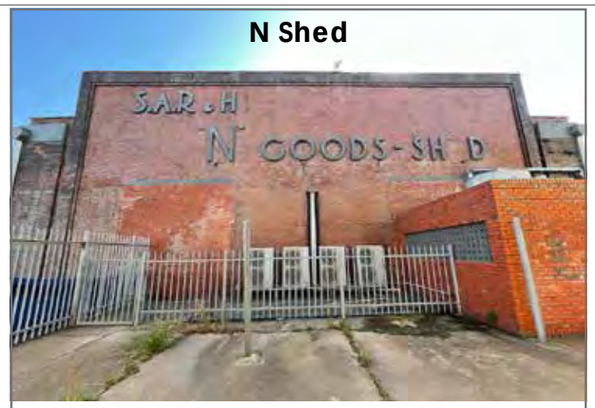


Much of the artwork of the OTB building was undertaken by the building's designer, Polish architect, engineer and artist, Janusz Warunkiewicz. Warunkiewicz made the fibreglass galleon that graced the front of the office tower, but that has since been removed for safekeeping, and was also responsible for creating the series of plexiglas and backlit fibreglass artworks that reflect the marine theme of the aesthetic.

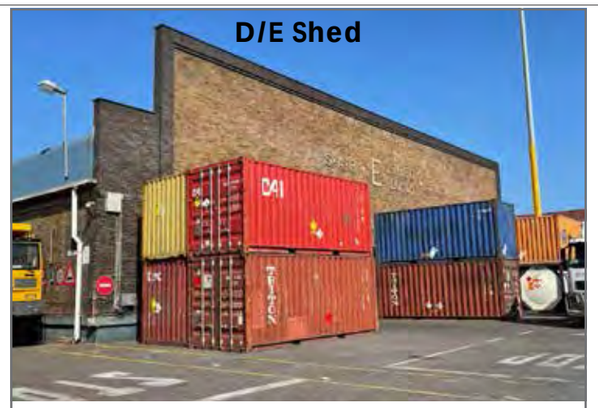
Sculptor John Hooper was responsible for many of the mosaic installations. At the time of his commission, Hooper, an English-born, Canadian who trained at the Royal College of Art, London, was teaching at the University of Natal at the time, where he was responsible for establishing the sculpture department. Following completion of the OTB work he moved to Canada, where he was made a member of the Royal Canadian Academy of Arts, and an officer of the Order of Canada in recognition of his contribution to arts in his home country.

M Shed

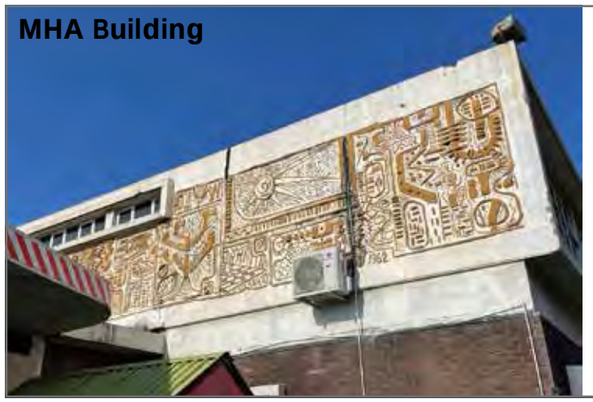
N Shed



D/E Shed



MHA Building

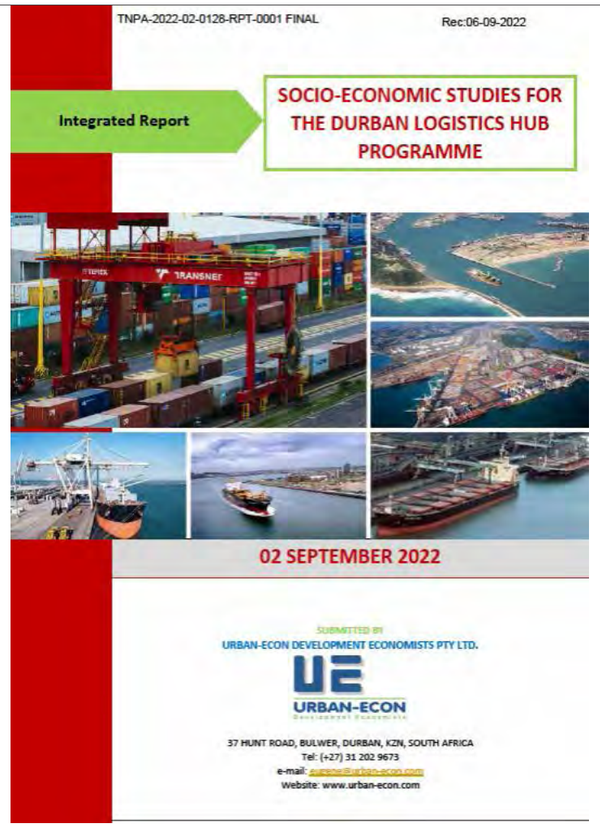


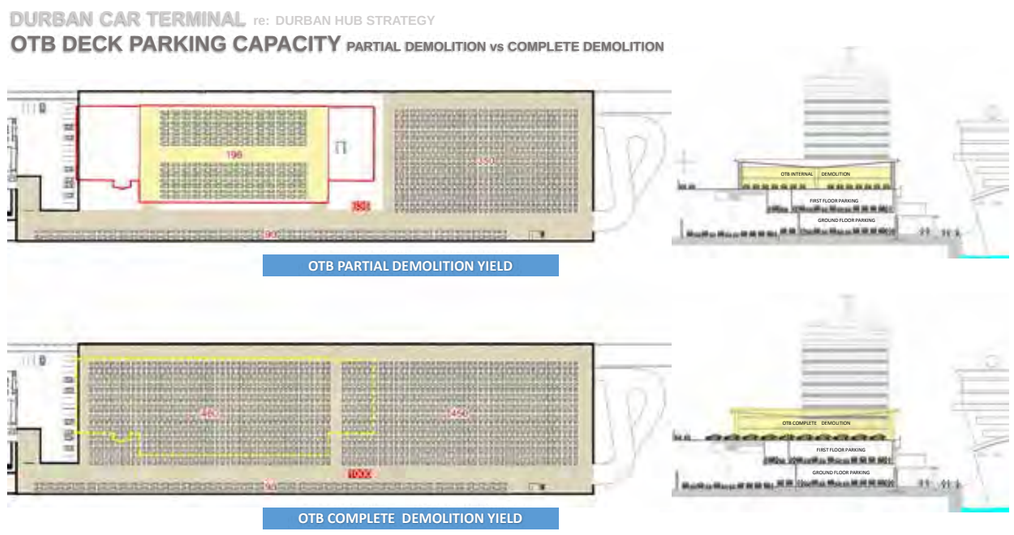
6.0 TRANSNET PROPOSAL

Consideration of Transnet proposals, other than broadly in the ensuing Scenarios, is beyond the scope of the scope of this Grading and Significance report and must be the subject of further detailed studies.

Of note:

- Transnet has decided on full demolition and discussed same with AMAFA (see Annexure E and presentation)
- Earlier considerations included part demolition and repurposing of the OTB, which in this author's opinion must still be on the table.
- A Socio-Economic study for the logistics hub has been prepared and would form part of a wider HIA and environmental process to follow.
- The potential positive and negative impacts of this proposal goes beyond issues related to heritage and significance only and must be more broadly considered as per this report's Recommendations and Conclusions





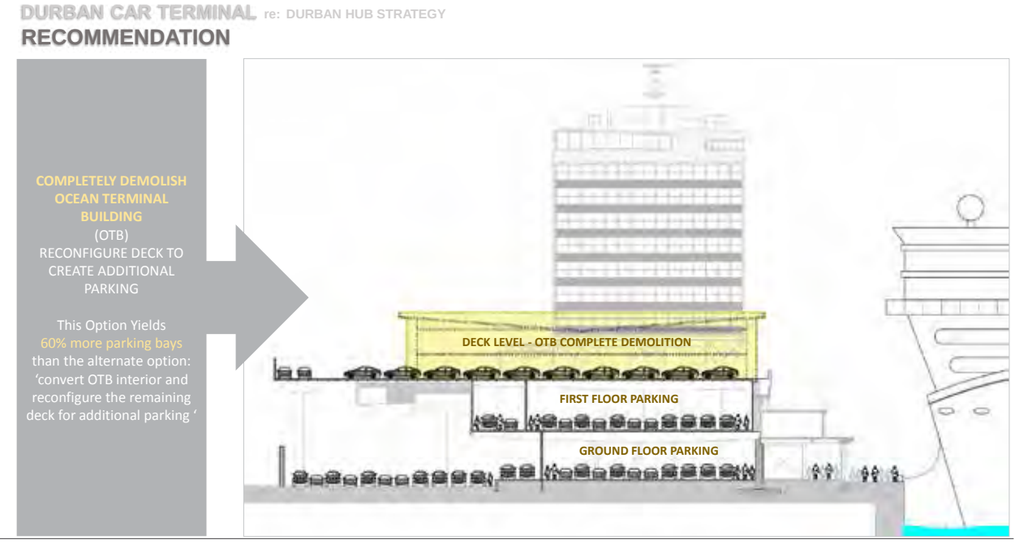
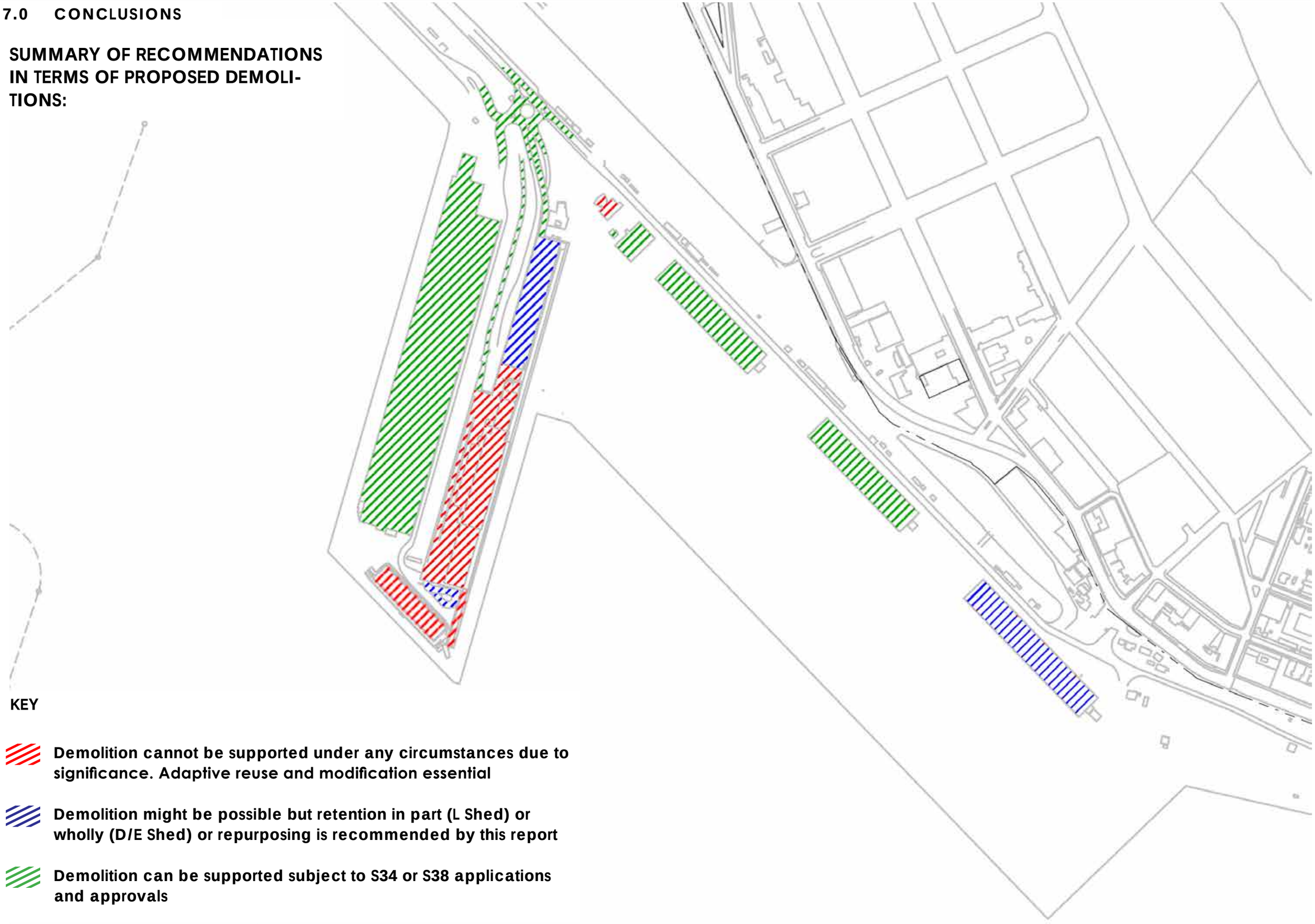


Figure 68. Socio-Economic Study (top), and excerpts from Transnet presentation to Amafa (right) (Urban-Econ, 2022; Transnet, 2022)

SUMMARY OF RECOMMENDATIONS IN TERMS OF PROPOSED DEMOLITIONS:



KEY

Demolition cannot be supported under any circumstances due to significance. Adaptive reuse and modification essential

Demolition might be possible but retention in part (L Shed) or wholly (D/E Shed) or repurposing is recommended by this report

Demolition can be supported subject to S34 or S38 applications and approvals

Figure 69. Summary of Recommendations (RSA, 2022).

This Scoping Report has necessarily taken a broader assessment of the buildings in the precinct, i.e. not only those deemed affected by the 60 year old clause triggering Section 34 of the NHRA. As part of this exercise, the Ocean Terminal Complex and Durmarine Building are also necessarily reappraised at a high level to obtain an even assessment of the precinct.

This scoping report finds that four of the buildings (plus several miscellaneous smaller structures) and the Schoeman's Bridge, all within the precinct, are deemed Not Conservation Worthy and demolition could be supported.

Figure 66 in Section 5.2 summarises the Grading sheets. Taking the area / precinct into consideration as a whole, this Scoping Report also finds that the successive changes over time, not least being the extension of the quayside in the early 2000's (but also the iterative changes and rebuilding of structures) has rendered most of the area Not Conservation Worthy (NCW).

Figure 70. Excerpt from grading map (RSA, 2022)

Figure 71. C.19th dockworkers (Freedman, 2013)

A combination of architectural excellence, rarity, visibility and prominence, character, associational and technical high significance sees the 1945 T-jetty area graded as Grade IIIA. Within this Grade IIIA area sit Grade II, Grade III as well as Not Conservation Worthy structures.

The three tier summary with respect to Demolition Recommendations is contained in Figure 69, and illustrates areas where:

- Demolition cannot be supported under any circumstances due to significance. Adaptive reuse and modification essential
- Demolition might be possible but retention in part (L Shed) or wholly (D/E Shed) or repurposing is recommended by this report
- Demolition can be supported subject to S34 or S38 applications and approvals

Key findings can be summarised as follows:

Shed D/E exhibit some residual heritage significance, and are the last of the type from this era suggesting retention as a likely advisory. Against this is the fact that the building has undergone mundane renovations including a new roof configuration and adding a somewhat cruder curved industrial profile sheeting with awkward junctions at the end gables. Furthermore the extension of the jetty c 2003 has fundamentally altered the sense of place of these warehouses. Now detached from its waterside position, it is simply a shed. Nonetheless, it is well built with interesting elements and details and could be converted into a usable space. Given that the building is at the end of the row, it is suggested that even though Demolition could be considered, retention and repurposing is the preferred strategy, or even the decision to demolish put lower down on the priority order and other areas utilised first and the situation reappraised in a few years.

Figure 72. Harbour views (RSA, 2022)

Sheds F and G and the MHA garages (excluding the admin building) and surrounding stores are more modern and are deemed Not Conservation Worthy (NCW) irrespective of their being younger than 60 years now. The report, in illustrating the continual development of Durban Harbour as a trading port, makes the strong point of the continual change and renewal of these functional, industrial structures, therefore their retention can feasibly only be required where there is heritage significance.

The MHA Ro-Ro ops building is a modernist building with many interesting design details well related to the site and with expressive art embellishments. The architect is the same as for the OTB and Durmarine complex and it is a companion building in a sense. The interior is however ordinary and modernised in a utilitarian way which certainly compromises its overall heritage significance. A grading of IIIB is ascribed to this building. It is well located at a junction an entry point to the area and would serve well as a support admin, security or other functions building. Demolition of this structure cannot be supported under any circumstances due to its significance. Adaptive reuse, restoration and modification is advised.

The Schoeman's Bridge (viaduct) is a case study of 1960s road design with the prominence of the car as the chief design informant. It forms part of the overall Ocean Terminal Complex configuration and access. Its circular form and hairpin bend roads are both functional and part of the experience of the arrival and departure into the precinct. It is both functionalist and brutalist in its detail and a very good example of its type. Nonetheless, it provides a harsh environment to a pedestrian and a barren experience at ground level.

Figure 73. Slussen in 1935 (Wikipedia, 2022)

There are correlations between this and the (admittedly early, 1930s) "Slussen" road interchange in central Stockholm, Sweden. That clover leaf raised interchange over a series of locks in the Stockholm harbour has recently been demolished as part of a wide ranging urban infrastructure upgrade, despite wide spread public debate and misgivings, with a new and contemporary urban environment now emerging. Overall, despite its representivity, demolition of the Schoeman's Bridge can be considered, though this cannot be achieved without a concurrent alternate access arrangement to the upper level of the terminal block and a holistic design reappraisal not purely driven by engineering concerns.

The fresh produce sheds are a conglomeration a various component sheds and some surviving internal subsumed parts are likely older than 60 years. Notwithstanding this, the building complex is deemed Not Conservation Worthy and demolition can be considered.

The N shed is the earliest surviving shed in the precinct and predates D/E shed even though there are many common design elements. The building has also retained a use in public memory being used as a liner terminal prior to the completion of the new ocean terminal. Despite some modernisations and redecoration, it retains authenticity and connection to both the sea and to the loading area. It is also not isolated and difficult to repurpose given the adjacency to the M Shed and terminal complex, suggesting that this end of T-jetty can and should be retained and transformed into some relevant and public usage. The building is graded IIIA.

The Ocean Terminal Complex including the Durmarine building, the L Shed and the M shed is highly sophisticated, well designed, innovative, bold and skilfully executed complex of buildings of international stature. Against this it must be recognised that its design programme displayed all the evils of apartheid era design and segregation, and its intended usage fell away within 15 years with the passing of the era of the ocean liners. It therefore presents a difficult conundrum in 2022 with Transnet's development imperatives. The building was previously graded IIIA, but this reappraisal in this RSA report finds its key components, namely the upper level Ocean Terminal Building, the Durmarine building and the wharfside walkway and pier end pavilion, are all worthy of Grade II. The 1993 internal refit for office usage is intrusive and not conservation worthy and is best removed to allow the volumetric expression to be read once more.

The complex is a major landmark in the precinct and in the overall Durban city scape. The spiral ramp, integrally linked and part of the concept, is more mundane and can be seen as Grade IIIA, as can the lower level L shed and M sheds. The M shed is inextricably linked to the OTB, however some curtailing and careful excision of parts of the L shed could potentially be considered to open up the area to new usage. This all requires more detailed investigation. In terms of usage overall, the very high Grade II significance suggests some "out of the box" thinking may be necessary.

One such example is the TWA Terminal by Saarinen at JFK Airport in New York (Figure 74). Its original design and function is long rendered functionally obsolete, but for reasons of architectural excellence and landmark qualities its survival was ensured and was recently conversion into a hotel.

Figure 74. Images of the TWA exterior and interior (Wikipedia, 2022)

The OTB complex suggests a functions building, conference facility and/or bespoke hotel, operations centre or retail mixed use complex may all be appropriate, even if that takes years or perhaps decades to realise with the building begin mothballed in the interim. The very high significance certainly warrants that this cautious and long-game approach must be taken.

Importantly, these issues are not unique to Durban or even South Africa as ports worldwide have necessarily grown and adapted to remain competitive and useful. One such example of successful integration of the Port of Lisbon where the old port terminal building has survived as a functions and exhibition venue with its mosaic and detail work all intact, in the harbour area, exhibiting a cautious approach.

Figure 75. Port of Lisbon location (top; RSA, 2022) and details of terminal building (below; RSA, 2015)

IDENTIFIED SCENARIOS

Scenario 1 (Figure 76 and Annexure N) retains and repurposes all the buildings with medium and high heritage significance, and opens up the remaining area for container and cargo handling. This may not be the optimal solution in terms of numbers, but it represents a workable and integrated solution balancing heritage, architecture and likely environmental concerns.

Scenario 2 (Figure 77 and Annexure O) removes D/E as well along with potentially curtailing L-shed, subject to further and more detailed studies. This is a less than ideal heritage and architectural solution, but it may represent the worst case option that can feasibly be considered.

Scenario 3 – full demolition – is not supported by this study and is not mapped or further considered since it is Fatally Flawed. Similarly, demolition and reconstruction elsewhere is not considered a workable solution for the following reasons:

Concrete construction technology would make reconstruction in effect a rebuild

- Very high cost
- Loss of context
- Loss of authenticity
- Lack of suitable site or location with meaning
- Embedded nature of art and detailing
- The complex is an overall composition and not something to be treated piece-meal

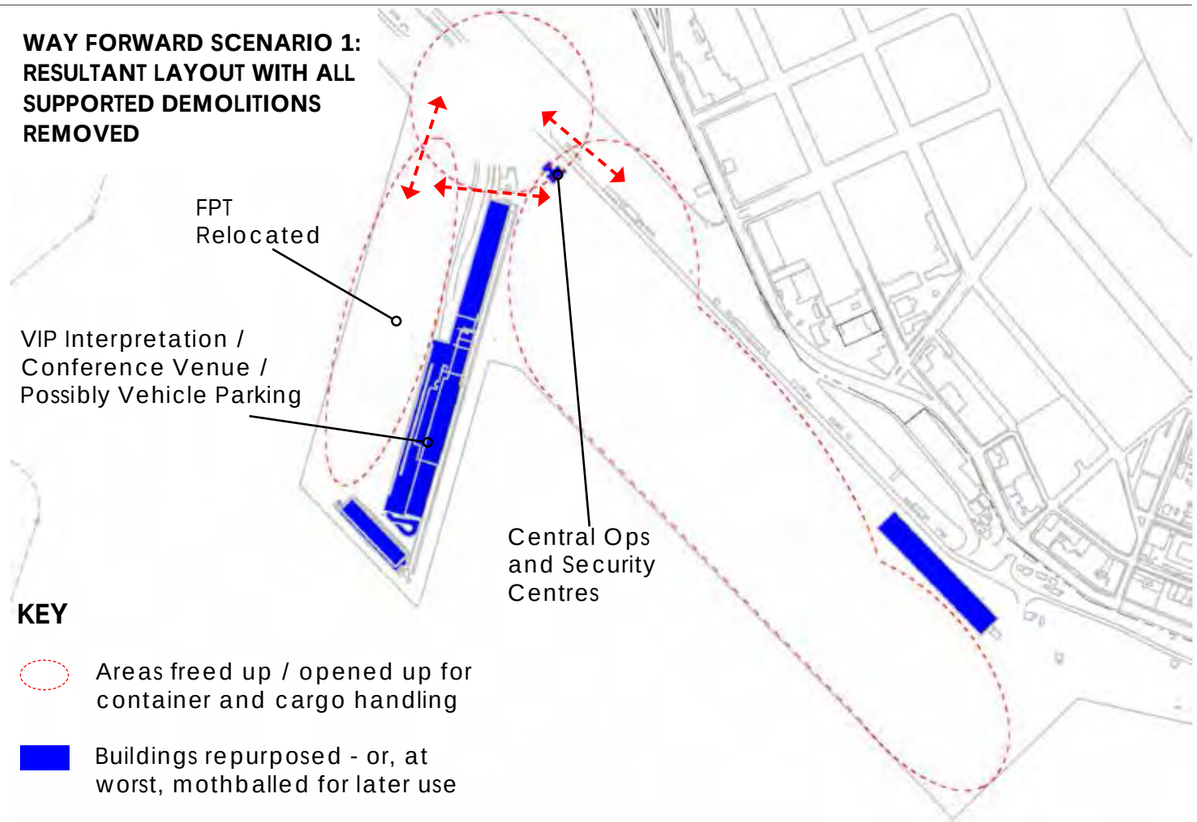


Figure 76. Way Forward Scenario 1 (RSA, 2022).

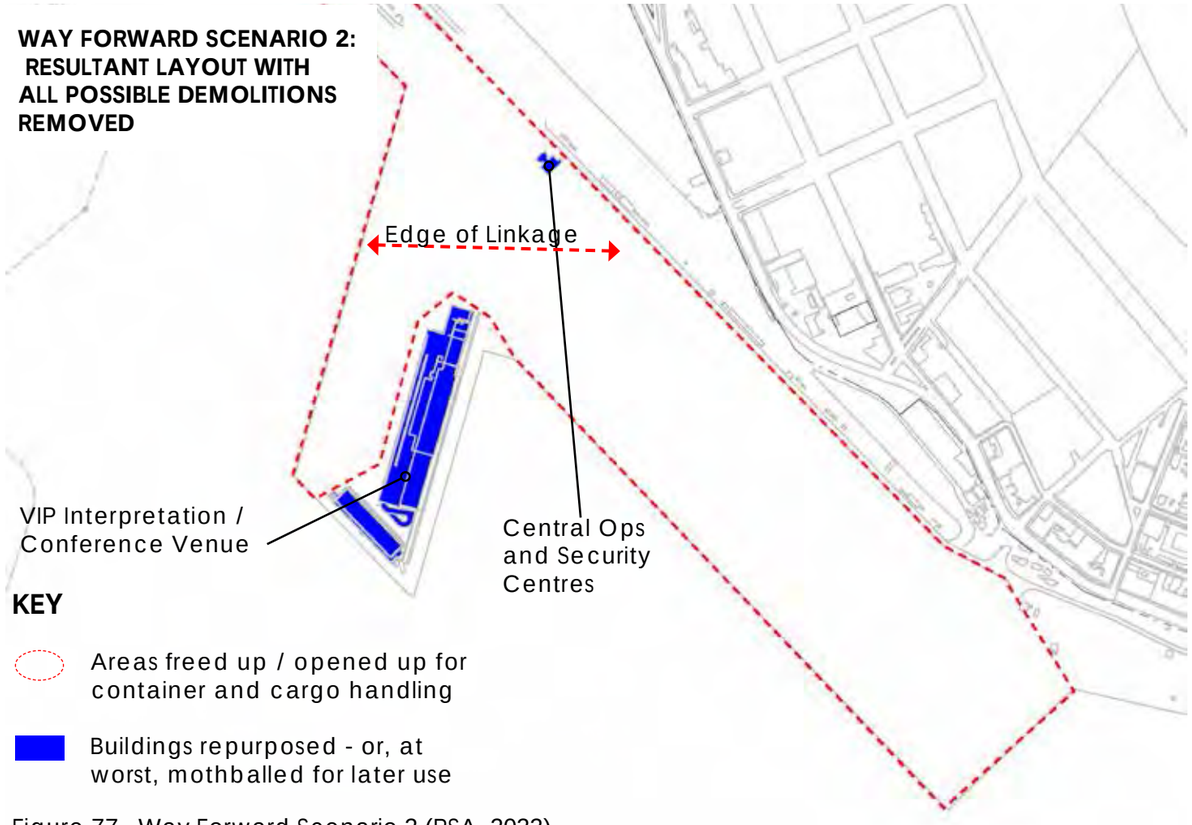


Figure 77. Way Forward Scenario 2 (RSA, 2022).

8.0 RECOMMENDATIONS

In terms of process going forward, the Conclusions can be summarised as follows:

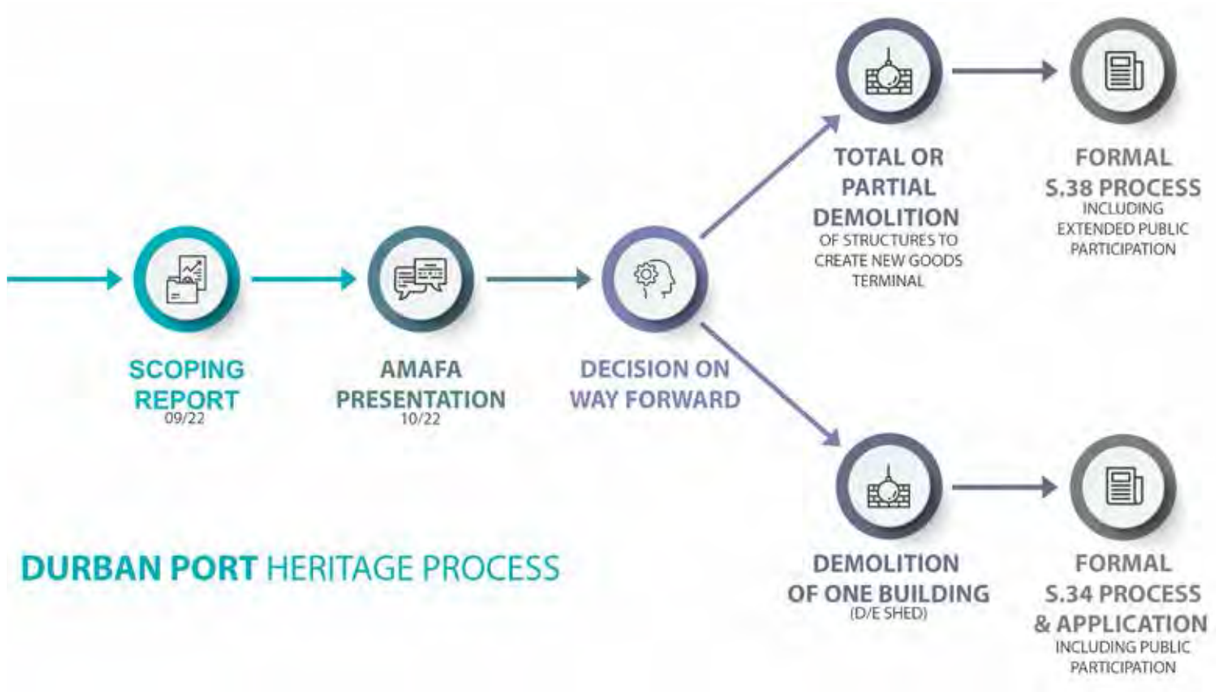
8.1 An isolated, single building demolition can be approached though a Section 34 application if older than 60 years, but serial demolitions and/or the development of the jetty area into a Ro-Ro/ cargo area constitutes a change in character and a Section 38 Impact Assessment process is required.

8.2 A Section 38 Application in the NCW area may well be deemed not to affect heritage resources and it is possible that a Notification of Intent to Develop submitted potentially may not recommend further heritage studies in this area, i.e. no Impact Assessment. However, this can only be determined when submitting the Section 38 application.

8.3 Any action within the Grade IIIA area/ precinct is very likely to cause a change in character and Section 38 will be triggered. It is highly likely that an Impact Assessment will be recommended and required by the authorities. This in turn involves a wider study as well as a full public consultation process.

8.4 The highly significant Ocean Terminal Complex and Durmarine Building, along with the N Shed, all form an intact and highly significant precinct and complex of buildings. Demolition of these buildings cannot be supported in totality and should not be considered further. Despite this, some careful and isolated demolition and opening up, especially of the L shed portion to open up the area, can potentially be considered if (1) done in a way that does not detract from significance and (2) if it leads to the usage and survival of the building overall. Any alteration or further consideration of this portion of the site needs extensive public engagement and the formal involvement of docomomo SA and the Institute of Architects in particular is required at the very least.

8.5 The flow diagram below reflects likely paths forward.



8.6 Any further work beyond this initial grading report/ scoping study, would need to reflect on the following key issues:

- Involvement of and commenting by Interested and Affected Parties such as docomomo SA, the KZN Institute of Architects, local maritime interest groups etc.
- Balancing of any socio-economic benefits
- Potentially negative impacts arising from environmental, architectural, artistic, visual and cultural considerations
- In the case of considerations around the Durmarine and Ocean Terminal Building, this report finds that demolition cannot be supported and should not be considered further, at least not without further and much more detailed cultural, scientific and spatial studies. As one example, a current international study process being undertaken for the removal of the Soviet era VIP airport terminal in Almaty, Kazakhstan, may be insightful. Here the building is in the way of planned airport expansion but has deemed high significance despite its difficult history. A similar detailed and consultative process would be required here.

8.7 Overall, the potential for adaptive reuse and selective demolitions to create a balance between strategic development and retention of key heritage aspects while satisfying current needs and future possibilities, is certainly possible.

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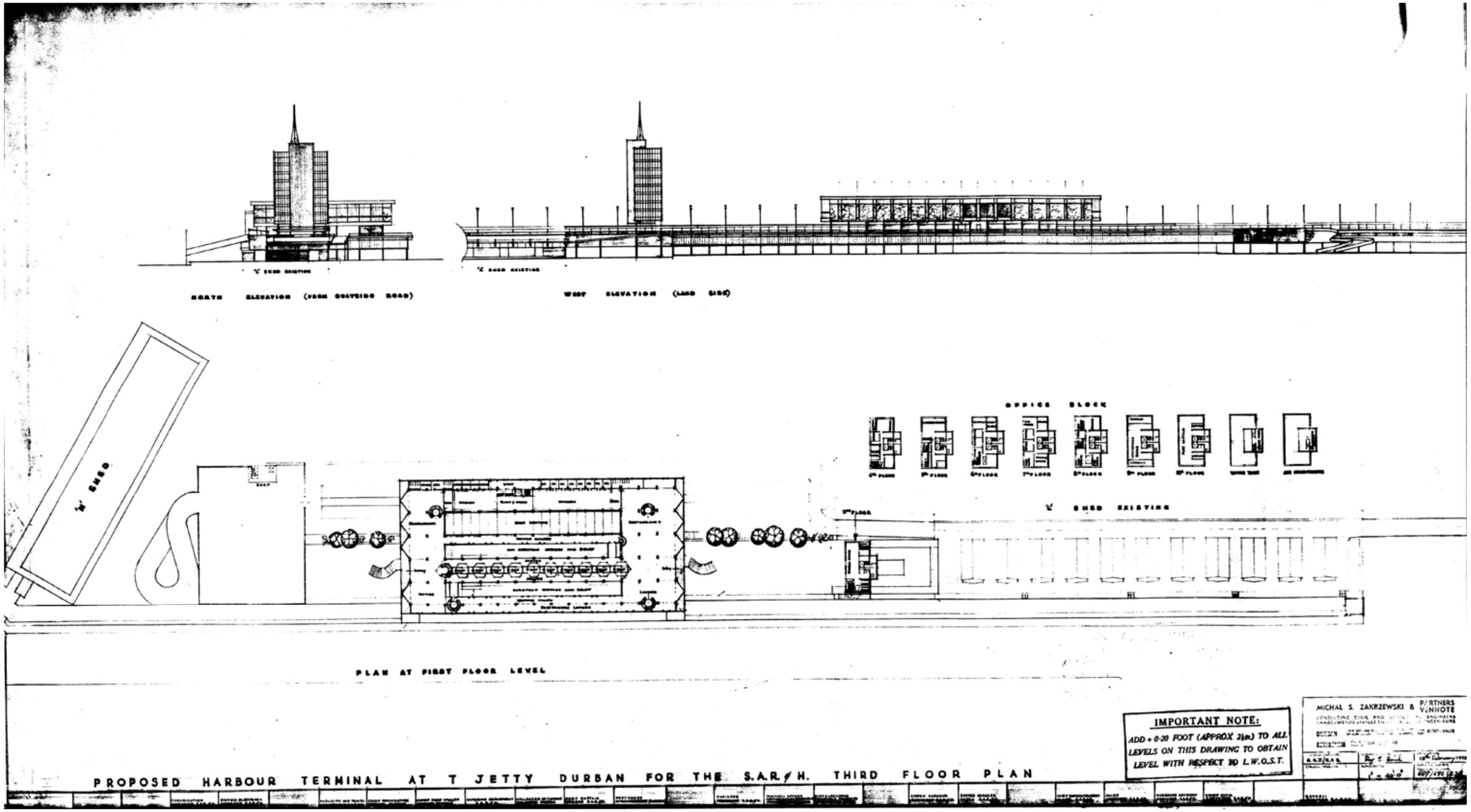
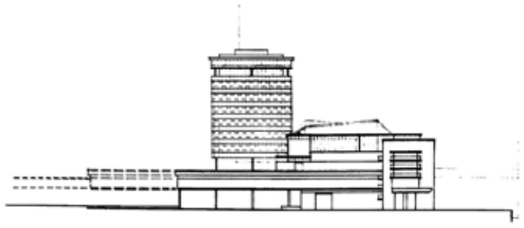
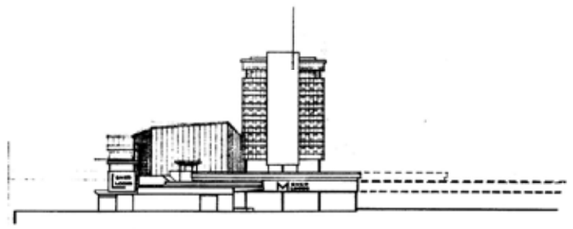
Figure 51: https://www.sahistory.org.za/article/durban-strikes-and-resurgence-trade-union-movement-1973

ANNEXURES

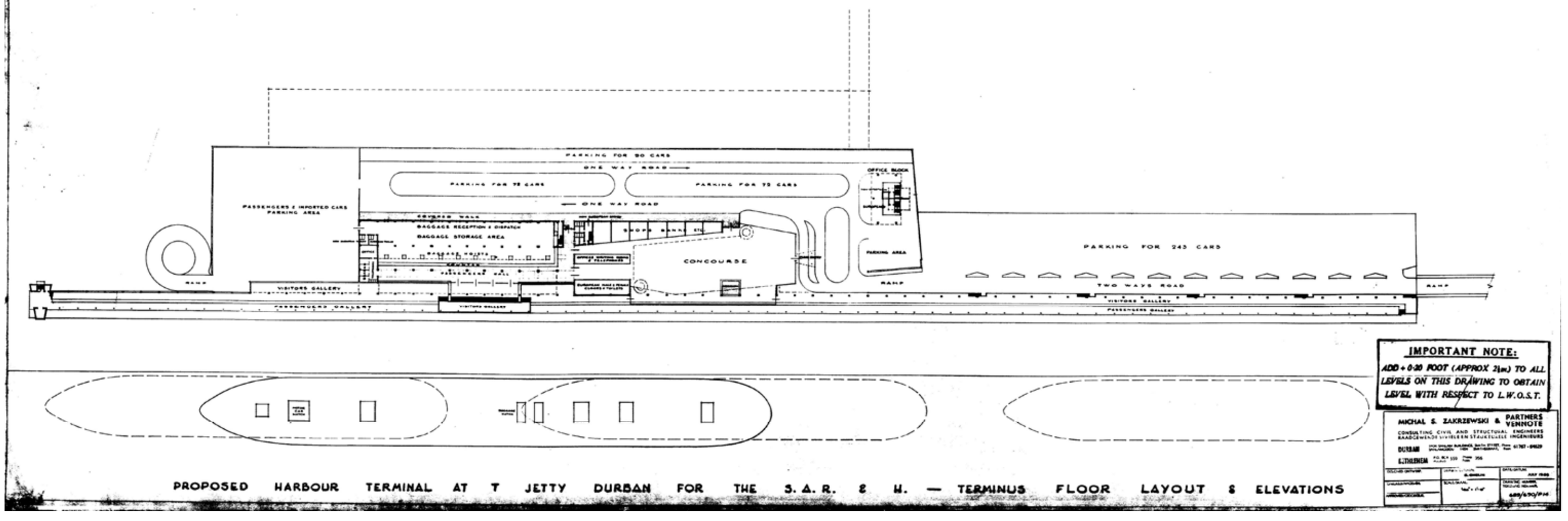

NORTH ELEVATION (FROM QUAYSIDE ROAD)
WEST ELEVATION (LAND SIDE)
OFFICE BLOCK
PLAN AT FIRST FLOOR LEVEL
IMPORTANT NOTE:
ADD + 0·20 FOOT (APPROX 2½in) TO ALL LEVELS ON THIS DRAWING TO OBTAIN LEVEL WITH RESPECT TO L.W.O.S.T.
MICHAL S. ZAKRZEWSKI & PARTNERS
PROPOSED HARBOUR TERMINAL AT T JETTY DURBAN FOR THE S.A.R. & H. THIRD FLOOR PLAN

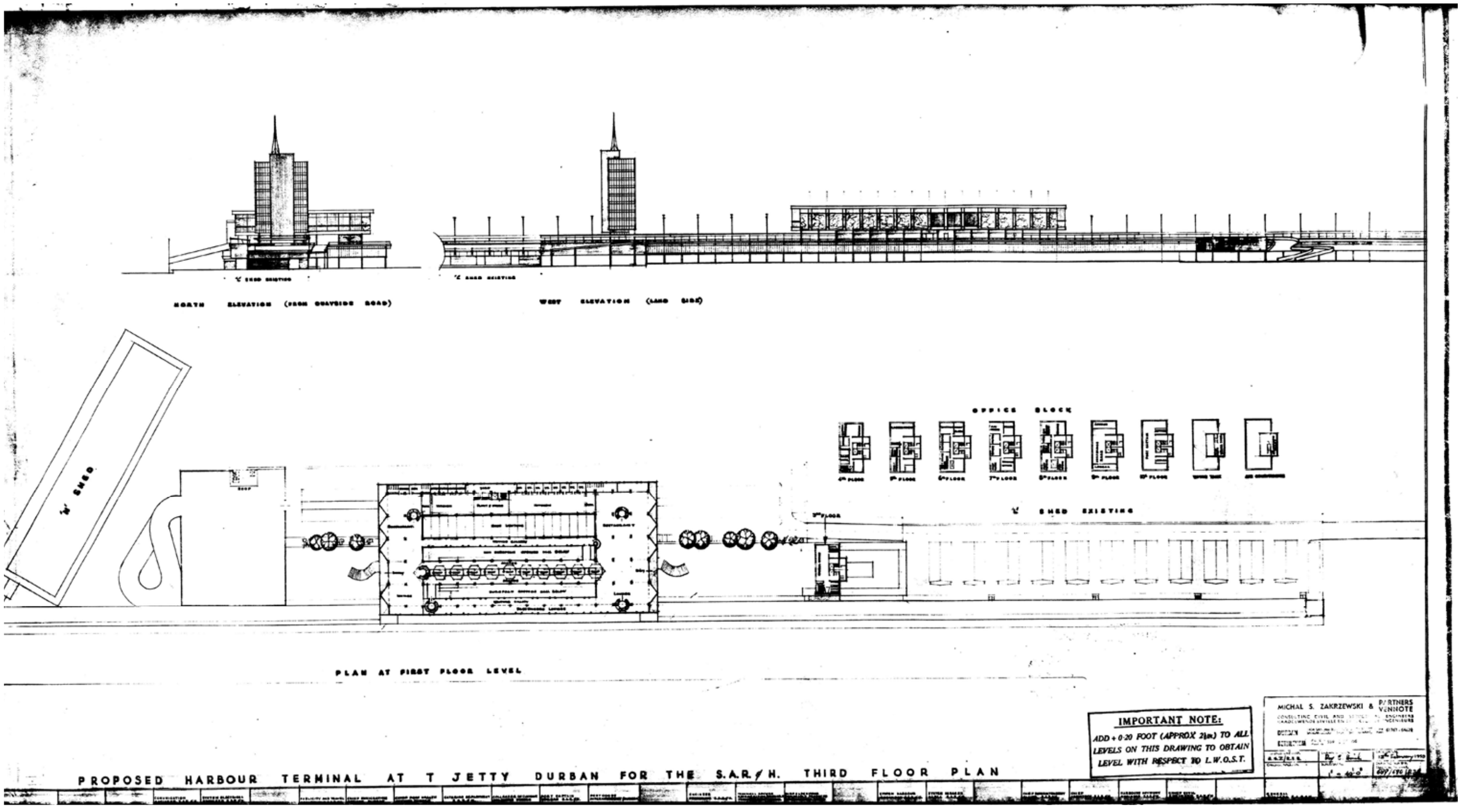


SOUTH ELEVATION



NORTH ELEVATION




NORTH ELEVATION (FROM QUAYSIDE ROAD)
WEST ELEVATION (LAND SIDE)
OFFICE BLOCK
SHED EXISTING
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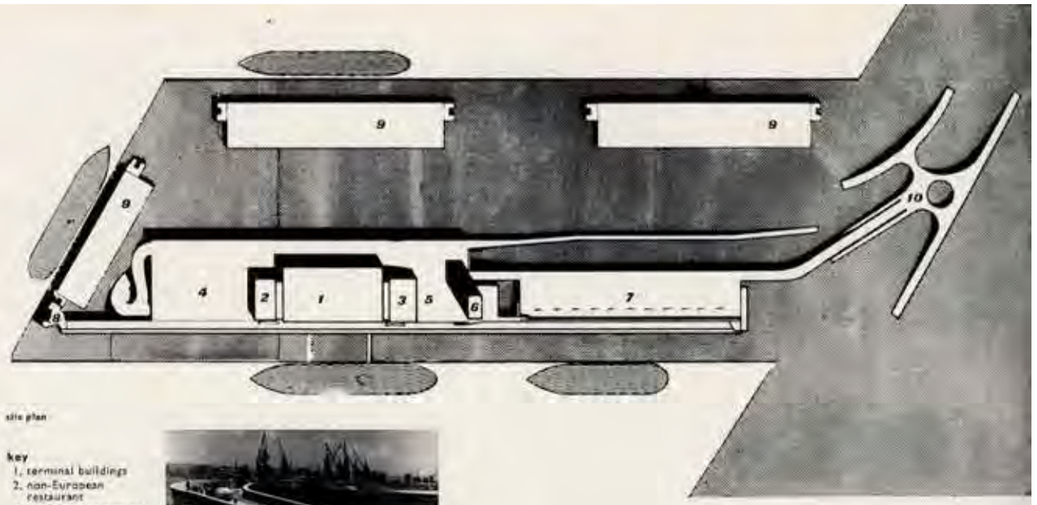
MICHAL S. ZAKRZEWSKI & PARTNERS VENNOTE
PROPOSED HARBOUR TERMINAL AT T JETTY DURBAN FOR THE S.A.R. & H. THIRD FLOOR PLAN

OCEAN TERMINAL, DURBAN

DESIGNERS | ***MICHAL S. ZAKRZEWSKI (consulting engineers)***
(architectural assistant, J. Warunkiewicz)

1

1, looking south-west from the bay, with the 12-storey administration block on the right.



site plan

key
1. terminal buildings
2. non-European restaurant
3. European restaurant
4. non-European piazza and helicopter pad
5. European piazza
6. administration block
7. parking area
8. south access tower
9. goods sheds
10. approach viaduct

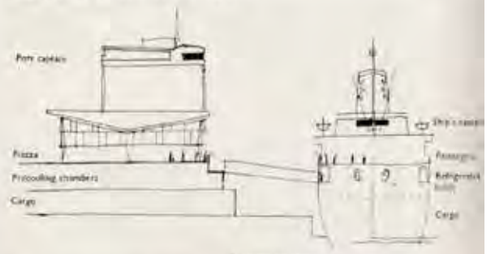
N

2. the ramp to piazza level.

3

3, the access tower at the south end of the quay (8 on site plan above).

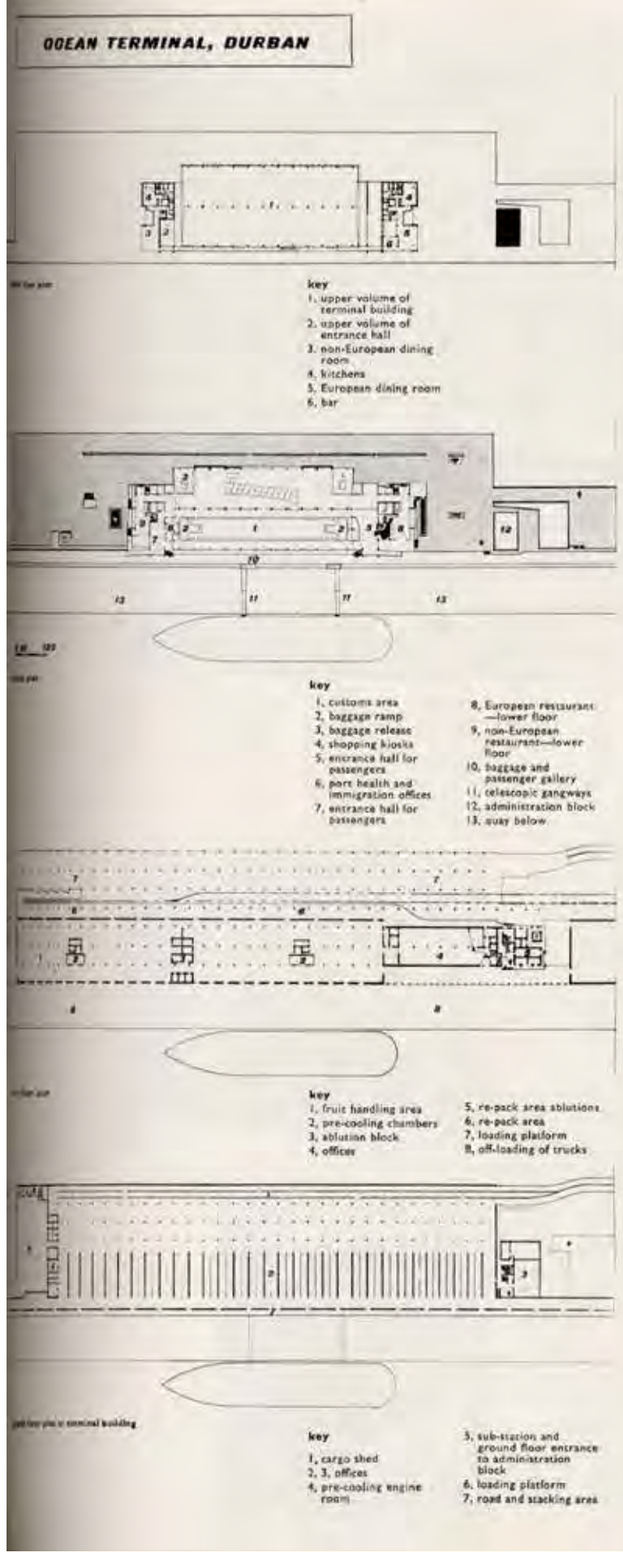
The terminal serves the Union Castle mail-boats from Southampton which dock at Durban every Tuesday morning and leave again every Thursday evening. They bring and collect cargo and passengers from overseas and coastal ports, and they also collect up to 4,000 tons of export fruit. The terminal therefore had to provide space for the storage of cargo in transit, special storage space for fruit (including pre-cooling installation to retard the natural ripening process while at sea), facilities for embarking and disembarking passengers, their baggage and their motor-cars, and an administrative block containing offices, staff rooms and the customs department. Each of these separate services is housed one above the other, parallel to the quay, producing a structure in section not unlike the mail-boat itself—see diagram.



Telescopic gangways

The passenger accommodation is on the third level, roughly corresponding to the level of the promenade deck of the boat, with which it is linked by two telescopic gangways that can travel the full length of the terminal. They span 80ft., clearing three lines of railway-track on the quay beneath. The fruit stores are immediately below, and below them, approximately at

OCEAN TERMINAL, DURBAN



4. the base of the 12-storey block at piazza level.

quay level, is the cargo floor. The same cranes serve both levels.

To the north of the 900ft. long cargo floor, contained in what is known as M Shed, there is another single-storey transit shed, 600ft. long, known as L Shed, which has a flat roof for parking passengers' and visitors' cars. A fruit-shipping gallery over the quay side of this shed provides a link with the pre-cooling stores; through this fruit can be transported in skids to a loading point, allowing it to be loaded on to a cargo ship alongside L Shed as well as on to the mail-boats berthed opposite M Shed. The flat roof above this gallery similarly serves as an extension of the passenger accommodation in M Shed, for use when a second passenger ship, or a cargo ship carrying some passengers, berths opposite L Shed. The two sheds are

5. the west elevation of the custom hall. 6. interior of the custom hall, with baggage collecting counter on the right.

7

7, interior of the custom hall, with the desks where the officials interview passengers along both sides. 8, the entrance of the custom hall. 9, steel sculpture in the north entrance hall.

also linked by a visitors' gallery, parallel to the passengers' gallery and separated from it by a solid balustrade.

Between M and L Sheds rises the 12-storey administrative block, beneath the upper storeys of which the passenger piazza passes. Below piazza level are three storeys of ablution facilities and mess-rooms for staff and stevedores—who number about 500. The upper floors of the block house the customs department, the offices of the Port Goods Superintendent and of the Fruit Export Control Board and, at the top, the Port Captain.

The maximum number of passengers disembarking is 700. This being South Africa, there is separate passenger accommodation for Europeans and Africans. Restaurants and cafeterias adjoin the two entrances, with a piazza in front. Between the entrances is the main customs hall. Baggage is mechanically handled by way of tunnels and ramps to avoid crossing with pedestrian traffic. The piazzas and parking areas are similarly reached by elevated roadways to avoid level crossings. Elevated roadways also bring road traffic direct to the cargo sheds.

Construction is a mixture of steel and reinforced concrete, the latter including V-shaped columns supporting the upper part of the administrative block and a folded slab roof over the concourse and customs hall. The main building has triangulated wind-bracing, visible on both elevations, composed of three stressed steel cables. The administrative block has a sun-screen of aluminium louvres.

8

9

Ocean Terminal, Durban

Consulting Engineers:
H. S. Zakrzewski and Partners

Contractors:
Roberts Construction Co. (Pty.) Ltd.

This aerial view shows the layout of the terminal connected to the city by elevated roadways.

THE six million rand development project in the Durban harbour area known as the Ocean Terminal has just been completed.

The harbour administration building will house the Port Captain and his staff on the top floor, the Port Goods Superintendent and staff, Railway authorities, Customs officials and the Perishable Product Export Control Board. Other buildings in the complex are precooling stores, ablution block, cargo sheds, and passenger terminal.

Of the total project the main part was the building contract carried out by Roberts Construction at an estimated cost of 3.4 million rand.

Practically all concrete used in the project was specially mixed and distributed by means of concrete pumps pouring concrete up to a distance of 900 feet at the rate of 20 cubic yards per hour. The tunnel underneath the structure which serves the refrigeration pipes, is well below water level and special arrangements had to be made to keep this area dry during construction periods and to avoid flooding when breaking into the quay wall in the bay. This was necessary because water from the bay is used in the cooling system.

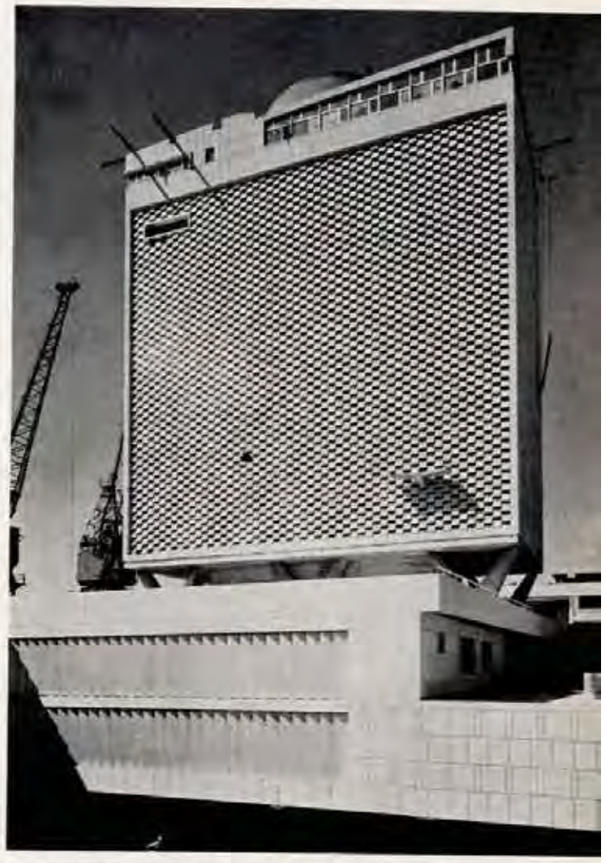
The entire cooling apparatus is operated by electronic remote control and the control switches are situated a considerable distance away from the actual cooling chambers.

Over 50 tons of extruded aluminium sections and sheets were supplied and erected by the WindoWalls division of Consolidated Aluminium Industries Ltd. who anodized (in Johannesburg) all the cladding to resist sea-water corrosion. This is believed to be the biggest job of its kind in South Africa.

The sculpture-like columns supporting the office block and architectural details were designed to underline the monumental aspect of the building.

As soon as passengers leave the telescopic gangways from the ships they will enter an imposing hall from where they will be cleared through customs and immigration with the minimum of delay. Taxis and cars will be able to collect passengers right in front of the Ocean Terminal building and proceed to the city over elevated roadways unimpeded by dock railway traffic.

Construction was over an area two-fifths of a mile long; 5,500 tons of reinforcing steel were used with a combined length of reinforcing bars of 7,000 miles. The total weight of concrete used is 80,000 tons.



Harbour administration block. The sun control system forms an interesting pattern of light and shade. Port captain's offices on top floor.

Carefully designed precast concrete columns being erected to support the main concourse.

Central columns of the concourse are also precast and give a sculpture-like effect.

Main concourse under construction showing precast columns in position and terrazzo floor slabs being laid.

Car-ramp and supporting columns for Harbour Administration block.

General view of the cargo floor.

Control room for the pre-cooling stores.

European restaurant in foreground with main concourse beyond.

Photos: Dennis Cleaver

Striking ceiling treatment of the European passenger entrance.

Another unusual ceiling is used in the non-European restaurant.

Ocean Terminal Durban

Office for Portnet

Professional Team:

Client Portnet, Port Engineer, Durban
Project Managers, Architects & Quantity Surveyors: Protekon Projects, Durban
Structural, Electrical & Mechanical Engineers: ZAI
Main Contractor: Giuricich Bros
Exterior & Toilet Refurbishment Contracts: Gordon Verhoef & Krause

Introduction

Portnet's new offices in the Ocean Terminal Building create a unique corporate environment. From an elevated position in the centre of Durban Bay, its occupants have an unequalled view of a real working port. Luxurious ocean liners dock at arm's reach; Panamanian cargo ships arrive laden with maize, and leave a week later, visibly lighter. A single ninety-by-twelve metre window frames this panorama, and provides a surreal backdrop to the various offices.

Completed in 1960, at the peak of the mailship era, this magnificent Brazilia-style complex provided a customs hall the size of a football field, with a soaring concrete roof balanced above a central row of nine metre high off-shutter concrete Y-Columns. Buildings at either end of the hall contained restaurants, toilets and offices, and a twelve storey office tower stood alongside. This entire complex was sited on the roof of a two storey fruit pre-cooling shed, with parking areas and passenger viewing galleries, and telescopic gangways connecting to the liners berthed alongside.

With the demise of the mailships, the complex passed into virtual disuse. Maintenance was costly, and without an apparent use, the Ocean Terminal was a sad reminder of a lost era.

The commercialisation of Transnet, and the creation of Portnet as a separate business unit, provided the stimulous for change.

Anxious to rationalise and consolidate his staff in an appropriate corporate setting, the Port Manager appointed Protekon to investigate the feasibility of converting the terminal into an office complex.

The architects were confronted with a number of challenges.

5500 square metres of fully serviced, flexible office space was required to house a staff of 300 people in various cellular and landscaped offices. To provide this within the deep plan of the hall, and give individual workstations the desired degree of privacy without creating a claustrophobic warren, was particularly taxing.

A clear hierarchy of circulation routes was critical, coupled with the need to allow natural light to penetrate deep into the central spaces, and a desire to give every office a view to the exterior.

Above: Bridge linking mezzanines over street. Re-used teak planking and handrails.

Facing page top: Exterior view of terminal.

Facing page bottom: Aerial view of the terminal showing the 'tentlike marquee' on the adjacent roof deck.

The task of fundamentally altering one of Durban's most magnificent modern buildings, without detracting from this magnificence, was daunting.

The brief further required an interim alternative passenger facility.

This was to provide a large space at a low capital cost, capable of accommodating the various customs and embarkation functions of the liners using Durban as a port of call.

In consultation with the relevant authorities, a marquee was designed and manufactured, and erected on the adjacent roofdeck.

A tension structure was chosen for its ability to withstand high winds, and its relative freedom from guy ropes and poles.

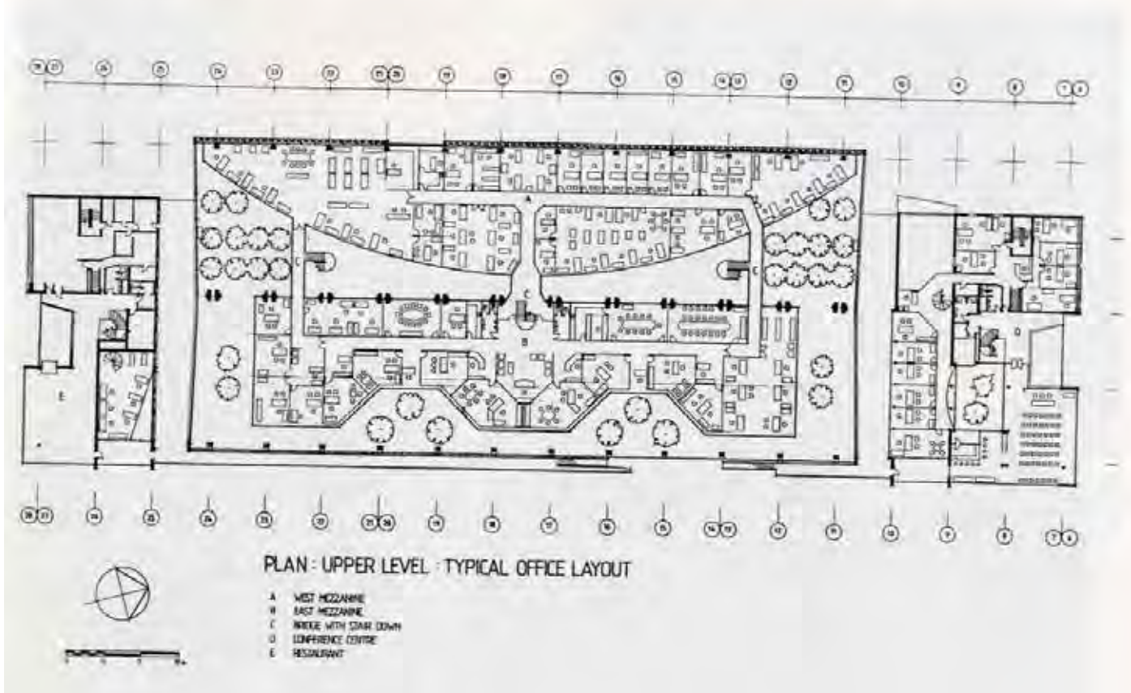
Design Solution

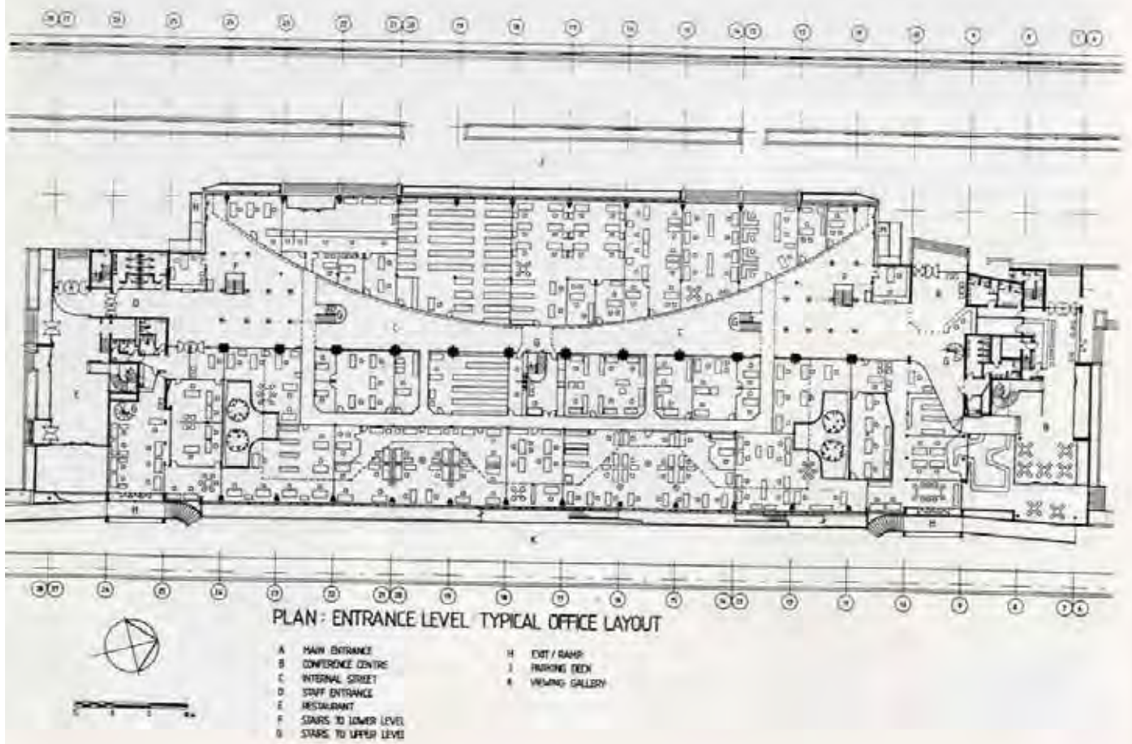
A new entrance was built with suspended canopy and timber steps, into what was previously the arrivals foyer. The extensive mosaic murals decorating the walls were cleaned up, and an entrance counter provided.

A conference facility, visitors centre, display of Port history and current events, and staff recreation area are being developed in the north restaurant wing, adjacent to the new entrance.

The entrance foyer also leads into a double volume central street. This forms the main circulation route, giving sign-posted access to all offices. It is spanned by three overhead bridges. Stairs from the street lead up to the bridges, and down to a lower level services area in what was previously the baggage tunnel.

The distinctive curve of the west edge of the street was designed to allow views to both sides from the very centre of the complex. This has proved to be a valuable orientating device for staff and visitors.





Two mezzanine floors, with a total area of 2000 square metres, were added, one on either side of the row of central columns. The mezzanines were set back from the perimeter walls, forming double volume edge spaces, giving deep daylight penetration and views out across the bay.

The resulting layout provided the required floor areas, and allowed for a range of office types and orientations.

A secondary circulation system in a figure-of-8 pattern on both levels further subdivided the office floors and created the required ratio of cellular to open offices.

Mezzanine Construction

In order to minimise the load imposed on the existing foundations, a light-weight structural solution was required for the mezzanine floors. A power-floated 100 mm concrete slab, acting compositely with steel beams, was used. The main steel I-beams, at 7,5 metre centres, spanned 10 metres from the central concrete columns to additional steel columns bearing on the existing structural column grid.

Where structurally permissable, cut-outs were made in the web of exposed I-beams, to decrease the visual weight of the structure.

A suspended ceiling with drop-in acoustic tiles was fixed below the mezzanine slab, creating a deep plenum space to accommodate the various services. A fascia of natural anodised aluminium panels, to various profiles, was used to complete the mezzanine structure.

Bridges, Stairs and Handrails

Two timber and steel bridges link the mezzanines at each end. A deliberately crude, yet carefully detailed aesthetic was chosen, both to reduce costs and to make reference to modern ship detailing.

Teak and other hardwoods salvaged from the many customs counters and baggage racks was re-used as hand-railing, decking and stair treads.

Ballustrades to public areas were fitted with stainless steel cables and turnbuckles; those to workspaces received infill panels of obscure safety glass in aluminium framing.

Wherever possible, materials were used to display their inherent or natural finishes. This technique ensured that the new work was seen as discreet yet interdependent with the off-shutter concrete and aluminium and glass finishes of the existing Customs Hall.

Ceilings and Partitioning

Due to the varying ceiling conditions in the double volume spaces and beneath the existing sloping roof, certain novel ceiling applications were called for.

Those offices on the upper level that required total enclosure were fitted with suspended ceilings. In order to reduce the number of ceiling hangers, a secondary grid of painted steel beams was hung from the concrete roof, and the ceilings suspended from these.

Where ceilings were not required on the upper level, lighting was fitted to a system of trunking, again fixed to painted steel beams.

Pelican demountable partitions were used throughout, either to doorhead height or floor-to-ceiling.

A variety of vinyl finishes were used to distinguish between different space usages.

Extensive use was made of glazing in internal partitions, to ensure a visual transparency. A general design principle was that partitions in the north-south axis would be transparent, and those in the east-west axis would be opaque. User privacy was controlled with the use of obscure film and vertical/venetian blinds.

Executive offices were fitted with fully glazed shopfronts overlooking the views; the west wall to the central street was formed by a facetted shop-front on a 75 metre radius.

For the eastern wall to the central street, a particularly fine existing period shopfront was removed, refurbished, and replaced in a modified form between the concrete Y-columns.

Floor Finishes

In the public areas and central street, the existing terrazzo tiles were retained, after extensive grinding and re-sealing. Due to the difficulty of matching this finish, panels of ceramic tiles were used for all remedial work.

Offices and passages were fitted with carpet tiles – grey and charcoal being used in various combinations and patterns. Executive offices received bordered broadloom carpets.

Furniture

Existing furniture was used extensively in the offices. The interior design thus had to be robust enough to cope with furniture of different styles and finishes.

Portnet is fortunate to have a significant collection of historical furniture of a nautical flavour, and this has been imaginatively displayed in executive and reception areas.

Additionally, new conference tables and the main reception counter were made by Portnet staff to the Architect's design, using oak and teak obtained during the demolitions.

It is intended that the extensive public areas within the complex be used to display items of historic interest. Display screens have been provided.

A number of artworks adorned the Terminal – these are being restored and re-incorporated as decor. These include a large South African coat of arms (mounted on the front facade) to welcome visitors; mosaic murals; and abstract and realist sculptures.

Air-conditioning

Although naturally ventilated, the Customs Hall had extreme heat-load problems due to the thin concrete shell roof and extensive areas of glazing to all elevations.

To overcome the former, an insulated ceiling was fitted to the underside of the roof. Solar film was applied to all windows, and an existing aluminium sun screen on the west facade refurbished.

A central chilled water air-conditioning system combined with ice bank thermal storage facilities, was installed.

Technical difficulties forced the abondonment of a proposal to use the sea for heat dissipation. Instead, cooling towers were fitted at wharf level.

The main plant room, with chilling plant and ice tanks, was located in the shed below the customs hall.

Fan-coil units were placed on either end of the baggage tunnel, immediately below the hall. From these, twin ducts rise to spreader ducts at each end of the hall. Twelve exposed circular ducts are suspended overhead, with regularly spaced supply air outlets.

Above: New entrance foyer with oak/teak reception counter and refurbished mosaic murals.

Below: View from entrance down Central Street.

A secondary system of air handling units with flexible ducting to ceiling outlets provides cooling to the enclosed offices beneath the mezzanines.

A further system of console units caters for the air-conditioning requirements of upper level enclosed executive offices and boardrooms.

Electrical

Small power supply to all workstations is generally reticulated in three tier power skirting. This makes provision for electrical, phone and computer networks.

Difficulties of reticulation in the existing lower floor slab meant that power was fed both up and down from the mezzanine plenum.

Low brightness fluorescent light fittings, with parabolic reflectors, were used in all offices. In double volume spaces, these were fixed to a suspended grid of trunking.

Tubelight was used to accentuate circulation and reception areas.

Existing large bowl pendant fittings were refurbished and re-lamped, and refitted in clusters over the central street.

Conclusion

The success of the project is largely due to effective interplay of the refurbished magnificence of the original structure, and the practical and economical utilization of everyday components in the new work.

Certain criticisms were levelled at the design for 'underutilization' of the volume of space available; however, it is precisely this spatial generosity that makes the working environment unique.

The range of space types, and the flow of spaces experienced by a visitor moving from the entrance foyer, along the street, up to the bridge and to any particular office, is breathtaking.

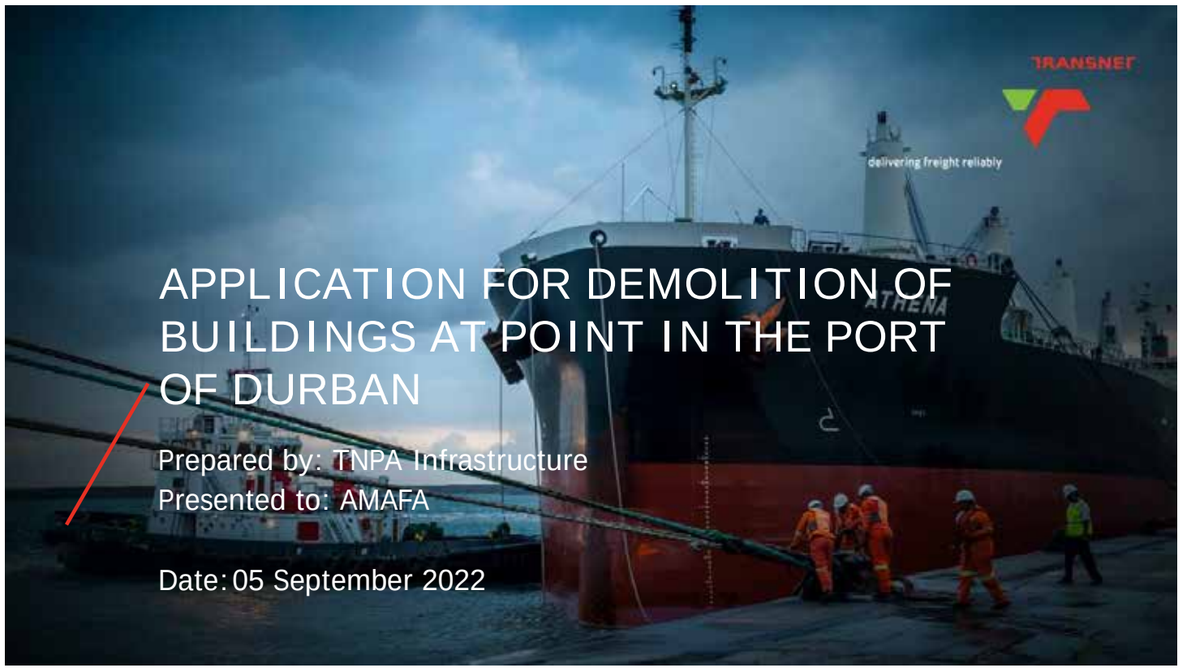
Prior to the execution of this project, Portnet's staff was scattered among a number of unremarkable offices in various buildings in Durban's CDB.

The Ocean Terminal was a forlorn white elephant, and a desolate maintenance problem.

Today the changed circumstances are apparent. Life has returned to the Ocean Terminal. The Port of Durban's corporate identity within the Transnet group has been made physically and organisationally tangible. One of Durban's finest modern architectural assets has been revitalised and converted into extremely useful office space at approximately half the cost of an equivalent new building.

Advertisers on this project:

Vitrex Natal: Suppliers of Hulafab aluminium cladding systems.



APPLICATION FOR DEMOLITION OF BUILDINGS AT POINT IN THE PORT OF DURBAN

Prepared by: TNPA Infrastructure
Presented to: AMAFA

Date: 05 September 2022

CONTENTS

A. Business Need

B. Current Point Precinct Buildings

C. Proposed Point Terminal Developments

D. Next Steps

A: KZN MASTER PLANS – PORT OF DURBAN

The Business Need

1. Core segments

- To optimise the business Transnet's immediate priority is to focus on core segments that we serve (based on revenue and strategic capability).

2. Logistic Enhancement and Market Expansion

- Thereby leveraging focus on core segments to identify opportunities for logistic enhancement and market expansion.

3. Durban – Container Hub and Automotive Hub

- Through this focussed approach, Transnet identified the need to expand on container and automotive capacity in the Port of Durban, which is the responsibility of the Operating Division – Transnet National Ports Authority (TNPA).

4. Competitive Container Hub port

- TNPA has embarked on a journey to reposition the Port of Durban as a competitive container hub port.

Port of Durban Container Hub	
Precinct	Container Capacity (mTEUs)
Point	1.8
Pier 1	3.6
Pier 2	4.4
MW	1.6
Total Capacity	11.4

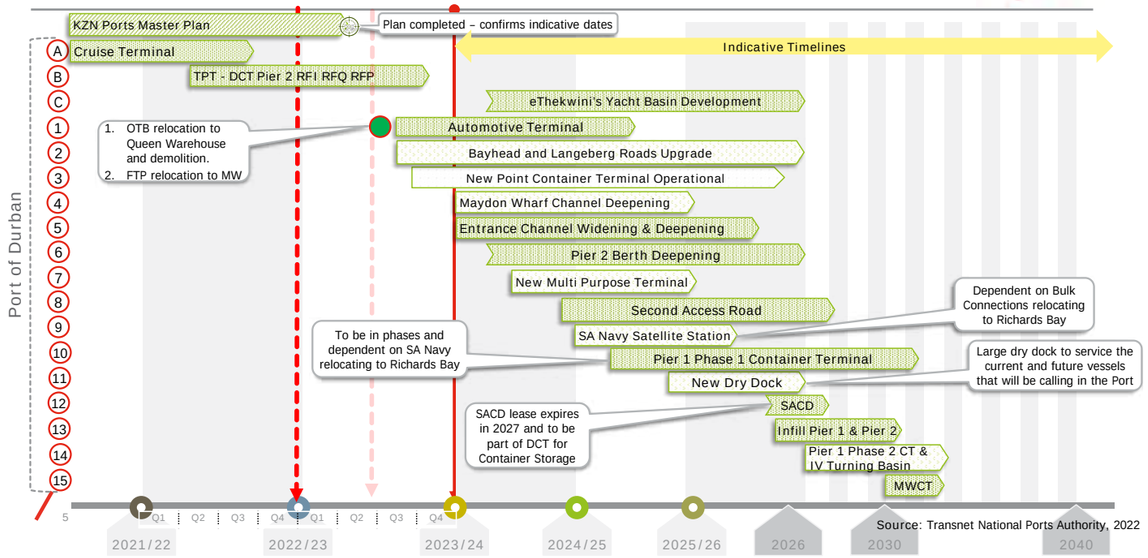
Initiatives Overview

A. New Cruise Terminal
B. TPT – DCT Pier 2 PSP
C. eThekwini's Yacht Basin Development

1. Automotive Terminal Expansion
2. Bayhead & Langeberg Roads Upgrade
3. New Point Container Terminal
4. Maydon Wharf Channel Deepening
5. Entrance Channel Widening & Deepening
6. Pier 2 Berth Deepening
7. New Multi Purpose Terminal
8. Second Access Road
9. SA Navy Satellite Station
10. Pier 1 Phase 1 Container Terminal
11. New Dry Dock
12. SACD Site for Container Storage
13. Infill Pier 1 & Pier 2
14. Pier 1 Phase 2 Container Terminal & Island View Turning Basin
15. New Maydon Wharf Container Terminal

A: KZN MASTER PLANS – PORT OF DURBAN

The Business Need: Strategic Roadmap



Source: Transnet National Ports Authority, 2022

A: KZN MASTER PLANS – PORT OF DURBAN

The Business Need

8. Forecast

- As proposed by the Durban Hub Strategy, the T-Jetty will be used for automotive operations and the parking bays are as follows:

	current	proposed
M SHED	400	6000
L SHED	300	
L SHED INTERNAL	100	
FPT	500	
MPC	500	
TOTAL	1600	6000

9. Additional Bays

- This proposal provides approximately 4 400 additional bays on the T-Jetty alone. This will compensate for the 4 900 parking bays behind the D-G Berths that will be lost due to the development of the Point Container Terminal. The total number of parking bays will be increased from 13 000 to 15 400 as per the Port of Durban Master Plan.

A: KZN MASTER PLANS – PORT OF DURBAN

The Business Need

5. Point Precinct development

- The developments at the Point Precinct to support the KZN Master Plan strategy include the expansion of the Point Automotive Terminal and the development of the Point Container Terminal.

6. Effective creation of terminal capacity

- The development plans at the Point Precinct will require various buildings and structures to be demolished in order to create the proposed terminal capacities.

7. Buildings to be demolished

- Ocean Terminal Building
- Durmarine Building
- L-Shed
- N-Shed
- M-Shed
- South Service Stair Structure
- Schoeman's Bridge
- Small Buildings, MHA Sheds, F and G Sheds

A: KZN MASTER PLANS – PORT OF DURBAN

The Business Need

10. Need

- The landside capacity is 520 000 units per annum. The actual number of units handled during the 2021/22 financial year was 521 876 units per annum, which exceeds the landside capacity. This substantiates the urgent need for the Automotive Terminal to be expanded in order to handle the future automotive volumes.

11. OEM'S

- If additional landside capacity is not created, the Original Equipment Manufactures (OEMs) may be forced to moved their automotives from the Port of Durban to other Ports such as East London, Port Elizabeth or even the Port of Maputo.

12. Impact to the Economy

- This may result in dire consequences for the economy of KZN or the country. The Port of Durban may also lose automotives cargo dues revenue which is in the order of R277m per annum at full capacity. The Port of Durban may also lose container cargo dues revenue which is in the order of R1.2b per annum at full capacity.

B: KZN MASTER PLANS – PORT OF DURBAN
Current Point Precinct Buildings

BUILDINGS TO BE DEMOLISHED
A. Ocean Terminal Building
B. Durmarine Building
C. L Shed
D. N Shed
E. M Shed
F. South Service Stair Structure
G. Schoeman's Bridge
H. Small Buildings and Sheds
I. FPT

C: KZN MASTER PLANS – PORT OF DURBAN
Point Precinct

C: KZN MASTER PLANS – PORT OF DURBAN
Proposed Point Automotive and Container Terminal Developments

Legend

A. Cruise Terminal
B. Point Container Terminal
C. Point Automotive Terminal

Relocations

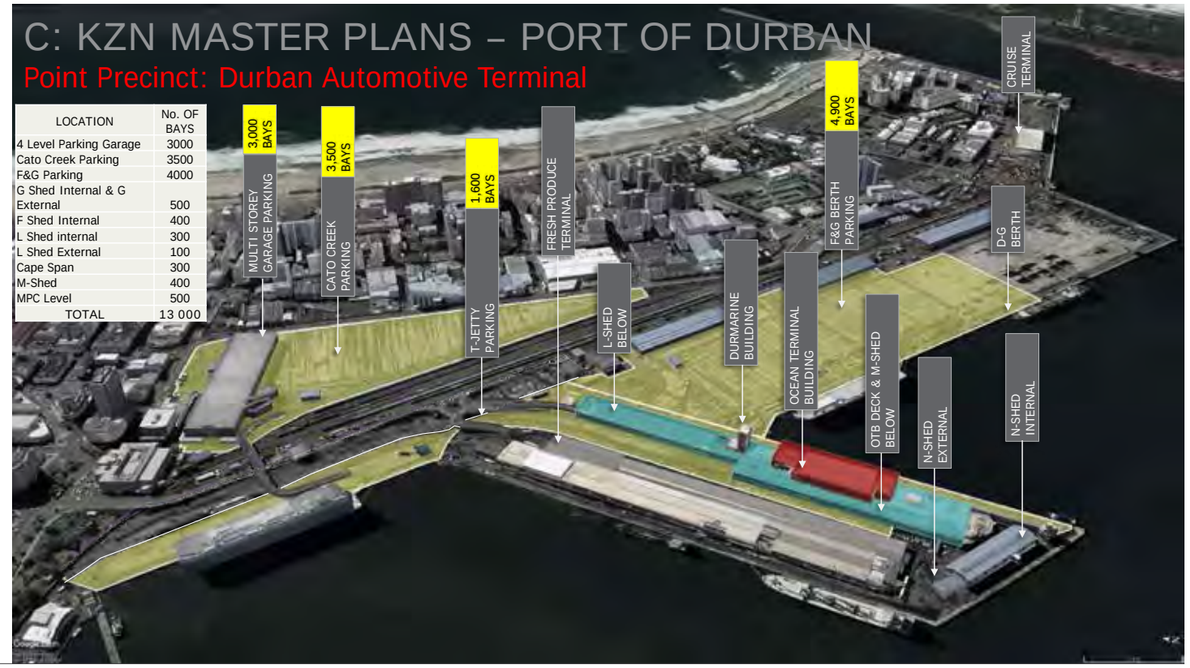
a. Relocation of Port of Durban Administration Staff from OTB Complex on T-Jetty to Queen's Warehouse
b. Relocation of Fresh Produce Terminal (FPT) from T-Jetty to Maydon Wharf
c. Relocation of Automotive Terminal from D-to-G Berths to T-Jetty and Cars for Africa Site

Demolitions

i. Ocean Terminal Building
ii. Durmarine Building
iii. L Shed
iv. N Shed
v. M Shed
vi. South Service Stair Structure
vii. Schoeman's Bridge
viii. Small Buildings and Sheds

C: KZN MASTER PLANS – PORT OF DURBAN
Point Precinct: Durban Automotive Terminal

LOCATION	No. OF BAYS
4 Level Parking Garage	3000
Cato Creek Parking	3500
F&G Parking	4000
G Shed Internal & G External	500
F Shed Internal	400
L Shed internal	300
L Shed External	100
Cape Span	300
M-Shed	400
MPC Level	500
TOTAL	13 000



C: KZN MASTER PLANS – PORT OF DURBAN

Point Precinct: Future Automotive and Container Terminals

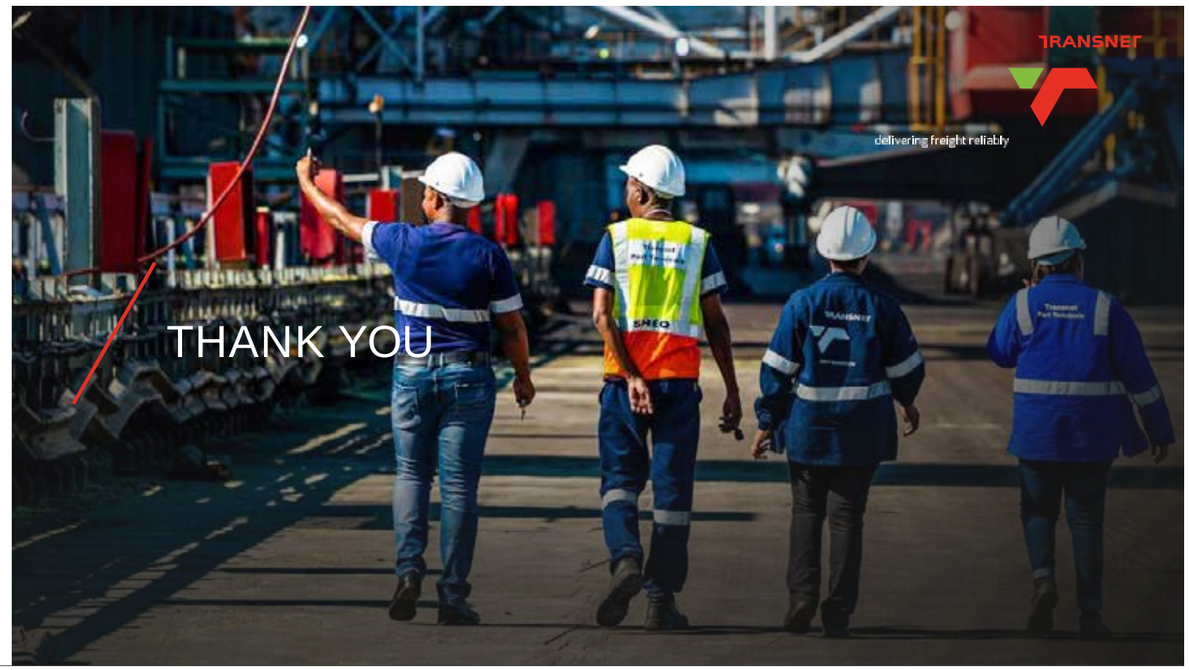
D: KZN MASTER PLANS – PORT OF DURBAN

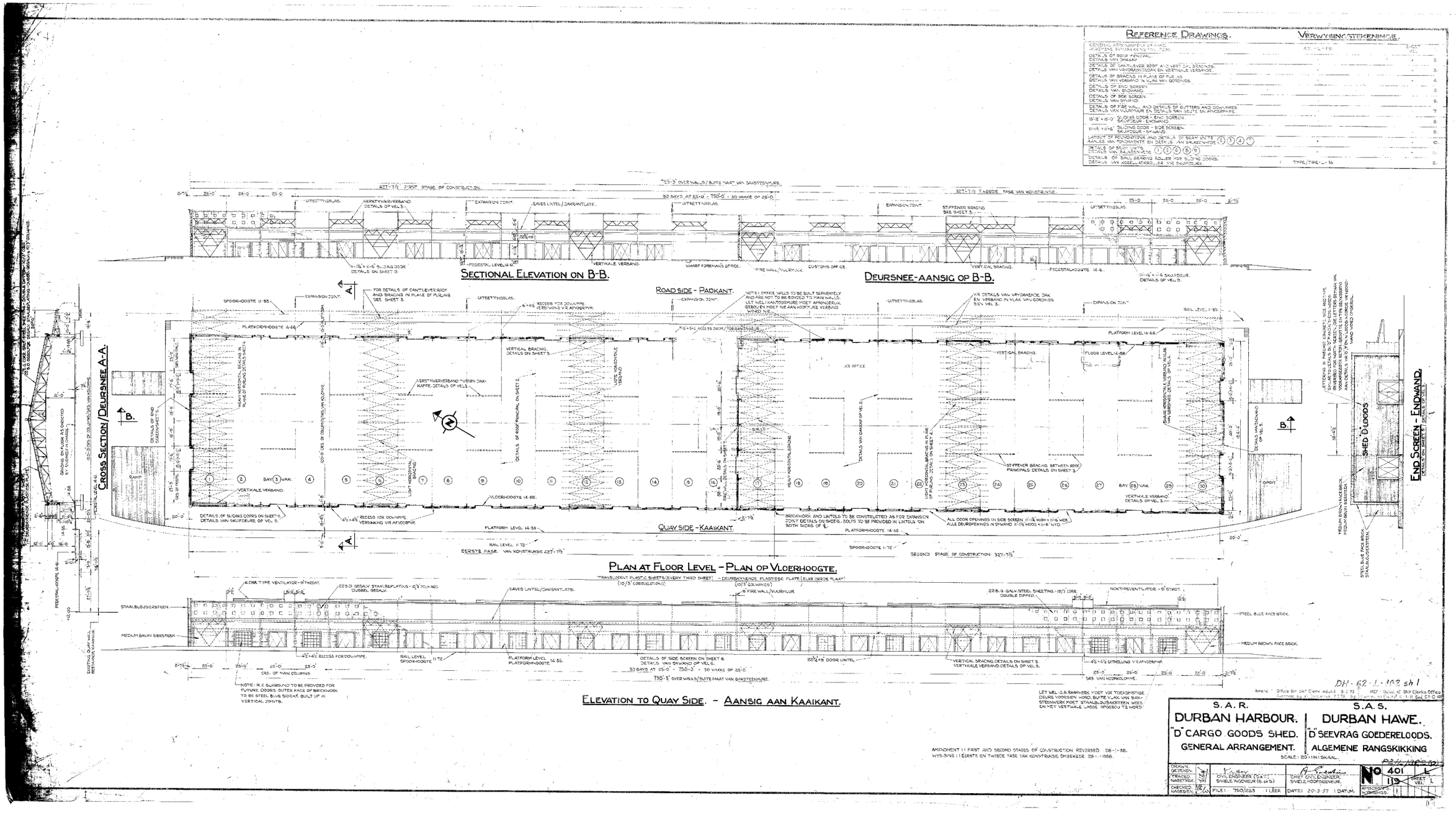
Next Steps

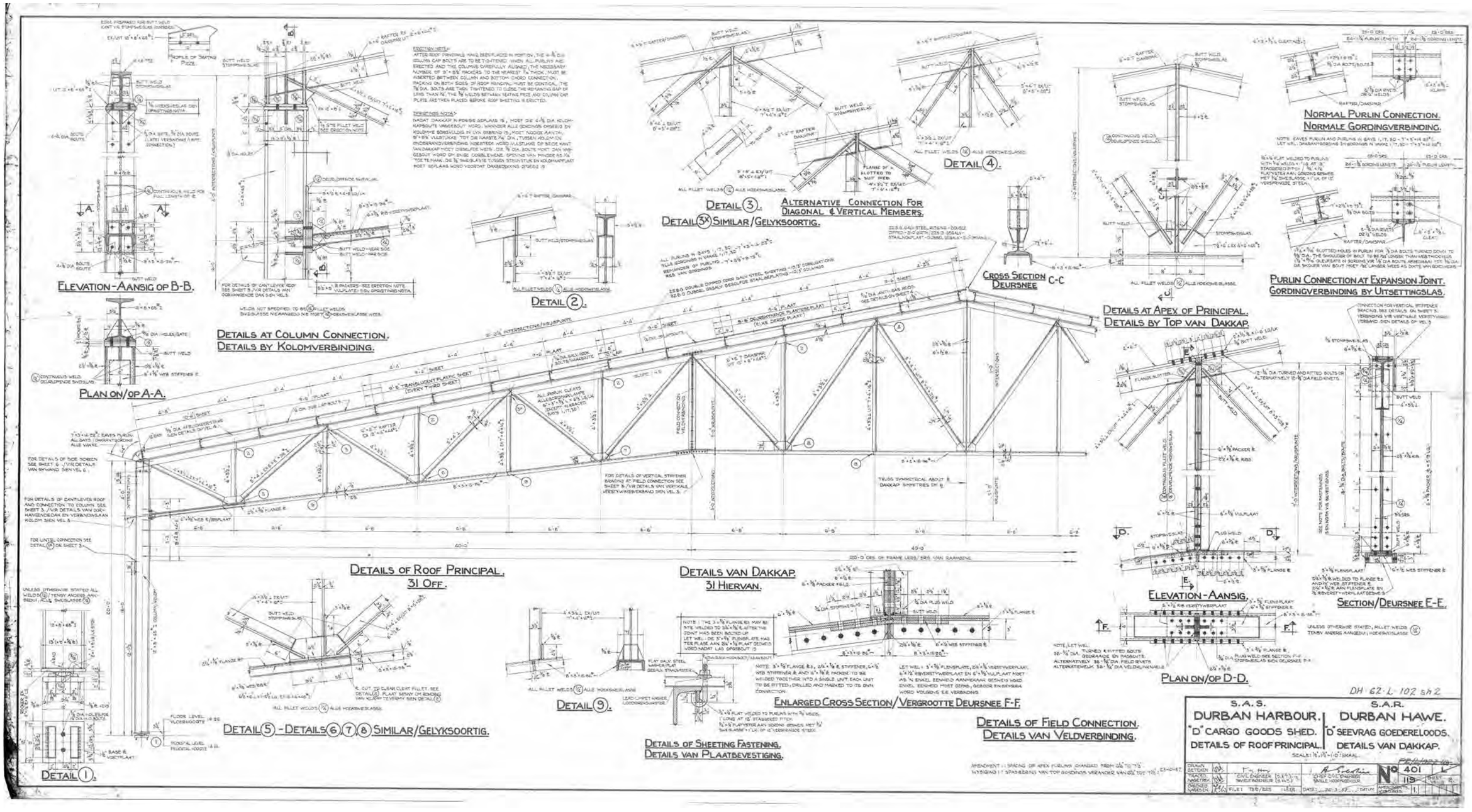
1. A Heritage Practitioner has been appointed to assess the buildings at the Point Precinct.
2. A final report will be submitted to TNPA.
3. The Heritage Practitioner report together with the recommendations will be submitted to AMAFA.
4. A final presentation will be made to AMAFA.
5. AMAFA to submit a formal decision to TNPA.

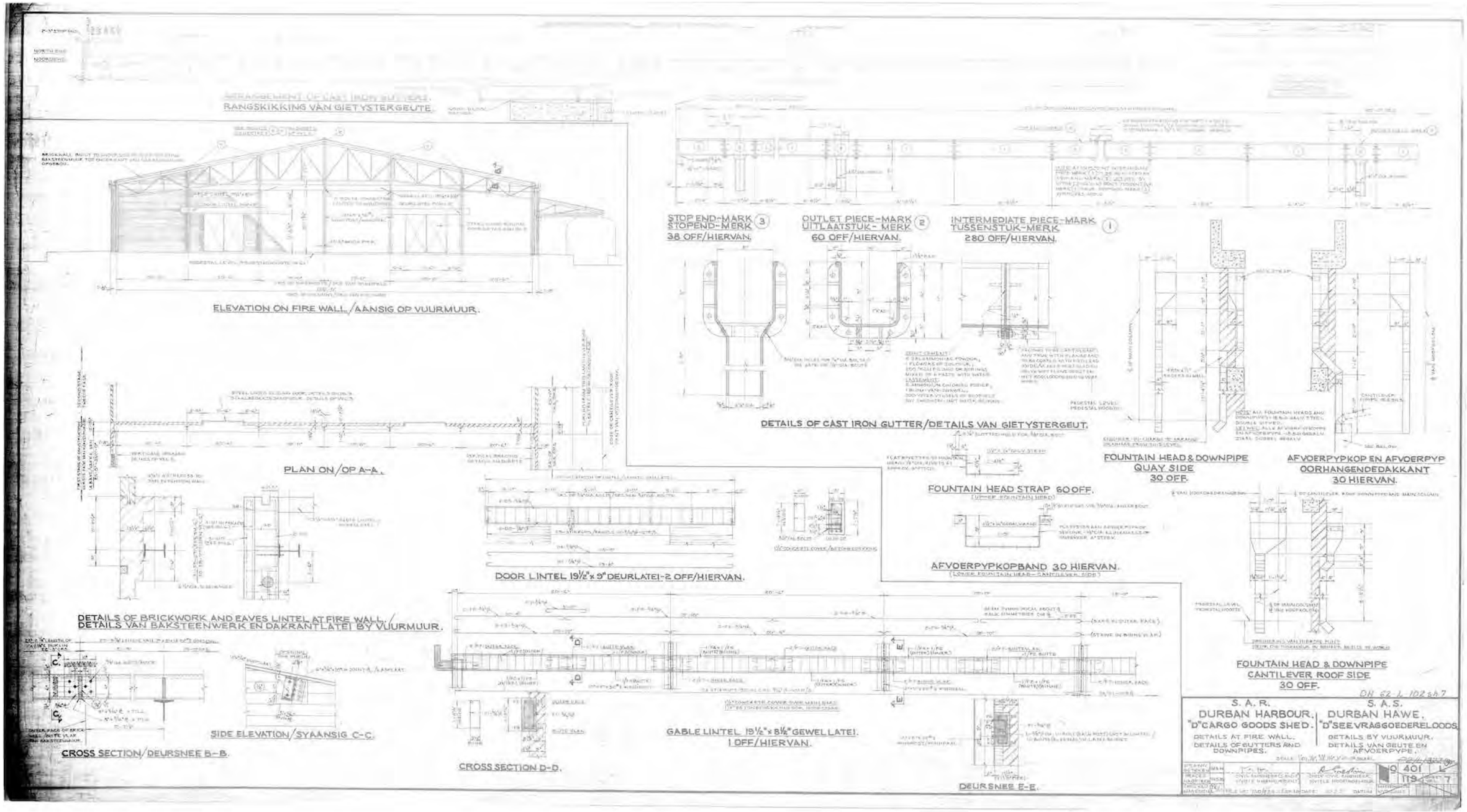
C: KZN MASTER PLANS – PORT OF DURBAN

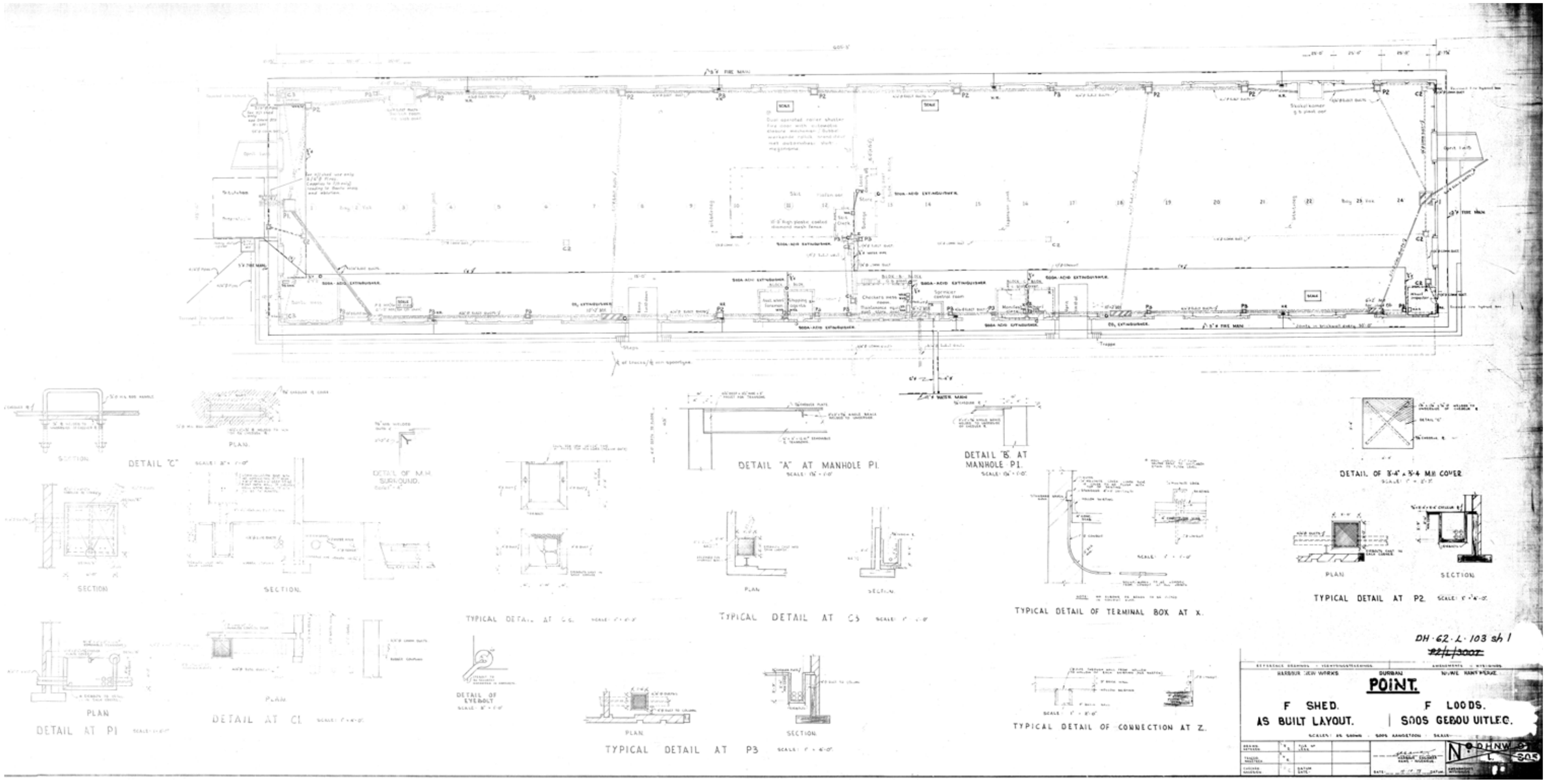
Proposed Point Automotive and Container Terminal Developments

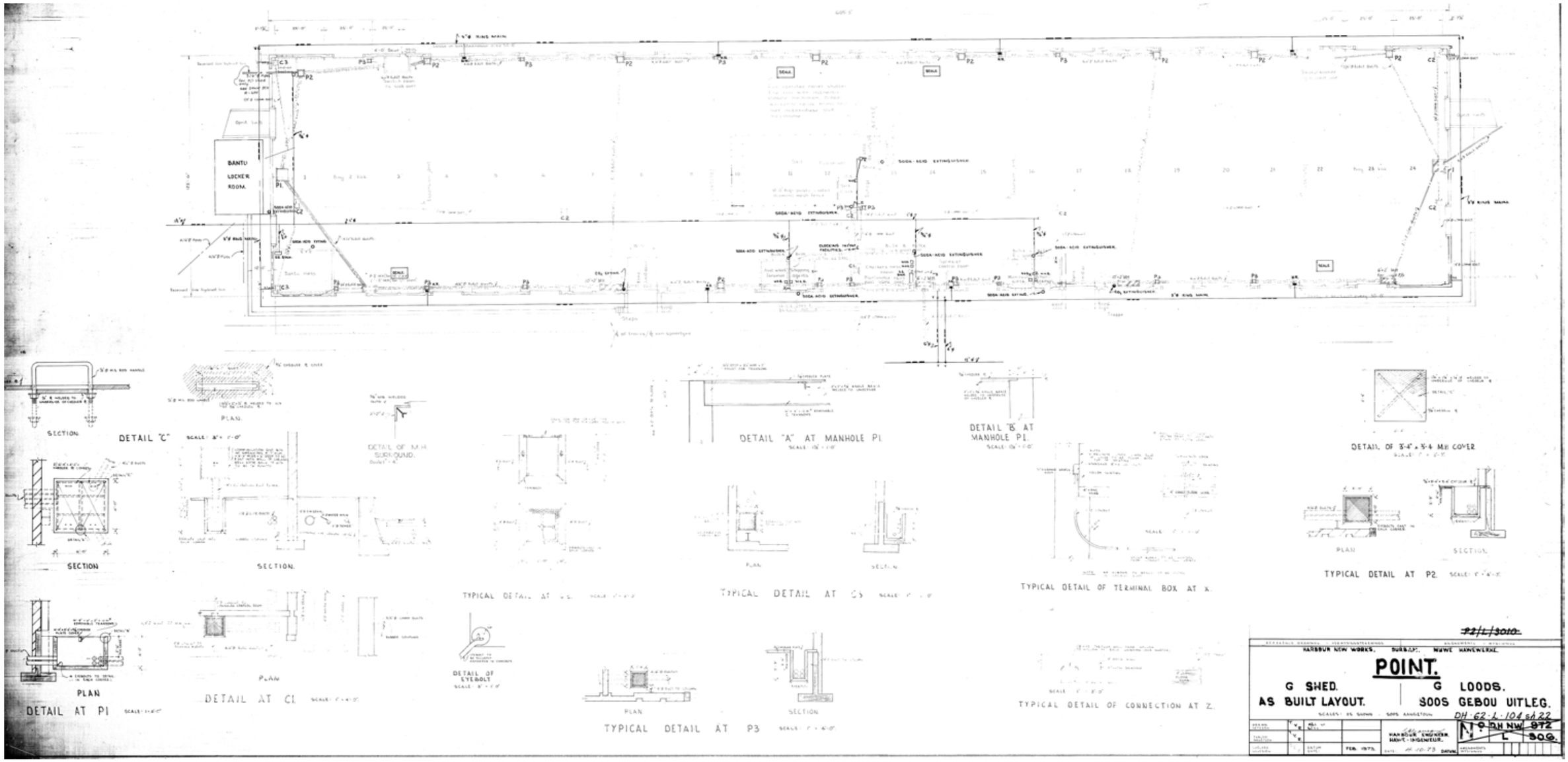



REFERENCE DRAWINGS.
VERWYSING STEKENINGE
SECTIONAL ELEVATION ON B-B.
DEURSNEE-AANSIG OP B-B.
CROSS SECTION / DEURSNEE A-A.
PLAN AT FLOOR LEVEL - PLAN OP VLOERHOOGTE.
QUAY SIDE - KAAIKANT.
ROAD SIDE - PADKANT.
ELEVATION TO QUAY SIDE. - AANSIG AAN KAAIKANT.
END SCREEN - ENDWAND.
SHED 'D' LOODS
S. A. R.
DURBAN HARBOUR.
"D" CARGO GOODS SHED.
GENERAL ARRANGEMENT.
S. A. S.
DURBAN HAWE.
"D" SEEVRAG GOEDERELOODS.
ALGEMENE RANGSKIKKING
SCALE: 25'-1 IN. SKAAL.
DRAWN GETEKEN
TRACED NASPEUR
CHECKED NAGESIEN
CIVIL ENGINEER DISTRICT
SIVIELE INGENIEUR (B. en S.)
CHIEF CIVIL ENGINEER
SIVIELE HOOFINGENIEUR.
FILE: 750/223 : LEER
DATE: 20-3-57 : DATUM.
No 401
119
SHEET VEL
DH-62-1-102 sh 1

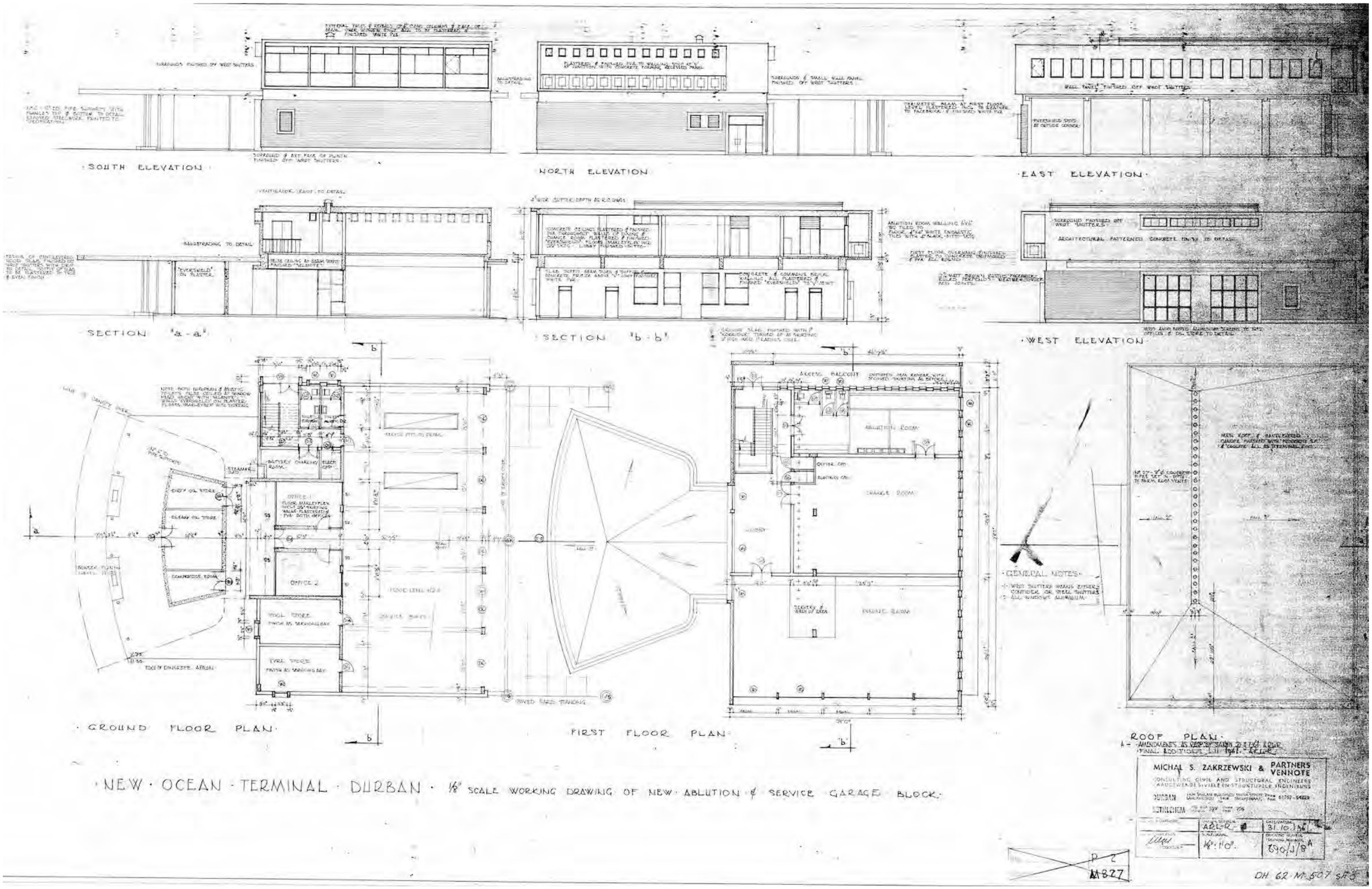

ELEVATION - AANSIG OP B-B.
PLAN ON/OP A-A.
DETAILS AT COLUMN CONNECTION.
DETAILS BY KOLOMVERBINDING.
DETAIL (2).
DETAIL (3).
ALTERNATIVE CONNECTION FOR DIAGONAL & VERTICAL MEMBERS.
DETAIL (3X) SIMILAR/GELYKSOORTIG.
DETAIL (4).
CROSS SECTION C-C
DEURSNEE C-C
DETAILS AT APEX OF PRINCIPAL.
DETAILS BY TOP VAN DAKKAP.
NORMAL PURLIN CONNECTION.
NORMALE GORDINGVERBINDING.
PURLIN CONNECTION AT EXPANSION JOINT.
GORDINGVERBINDING BY UITSETTINGSLAS.
DETAILS OF ROOF PRINCIPAL.
31 OFF.
DETAILS VAN DAKKAP.
31 HIERVAN.
ELEVATION - AANSIG.
SECTION/DEURSNEE E-E.
PLAN ON/OP D-D.
DETAIL (5) - DETAILS (6) (7) (8) SIMILAR/GELYKSOORTIG.
DETAIL (9).
ENLARGED CROSS SECTION/VERGROOTTE DEURSNEE F-F.
DETAILS OF FIELD CONNECTION.
DETAILS VAN VELDVERBINDING.
DETAILS OF SHEETING FASTENING.
DETAILS VAN PLAATBEVESTIGING.
DETAIL (1).
S.A.S.
DURBAN HARBOUR.
"D" CARGO GOODS SHED.
DETAILS OF ROOF PRINCIPAL.
S.A.R.
DURBAN HAWE.
"D" SEEVRAG GOEDERELOODS.
DETAILS VAN DAKKAP.
DH 62-L 102 sh 2
No 401
119


ARRANGEMENT OF CAST IRON GUTTERS.
RANGSKIKKING VAN GIETYSTERGEUTE.
ELEVATION ON FIRE WALL./AANSIG OP VUURMUUR.
STOP END-MARK 3
STOPEND-MERK
38 OFF/HIERVAN.
OUTLET PIECE-MARK 2
UITLAATSTUK- MERK
60 OFF/HIERVAN.
INTERMEDIATE PIECE-MARK 1
TUSSENSTUK-MERK
280 OFF/HIERVAN.
DETAILS OF CAST IRON GUTTER/DETAILS VAN GIETYSTERGEUT.
PLAN ON/OP A-A.
FOUNTAIN HEAD & DOWNPIPE
QUAY SIDE
30 OFF.
AFVOERPYPKOP EN AFVOERPYP
OORHANGENDEDAKKANT
30 HIERVAN.
FOUNTAIN HEAD STRAP 60 OFF.
DOOR LINTEL 19½" x 9" DEURLATEI-2 OFF/HIERVAN.
AFVOERPYPKOPBAND 30 HIERVAN.
DETAILS OF BRICKWORK AND EAVES LINTEL AT FIRE WALL./
DETAILS VAN BAKSTEENWERK EN DAKRANTLATEI BY VUURMUUR.
FOUNTAIN HEAD & DOWNPIPE
CANTILEVER ROOF SIDE
30 OFF.
SIDE ELEVATION/SYAANSIG C-C.
CROSS SECTION/DEURSNEE B-B.
GABLE LINTEL 19½" x 8½" GEWELLATEI.
1 OFF/HIERVAN.
CROSS SECTION D-D.
DELIRSNEE E-E.
S. A. R.
DURBAN HARBOUR.
"D" CARGO GOODS SHED.
DETAILS AT FIRE WALL.
DETAILS OF GUTTERS AND
DOWNPIPES.
S. A. S.
DURBAN HAWE.
"D" SEEVRAGGOEDERELOODS.
DETAILS BY VUURMUUR.
DETAILS VAN GEUTE EN
AFVOERPYPE.
DH 62 L 102 sh 7
D 401 L
119

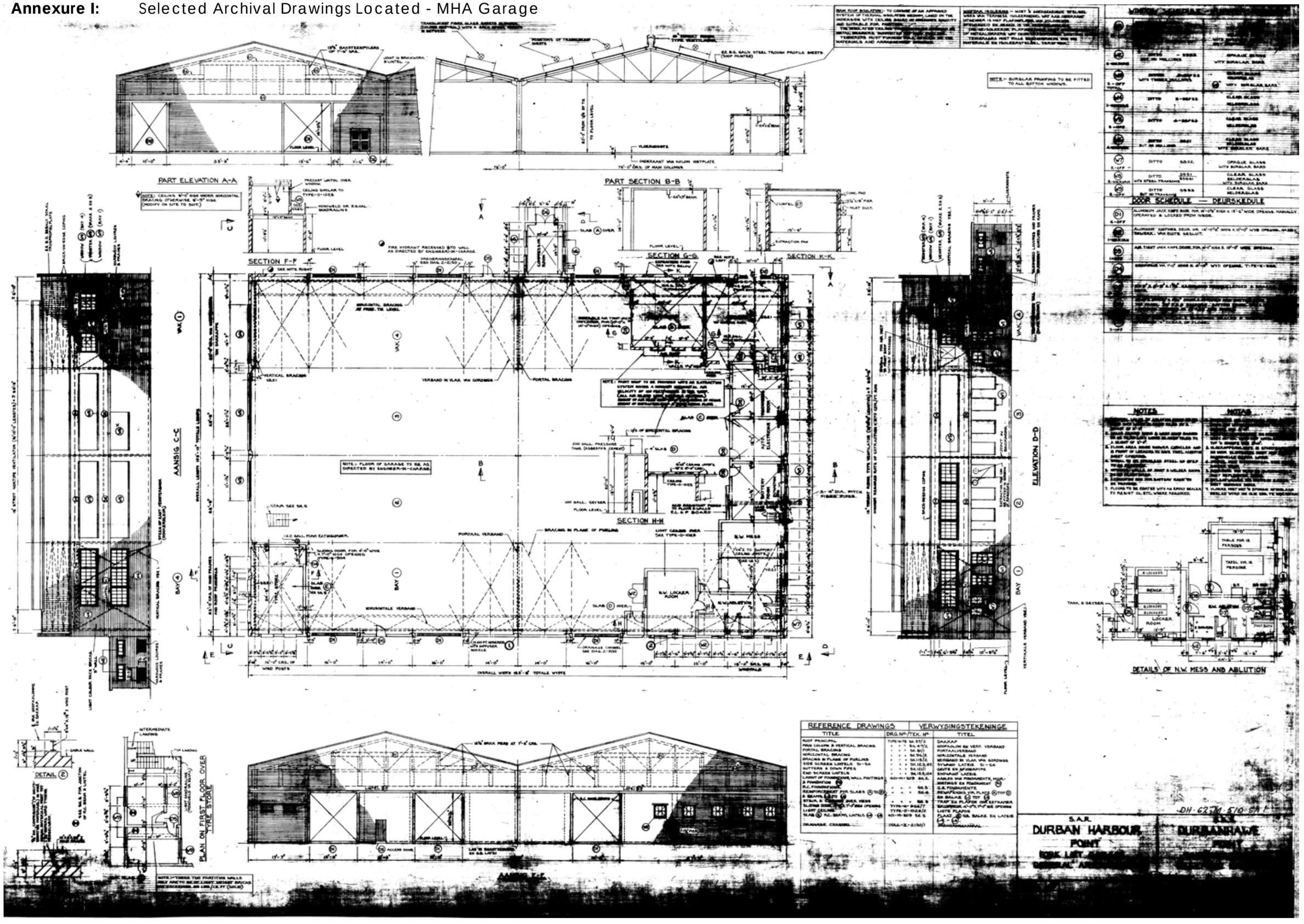

DETAIL 'C'
PLAN
SECTION
DETAIL OF M.H. SURROUND.
SECTION
SECTION
TYPICAL DETAIL AT C6.
DETAIL 'A' AT MANHOLE P1.
DETAIL 'B' AT MANHOLE P1.
PLAN
SECTION
TYPICAL DETAIL AT C5
TYPICAL DETAIL OF TERMINAL BOX AT X.
DETAIL OF 3'-4" x 3'-4" M.H. COVER
PLAN
SECTION
TYPICAL DETAIL AT P2.
PLAN
DETAIL AT P1
PLAN
DETAIL AT C1
DETAIL OF EYEBOLT
PLAN
SECTION
TYPICAL DETAIL AT P3
TYPICAL DETAIL OF CONNECTION AT Z.
DH·62·L·103 sh 1
HARBOUR NEW WORKS
DURBAN
POINT.
F SHED.
AS BUILT LAYOUT.
F LOODS.
SOOS GEBOU UITLEG.


BANTU LOCKER ROOM
SECTION
DETAIL "C"
PLAN
DETAIL OF M.H. SURROUND
DETAIL "A" AT MANHOLE P1
DETAIL "B" AT MANHOLE P1
DETAIL OF 3'-4" x 3'-4" M.H. COVER
SECTION
SECTION
TYPICAL DETAIL AT C3
TYPICAL DETAIL OF TERMINAL BOX AT X
TYPICAL DETAIL AT P2
PLAN
DETAIL AT P1
PLAN
DETAIL AT C1
DETAIL OF EYEBOLT
PLAN
SECTION
TYPICAL DETAIL AT P3
TYPICAL DETAIL OF CONNECTION AT Z
HARBOUR NEW WORKS, DURBAN, NUWE HAWEWERKE
POINT.
G SHED.
AS BUILT LAYOUT.
G LOODS.
SOOS GEBOU UITLEG.
DH 62 L 104 sh 22
DH NW 972
L 306
FEB. 1973

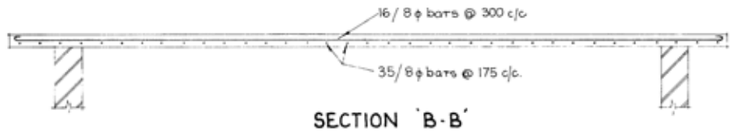
N
APPROACH BRIDGE TO OCEAN TERMINAL
QUAYSIDE ROAD
NEW SERVICING GARAGE
Open Servicing Area
SUB-STATION
SHED
PLATFORM
'H' SHED
DURBAN BAY
GENERAL NOTES
S.A.R.&H. - NEW OCEAN TERMINAL - DURBAN
S.A.S.&H. - NUWE OSEAN ENDPUNT DURBAN
SITE PLAN SHOWING NEW SERVICING GARAGE
MICHAL S. ZAKRZEWSKI & PARTNERS
DURBAN
DH·62·M·507 sh 1


SOUTH ELEVATION
NORTH ELEVATION
EAST ELEVATION
SECTION "a-a"
SECTION "b-b"
WEST ELEVATION
GROUND FLOOR PLAN
FIRST FLOOR PLAN
ROOF PLAN
GENERAL NOTES
NEW · OCEAN · TERMINAL · DURBAN · 1/8" SCALE WORKING DRAWING OF NEW ABLUTION & SERVICE GARAGE BLOCK
MICHAL S. ZAKRZEWSKI & PARTNERS VENNOTE
DURBAN
BETHLEHEM
ARL-R
31.10.1961
1/8":1'0"
690/J/8A
M827
DH 62 M 507 SH 3

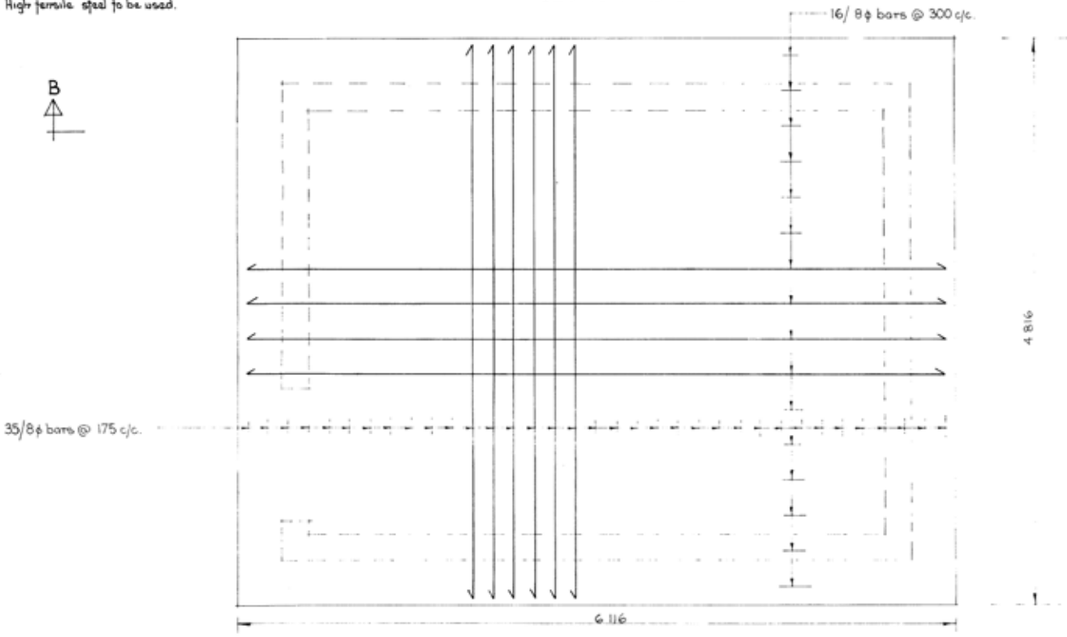
Annexure I: Selected Archival Drawings Located - MHA Garage



Note:
25 mm min. cover to all steel.
1:2:4 concrete mix.
High tensile steel to be used.

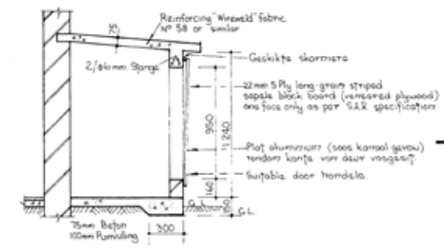


SECTION 'B-B'

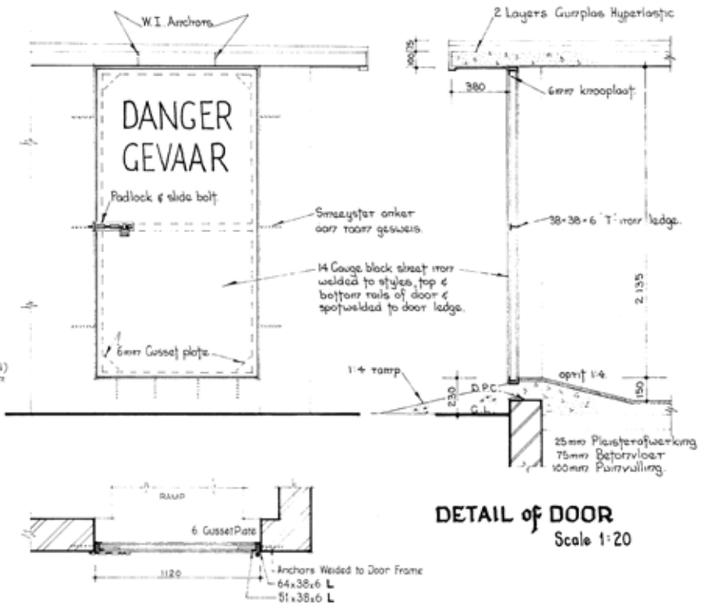


DETAIL of ROOF SLAB

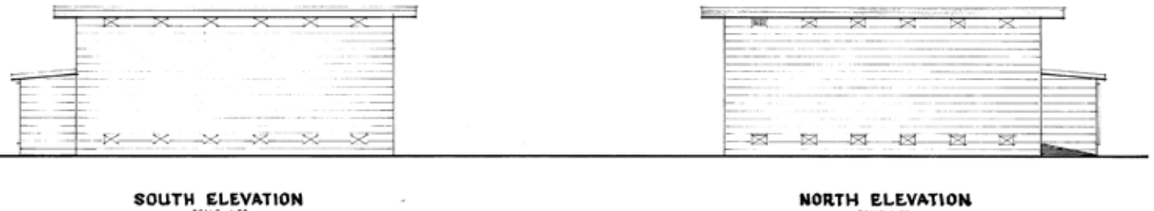
SCALE 1:25



SECTION THROUGH WASTE BIN



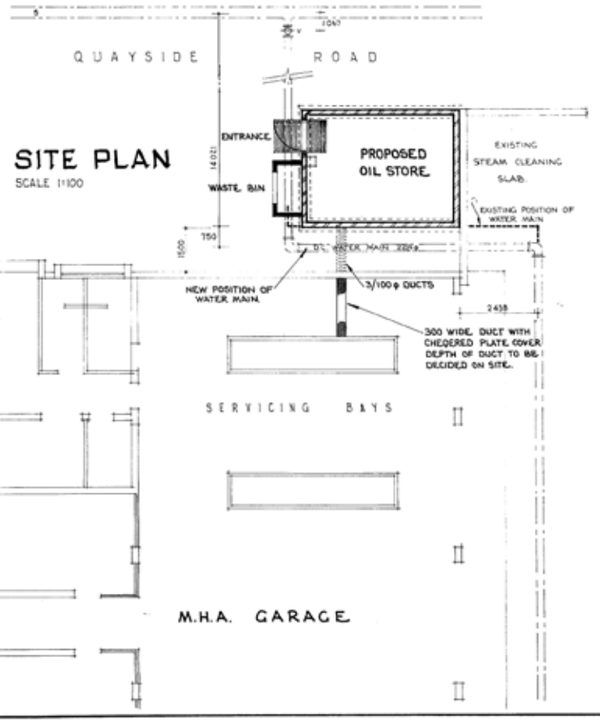
DETAIL of DOOR
Scale 1:20



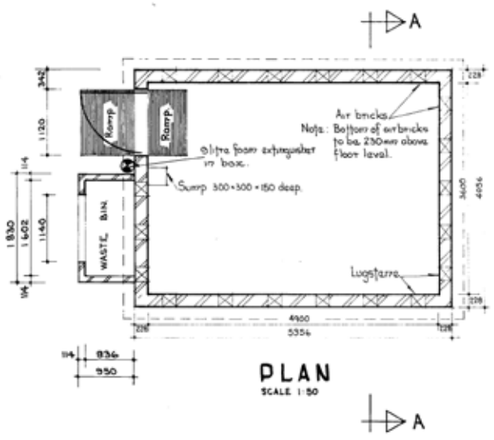
SOUTH ELEVATION
SCALE 1:50

NORTH ELEVATION
SCALE 1:50

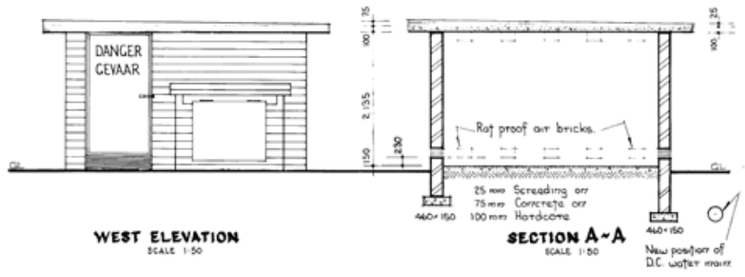
LOCALITY SKETCH



SITE PLAN
SCALE 1:100



PLAN
SCALE 1:50



WEST ELEVATION
SCALE 1:50

SECTION A-A
SCALE 1:50

Note: Bottom of foundations to be on same level as bottom of D.C. water main.

BUILD. Nº B2/512

	SCD. A. de V. JONBERT SYSTEM AUTOMOTIVE ENGINEER AFDELINGS PADVOERTUIGINGENIEUR. 13 9 73	
	SCD. P.N. RAW DISTRICT HARBOUR ENGINEER DISTRIKSHAWEINGENIEUR 17 9 73	
SCD. A.E. Mc KAY. HARBOUR, FIRE, OFFICE, HAWE-BRANDAMPTE-JAAR. 18 9 73	SCD. J.H.L. DAVIDSON ASST SYSTEM HARBOUR ENGINEER ASST AFDELINGSHAWEINGENIEUR 21 9 73	SCD. E.A. EDWARDS SYSTEM HARBOUR ENGINEER AFDELINGSHAWEINGENIEUR 24 9 73

S.A.R. NATAL SYSTEM DURBAN HARBOUR — AFDELING NATAL DURBANHAWE — S.A.S.

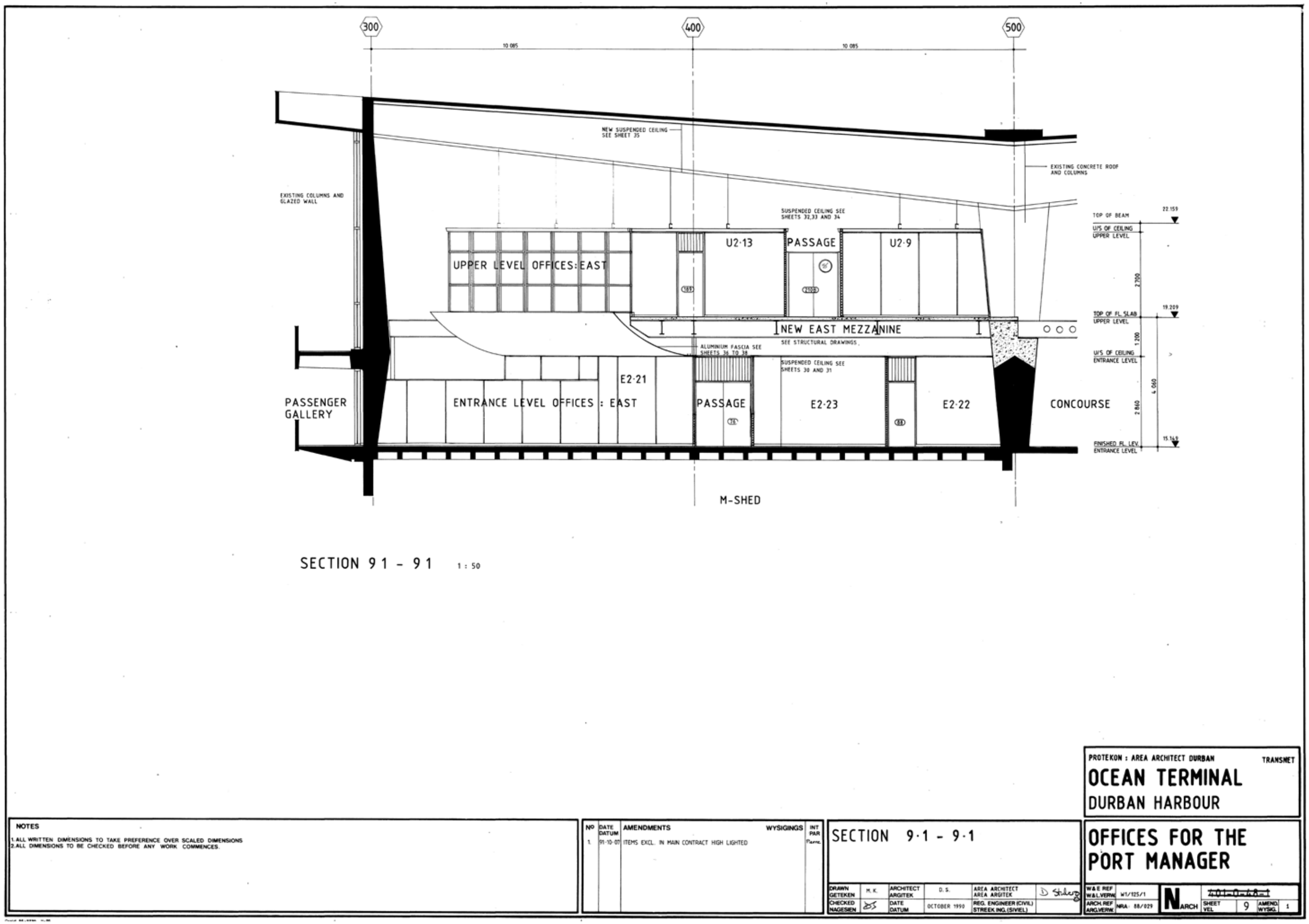
POINT

MECHANICAL HANDLING APPLIANCE GARAGE
QUAYSIDE ROAD
OIL STORE

MEGANIESE HANTEERTOESTELLE GARAGE
QUAYSIDEWEG
OLIESTOOR

DH·62·Q·11

DRAWN GETEKEN	SGS	FILE Nº LÊER Nº	WI/625	Nº	C2 / 44 / Q
TRACED NAGETREK	SGS	SCALE SKAAL	AS SHOWN		
CHECKED NAGESIEN		DATE DATUM	24-8-73	AMENDMENTS WYSIGINGS	



SECTION 91 - 91 1 : 50

NOTES
1. ALL WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED DIMENSIONS
2. ALL DIMENSIONS TO BE CHECKED BEFORE ANY WORK COMMENCES.

NO	DATE DATUM	AMENDMENTS WYSIGINGS	INT PAR
1.	91-10-07	ITEMS EXCL. IN MAIN CONTRACT HIGH LIGHTED	Pierre.

SECTION 9·1 - 9·1

DRAWN GETEKEN	M.K.	ARCHITECT ARGITEK	D.S.	AREA ARCHITECT AREA ARGITEK	D Stiles
CHECKED NAGESIEN		DATE DATUM	OCTOBER 1990	REG. ENGINEER (CIVIL) STREEK ING. (S/VIEL)	

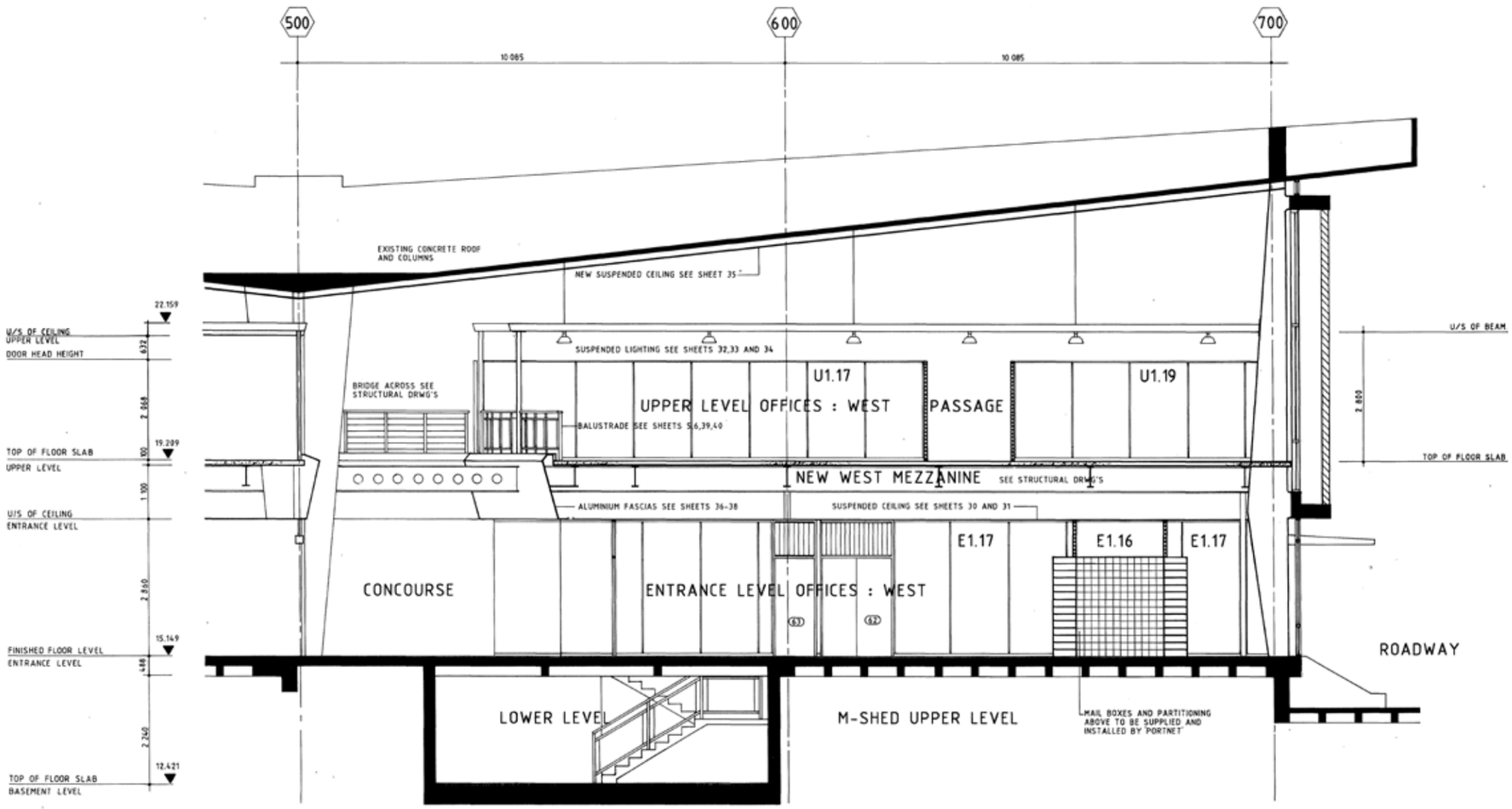
PROTEKON : AREA ARCHITECT DURBAN TRANSNET

OCEAN TERMINAL
DURBAN HARBOUR

OFFICES FOR THE PORT MANAGER

W&E REF W&L.VERW. W1/125/1
ARCH. REF ARG.VERW. NRA 88/029
N ARCH
SHEET VEL 9 AMEND. WYSIG. 1

2O0011-001-01



SECTION 10.1 - 10.1 1 : 50

NOTES

1. ALL WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED DIMENSIONS
2. ALL DIMENSIONS TO BE CHECKED BEFORE ANY WORK COMMENCES.

NO	DATE DATUM	AMENDMENTS WYSIGINGS	INT PAR
1.	91-07-17	VALMETEX DETAIL OMITTED	Pierre
2	91-10-07	ITEMS EXCL. IN MAIN CONTRACT HIGH LIGHTED	Pierre

SECTION 10·1 - 10·1

DRAWN GETEKEN	M.K.	ARCHITECT ARGITEK	D.S.	AREA ARCHITECT AREA ARGITEK	D Stuberg
CHECKED NAGESIEN		DATE DATUM	OCTOBER 1990	REG. ENGINEER (CIVIL) STREEK ING. (SIVIEL)	

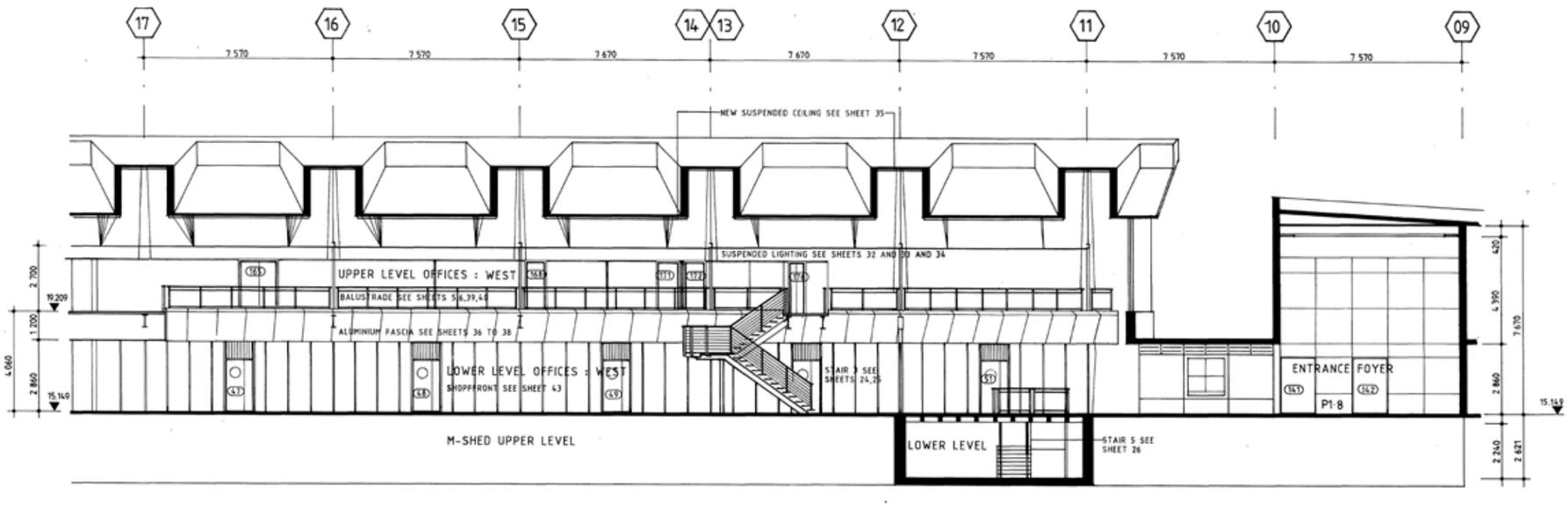
PROTEKON : AREA ARCHITECT DURBAN — TRANSNET

OCEAN TERMINAL
DURBAN HARBOUR

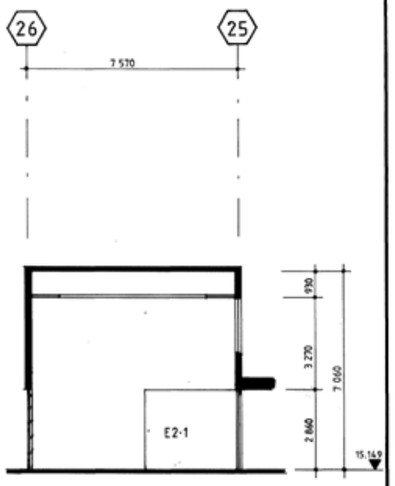
OFFICES FOR THE PORT MANAGER

W&E REF W&L VERW	W1/125/1				
ARCH. REF ARG. VERW	NRA 88/029	NARCH	SHEET VEL	10	AMEND. WYSIG. 2.

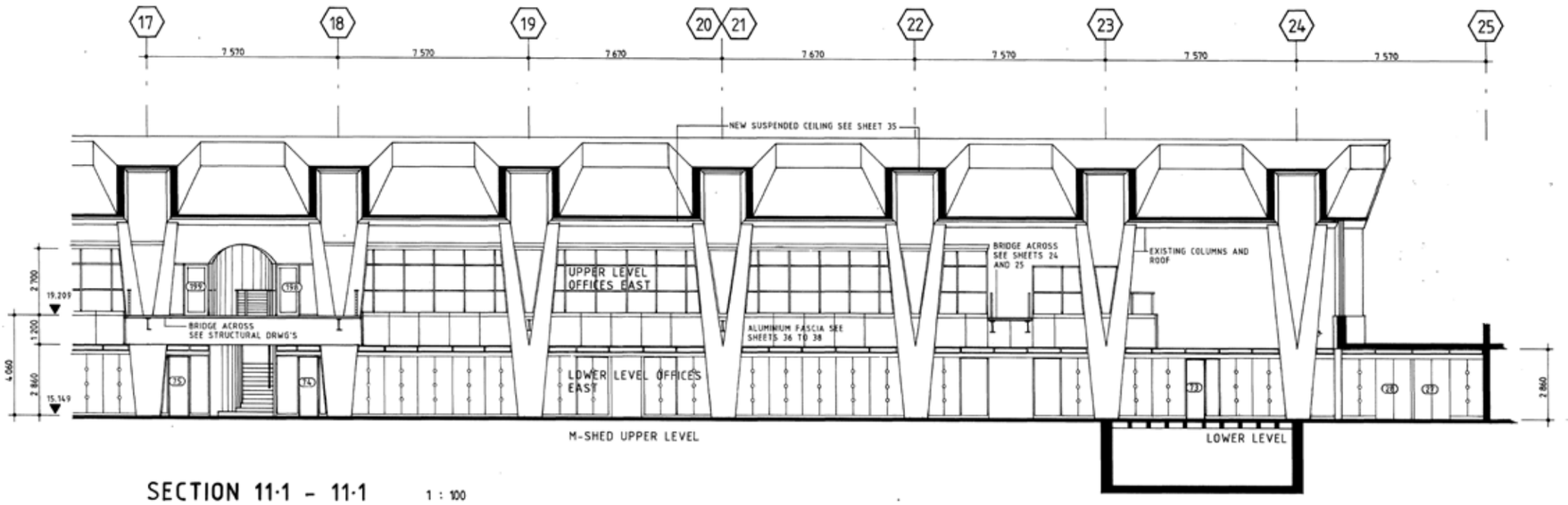
2O0011-002-02



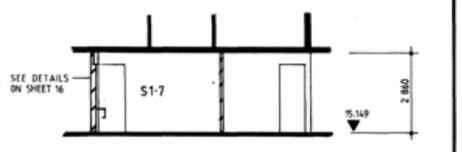
SECTION 11·2 - 11·2 1 : 100



SECTION 11·4 - 11·4 1 : 100



SECTION 11·1 - 11·1 1 : 100



SECTION 11·3 - 11·3 1 : 100

NOTES

1. ALL WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED DIMENSIONS
2. ALL DIMENSIONS TO BE CHECKED BEFORE ANY WORK COMMENCES.

Nº	DATE DATUM	AMENDMENTS WYSIGINGS	INT PAR
1	91-07-18	DRAWING CHANGED TO SUIT NEW REQUIREMENTS	Pierre.
2	91-10-07	ITEMS EXCL. IN MAIN CONTRACT HIGH LIGHTED	Pierre.

PROTEKON : AREA ARCHITECT DURBAN — TRANSNET

OCEAN TERMINAL
DURBAN HARBOUR

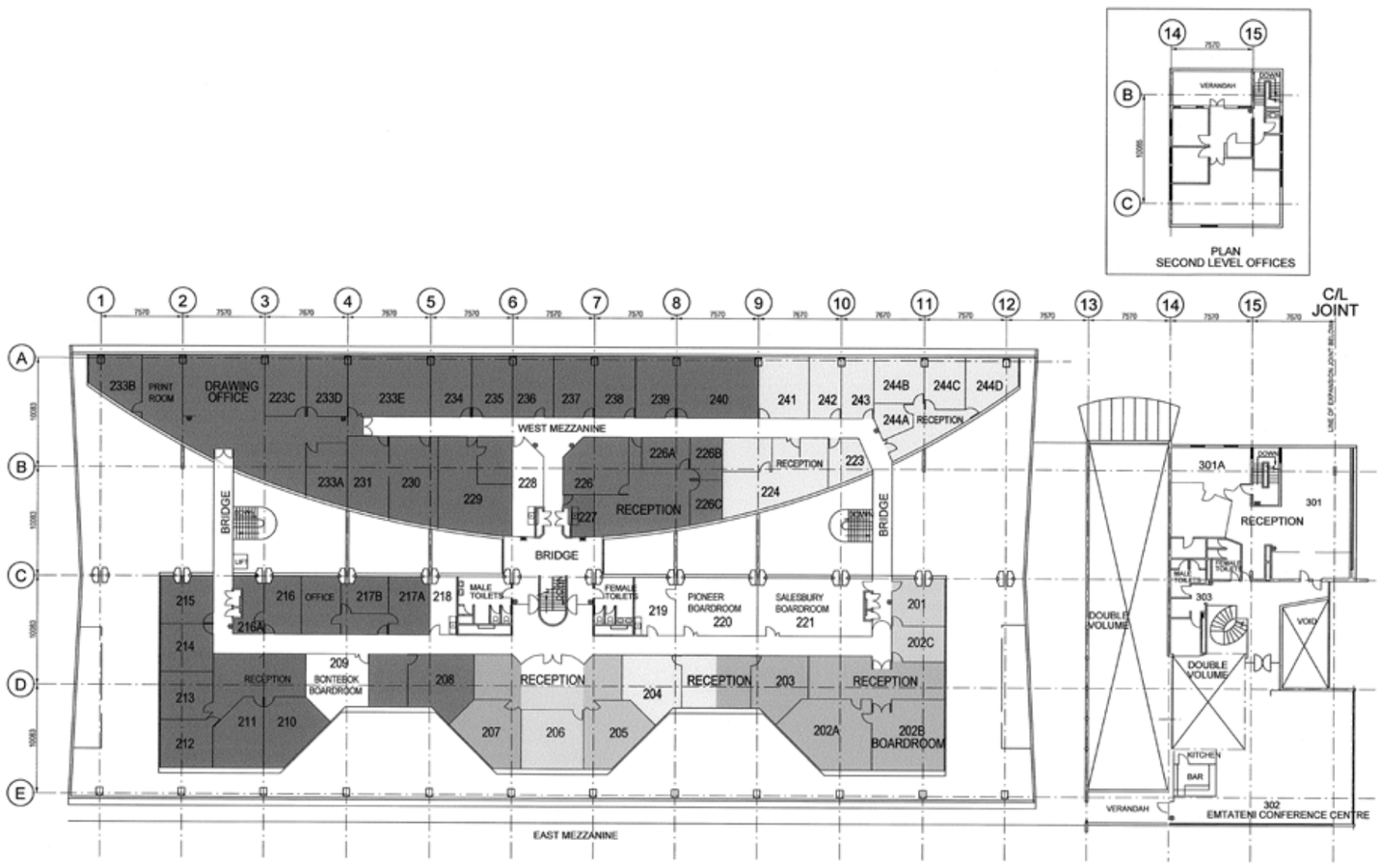
SECTIONS 11·1 - 11·1 to 11·4 - 11·4

OFFICES FOR THE PORT MANAGER

DRAWN GETEKEN	Pierre.	ARCHITECT ARGITEK	D.S.	AREA ARCHITECT AREA ARGITEK	D Stuley
CHECKED NAGESIEN		DATE DATUM	OCTOBER 1990	REG. ENGINEER (CIVIL) STREEK ING. (SIVIEL)	

W&E REF W&L.VERW. W1/125/1 — ARCH. REF ARG.VERW. NRA · 88/029 — N ARCH — SHEET VEL 11 — AMEND. WYSIG. 2

2O0011-003-02



LEGEND

- PORT ENGINEERS
- PROPERTY & ASSETS
- FINANCE
- PLANNING & DEVELOPMENT
- PORT MANAGER
- PORT CAPTAIN
- MARKETING
- HUMAN RESOURCES
- LEGAL

OCEAN TERMINAL BUILDING
LAYOUT PLAN : UPPER LEVEL

LEGEND
- FIRE EXTINGUISHER
- FIRE HOSE REEL

NOTES

FOR INFORMATION ONLY

NO	DATE	AMENDMENT	DESIGNATION	SIGNATURE
			PORT ENGINEER	

PORTNET

PORT ENGINEER DURBAN
SUITE 233
OCEAN TERMINAL BUILDING, T JETTY
PORT OF DURBAN
TEL (031) 361-8709

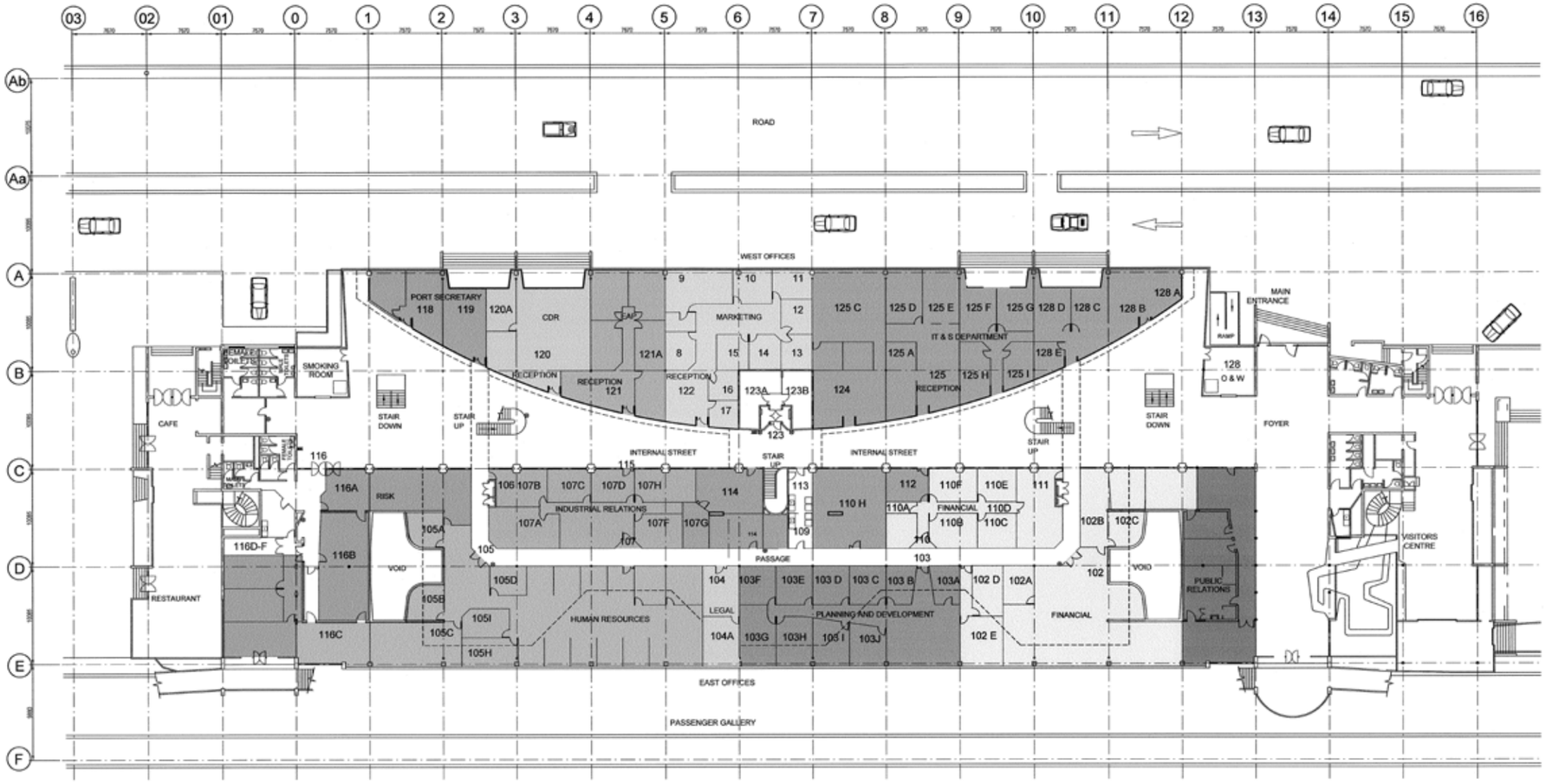
PORT OF DURBAN

OCEAN TERMINAL BUILDING
LAYOUT PLAN
UPPER LEVEL
OFFICE ACCOMMODATION

DRAWN: R.B | CHECKED:
SCALE: 1:250 | DATE: 2001-04-25

No DH62-0-125

CAD. REF: JOC\25-250-02 | SHEET No. 56
FILE REF: | AMENDMENT



LEGEND

- HUMAN RESOURCES
- IT & S
- RISK
- FINANCE
- PLANNING & DEVELOPMENT
- INDUSTRIAL RELATIONS
- MARKETING
- E.A.P.
- PORT CAPTAIN
- PORT SECRETARY
- LEGAL
- CRD

OCEAN TERMINAL BUILDING

LAYOUT PLAN : ENTRANCE LEVEL

LEGEND

- FIRE EXTINGUISHER
- FIRE HOSE REEL

NOTES

FOR INFORMATION ONLY

No.	DATE	AMENDMENT

DATE	DESIGNATION	SIGNATURE
	PORT ENGINEER	

PORTNET

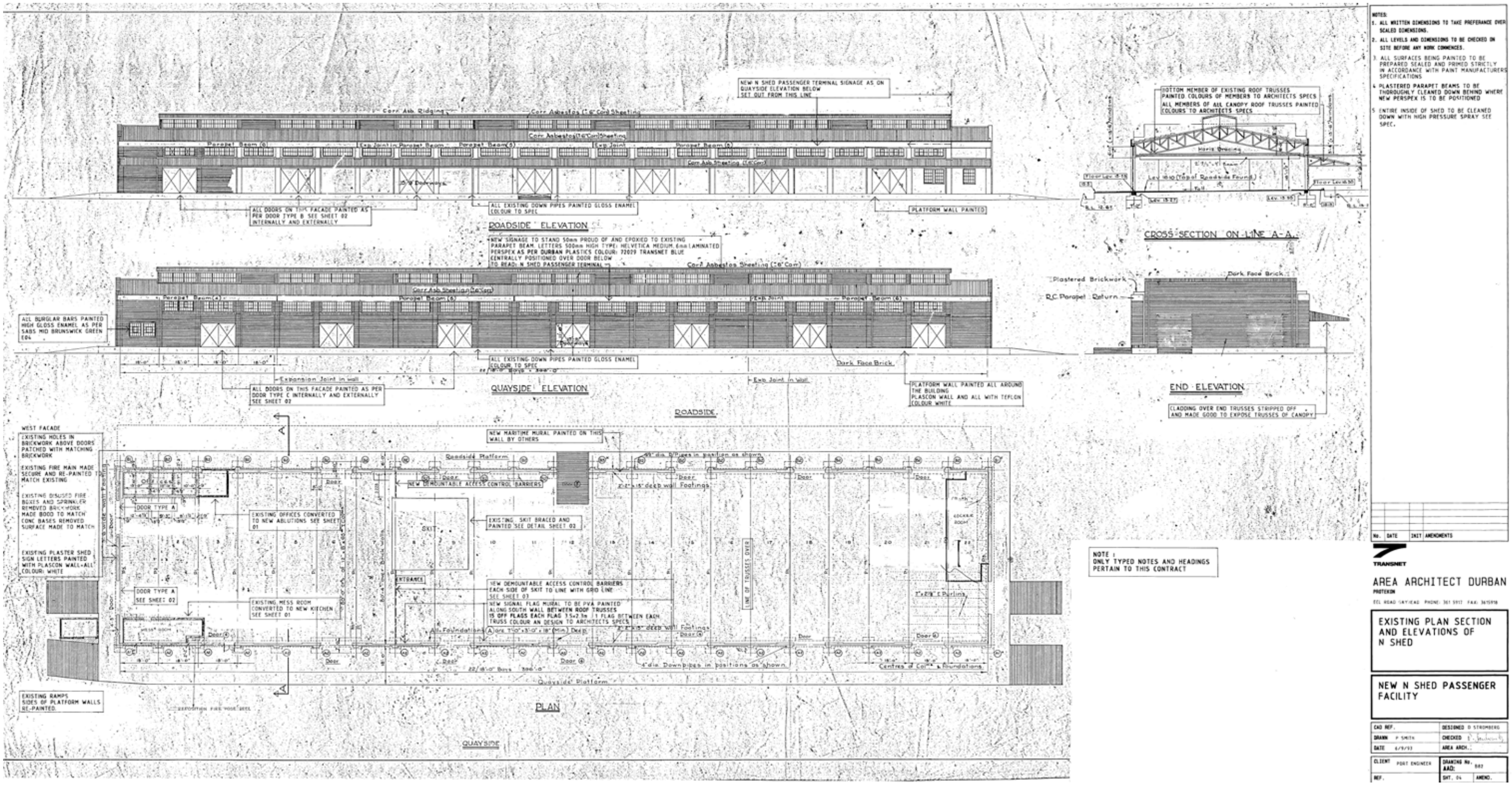
PORT ENGINEER DURBAN
SUITE 233
OCEAN TERMINAL BUILDING, T JETTY
PORT OF DURBAN
TEL (031) 361-8709

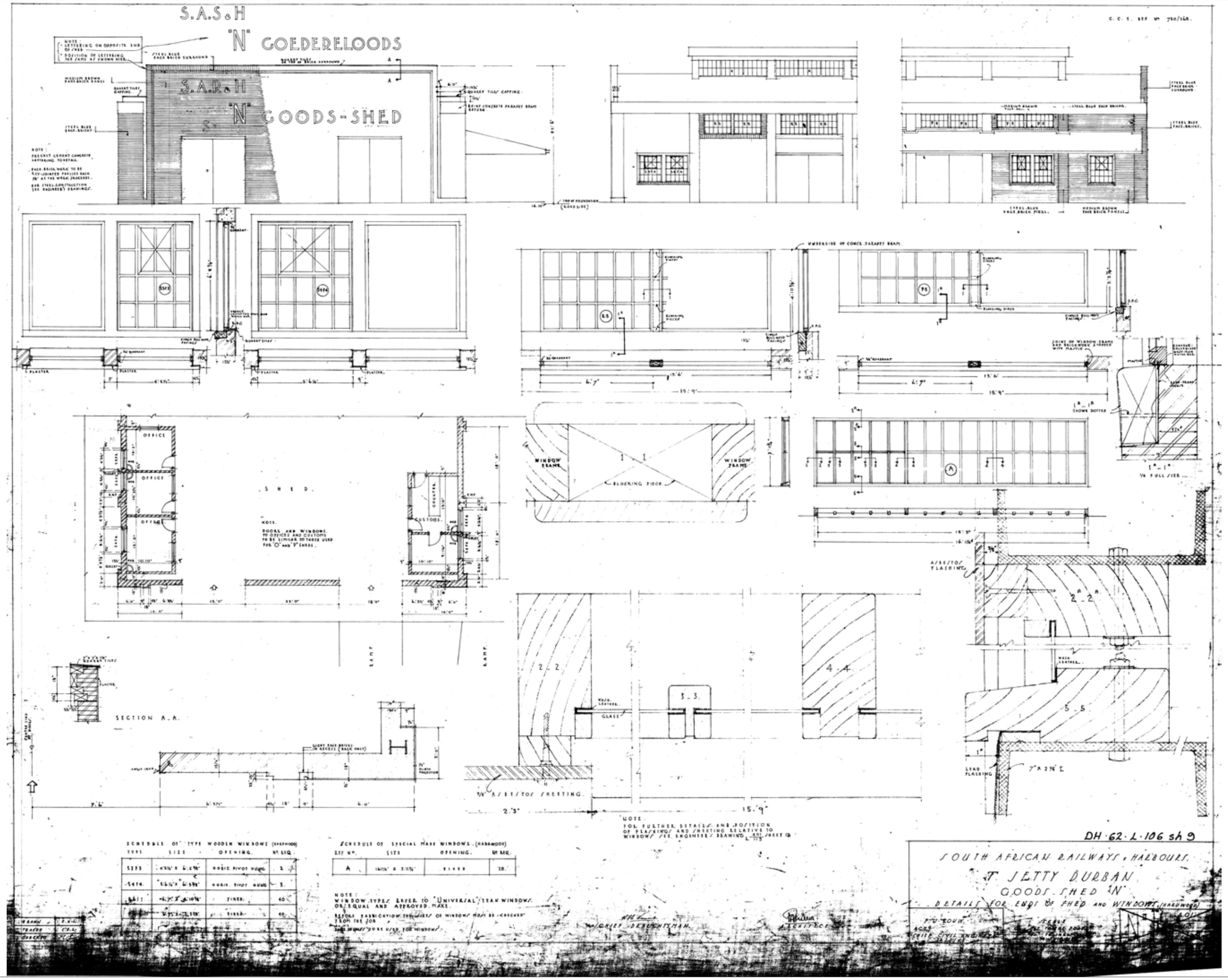
PORT OF DURBAN

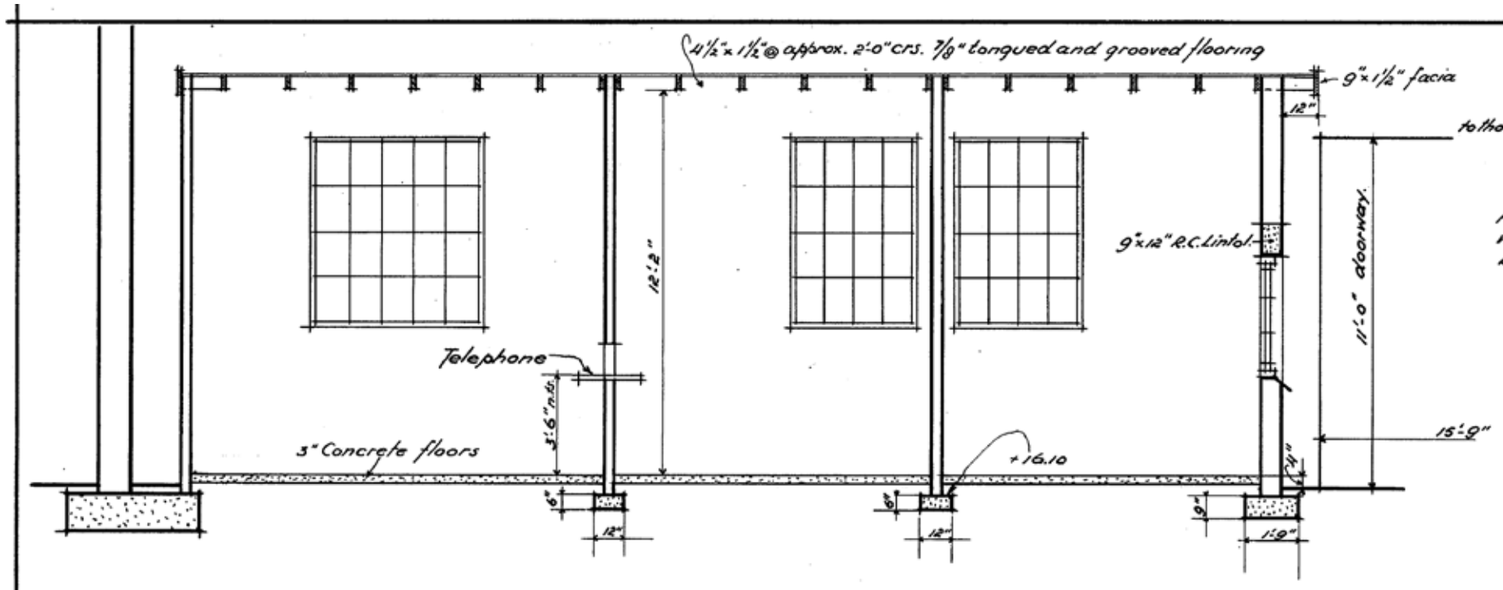
OCEAN TERMINAL BUILDING
LAYOUT PLAN
ENTRANCE LEVEL
OFFICE ACCOMMODATION

DRAWN: R.B	CHECKED:
SCALE: 1:200	DATE: 2007-04-25
No	DH62-0-125
CAD. REF: 200125-057-00	SHEET No: 57
FILE REF:	AMENDMENT

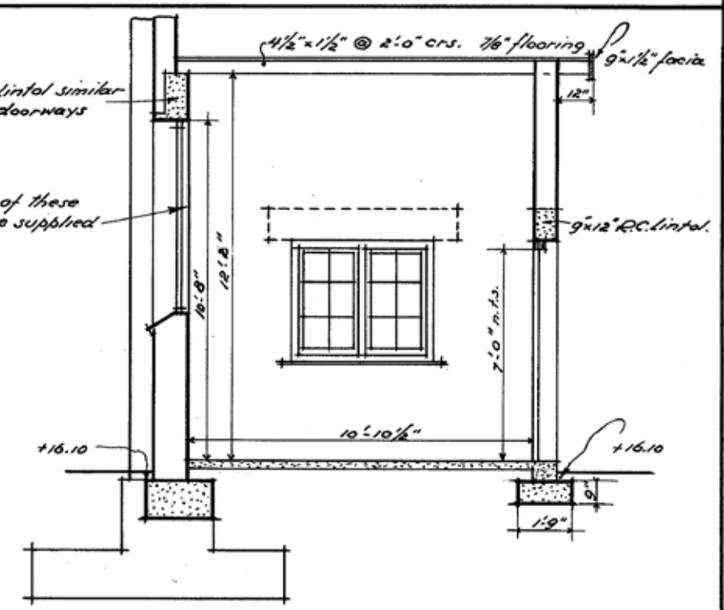
Annexure K: Selected Archival Drawings Located - N Shed




S.A.S.&H
"N" GOEDERELOODS
S.A.R.&H
"N" GOODS-SHED
SECTION A.A.
SHED
OFFICE
CUSTOMS
WINDOW FRAME
BLOCKING PIECE
ASBESTOS SHEETING
DH·62·L·106 sh 9
SOUTH AFRICAN RAILWAYS & HARBOURS
T JETTY DURBAN
GOODS SHED "N"
DETAILS FOR ENDS OF SHED AND WINDOWS

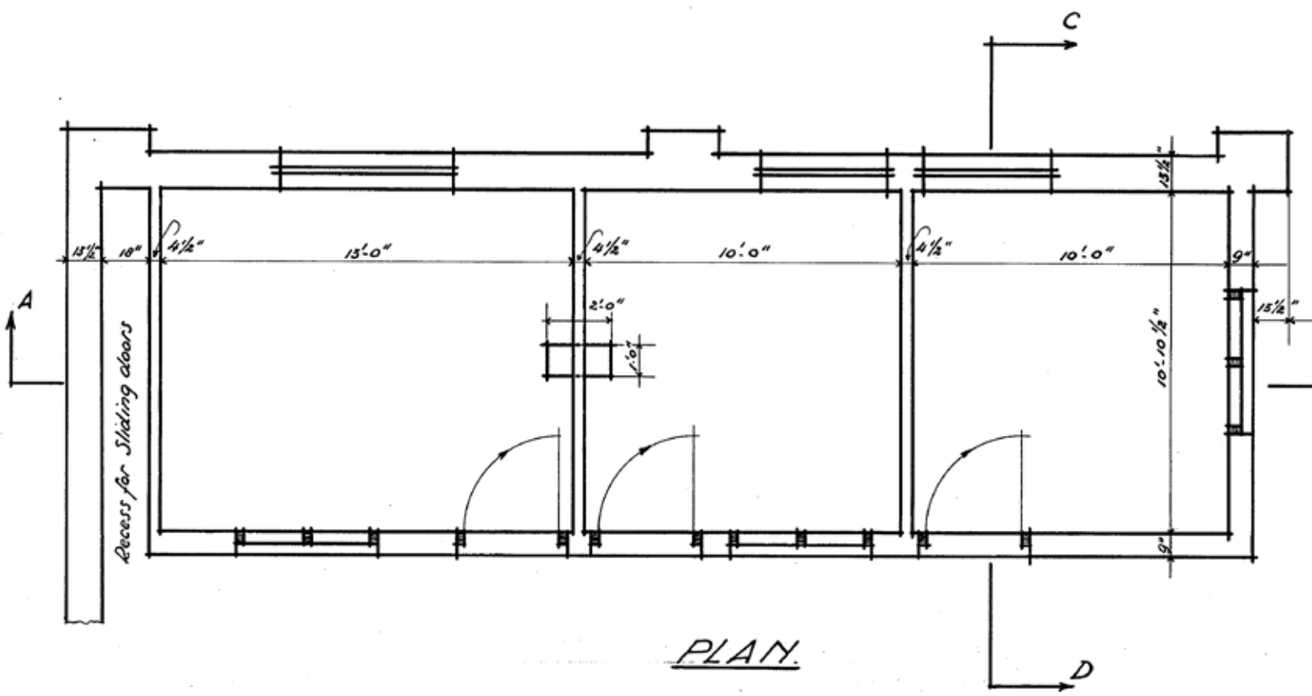


SECTION A-B



SECTION C-D

Note: All inside windows to be 6-light 10"x12" double casements. Doors to be 3'0"x7'0"



PLAN.

B2/322

DH·62·L·106 sh 14

S. A. R. & H.

DURBAN HARBOUR. T-JETTY AREA.

OFFICES FOR NORTH-WEST CORNER OF N-SHED.

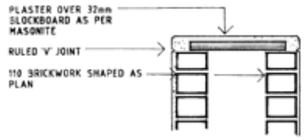
Harbour Engineer.

Scale 1IN. = 4FT.

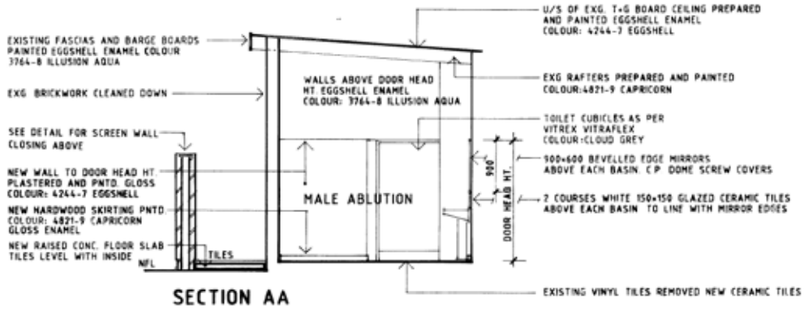
H.D.E. REF. T11

DRAWN BY: M

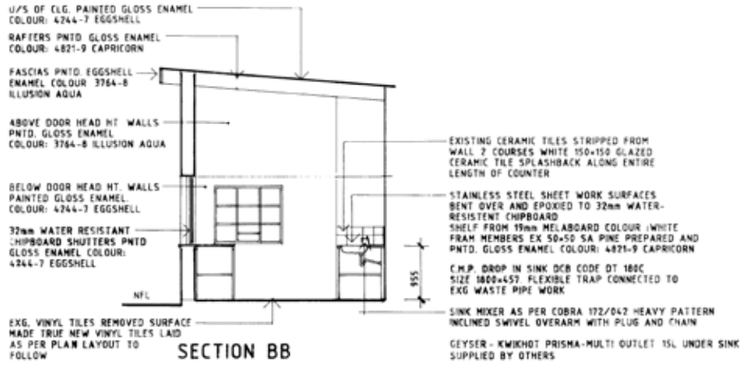
DATE: 15-2-45. 753



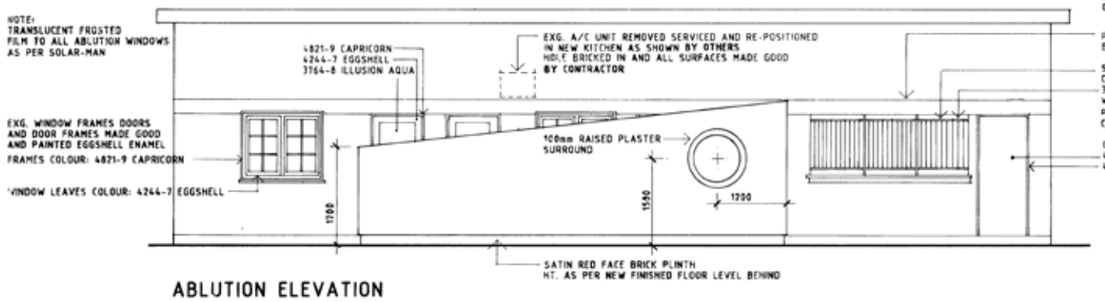
SCREEN WALL TOP CLOSING DETAIL
SCALE 1:10



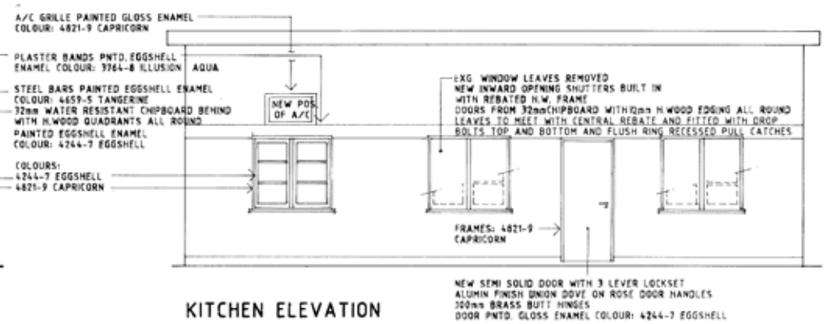
SECTION AA



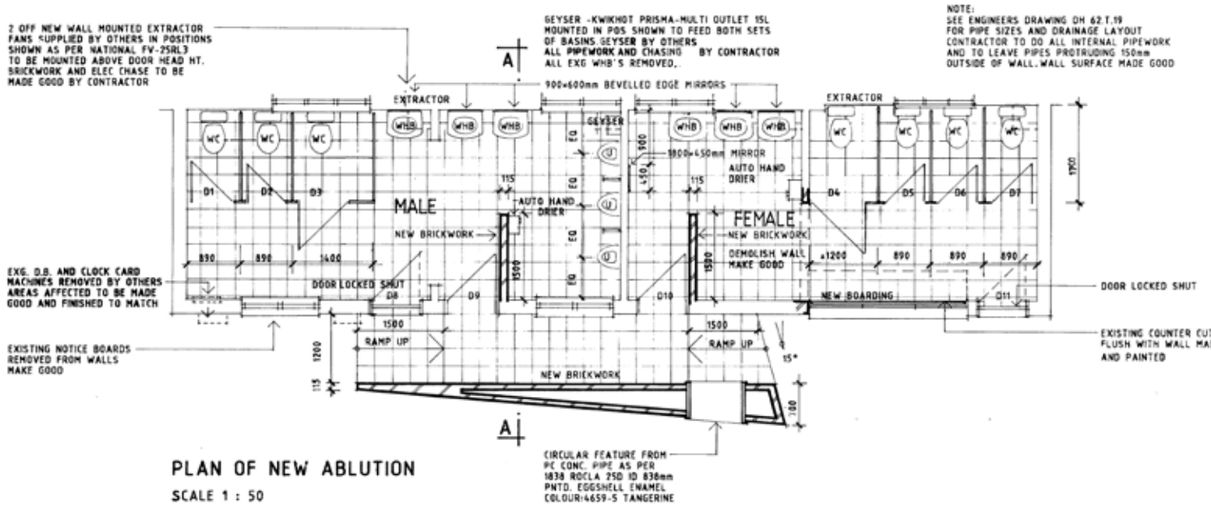
SECTION BB



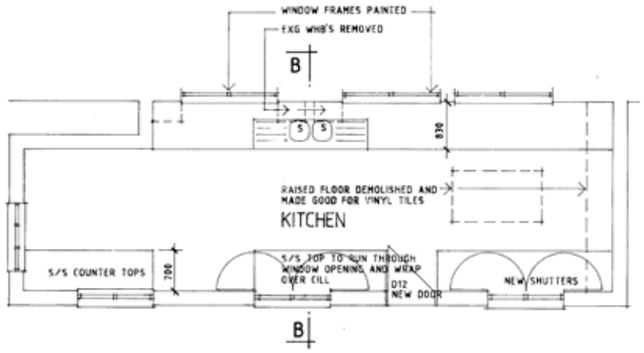
ABLUTION ELEVATION



KITCHEN ELEVATION



PLAN OF NEW ABLUTION
SCALE 1 : 50



PLAN OF NEW KITCHEN
SCALE 1 : 50

NOTES:

1. ALL WRITTEN DIMENSIONS TO TAKE PREFERANCE OVER SCALED DIMENSIONS.
2. ALL LEVELS AND DIMENSIONS TO BE CHECKED ON SITE BEFORE ANY WORK COMMENCES.
3. ALL SURFACES BEING PAINTED TO BE SEALED PRIMED AND FINISHED TO BE DONE SO STRICTLY IN ACCORDANCE WITH PAINT MANUFACTURERS SPECS.
4. PAINT CODES AND COLOURS ARE AS PER "DULUX MATCHMAKER" IF AN ALTERNATE MANUFACTURER IS PREFERRED COLOURS ARE TO BE MATCHED ALL TO ARCHITECTS APPROVAL.
5. NEW SANITARY FITTINGS
   - 7 OFF NEW W.C. FITTINGS AS PER VAAL VITREOUS CHINA PROTEA CLOSE COUPLED SYPHONIC SUITE
   - 6 OFF NEW WASH HAND BASINS AS PER VAAL VITREOUS CHINA MILNER LAVATORY BASIN AND PEDISTAL ART 7028/20 WITH CONCEALED BRACKET 812820 AND OVERFLOW FITTINGS HOT AND COLD TAP SET PER EACH BASIN AS PER COBRA WATERTECH RAISED NOSE PILLAR TAPS NO. 111 CHROME PLATED
   - 3 OFF NEW URINALS WITH DIVIDERS AS PER VAAL VITREOUS CHINA LAVATERA-7041 WITH ALL NECESSARY FITTINGS FOR FIXING. FLUSH VALVES. TRAPS AND DRAINAGE ALL PIPEWORK TO BE CHASED INTO WALLS
   - TOILET PARTITIONS AS PER PLAN VITREX VITRAFLEX STANDARD FLUSH MOUNTED COLOUR: CLOUD GREY WITH STD INDICATOR BOLTS LATCHES COAT HOOKS BUFFERS HINGES AND TOILET ROLL HOLDERS
   - AUTO HAND DRIERS SUPPLIED BY OTHERS MAKING GOOD OF CHASED WORK BY CONTRACTOR
6. ALL DOOR AND WINDOW CATCHES HINGES HANDLES AND GENERAL IRONMONGERY REPAIRED
   D9-D10 TO HAVE NEW UNION DOVE ON ROSE DOOR HANDLES ALUMIN FINISH ALGOOD AND MALE FEMALE INDICATOR PLATES ALSO ONE AT EACH SIDE OF THE SCREEN WALL AL8021
   EXISTING AUTO DOOR CLOSER ON D8 SERVICED AND FITTED TO D10
   AUTO DOOR CLOSER ON D9 SERVICED
7. FLOORS
   - NEW CERAMIC FLOOR TILES TO NEW ABLUTIONS AS PER CUORE DI PIETRA TUSCON AND LABRADOR 300x300 CHEQUER PATERN AS SUPPLIED BY ITALTILE
   - NEW VINYL TILES TO NEW KITCHEN AS PER HARLEY SUPERFLEX 300x300x3 ASH GREY M502 AND PRUSSIAN BLUE M5074 LAID TO ARCHITECTS DESIGN

No.	DATE	INIT	AMENDMENTS

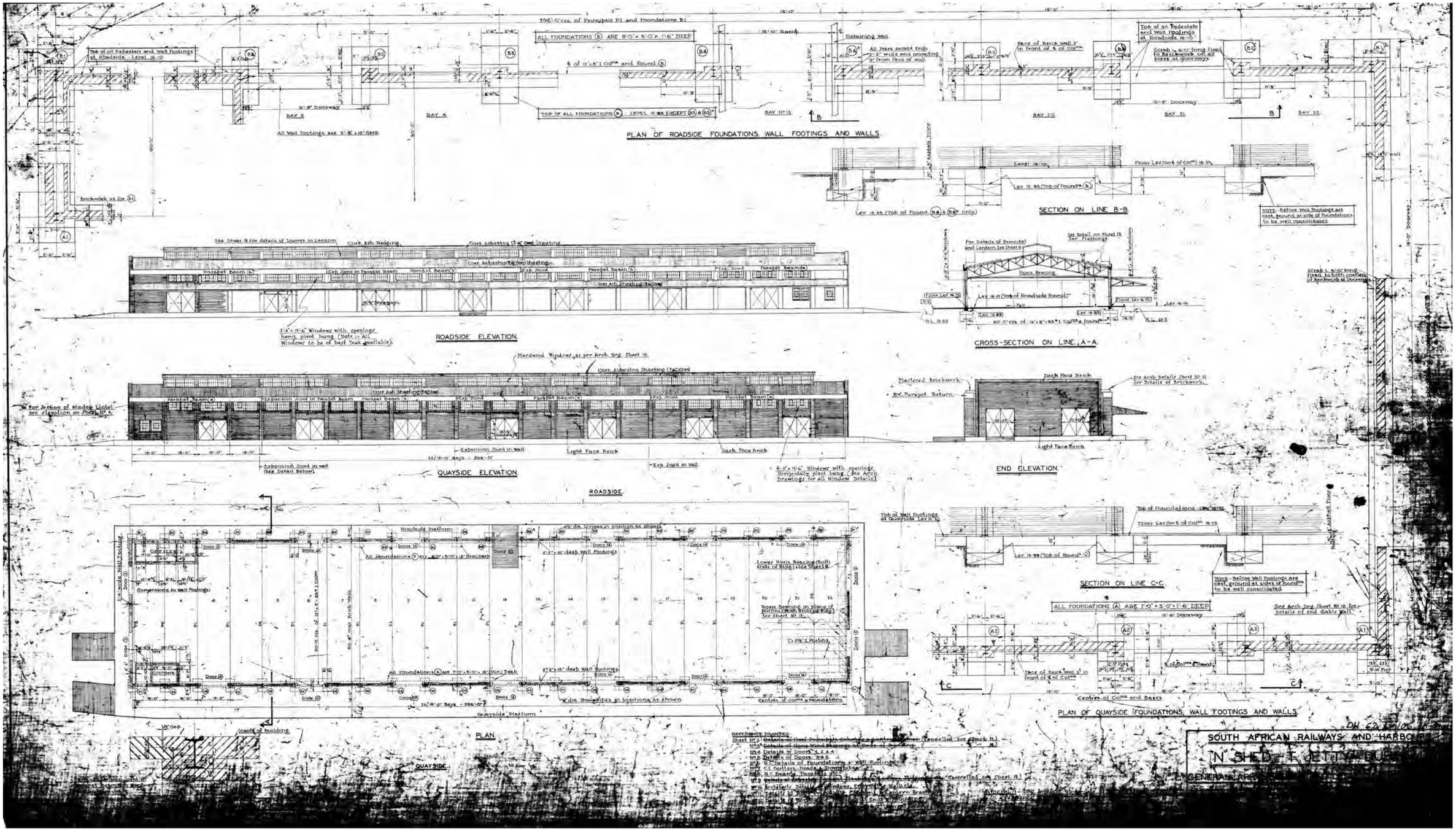
TRANSNET

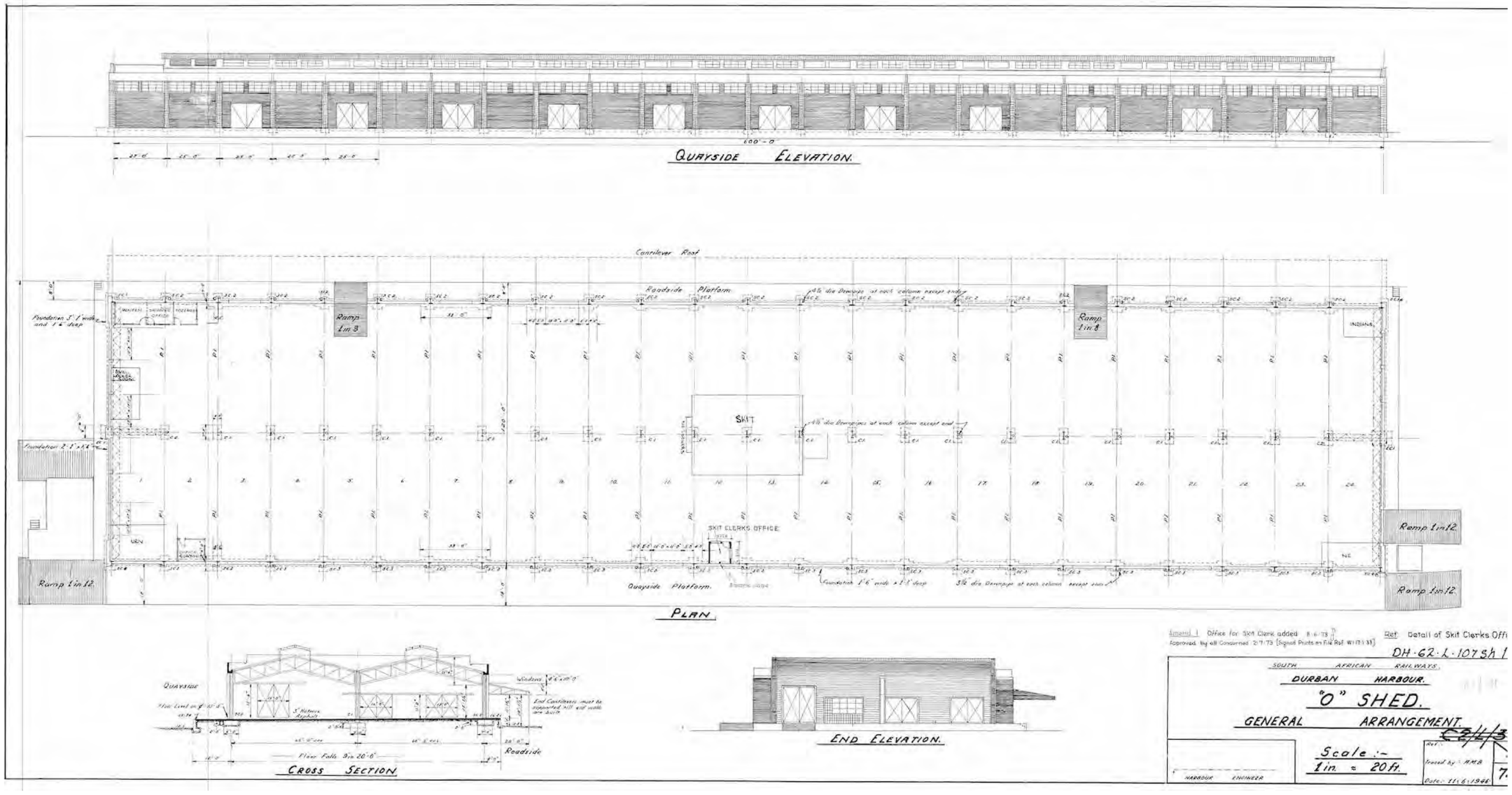
AREA ARCHITECT DURBAN
PROTEKON
EEL ROAD BAYHEAD PHONE 361 5917 FAX 361 5918

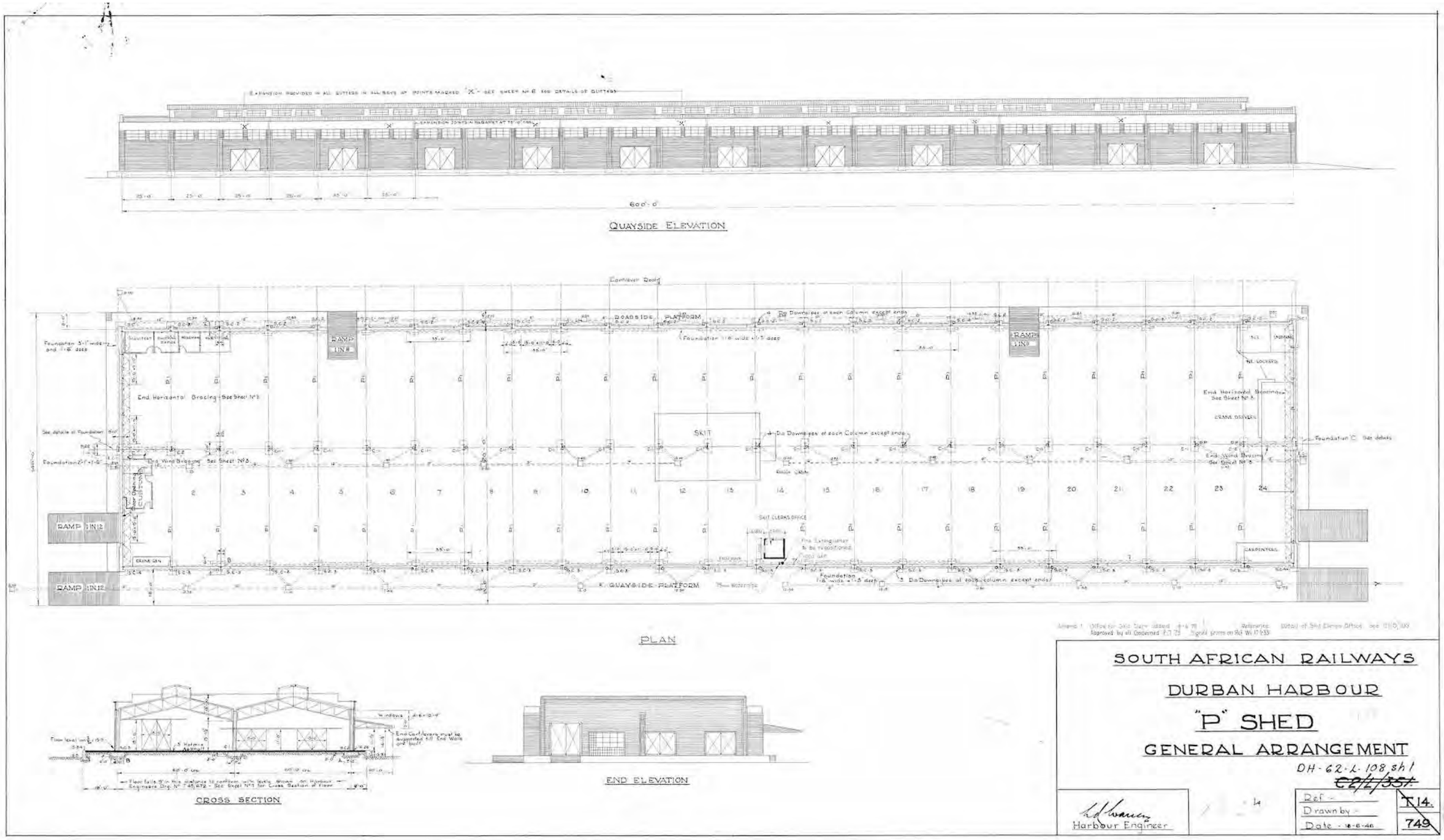
NEW ABLUTION
NEW KITCHEN

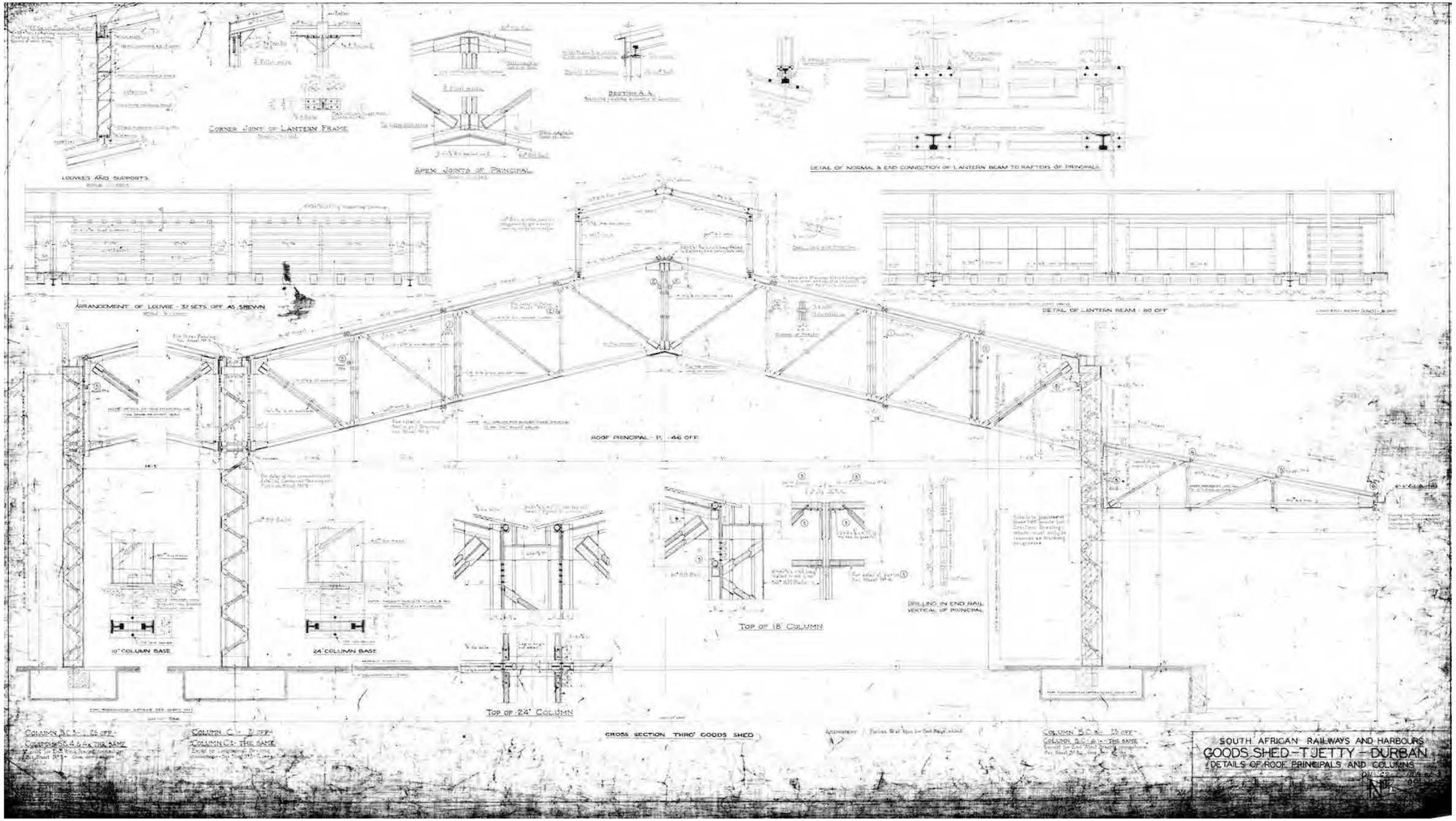
NEW N SHED PASSENGER FACILITY
PORT OF DURBAN

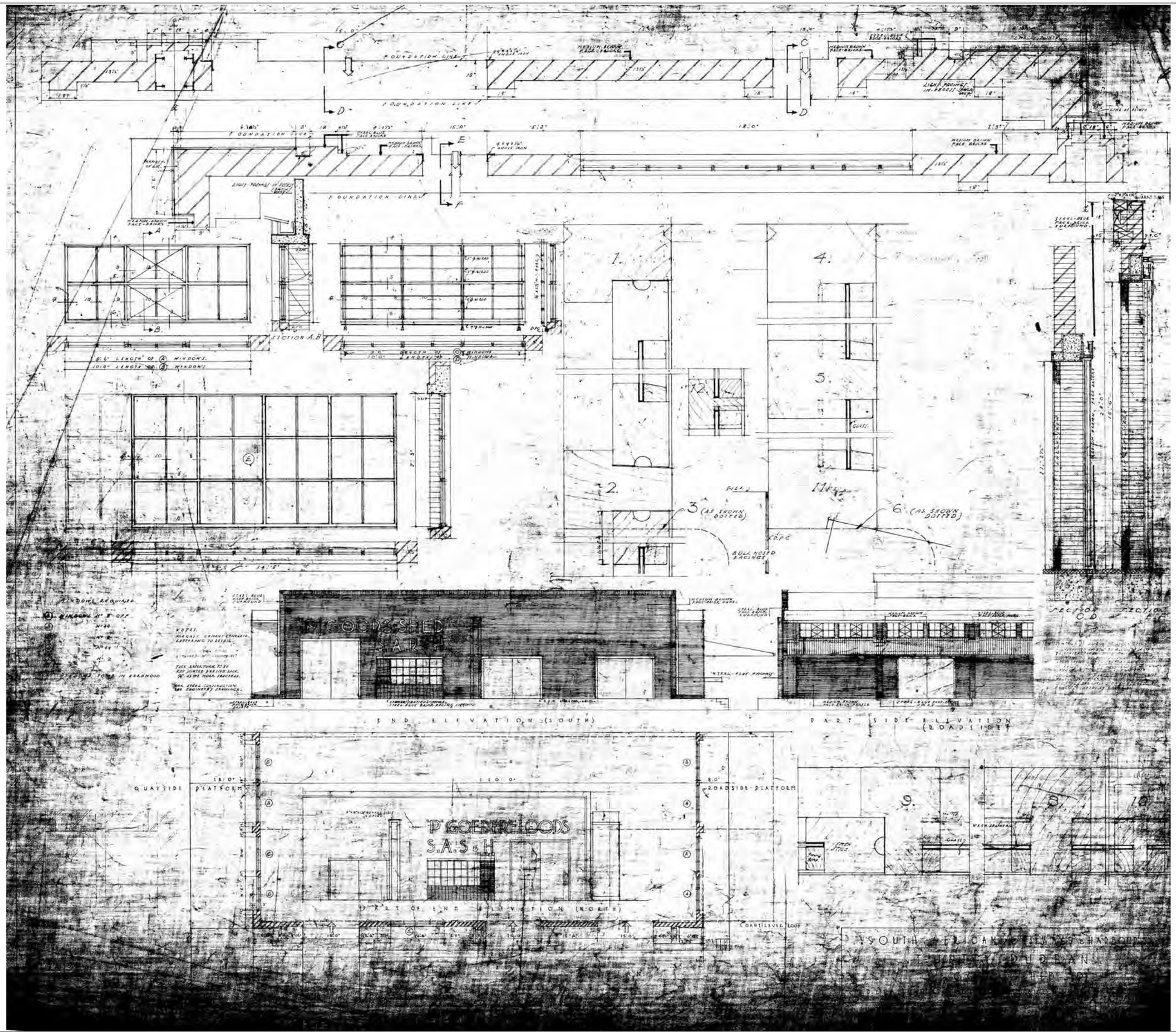
CAD REF.	DESIGNED P SMITH
DRAWN P SMITH	CHECKED
DATE 31/8/93	AREA ARCH. DS
CLIENT PORT ENGINEER	DRAWING No. AAD: B82
REF.	SHT. 01 AMEND.

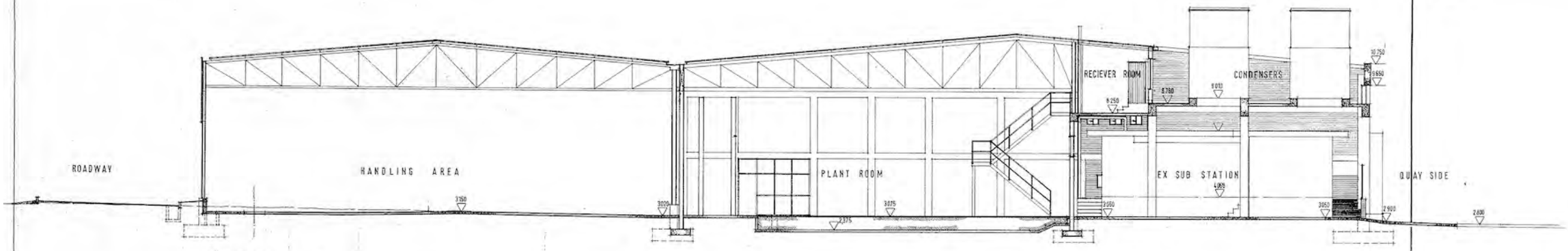

PLAN OF ROADSIDE FOUNDATIONS, WALL FOOTINGS AND WALLS
SECTION ON LINE B-B
ROADSIDE ELEVATION
CROSS-SECTION ON LINE, A-A.
QUAYSIDE ELEVATION
END ELEVATION
SECTION ON LINE C-C
PLAN OF QUAYSIDE FOUNDATIONS, WALL FOOTINGS AND WALLS
PLAN
SOUTH AFRICAN RAILWAYS AND HARBOURS
GENERAL ARR


QUAYSIDE ELEVATION.
600'-0
Cantilever Roof
Roadside Platform
Ramp 1 in 8
SKIT
SKIT CLERKS OFFICE
Quayside Platform.
Ramp 1 in 12
PLAN
CROSS SECTION
END ELEVATION.
Amend 1 Office for Skit Clerk added
Ref Detail of Skit Clerks Offi
DH·62·L·1075A 1
SOUTH AFRICAN RAILWAYS.
DURBAN HARBOUR.
"O" SHED.
GENERAL ARRANGEMENT.
Scale :- 1 in. = 20 ft.
HARBOUR ENGINEER

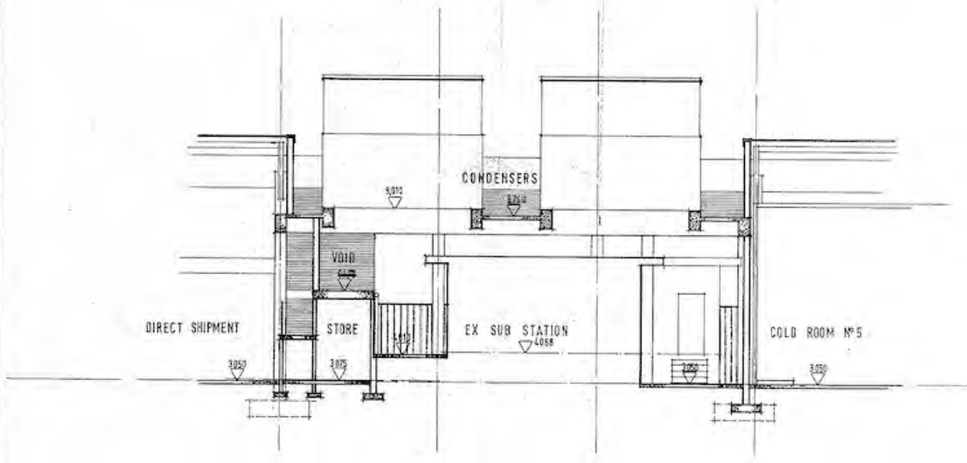

QUAYSIDE ELEVATION
600'-0"
PLAN
ROADSIDE PLATFORM
SKIT
RAMP 1 IN 8
RAMP 1 IN 12
QUAYSIDE PLATFORM
CROSS SECTION
END ELEVATION
SOUTH AFRICAN RAILWAYS
DURBAN HARBOUR
"P" SHED
GENERAL ARRANGEMENT
DH-62-L-108 sh 1
Harbour Engineer
Ref -
Drawn by -
Date - 18-6-46
T.14.
749


CORNER JOINT OF LANTERN FRAME
APEX JOINTS OF PRINCIPAL
SECTION A.A.
DETAIL OF NORMAL & END CONNECTION OF LANTERN BEAM TO RAFTERS OF PRINCIPALS
LOUVRES AND SUPPORTS
ARRANGEMENT OF LOUVRE - 32 SETS OFF AS SHEWN
DETAIL OF LANTERN BEAM - 80 OFF
ROOF PRINCIPAL - P. - 46 OFF
10' COLUMN BASE
24' COLUMN BASE
TOP OF 24' COLUMN
TOP OF 18' COLUMN
DRILLING IN END RAIL VERTICAL OF PRINCIPAL
CROSS SECTION THRO' GOODS SHED
SOUTH AFRICAN RAILWAYS AND HARBOURS
GOODS SHED - T JETTY - DURBAN
DETAILS OF ROOF PRINCIPALS AND COLUMNS

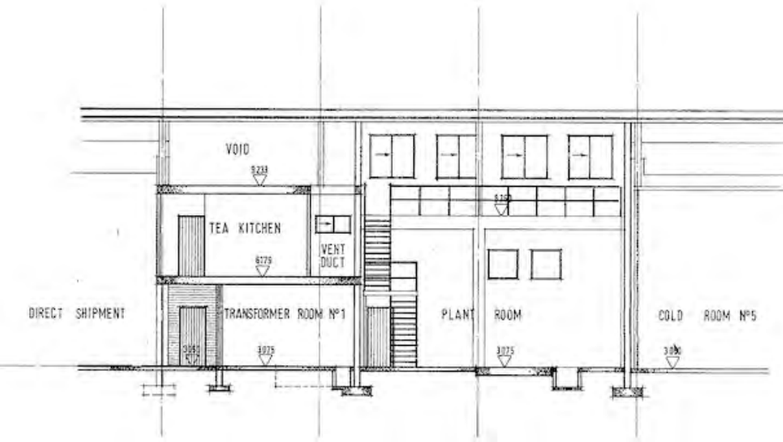

FOUNDATION LINE
SECTION A.B
P GOODS SHED
S.A.R.H
END ELEVATION (SOUTH)
PART SIDE ELEVATION (ROADSIDE)
QUAYSIDE PLATFORM
ROADSIDE PLATFORM
P GOEDERE LOODS
S.A.S.&H
PART OF END ELEVATION (NORTH)
SOUTH AFRICAN
DURBAN



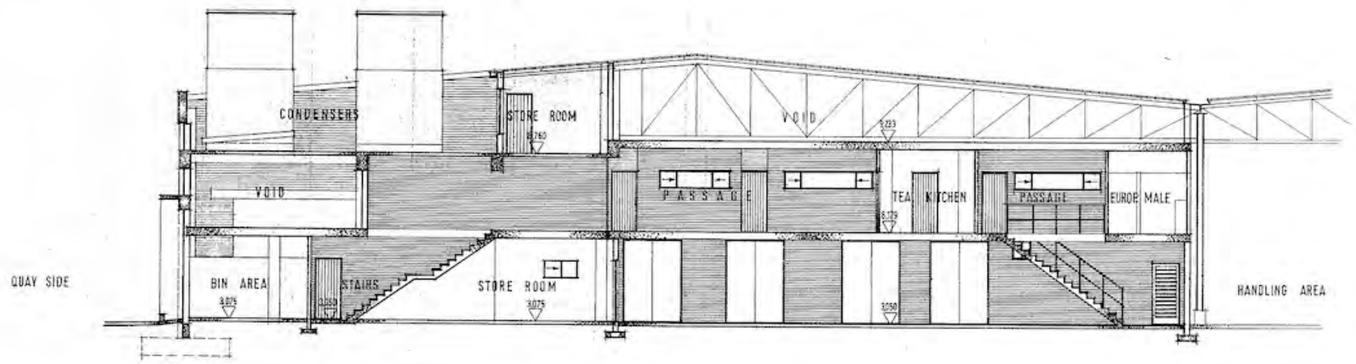
SECTION 1·1



SECTION 1·2



SECTION 1·3



SECTION 1·4

NOTES

Syd. D.J. Erasmus
STREEKINGENIEUR (S & T)
REGIONAL ENGINEER (S & T)
1985 - 02 - 20

Syd. A. McEwan
STREEKINGENIEUR (ELEKTRIES)
REGIONAL ENGINEER (ELECTRICAL)
1985 - 02 - 20

Syd. L.J. Kriel
SUPERINTENDENT OPERATING HARBOURS
SUPERINTENDENT BEDRYF HAWENS
1985 - 02 - 20

Syd. L.J. Pelgrim
PORT MANAGER
HAWEBESTUURDER
1985 - 02 - 20

Syd. P.N. Rau
ASSIST. STREEKINGENIEUR (HAWENS)
ASST. REGIONAL ENGINEER (HARBOURS)
1985 - 02 - 20.

Syd. J.R. Cronk
STREEKINGENIEUR (HAWENS)
REGIONAL ENGINEER (HARBOURS)
1985 - 02 - 20.

REV.	DATE	DESCRIPTION	INITIAL

DATE OF ISSUE
DATUM VAN UITREIKING

PROJECT TITLE
PROPOSED NEW PRE COOLING DEPOT
AT O & P BERTH DURBAN HARBOUR
FOR SA CO OP CITRUS EXCHANGE LTD

WE 1/2/153

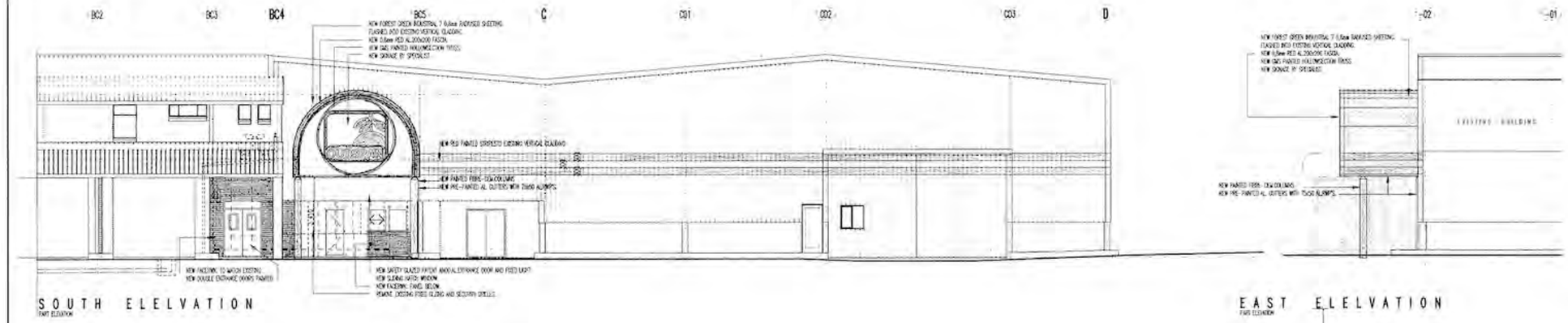
DRAWING TITLE
SECTIONS THROUGH PLANT ROOMS
ABLUTIONS & EX SUB STATION

DISC | LAYER

000015

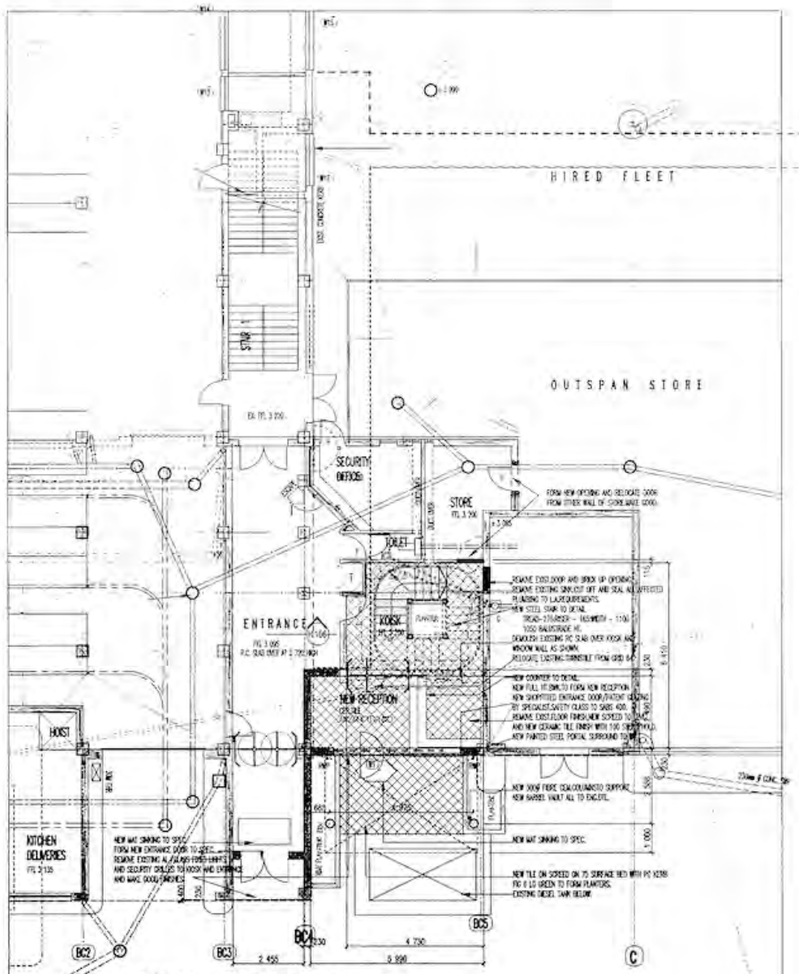
DEREK LESLIE AND ASSOCIATES
ARCHITECTS ARGITEKTE
SUITE 2724 : 27th FLOOR : 320 WEST STREET
DURBAN 4001 : NATAL : SOUTH AFRICA
TELEPHONE (031) 3040031 : INTERNATIONAL 2731

PROJECT No /PROJEK No.	DRAWING No / TEKENING No.
838	2
REV.	
SCALE/SKAAL 1:100	DATE/DATUM 2/2/85
DRAWN/GETEKEN ABC	

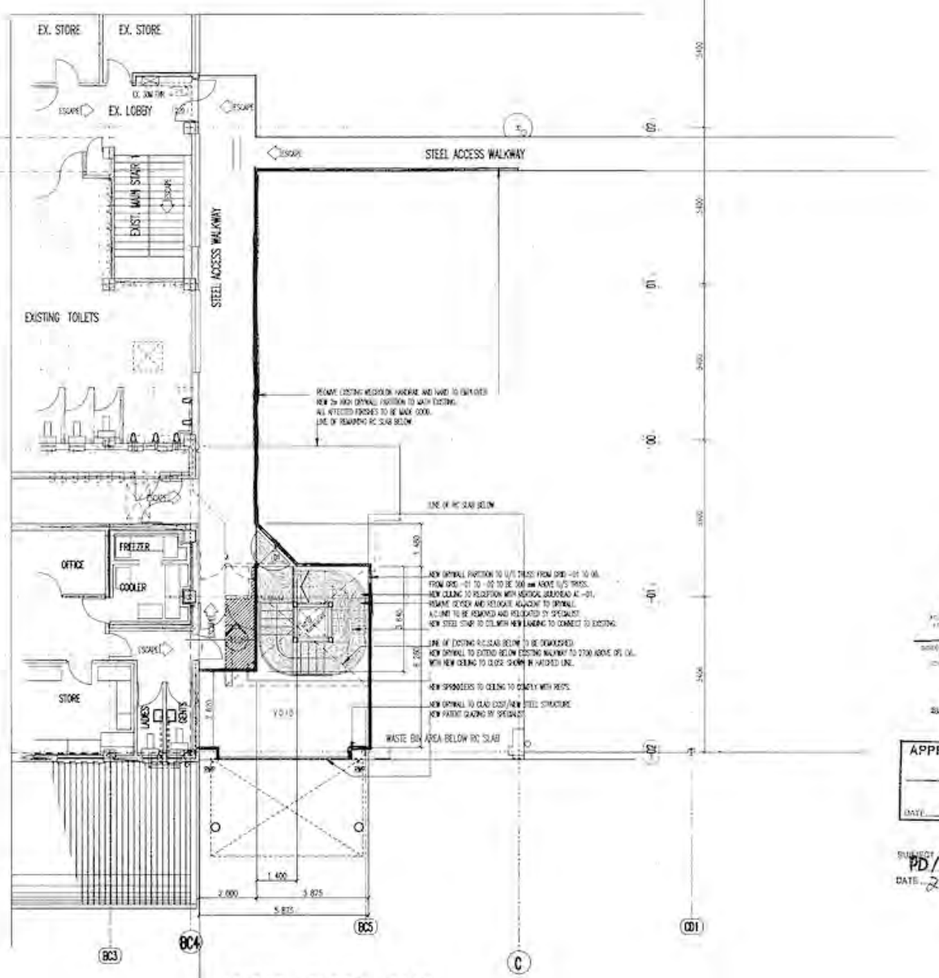


SOUTH ELELVATION

EAST ELELVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

NOTES:

000018

SUBJECT TO DURBAN CORPORATION ABERQWAI

APPROVED / GOEDGEKEUR
PORT ENGINEER
HAWE-INGENIEUR
1997-02-21
DATE DATUM

SUBJECT TO CONDITIONS OF MY LETTER
PD/WE 1/2/115
DATE 25/2/1997

REV.	DATE	DESCRIPTION	INITIAL

DATE OF ISSUE
DATUM VAN UITREIKING

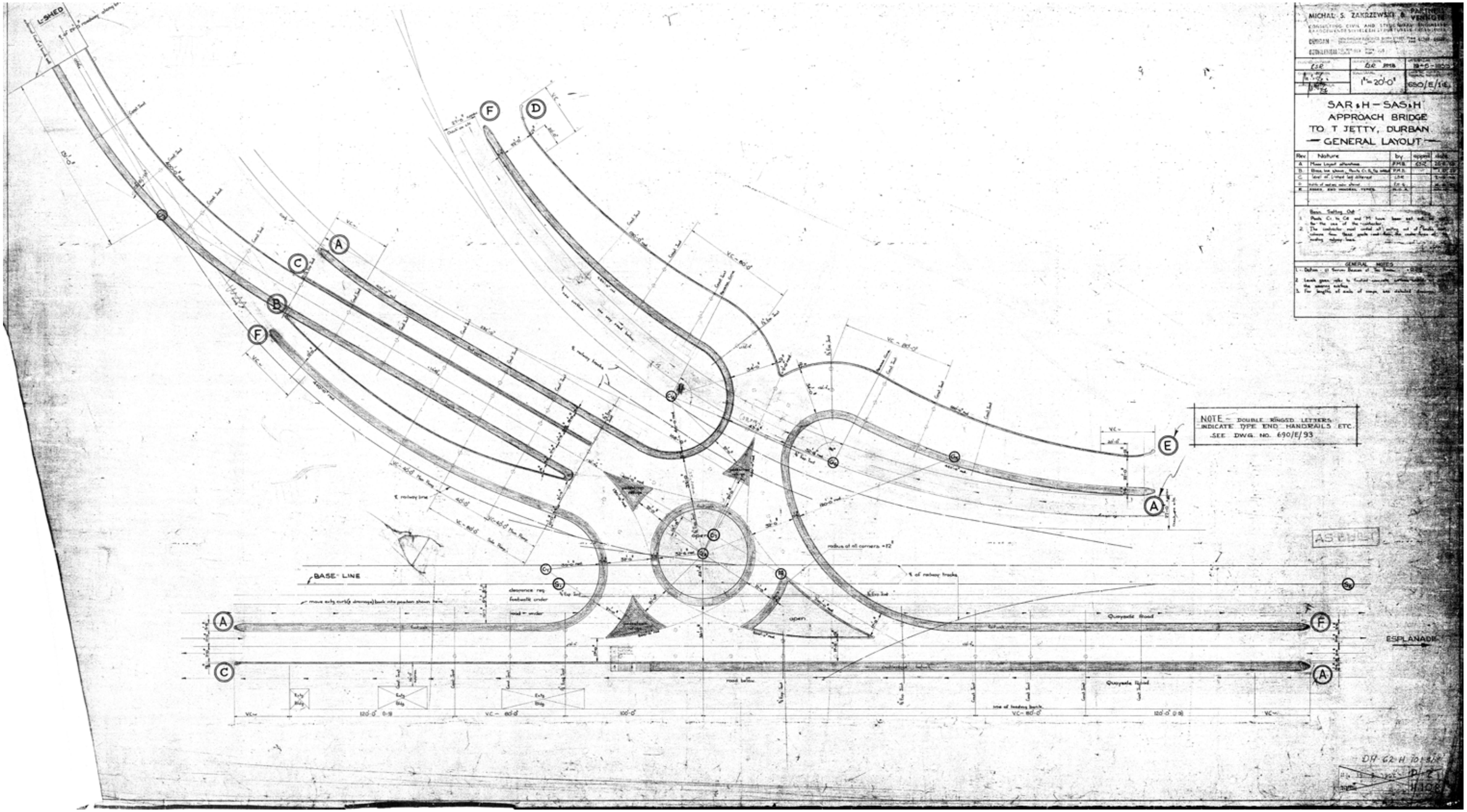
PROJECT TITLE
ADDITIONS TO EXIST. PRECOOLING FACILITY AT O & P BERTH DOCK ROAD – DURBAN HARBOUR FOR OUTSPAN INTERNATIONAL.

DRAWING TITLE
WORKING DRAWING–PLANS/ELEVATIONS/NEW ENTRANCE GRID –02–00

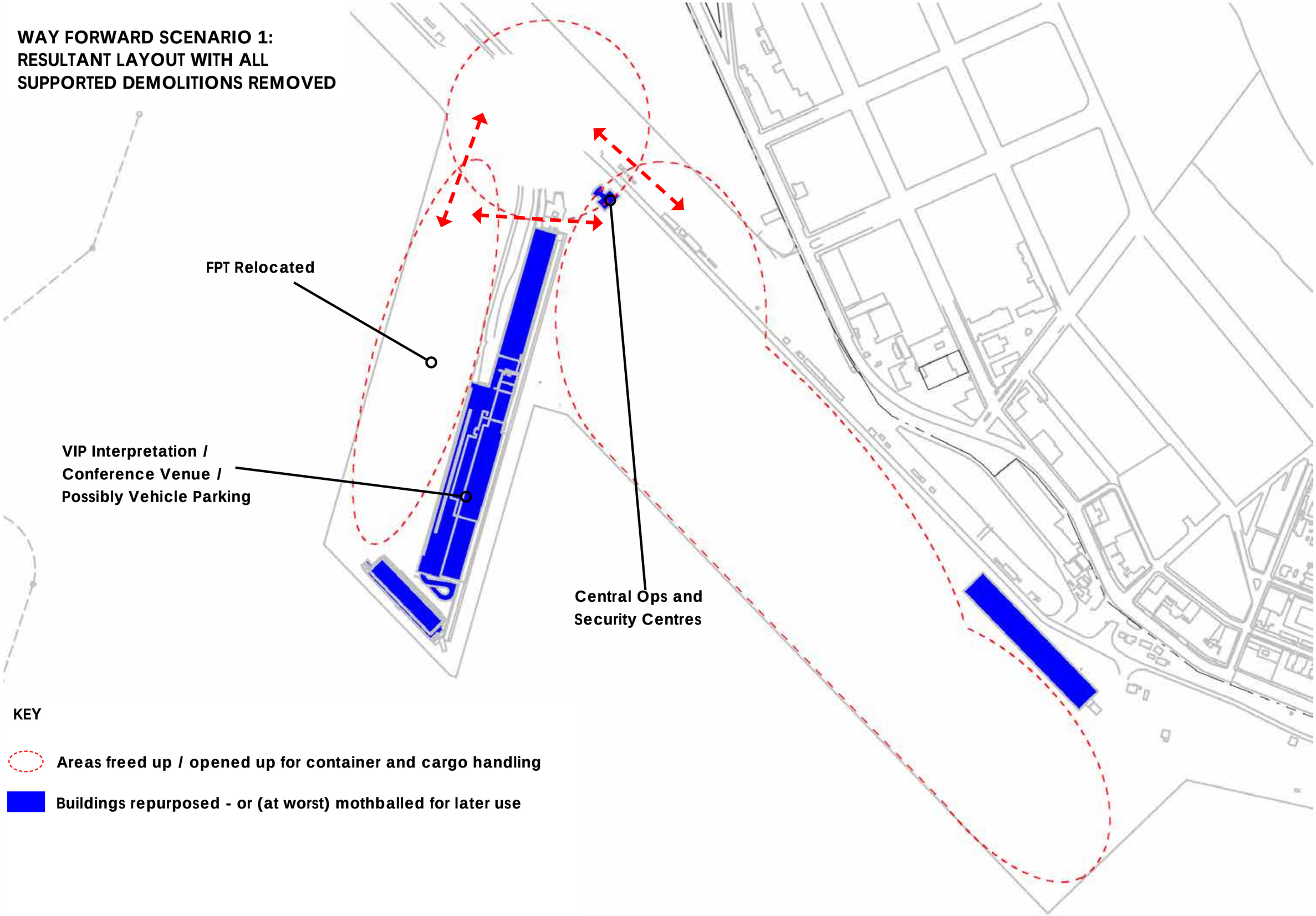
ARCHITECTS SIGNATURE | OWNERS SIGNATURE

ARCDESIGN RMA cc
ARCHITECTS REG.NO. CK93/24981/23
SUITE 3 : CHELMSFORD : ESSEX GARDENS : NILSON ROAD
WESTVILLE 3630 : NATAL : SOUTH AFRICA
TELEPHONE (031) 266 3390 : FAX (031) 66 2010
MEMBER P.M.COLLEY ARCH(SA)

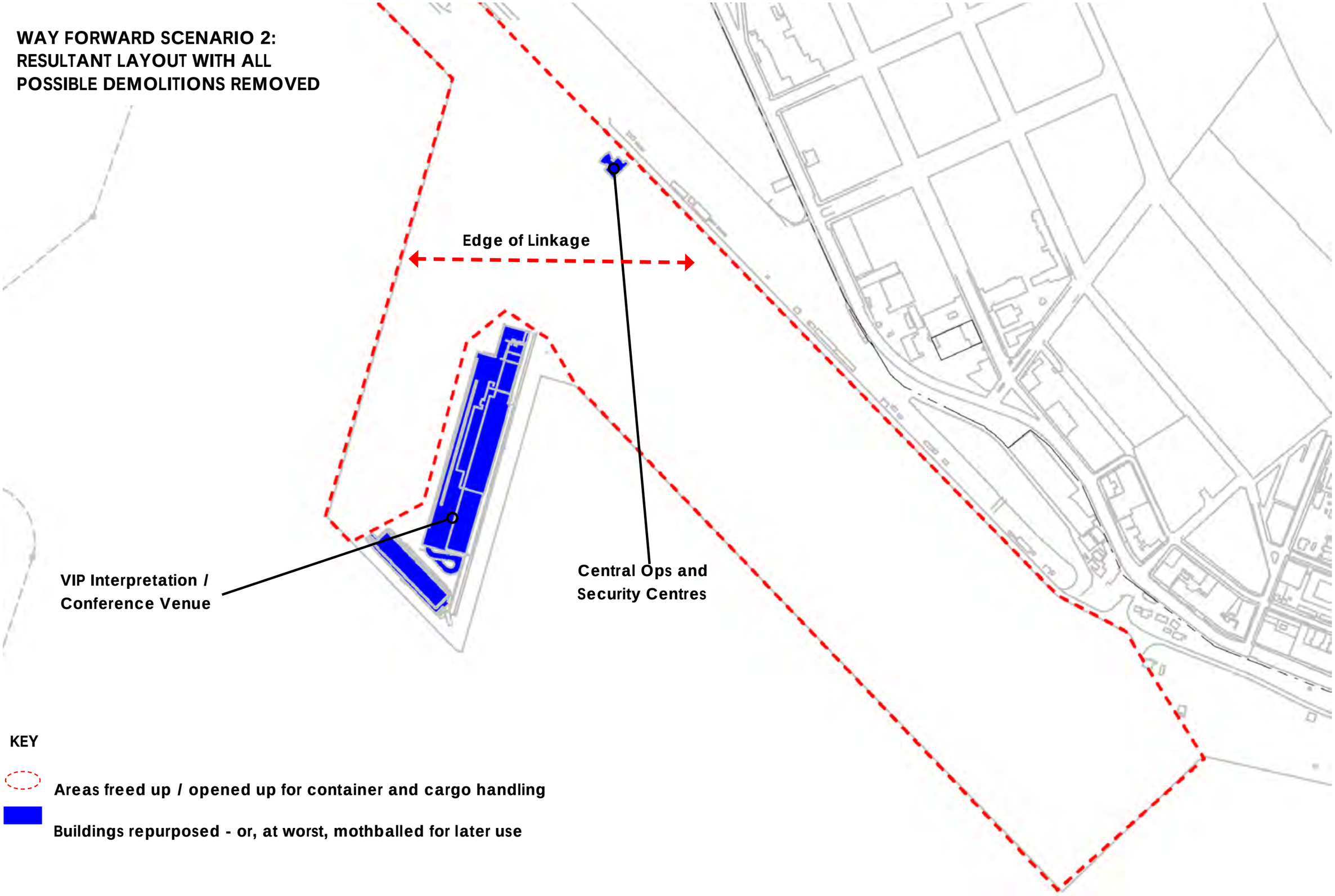
PROJECT No /PROJEK No	DRAWING No / TEKENING No
1544	100 REV.
SCALE/SKAAL 1:100	DATE/DATUM 05:01:97
	DRAWN/GETEKEN RMC.


MICHAL S. ZAKRZEWSKI & PARTNERS
CONSULTING CIVIL AND STRUCTURAL ENGINEERS
1" = 20'-0"
690/E/16
SAR & H – SAS & H
APPROACH BRIDGE
TO T JETTY, DURBAN
– GENERAL LAYOUT –
NOTE – DOUBLE RINGED LETTERS INDICATE TYPE END HANDRAILS ETC. SEE DWG. NO. 690/E/93
BASE LINE
ESPLANADE
AS BUILT

WAY FORWARD SCENARIO 1: RESULTANT LAYOUT WITH ALL SUPPORTED DEMOLITIONS REMOVED



WAY FORWARD SCENARIO 2: RESULTANT LAYOUT WITH ALL POSSIBLE DEMOLITIONS REMOVED



KEY

Areas freed up / opened up for container and cargo handling

Buildings repurposed - or, at worst, mothballed for later use