

Heritage Risk Assessment

Regarding heritage sites, there are no potential fatal flaws. Archaeology is a destructive process. When sites are uncovered during construction, mitigation is always possible, provided the resources for rescue archaeology are allocated in the project.

Underwater Heritage:

Shipwreck Database:

Figure 1: Durban Harbour showing Shipwreck Database Zones (Photo: Google Earth 2011)

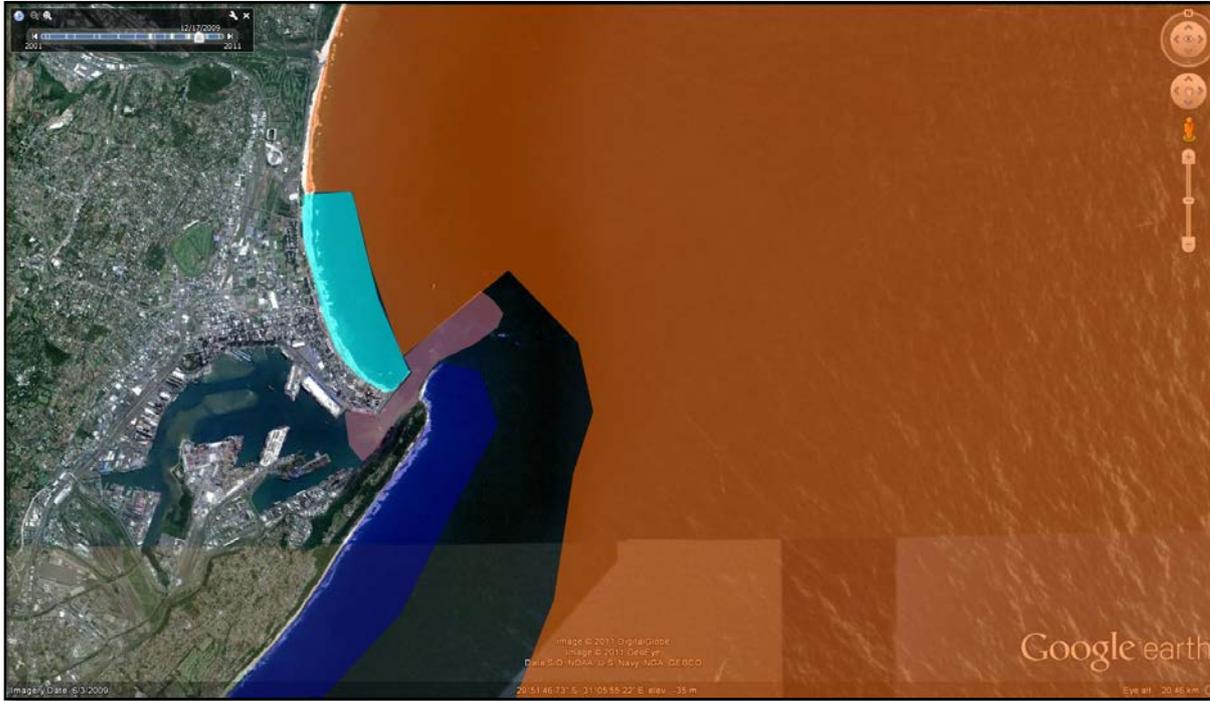


Table 1: Shipwreck Database Zones

	Wrecked on Lee or Annabella Bank, the Bar or Harbour Entrance
	Damaged or Wrecked but Refloated or Removed
	Umgeni River, Anchorage or "off" Durban
	Bluff
	Beaches to the North of Durban Harbour
	Harbour or not Enough Information to Assess

Table 2: Shipwreck Database (Compiled from: Levine 1986; Turner 1988)

	Name	Events	Home Port	Date	History
1	<i>Actaea</i>	Aground – Refloated – Repaired – Sailed	Britain	20 November 1865	Lee/Annabella Bank.
2	<i>Adelaide</i>	Aground – Wrecked – Hull Sold	Britain	3/8 February 1866	Back Beach? Anchored off Durban on 1 February 1866. Two days later the barque was in the Outer Anchorage when an easterly gale swept the coast. Her anchor cables broke and she went aground. No lives were lost, (or several men drowned). Her hull was sold for £310 on 16 February 1866.
3	<i>African Adventurer</i>	Aground – Wrecked	Portugal	January 1830	Near Umgeni River. For 3 weeks a storm blew her out to sea. Some slaves were thrown overboard to conserve drinking water; others died of thirst. The rest had been 8 days without water and were too weak to throw the dead overboard. The ship was run aground at Durban near the Umgeni River. 130 slaves had died. The Portuguese captain, his wife and the few remaining slaves apparently walked to Delagoa Bay.
4	<i>Altcar</i>	Marooned – Refloated	Britain - Australia	31 August 1880	Off the Bluff. On 19-04-1880 it put into Durban with the lower deck beams broken while on passage from London to New South Wales with machinery and railway plant. On 31-08-1880, it was stranded off the Bluff at Durban, report described vessel as a 'floating coffin'. It was refloated because it continued to be listed in Lloyd's Register of Shipping until 1909.
5	<i>Amelia Mulholland</i>	Aground –	Britain	16 February 1850	North of the Bar.

		Refloated			
6	<i>Ann</i>	Wrecked		1826	Entrance to Durban Harbour. One of the crew, Charles Rawdon MacLean changed his name to John Ross.
7	<i>Ann White</i>	Ashore – Refloated – Repaired	Britain	22 November 1858	Back Beach. The vessel was entering Durban Harbour by the North Channel when the wind dropped. She struck on the 'shoal ground' and went onto the Back Beach.
8	<i>Annabella</i>	Aground – Wrecked – Hull sold	Britain	21 January 1856 / 26 February 1856	Lee/Annabella Bank. The vessel was entering Durban Harbour when she lost steerage way. She struck the Bar, drifted onto the Lee Bank and became a total wreck. No lives were lost. Her hull was sold by auction for £200 by Mr Acutt. Captain Paul subsequently established a ships' chandlers at the Port and that notorious Bar, since vanished, was renamed the Annabella Bank.
9	<i>Ariosto</i>	Aground – Wrecked – Possibly removed in 1936	America	31 July 1854	Back Beach, at the end of Smith Street. False reckoning and hazy weather caused the barque to run aground on Back Beach. Her crew landed in their own boat, convinced that they were marooned in "Caffreland". No lives were lost. 100 tons of pepper was salvaged and was bought by William Hartley. This may be the wreck that was removed from South Beach in September 1936.
10	<i>Blink</i>	Scuttled		22 January 1940	Scuttled 6km from Durban. The <i>Blink</i> once worked with the <i>Skarpjeden</i> , the <i>Hogni</i> and the <i>Norman II</i> . The <i>Norman II</i> sank off Zululand in 1925. The <i>Hogni</i> was scuttled in 1936 and the <i>Skarpjeden</i> had been scrapped. The <i>Blink</i> , stripped of her machinery, gear and funnel was taken 6 km from Durban and scuttled. This may be the Cooper Light Wreck.
11	<i>Breidablik</i> (1872)	Ashore – Refloated – Possibly repaired	Norway	31 July 1872	Back Beach, at the foot of West Street – 29° 51.20S 31° 02.50E. The vessel driven aground during a north-east gale. The hull was sold for £105 and the vessel may have been refloated and repaired.
12	<i>Bridgetown</i>	Ashore – Wrecked	Britain	28 June 1882	Back Beach, just north of Vetch's Pier – 29° 51.20S 31° 02.50E. The vessel ran aground on the Bar Ridge during an easterly or north-easterly breeze. It drifted ashore onto the beach. The crew was brought ashore by the port lifeboat. No lives were lost.
13	<i>British Tar</i>	Ashore – Wrecked	Britain	21/29 September	Back Beach – 29° 51.80 S 31° 03.00 E. Emigrant ship. Eighty three of the new colonists had already gone ashore. Anchored at the outer roadstead in an east-north-east gale, her cables parted, the rudder broke and it was driven ashore. The bow was embedded in the dunes of the Back Beach and the survivors waded ashore.
14	<i>Burnham</i>	Aground – Wrecked	Britain	29 May 1840	Harbour? The vessels cable parted at the port, during a north-west gale and went aground. Part of cargo was saved and no lives were lost.
15	<i>Cetus</i>	Aground – Refloated	South Africa	2 April 1912	Southern Breakwater. The vessel was returning to Durban Harbour when she was driven onto the Southern Breakwater by heavy seas.
16	<i>Charles Jackson</i>	Ashore – Wrecked	Britain	26 August 1884	Back Beach – 29° 51.20 S 31° 02.50 E. It was driven aground in an easterly breeze. No lives were lost.
17	<i>Churchill</i>	Collision – Repaired		January 1895	Off Durban Lighthouse. The steam tug <i>Churchill</i> and the steam ship <i>Venice</i> collided off Durban Lighthouse. The stern of the <i>Churchill</i> was damaged.
18	<i>City of Lima</i>	Sank – Wrecked	Britain	21 July 1883	Sank 1km from shore on the Durban Bar Ridge during an east-north-east wind. The crew and working party of 22 were saved by life boat and the barque capsized 45 minutes later. No lives were lost. The Court of Inquiry censured the Mate for a "general lax state of affairs" and the Master "for being on shore every night".
19	<i>Colombo</i>	Foundered – Wrecked	Dutch	24 September 1822	Off Port Natal.
20	<i>Congune</i> (ex <i>Natalia</i>)	Sank – Wreck removed		16 October 1872	Harbour? This vessel foundered at its anchorage in Durban. No lives were lost and the wreck was sold on 6 December 1872 for £3. The wreck was declared a hazard to navigation and removed.
21	<i>Courier</i>	Aground – Wrecked	Britain	27 August 1846	The Bar. After loading cargo, to return to Mauritius, she struck the Bar at the entrance to the Port, during a westerly wind, and became a total wreck. No lives were lost.
22	<i>Dabulamanzi</i>	Damaged – Sailed		13 May 1889	Damaged in a collision in Durban. In 1900 the vessel was sold to Compagnie Franco-Tunisienne de Nav., Marseilles, France renamed Ville de Sfax. In 1906 it was sold to Compagnie Générale Transatlantique and not renamed; in 1913 sold to Unione Austriaca and renamed <i>Anna</i> . In 1914 it was laid up and in 1917 was seized by U.S. Government. In 1926 it was renamed <i>Maule</i> and finally in 1928 was lost by grounding in South America.

23	<i>Denton Grange</i>	Aground – Refloated	Britain	30 August 1898	Lee/Annabella Bank. Arrived at the Durban Anchorage and then stranded on the Lee bank during an east-north-east gale. She was eventually refloated and towed into the harbour.
24	<i>Devon</i>	Disabled –?	Britain	29 July 1911	The vessel struck a submerged object 5km off the Bluff and was disabled.
25	<i>Dora P. (ex Pro-Patria, ex Steamer, ex Calshot)</i>	Scuttled		18 April 1950	Offshore? The vessel burned 160 km off Durban when an engine room fire ignited her cargo. The 7 200-ton British steamer <i>Avismere</i> , the British tanker <i>Prestige</i> and the Durban Harbour tug <i>T. Erikson</i> responded to her SOS. The crew were taken aboard the <i>Avismere</i> and the gutted vessel was taken to port by the <i>H.M.S.A.S. Bloemfontein</i> . Afterwards she was sunk by gunfire from the <i>Jan Van Riebeeck</i> .
26	<i>Douglas</i>	Aground – Refloated		5 September 1849	Lee/Annabella Bank. The vessel was returning to Table Bay, when she was wrecked on the Lee Bank at Durban. Records indicate that she was refloated.
27	<i>Draga</i>	Beached – Wrecked	Austro-Hungarian	01 November 1880	Back Beach – 29° 51.20 S 31° 02.50 E. During a north-east gale She sprang a serious leak and ran aground on the Back Beach. She was a total wreck but no lives were lost.
28	<i>Dunkeld</i>	Aground – Refloated		5 August 1880	Lee/Annabella Bank. The vessel was entering the harbour when she ran aground on the Annabella Bank. Three tugs assisted in refloating her.
29	<i>Earl of Hardwick</i>	Ashore – Wrecked	Britain	27/26 September 1863	Back Beach – 29° 51.80 S 31° 03.00 E. This vessel was one of the first regular East India traders to be fitted with steam power. The small engine drove a small paddle wheel which could be unshipped as desired. In time, however, she was fully converted to a sailing vessel. While anchored at the Outer Roadstead, a north-east gale arose. She lost her anchors and went ashore on Back Beach. No lives were lost and she was sold on 8 October 1863.
30	<i>Eastern Star</i>	Ashore – Wrecked	Britain	25 August 1880	Addington Beach / North side of the breakwater. While anchored on the north side of the Durban breakwater during an easterly gale, the anchor cables parted and the vessel went aground. No lives were lost.
31	<i>Eleanor</i>	Aground – Wrecked		28 July 1839	Lee/Annabella Bank. Lost through the carelessness of her Master, she ran aground, but no lives were lost.
32	<i>Elizabeth</i>	Sank		11 January 1878	Anchorage. The <i>Ocean Ranger</i> , under Capt. Priddles was lying in Port. The cargo boat <i>Elizabeth</i> was sent to unload machinery. The barometer began falling and the crew of the <i>Elizabeth</i> protested that the cargo boat was being overloaded. When she was finally released, she was deeply laden. She took on water and sank. Capt. Priddles claimed the cargo boat was unseaworthy but her owner Mr. Hooper sued the captain for damages and won.
33	<i>Elizabeth Anne</i>	Wrecked		October 1863	
34	<i>Elvira</i>	Aground – Refloated	Britain	5 July 1882	Bar Ridge. The vessel was being towed into Durban Harbour when she ran aground. On the next high tide she was towed off by the <i>Koodoo</i> .
35	<i>Enfant Nantais / Enfants Nantais</i>	Ashore – Wrecked	France	14 September 1876	Back Beach, 1 km above West Street - 29° 51.20 S 31° 02.50 E. The vessel's anchors parted in a north-east / east-north-east gale and drove aground. No lives were lost.
36	<i>Erwood</i>	Aground – Condemned – Sold – Rebuilt as lighter	Britain	3 August 1882	Lee/Annabella Bank. The <i>Erwood</i> was being towed into the harbour by the <i>Koodoo</i> , when the vessel grounded on a sand spit. The spit had been recently formed and ran from the Bar Ridge to the Annabella Bank. The <i>Erwood</i> was refloated on the morning of 5 August. After being towed inside, it was surveyed, condemned and sold. Some time it was rebuilt as lighter.
37	<i>F. Todenskjold</i>	Sank	South Africa	30 May 1915	Entrance to Harbour.
38	<i>Fleur de Maurice</i>	Aground	Britain	April 1894	
39	<i>Forerunner</i>	Aground – Refloated		21 July 1883	Lee/Annabella Bank - Milne's Pier Extension. At 11:45, this tug left the Port to attend a lifeboat that was helping the stranded barque <i>City of Lima</i> . The tug grounded on the Annabella Bank and was washed further onto the bank until 04:00 on 22 July, when she struck the end of Milne's Pier Extension and stranded alongside.
40	<i>Fratelli Arecco</i>	Ashore – Wrecked – Sold	Italy	22 August 1883	Back Beach, abreast of the Rocket House at the foot of West Street – 29° 51.21 S 31° 02.55 E. This vessel ran aground at night when her cables parted during an east-north-east wind. No lives were lost. It is thanks to this wreck that Durban has its infamous population of cockroaches. The hull was sold by the Municipality to defray the expense of getting rid of the rotting rice.
41	<i>Frey</i>	Aground – Repaired – Sailed		September 1879	The Bar. While under tow into the harbour by the <i>Forerunner</i> , she struck the Bar and lost her false keel. The Harbour Authorities were exonerated and the vessel was repaired and

					sailed for London on 13 February 1880.
42	<i>Fusileer / Fusilier</i> (ex <i>Crimea</i>)	Aground – Wrecked	Britain	25 May 1865	The rocks of the side of the foot of Bluff. During the voyage to Port Natal, 189 people died of fever and many more were ill. The vessel parted from her anchors at the Outer Roadstead, during a north-east wind; it struck the rocks of the side of the foot of the Bluff. All but 20 immigrants were rescued and placed in quarantine at the Point. Soldiers of the 99th Regiment, stationed in Durban at the Old Fort, guarded the survivors, "in order that no one should come near enough out of curiosity to spread the disease, whatever it was, to the town." The Natal Mercury reported that the hulk was "lying about north and south (bow pointed northward) broadside to the sea".
43	<i>Gazelle</i>	Ashore – Wrecked	America	13 March 1879	Back Beach – 29° 51.15 S 31°02.50 E. The vessel was stranded during a north-east gale. No lives were lost. While the vessel uninsured, 600 bags of maize were recovered. The brig was sold on 20 March, but by the end of the month, she was a total wreck. It is reported to lie close to the wreck of the <i>Theresina</i> (1878).
44	<i>Good Hope</i>	Ashore – Wrecked	Britain	17 May 1685	Inside the Bar, the point of the Bay of Natal. The <i>Good Hope</i> stopped for supplies at the Islands of Moy and St. Jago; it passed the Cape of Good Hope and arrived at Port Natal. The crew, preoccupied with the ketch anchor, were attempting to haul the vessel over the Bar when the vessel was driven ashore by a sudden squall from the north. Later, ten of her crew sailed on a slaving expedition to Madagascar via Delagoa Bay in a boat they had built from the remains of the <i>Good Hope</i> .
45	<i>Grace Peile</i>	Ashore – Wrecked	Britain	30 July 1872	Back Beach, opposite West Street – 29° 51.80 S 31° 03.00 E. The vessel parted anchors during a spring north-east gale and drove aground. Mules were driven onto the beach 'to decoy' mules from the wreck ashore and of the 32 mules released, only 2 drowned. The following day, the other 48 mules were taken off the wreck. She was condemned and abandoned. The hull was auctioned for £450.
46	<i>Graf Wedell</i>	Ashore – Wrecked	Sweden	24 October 1880	Bar Ridge, then washed aground on Durban Beach – 29° 51.20 S 31°02.51 E. At night during an easterly wind, the vessel lost her anchor and drove aground. Four lives were lost.
47	<i>Grampus</i>	Collision – Repaired		25 September 1903	The Bar. The <i>Grampus</i> collided with the <i>Nautilus</i> on the Bar
48	<i>H.D. Stover / H.D. Storer</i>	Ashore – Wrecked	America	4 August 1878 / 2	Back Beach – 29° 51.22 S 31° 02.51 E. Both cables broke in an easterly or east-north-easterly gale and she went aground. Her crew were saved with the Rocket Apparatus. The barque, exclusive of cable, was auctioned for £475.
49	<i>H.M.S.A.S. Sydstotlandet (T33)</i>	Ashore – Wrecked	South Africa	6 April 1942	11 km NW of the Umgeni River / 8km south of Umhlanga Rocks. At night, during a gale, the vessel drifted into the breakers, went on her beam ends and went aground. A former whaler owned by Kerguelen Sealing & Whaling Co. Cape Town, it was converted to an anti-submarine vessel by the Navy. Only the 12-pounder gun and some of her auxiliary machinery was saved. The ship was virtually a total loss but no lives were lost.
50	<i>Hawthorn</i>	Ashore – Wrecked	Britain	19 August 1889	Back Beach, 200m south of West Street, between the Point and the Rocket House – 29° 51.50 S 31°03.70 E. The vessel parted its anchor cables during a north-east gale and was driven ashore. Her crew were saved by the Rocket Apparatus. The Master and mate were exonerated.
51	<i>Hero</i>	Aground – Wrecked		17 November 1843	The Bar. The vessel was entering the Port when she struck the Bar, lost her rudder and drove inshore. The ship was condemned on 17 November, sold and scrapped.
52	<i>Hogni</i>	Scuttled		8 September 1936	Offshore?
53	<i>Hydra</i>	Aground – Wrecked	Germany	13 December 1867	The Bar. After the cables parted, the vessel struck the Bar during a north-east or south-west gale. The brig went to pieces and either eight or seven people died. Two men survived when they lashed themselves to planks and were washed ashore. The wreck was auctioned for £80.
54	<i>Inyati</i>	Collision – Refloated	Britain	26 July 1911	The Bar. The <i>Inyati</i> was leaving Durban for London. At the entrance to the harbour, the transfer of the pilot to the harbour tug, <i>Richard King</i> was being prepared when the two vessels collided. No lives were lost. The vessels returned to the Port. In 1911 it sold to the Charente Steamship Co. (T. & J. Harrison); in 1912 it was sold to Spain and renamed <i>M. Benlliure</i> and finally in 1915 the vessel disappeared at sea.
55	<i>Inyoni</i>	Aground – Refloated – Repaired	Britain	7 September 1895	The Bar. This vessel struck the Bar, slewed around and stuck between two piers. In 1911, it was sold to Administration de Navigation a Vapore Ottomane, Istanbul, Turkey and renamed <i>Kizilirmak</i> and on 13 September 1915 it was shelled and sunk by Russian warships.

56	<i>Istar</i> (ex <i>Nahma</i>)	Scuttled		28 March 1931	7 km off Durban Harbour. This vessel began her career as a millionaire's yacht. In World War I, she served as a submarine chaser. In the 1920's, during prohibition, she was one of the most notorious rum-runners along the eastern seaboard of the United States. She then came to South Africa, where she served as the floating factory shop of a shark fishing venture. In 1929, she was serving fourteen boats, each with ten nets, and was capable of processing 500 sharks per day. In March 1931, she was bought for scrap and her bronze propeller was removed. Thousands of spectators lined the beachfront to bid farewell as the <i>Istar</i> as she was towed by the tugs <i>Sir John Robinson</i> and <i>Sir William Hoy</i> . The vessel was taken 7 km from the entrance to Durban Harbour and scuttled.
57	<i>James Gaddam</i> / <i>James Goddern</i>	Ashore – Wrecked	Britain	27 January 1882	Back Beach – 29° 51.20 S 31° 02.50 E. The vessel had offloaded her cargo of timber and had taken on ballast when she parted her cables in an east-north-east gale and drove aground. No lives were lost.
58	<i>Jessie</i>	Aground	Britain	14 September 1880	Lee/Annabella Bank. The vessel was coming in from the <i>Brocklesby</i> when she ran aground. The crew of the <i>Jessie</i> , and the captain of the <i>Roanole</i> , who was onboard, took to the rigging and were rescued.
59	<i>Just</i>	Aground – Wrecked	Britain	24 October 1882	Back Beach. No one was aboard when this vessel parted her cables during an easterly gale and drove aground.
60	<i>Kabinga</i>	Aground – Refloated without damage		2 October 1913	North side of harbour entrance. While approaching the Port, she went aground. No lives were lost.
61	<i>Kaffir Chief</i> (ex <i>Dr. C. Tupper</i>)	Aground – Wrecked	Britain	7 January 1876	Aground on the Bar, part washed up on Back Beach, at the foot of West street. During an east-north-easterly gale, she parted from her anchors and drove aground on the Bar, 300 metres from shore. The vessel became a total wreck but no lives were lost. Thereafter, part of the wreckage drifted ashore at the foot of West Street. Her hull was sold for £620 on 13 January 1876.
62	<i>Karin</i> (ex <i>Maggie O'Reagan</i> , ex <i>Maastad</i> , ex <i>Leksveer</i>)	Sank – 90% Removed by Port Authorities in 2009	South Africa	10 November 1927	Shipping channel outside Port. This vessel sank in 18 m of water outside Durban because she was badly loaded. Attempts were made to refloat her and when these were unsuccessful, she was flattened using explosives. Most of her remains were removed in 2009 as part of the Durban Harbour Widening.
63	<i>Kate</i>	Scuttled		18 March 1931	Scuttled 5 km from Durban Harbour. It is said that she was the first dredger built only for South African ports. In 1919 she was sold to C.G. Smith Co. Ltd., reconditioned as an 1154 ton coaster. The vessel plied between Durban, East London, Port Elizabeth and Mauritius. She had gone to the rescue of the <i>Istar</i> when she stranded at Madagascar and was used as a support boat during a salvage operation on the wreck of the <i>Cariboo</i> (1928). The former dredger was scuttled 5 km from Durban Harbour and lies in 60 fathoms of water.
64	<i>Kayle</i>				
65	<i>Lady May</i>	Scuttled		Pre-1939	Offshore?
66	<i>Langton Grange</i>	Aground – Refloated	Britain	16 December 1902	South Breakwater. When the vessel was caught by a swell, she grounded on the South Breakwater but was apparently refloated.
67	<i>Liba</i>			1879	Back Beach.
68	Licensed Lighter No. 18	Sank		18 July 1889	Outer Anchorage. This lighter was removing cargo from the steamship <i>Dunbar Castle</i> in the Outer Anchorage, when a loose telegraph pole fell into her hold. The lighter sprang a leak and foundered shortly after dusk.
69	Lighter No. 20	Sank – Refloated		6 September 1901	Outer Anchorage. When this lighter sank, four lives were lost. It was refloated and towed into port.
70	Lighter No. 8	Foundered – Sank		20 November 1899	Outside the Bar. This lighter was being towed outside the Bar by the <i>Lion</i> when a heavy cross sea caused her bulkheads to burst and she foundered. No lives were lost.
71	<i>Lily</i>	Sank		15 May 1879	Harbour Channel. This vessel was apparently old and heavily laden; she heeled over and sank in the channel. The crew were rescued by the men of the cargo boat <i>Phoebe</i> .
72	<i>Lion</i>	Collision – Sank	Britain	21 July 1904	North Pier / Struck the outer end of North Pier and sank. The <i>Lion</i> had taken lighters to the Outer Anchorage. On her return, it was attempting to cross the Bar but was carried onto the concrete blocks of the North Pier by heavy seas. Seven lives were lost. In 1944, a dredger purchased her boiler. Parts of her remains may have been found in 2009 during the Harbour Widening. These were dredged up where the sand trap was meant to be. In order to leave the remains in-situ, the location of the sand trap was moved. See the <i>Karin</i> Wreck Report (2010).

73	<i>Little Bess</i>	Aground – Capsized – Sank		13 November 1884	Inside the Bar. The tug <i>Lion</i> was towing three lighters, one of which was the <i>Little Bess</i> , out to the <i>Taymouth Castle</i> when the <i>Lion</i> stranded on the Bar. Two of the lighters drifted free on the incoming tide but the <i>Little Bess</i> capsized and sank.
74	<i>Lola</i>	Ashore – Wrecked	Sweden	30 March 1879	Back Beach, 300 m to the Point side of West Street – 29° 51.20S 31° 02.50E. During the night a moderate NE breeze arose. She parted her cables and went aground. Her back broke.
75	<i>Lord George Bentinck</i>	Ashore – Wrecked	Britain	3 January 1861	Back Beach, close to the Queen – 29° 51.80 S 31° 03.00 E. The captain had gone ashore and left the ship in the hands of the First Mate. An easterly gale swung to the north-east. The vessel parted from her anchors at the Outer Roadstead and as the crew were attempting to get out to sea, she struck the Bar. Seventeen men, still onboard were taken off by the <i>Pioneer</i> . No lives were lost. The vessel drifted on to Back Beach and broke apart. Her hulk was auctioned off.
76	<i>Luna</i>	Ashore – Wrecked	Germany / Britain	2 September 1880	Back Beach – 29° 51.22 S 31° 02.50 E. The vessel parted from her cables in a south-east gale and drove aground. The crew were saved by means of the Rocket Apparatus and no lives were lost.
77	<i>M. Smith Peterson</i>	Abandoned – Towed – Converted to hulk	Norway	23 March 1903	Durban as a hulk. After the vessel was disabled in a gale, the crew were rescued by the fishing steamer, <i>Hansa</i> and brought to Durban. The barque was abandoned near Port Shepstone and towed to Durban by the tug <i>Ingane</i> . She was converted into a hulk.
78	<i>Mabel</i>	Ashore – Wrecked	Britain	26 October 1877	Back Beach, foot of West Street – 29° 51.20 S 31° 02.50 E. The vessel parted from her anchors during an east-north-east gale and drove aground. The mate had trained a pair of rats to perform tricks and the rodents were well known amongst seamen. The next morning the rats were found alive on the beach, but the mate, captain and two or three crew members had died. Offered for sale were four ship's long boats, ship's pump, galvanised wire rigging, galvanised iron, ship timbers and deep sea diving apparatus.
79	<i>Mary</i>	Ashore – Wrecked – Vessel <i>Chaka</i> built from her wreckage.	Britain	1 October 1825	The Point, Durban Harbour – 29° 52.20 S 31° 03.15 E. Lieutenant James Saunders King drew one of the first charts of Durban Harbour. He was a former Royal Navy officer and brought the brig, <i>Mary</i> , from England, intending to use her in 'native' trade between Cape Town and Port Natal. In the <i>Mary</i> , he brought Nathaniel Isaacs from St. Helena to Natal. The vessel left Table Bay on 2 September 1825 and sailed from Algoa Bay on 17 September for Port Natal. Anchored off the entrance to Port Natal in a heavy sea, she attempted to cross the Bar under the command of the mate, John Hatton. However, she grounded on an inner bank, was driven inshore, lost her rudder and went aground. No lives were lost but, King, Isaacs and most of the crew stayed at Port Natal. Hatton made it to Algoa Bay on a long boat. On his arrival in Cape Town, he asked for assistance for the men left behind. The stranded seamen constructed the <i>Chaka</i> from the wreckage.
80	<i>Mary Emily</i>	Aground – Wrecked	Germany	29 August 1889	Back Beach, opposite the Rocket Station, at the foot of West Street, 12m of water – 29° 51.20 S 31° 02.52 E. The vessel put to sea as a south-east or easterly gale swept the coast. The tug <i>Churchill</i> went to her aid, but turned back when she was told that assistance was not needed. She went to pieces and lost all hands. Three weeks later, her wreckage was found in 12m of water by divers who were working off the tug <i>Forerunner</i> .
81	<i>Medway</i> (ex <i>Umtata</i>)	Grounded – Towed out – Foundered at Outer Anchorage	Britain	15 October 1883	Outer Anchorage. The <i>Medway</i> was under tow by the <i>Fox</i> when she struck the Bar. She was taken back to the Outer Anchorage but foundered soon afterwards. Several unsuccessful attempts were made to raise the hull.
82	<i>Minerva</i>	Aground – Wrecked	Britain	4 July 1850	Reef running out from the Bluff, the point of the Bluff. This was the largest vessel chartered by J.C. Byrne in his immigration scheme by which he despatched thousands of settlers from Britain to Natal between 1849 and 1851. The <i>Minerva</i> was anchored at the outer roads of Durban on the morning of 3 July 1850. Towards dusk, the wind freshened. It was thought that a shackle bolt fell out and caused a cable to part. At 23:00, the tide and current swept the ship onto a reef running out from the Bluff. The vessel broke apart the following night. No lives were lost but the 276 passengers lost most of their possessions. A valuable racehorse managed to swim ashore. George Potter's Saddlery shop on Smith Street, Durban, was made out of fittings from the wreck.
83	<i>Namaqua</i> (ex <i>Umzimvubu</i>)	Scuttled		11 November 1932	Scuttled 6.4 km east-south-east of Durban. This vessel lies next to the hulks of the <i>Kate</i> (1931), <i>Istar</i> (1931), <i>Emma</i> and <i>Garthforce</i> . She spent most of her life as a coaster. Owned by Sir Charles George Smith of Natal who named her <i>Umzimvubu</i> , she was initially used to transport sugar cane.

					Based in Durban, she carried freight and passengers between Durban, Port Shepstone, Port St. Johns and East London. Commanded by the Government during the South African War, she carried mail from Durban to East London and Port Elizabeth. After Sir Winston Churchill, who had been taken prisoner by the Boers near Chievery, Natal, managed to escape, he sailed from Durban to East London aboard the coaster. He wrote, "My trip on the <i>Umzimvubu</i> to East London, was the worst that I have ever experienced, as the beastly little boat rolled and pitched at the same time." The vessel was also involved in a salvage attempt to recover the treasure of the <i>Grosvenor</i> and for a while diver, George Folley, and two Pondo assistants lived onboard. Purchased by a Port St. Johns shipping company, she repaid her purchase price in less than 5 years. When Rinderpest swept through the Eastern Cape and Transkei, killing all the cattle, the vessel carried the hides and skins to market. After she ran aground on 28 October 1917 at the mouth of the Umgeni River during a storm, all her crew were landed with the basket apparatus and she was refloated. In 1920, with 107 pigs, she was refused entry to Durban Harbour because of the high seas. As she headed out to sea she once again grounded near the mouth of the Umgeni River. Her cargo was salvaged by a butcher. The vessel was refloated and sold. Renamed the <i>Namaqua</i> , she was placed on the Cape Town - Port Nolloth run. In March 1931, she began work as the only catch boat for Ocean Industries, a shark fishing company located on Durban's Bluff. In the first 10 months of operation, she caught and processed 6 681 sharks.
84	<i>Natal</i>	Grounded – Towed off – Disappeared in 1888.	Britain	25 July 1880	Lee/Annabella Bank. This vessel was stranded on the Annabella Bank during a gale. After part of the cargo was unloaded, she was towed into deep water by the tug <i>Forerunner</i> . On 16 August 1888, she left Calcutta and disappeared at sea.
85	<i>Nautilus</i>	Collision – Refloated		25 September 1903	The Bar. Collided with the <i>Grampus</i> on the Bar.
86	<i>Noorden</i> (ex <i>Bombay</i> , ex <i>City of Bombay</i>)	Aground – Refloated	Norway	10 December 1904	Umgeni River Mouth. This vessel was stranded near the mouth of the Umgeni River in thick weather.
87	<i>Northern Isles</i>	Aground – Wrecked		19 January 1945	Bluff Rocks. This vessel put to sea with the Patrol Service at the outbreak of World War II. First assigned to the Northern Patrol and later performing escort and patrol duty off the U.S.A. Coast. By January 1945, she had served two years in South African waters. As the war was nearing its end, work for the vessel was becoming routine. Although the trawler was still under the direction of the SA Navy, her crew often fished to augment their wages. "The more fish we caught, the less food we had to buy and the more beer money for the lads at the end of the month." said telegraph operator James Brown. So intent on following the fish inshore, were the crew, that they ran the vessel onto the rocks at the Bluff and the vessel became a total wreck. The captain and the officer of the watch were found guilty of negligence in the court martial.
88	<i>Northwester / North-Wester</i>	Wrecked?		31 May 1939/1839	No lives lost.
89	<i>Odd</i>	Aground – Wrecked		1949	Between North Pier and Vetch's Pier
90	<i>Onaway</i>	Aground – Wrecked		2 / 3 February 1892	Under the lighthouse against the South breakwater – 29°52.40 S, 31°03.70 E. It was thought that the <i>Onaway's</i> captain, who had not called at Durban since the South Pier was built, mistook it for the North pier. Thinking he was entering the channel, he came in to the south of it at 22:00. No lives were lost. A south-west gale blew for a week and the vessel became a total wreck. Cargo was washed ashore. The master's certificate was suspended for 6 months by the Court of Inquiry.
91	<i>Pacquet Bordelais / Le Paquebot Bordelais</i>	Aground – Wrecked	France	28 June 1847	The Bar. George Archer piloted the vessel over the Bar. After discharging 4-5 tons of cargo, she loaded 103 head of cattle for Reunion. She weighed anchor at 15:00 on 28 June on the flood tide. When she reached the Bar, the wind died. When the tide ebbed, she drifted onto the Bar, bilged and became a total wreck. No lives were lost.
92	<i>Pensamento / Peusamento</i>	Aground – Wrecked	Portugal	20/19 October 1879	The Bar? This vessel lay at the Donald Currie Moorings (Bluff Channel?) waiting to proceed to Mocambique. However, a sand spit formed during the night. The vessel took the ground on the ebb tide and was subsequently condemned and broken up. Malcolm Turner says she developed a leak, and broke her back after grounding on the Bar. No lives were lost and the cargo was saved.
93	<i>Pharamound</i>	Aground – Wrecked??		10 January 1863	Reported wrecked on Durban Beach. The depth of water over the Bar was 13 feet and the barque drew 15 feet; ergo she was unable to enter the harbour. The press stated that she

					sustained little damage, discharged her passengers and continued. However the Natal Harbour Board reported her as wrecked.
94	<i>Phoebe</i>	Aground – Wrecked	Britain	14 September 1880	The Bar.
95	<i>Pioneer</i>	Ashore – Wrecked	Britain	23 October 1862	Back Beach, between the New Harbour Works and the old stone jetty, near Annabella Bank – 29°51.80 S 31° 03.00 E. While in the Outer Roadstead, the vessel lost her anchors during a north-east gale. It drifted onto Back Beach, between the New Harbour Works and the old stone jetty. No lives were lost.
96	<i>Pondo Chief</i>	Ashore – Refloated – Repaired	Britain	3 March 1878	Back Beach. Her anchor cables parted during an easterly gale and she drove aground. No lives were lost and most of her cargo was saved.
97	<i>Princess Alice</i>	Ashore – Refloated – Repaired	Britain	31 July 1872	Back Beach. This vessel was driven aground just a few metres from the wreck of the <i>Saint Clare</i> (1871) by a north-east gale. No lives were lost.
98	<i>Princeza</i>	Aground – Refloated – Repaired	Britain	23 September 1854	Lee/Annabella Bank. On reaching Durban, the weather was so bad that the Port boat could not be launched. The captain of the <i>Princeza</i> brought her across the Bar without a pilot, but she drifted onto the Lee Bank. Her cargo was unloaded. Although badly damaged, the brig was refloated six days later and repaired.
99	<i>Queen</i>	Ashore – Wrecked	Britain	16 August 1863	Back Beach, near Vetch's Pier – 29° 51.80 S 31° 03.00 E. This vessel lies close to the <i>Lord George Bentinck</i> (1861). She parted from her anchors at the Outer Roadstead during a north-east gale. She drifted onto Back Beach and no lives were lost.
100	<i>Queen of Ceylon</i>	Ashore – Wrecked	Britain	3 March 1882	Back Beach – 29° 51.20 S 31° 002.50 E. This vessel parted her cables in a north-east gale and was driven over the wreckage of the <i>Kaffir Chief</i> (1876) and then aground. No lives were lost.
101	<i>Rialto</i>	Collision – Wrecked??	Germany	2 February 1904	Opposite the signal station. This vessel was entering Durban Harbour under tow when she collided with the anchored dredger <i>Nautilus</i> and was wrecked opposite the signal station.
102	<i>Richard Pearce / Richard Pearse</i>	Unknown	Britain	March 1880 / 18 May 1880	This vessel was being towed by the <i>Forerunner</i> , when she stuck on the Annabella Bank. Refloated and towed into the harbour. On 18 May 1880, it was again reported that she had stranded at Durban. We do not know if this refers to the earlier incident or a second more serious incident. However, she is never mentioned on the 1881 Shipping Registers.
103	<i>Rietfontein</i> (ex <i>Maristo</i> , ex <i>Taiyu Maru</i>)	Towed in from sea –??	Dutch	14 November 1928	This vessel lost her screws while at sea. She was saved by her sister ship and towed to Durban.
104	<i>Roe</i> (1879)	Aground – Refloated		16 May 1879	Back Beach. This vessel was returning from the <i>Caroline</i> , laden, when she went aground.
105	<i>Roe</i> (1883)	Aground – Capsized		25 July 1883	The Bar. Presumably the same lighter as mentioned above, she was stranded on the Bar and capsized. Three of the crew drowned but eight others were picked up by the Harbour lifeboat.
106	<i>S.S. Ovington Court</i> (ex <i>Amblesstone / Ambestone</i>)	Aground – Wrecked	Britain	25 November 1940	Off South Beach. She lies a little to the west of the West Street groin – 29° 51.50 S 31° 02.70 E. This vessel dragged anchor in a north-east storm and was wrecked. Four of the crew died when a lifeboat capsized. Her wreckage is still visible at low tide (2010).
107	<i>Saint Clare</i>	Ashore – Wrecked	Britain	20 October 1871	Back Beach – 29° 51.80 S 31° 03.00 E. This vessel had discharged part of cargo when a cable broke and she ran aground, during a north-east gale. One life was lost.
108	<i>Salamis</i>	Aground – Refloated – Repaired?	Britain	7 August 1912	The <i>Salamis</i> went aground at the Anchorage, 500m from shore during a gale. No lives were lost and the master was exonerated. Taken to Shed E for repairs.
109	<i>Sarah Smith</i>	Grounded – Refloated – Condemned – Sold	Britain	7 February 1874	Lee/Annabella Bank. This vessel was leaving Durban when she neared the Annabella Bank, the light south-west breeze died and she stranded on the Bank. Her cargo was unloaded and sold. Some days later she was refloated but was condemned and sold as a wreck by auction.
110	<i>Sebastian</i>	Ashore – Wrecked	Britain	26 September 1863	Back Beach – 29° 51.80 S 31° 03.00 E near the North Pier. This vessel was anchored in the Outer Roadstead when her cables parted during a north-east gale. The vessel struck the North Pier (carrying away much of its wooden framework) and drifted high onto Back Beach. No lives were lost.
111	<i>See Nymph / Seenympe</i>	Aground – Wrecked	Germany	12 December 1885	Outer Bar Ridge, north of Vetch's Pier – 29° 51.80 S 31° 03.00 E. When her anchors failed to hold, she was dragged aground at 24:00 during a fresh easterly wind. No lives were

					lost and the vessel went to pieces within four hours
112	<i>Shepherdess</i>	Grounded – Towed off	Britain	20 April 1879	Channel between Annabella Bank and the Bar. This vessel was in tow of the <i>Somtseu</i> when she grounded. She was towed off the next day.
113	<i>Sir Gordon</i>	Scuttled		1945	Offshore? This vessel arrived in East London in 1890. She was in service as a rock breaker, then a grab-dredger. Later she was sold to a treasure syndicate. After 55 years of service, she was scuttled off Durban.
114	<i>Southport</i>	Ashore – Wrecked	Britain	23 August 1878	Back Beach, 150m from the H.D. Stover – 29° 51.80 S 31° 03.00 E. After this vessel was damaged off Cape Agulhas, she put into East London. The captain was still ashore when she drifted from her anchorage and was carried northwards by an east-north-east wind and current. The unexpected voyage ended in Durban during a severe gale. She stranded on the beach. All the crew survived when they were rescued by Capt. Airth and the lifesavers.
115	<i>Star of Wales</i>	Wrecked	Britain	7 December 1874	Near the Umgeni River Mouth / 2.5 km south of the Umgeni River, near the Transvaal (1874). This vessel lost her anchors during a southerly gale. Three men died and two survived. The captain was ashore at the time as well as the two crew members that survived.
116	<i>Stockport</i>	Aground – Wrecked		1885	Back Beach, near Kenilworth Tearoom.
117	<i>Suffren</i>	Aground – Wrecked	France	17 December 1845	The Bar. The vessel was outside the Bar, loading cattle for Reunion when a north-east gale hit the coast. Her anchor cables broke and she drifted aground, becoming a total wreck. No lives were lost.
118	<i>Surprise</i>	Ashore – Wrecked	Norway	25 August 1880	Back Beach – 29° 51.80 S 31° 03.00 E. During an easterly gale, her cables parted and she ran aground. No lives were lost. A notation in the Wreck Master's register lists "drunkenness" as the cause of the wreck. Offered for sale was spare rigging, sails, stores and fittings, the vessel's chronometer, four boats, the top and top gallant masts made from the best pitch pine, 4 Swedish walnut chiffoniers and 20 bolts best Swedish canvas.
119	<i>Sweetie Sandra</i>	Aground		1991	North Pier.
120	<i>Tancred</i>	Aground – Wrecked	Britain	2 May/July 1879	Grounded between Annabella Bank and the Bar eventually drove onto the beach near the Point offices. During an easterly wind, she entered Durban in the tow of the <i>Somtseu</i> and grounded. No lives were lost. The wreck was sold 6 August 1879 for £100.
121	<i>Tasmanian Transport</i>	Aground – Refloated – Repaired		22 April 1915	200m from the shore, north of the Harbour entrance. This vessel was stranded. A Court of Inquiry held that her master was guilty of negligence. However, as Tasmania was desperate for the cargo, she was allowed to proceed and the captain retained his master's certificate.
122	<i>Theresina</i>	Aground – Buried in quicksand – May have been removed in 1936	Britain	10 / 9 April 1878	Back Beach, Point Quicksand – 29° 51.80 S 31°03.00 E. This vessel parted her anchors during an east-north-east gale. She grounded at the Point in a patch of quicksand and was rapidly engulfed to her main deck; her cargo could not be offloaded. The crew were saved by means of the Rocket Apparatus. Her masts withstood the seas and marked her position at high tide. During the Zulu War of 1879, some soldiers in the government hospital (Addington) sallied forth one night at low tide with digging tools and explored the wreck. Their beds were found empty the next morning and one soldier was discovered, very drunk, in the brush covered dunes outside the hospital. The wreck was uncovered in 1914 and it may have been the one demolished in 1936, although no discoveries of gin or whiskey were reported.
123	<i>Transvaal</i>	Wrecked – Split in half	Britain	8 December 1874	Near the Bluff / 2.5 km south of the Umgeni River Mouth, close to the Star of Wales (1874). The reports of the location varied in the different databases. Apparently she was anchored near the Umgeni River Mouth when her anchors parted during a southerly gale. She went aground stern first and then swung broadside to the coast. A great sea struck her and she split in half from bow to stern. The starboard side was washed inshore and the port side out to sea. As her masts fell, her crew, who had climbed into the rigging, perished before the eyes of the onlookers on the shore. No one was allowed on the beach opposite the wreck until the bodies were washed ashore. The Captain was ashore at the time. The twelve crew members were buried in a mass grave in the West Street Cemetery.
124	<i>Trincula</i>	Ashore – Refloated – Repaired	Britain	31 July 1872	A north-east gale hit the coast. The vessel was anchored 2.5 km off the lee shore, her cables parted and she was in the breakers. The barque was sold for £150, refloated and repaired on 30 August 1872.

125	<i>Tugela</i>	Ashore – Wrecked	Britain	3 February 1868	Opposite West Street on Back Beach, off Scotsman's Pool? – 29° 51.20 S 31° 02.50 E. This wreck occurred at night, in fine weather. The pin came out of a shackle and the vessel drove aground. No lives were lost. The <i>Natal Mercury</i> , 6 June 1935 states that her remains were visible off Scotsman's Pool.
126	Unknown	Scuttled		Pre-1939	Offshore.
127	Unknown	Scuttled		Pre-1939	Offshore.
128	Unknown	Scuttled		Pre-1939	Offshore.
129	<i>Urania</i>	Aground – Refloated – Condemned – floating warehouse	Britain	26 August 1851	Lee/Annabella Bank. Stranded but refloated and then condemned. Her hull was sold by auction for £172 to Mr Smerdon who converted her into a floating warehouse.
130	<i>Venice</i>	Collision – Repaired	Britain	January 1895	Off Durban Lighthouse. The steam tug, <i>Churchill</i> and the steam ship, <i>Venice</i> collided off Durban Lighthouse. The bow of the <i>Venice</i> was damaged and she was sent to Cape town for repairs.
131	<i>Vigor</i>	Ashore	Norway	9 June 1884	Back Beach, north-west of Vetch's Pier – 29° 51.20 S 31° 02.50 E. During an easterly wind, the <i>Vigor</i> was being towed by the <i>Forerunner</i> , when she grounded inside the Bar. She drifted onto the Lee bank and beached herself. No lives were lost as the crew were saved by lifeboat.
132	<i>Viking</i>	Capsized – Wrecked	Britain	25 February 1898	The Bar. This vessel was crossing the Bar during a south-west gale when she was capsized by a heavy sea. Eight lives were lost.
133	<i>Wagrien</i>	Wrecked or Never Wrecked – Put out to sea	Germany	8 December 1874	Near the Umgeni River Mouth. This vessel was reported to have foundered, with the loss of the entire crew, during a southerly gale. Marie Levine states that she actually put to sea and a few days later reappeared at Durban, battered but afloat. After minor repairs, she sailed on 9 February 1875 for Adelaide in ballast. However, Malcolm Turner states that she was wrecked. A New Zealand Newspaper, The Otago Times agrees with Marie Levine.
134	<i>Walter Reichel</i> (ex <i>Wilhelm</i> , ex <i>Grimgerde</i> , ex <i>Armourer</i> , ex <i>Engineer</i>)	Scuttled	Germany	29 December 1933	Offshore.
135	<i>Wladimir Sawin</i>	Aground – Refloated	Denmark	14 August 1901	The Bar. Stranded but refloated.
136	<i>Woodlark</i>	Aground – Refloated	Britain	30 July 1859	Lee/Annabella Bank. The vessel entered the Harbour without a pilot and contrary to signals, took the wrong channel; she grounded on the Lee Bank.
137	<i>Zambesi</i>	Ashore – Wrecked	Dutch	10 December 1882	Back Beach – 29° 51.20 S 31° 02.50 E. This vessel lost her anchors in a strong easterly breeze and was driven aground. No lives were lost. She was in quarantine at the time of the wrecking.
138	<i>Zennia</i>	Ashore – Wrecked	Ireland	21 July 1880	Back Beach – 29° 51.80 S 31° 03.00 E, Annabella Bank. This vessel parted her cables in a southerly gale and drove aground on the Annabella Bank. She later drifted onto the Back Beach. No lives were lost.
139	<i>Ziba</i>	Ashore – Wrecked	Britain / America	13 March 1879	Back Beach – 29° 51.70S 31° 03.00E - Near Milne's Ground (part of present day North Pier/By 2009 part of the widened Harbour entrance). This vessel parted her cables in a north-east gale and drove onto the Bar Ridge. The <i>Natal Colonist</i> reported that she was got off the Bar and was taken alongside the breakwater, close to the beach. She was soon aground on the Back Beach and complaints were made about the stench from the rotting maize. No lives were lost. The wreck was still visible off the beach in "1822" (probably 1922).

According to the above database, 139 ships have been wrecked in or near Durban Harbour since 1685. Of these, 38 were salvaged or removed, either at the time of the event or years later, as in the case of the *Karin*. Of the 101 remaining wrecks, 12 were scuttled in the deep water either off the Bluff or about 5km away from Durban; 28 were wrecked in or near the entrance to the harbour and the remaining 61 were wrecked on the Durban Beach areas or the Outer Anchorage.

The below wrecks were either reported as wrecking in the harbour or their whereabouts are not recorded in the standard databases. The EIA should include research to ascertain the whereabouts of these vessels to mitigate the possibility of uncovering them during the project.

<i>Burnham</i>	Aground – Wrecked	Britain	29 May 1840	Harbour? The vessels cable parted at the port, during a north-west gale and went aground. Part of cargo was saved and no lives were lost.
----------------	-------------------	---------	-------------	--

Elizabeth Anne	Wrecked		October 1863	
Fleur de Maurice	Aground	Britain	April 1894	
Kayle				
M. Smith Peterson	Abandoned – Towed – Converted to hulk	Norway	23 March 1903	Durban as a hulk. After the vessel was disabled in a gale, the crew were rescued by the fishing steamer, <i>Hansa</i> and brought to Durban. The barque was abandoned near Port Shepstone and towed to Durban by the tug <i>Ingane</i> . She was converted into a hulk.
Northwester North-Wester	Wrecked?		31 May 1939/1839	No lives lost.

Stone Age Sites:

There is a low possibility that artefacts may be recovered during the dredging process. These incidents would have to be dealt with on an ad hoc basis and mitigation measures applied according to the event.

Land-based Heritage:

The area of the proposed work falls on, and just off, what was once Salisbury Island. In the original survey of the bay, in 1822, by King, there were at least seven Islands. Originally these were sandbanks covered in mangroves. In the 19th century, these islands were largely leisure facilities. The original Indian immigrants used these areas for fishing and drying fish. A slipway was built at the beginning of the 20th century. There was a quarantine station, dating from the 1860s, on the eastern end of the Island. This is the site of the present day naval base. There were pile homes on the Island (Pearson 1995: 241).

In 1936, the Island was used as a base for flying boats. Structures from this period include a hanger and slipway (Pearson 1995: 242).

In 1941, the British Royal Navy drew up plans for a naval base on the Island when World War II compromised their bases in the East. The base was completed in 1947 when it was taken over by the South African Navy. In 1957 the SA Navy abandoned Salisbury Island for Simons Town, only using the site to train Indians. Some of the buildings were briefly used by the University of Durban Westville and the quays were used to berth idle shipping (Pearson 1995: 243).

From 1992 to the present day, the South African Navy once again took control of the base. It was downgraded in 2002 to a naval station and other military facilities (<http://www.kzndurban.co.za/Durban/transport.php>).

The steady growth of shipping led to the development of deepwater berths on the Island. Starting in 1965, the swamps between Fynnlands Beach and Salisbury Island were reclaimed and Pier 1 was constructed. Construction on Pier 2, on what was Farewell Island, began in 1974 (Pearson 1995: 244).

Site Survey:

A site visit was conducted on 09 November 2011 by members of the South African Navy and relevant areas were documented.

Graves:

The National Heritage Resources Act of 1999, 36 states,

“3 (a) No person may, without a permit issued by SAHRA or a provincial heritage resources authority – destroy, damage, alter, exhume or remove from its original position or otherwise disturb the grave of a victim of conflict, or any burial ground or part thereof which contains such graves; (b) destroy, damage, alter, exhume, remove from its original position or otherwise disturb any grave or burial ground older than 60 years which is situated outside a formal cemetery administered by a local authority; or (c) bring onto or use at a burial ground or grave referred to in paragraph (a) or (b) any excavation equipment, or any equipment which assists in the detection or recovery of metals.

(4) SAHRA or a provincial heritage resources authority may not issue a permit for the destruction or damage of any burial ground or grave referred to in subsection (3) (a) unless it is satisfied that the applicant has made satisfactory arrangements for the exhumation and re-interment of the contents of such graves, at the cost of the applicant and in accordance with any regulations made by the responsible heritage resources authority.

(5) SAHRA or a provincial heritage resources authority may not issue a permit for any activity under subsection (3)(b) unless it is satisfied that the applicant has, in accordance with regulations made by the responsible heritage resources authority — (a) made a concerted effort to contact and consult communities and individuals who by tradition have an interest in such grave or burial ground; and (b) reached agreements with such communities and individuals regarding the future of such grave or burial ground.

(6) Subject to the provision of any other law, any person who in the course of development or any other activity discovers the location of a grave, the existence of which was previously unknown, must immediately cease such activity and report the discovery to the responsible heritage resources authority which must, in co-operation with the South African Police Service and in accordance with regulations of the responsible heritage resources authority — (a) carry out an investigation for the purpose of obtaining information on whether or not such grave is protected in terms of this Act or is of significance to any community; and (b) if such grave is protected or is of significance, assist any person who or community which is a direct descendant to make arrangements for the exhumation and re-interment of the contents of such grave or, in the absence of such person or community, make any such arrangements as it deems fit.”

According to the Navy guides, there may be a grave in the area pictured below. The guides are not sure if the grave was relocated or not. Given the history of the Island, it is probable that, besides this site, other human remains will be uncovered

during construction, particularly those related to the quarantine site dating from the 1860s.

As the issue of human remains is sensitive and subject to the legislation cited above, it is imperative that contractors be made aware of this. If human remains are uncovered, the site will have to be assessed, the relevant authorities notified and the correct processes followed in order to relocate the grave.



Figure 2: General area where oral tradition states there may be a grave. This field is in the vicinity of Building 13 (Photo: Maitland 2011)

Naval Base Buildings:

According to the National Heritage Resources Act of 1999, 34 (1),

“No person may alter or demolish any structure or part of a structure which is older than 60 years without a permit issued by the relevant provincial heritage resources authority.”

Transnet has received a permit from Amafa / Heritage KwaZulu Natali, the provincial heritage resources agency for Kwazulu-Natal, to destroy the buildings on the Naval Base. I suggest that a full photographic survey of the buildings, scheduled for destruction, be undertaken during the EIA in order to maintain continuity of the Port’s historical record.

There is a high possibility that further sites may be uncovered once the buildings are demolished. In particular, there was a quarantine station, dating from the 1860s, on the eastern end of the Island. According to the Navy guides, this site may be in the vicinity of Building 98. This is an important site within the context of Durban’s history and, if it is uncovered, rescue archaeological methods should be employed.

Part of the EIA should involve research in order to narrow down the possible sites.



Figure 3: Possible site of the 1860 quarantine station (Photo: Maitland 2011)

Stone Age and Iron Age Sites:

There is a possibility that sites dating from these periods will be uncovered. These would need to be dealt with on an ad hoc basis. Because these periods fall outside the historical record, there is no way to predict their locations.

References:

Levine, M. Unpublished Manuscript. Held by Vanessa Maitland.

Pearson, Capt. Tony. 1995. “African Keyport” Story of the Port of Durban. Durban. Accucut Books cc.

Turner, Malcolm. 1988. Shipwrecks & Salvage in Southern Africa: 1505 to the Present. Cape Town. C.Struik.

<http://www.kzndurban.co.za/Durban/transport.php>. Accessed 13-11-2011.

<http://heritagekzn.co.za>. Accessed 13-11-2011.