

14.

**STATUS OF THE PUBLIC LAUNCHING SITES (PLS): OVERSTRAND MUNICIPAL AREA**

**SJ Swartz**  
**29 October 2024**

**Director: Community Services**

**(028) 313 8029**

**1. Executive Summary**

The purpose of this report is to inform Council,

- of the status of Public Launching Sites (PLS) registered for management by Overstrand Municipality, and
- to consider the review of PLS to be de-registered by the Department of Environmental Affairs and Development Planning (DEA & DP).

**2. Service Delivery and Budget Implementation Plan - IGNITE**

Directorate: Community Services  
 Operation Services

**3. Compliance with Strategic Priorities**

Provision of democratic, accountable and ethical governance  
 Provision and maintenance of municipal services  
 Creation and maintenance of a safe and healthy environment

**4. Delegated Authority**

Executive Mayor

**5. Legal Requirements**

Constitution of SA, 1996  
 National Environmental Management: Integrated Coastal Management Act, 2008 (Act 24 of 2008)(ICMA).  
 Maintenance Management Policy (31 August 2013)

**6. Background/Discussion/Evaluation/Conclusion****Background**

The Minister of Environmental Affairs has, in terms of section 83(1)(d)(i) and (o) of the ICMA, made Regulations regarding the Management of Public Launch Sites in the Coastal Zone. These Regulations provide for the listing of and management of public launch sites and were published in Government Gazette No. 37761 on 27 June 2014. The intention of the Regulations is to manage public launch sites in the Coastal Zone as indicated in section 83(1)(d)(i) and (o) of the National Environmental Management Integrated Coastal Management Act (Act No. 24 of 2008), as amended. The Regulations require from the local

MEC in terms of section 2(1) of the Regulations to list PLS within a period of 12 months from the date of promulgation of the regulations. The listing process was completed during May 2015.

The MEC identified the Overstrand Municipality as the designated Management Body for the following PLS as published in Provincial Gazette No 7410 dated 26 June 2015 (PN 193/2015), (refer to Annexure A).

- a) Rooi-Els Coastal Slipway
- b) Maanschynbaai Slipway (Hangklip)
- c) Kleinmond Coastal Slipway
- d) Fisherhaven Slipway A (public)
- e) Fisherhaven Slipway B (Lake Marina)
- f) Harderbaai Slipway
- g) Prawn Flats Slipway
- h) Maanschynbaai Slipway (Klein River)
- i) Du Toit Street Slipway (Stanford)
- j) King Street Slipway (Stanford)
- k) Kleinbaai Boat Launching Site
- l) Franskraal Coastal Slipway (Blousloep)
- m) Blue Water Bay (Pearly Beach)
- n) Buffeljachtsbaai
- o) Die Damme
- p) Rietfontein (Cape Agulhas)

A status quo report on the condition and compliance to relevant legislation was compiled by CSM Consulting Engineers on the 14 public boat launch sites in the Overstrand Municipal area in 2016. Field investigations were conducted to compile the inventory of facilities and installations and to determine the condition of installations and facilities. Each site was evaluated and was allocated a compliance score (percentage) as well as an estimated rand value to upgrade the facilities to the required standard, (refer to Annexure B).

A similar report in relation to this (dated 26 August 2022) also served before Council in February 2017 and the resolutions were as follow:

1. that it be recommended to the Provincial Minister of Local Government, Environmental Affairs and Development Planning that the public launching sites at Rooi-Els Coastal Slipway, Harderbaai (Onrus), King Street (Stanford), Blousloep (Franskraal), and Die Damme, **be de-registered**;
2. that the public launching sites at Maanschynbaai (Hangklip) Fisherhaven A (public), Prawn Flats Slipway, Maanschynbaai (Klein River), Du Toit Street Slipway (Stanford), Blue Water Bay (Pearly Beach) and Buffeljachtsbaai **be managed** during peak times; and
3. that, based on successful negotiations, the public launching sites at Fisherhaven Slipway B (Lake Marina), Maanschynbaai (Klein River), Prawn

Flats Slipway and Blue Water Bay (Pearly Beach), **be managed** by public/private entities.

The mentioned Council resolutions were communicated to the Department of Environmental Services in March 2017. No de-registration has been done to date by the above-mentioned Department. The former Ward Councillor of Ward 10 afterward also requested that Rooi-Els Coastal Slipway remain a registered site.

The DEA & DP again approached the Municipality in 2022 regarding the review of the de-registration requests. A report was also produced by DEA & DP regarding site inspections that were conducted in 2021, (refer to Annexure D).

The review process outlined by DEA & DP are as follow:

- *The Launch Site Regulations require the MEC to review the list of public launch sites published in terms of sub-regulation (1) at least once every five years,*
- *The Department is currently in the review process of the current PLS list,*
- *There have been engagements with the Municipalities, to assist in reviewing the PLS list and the request the listing or delist of certain sites,*
- *Onsite meetings have been held with the Municipalities and partners in May, June and July 2021,*
- *A PLS Inspection Report and the PLS Review Notice have been drafted, currently with Legal Services for the vetting process,*
- *Once finalized the PLS Review Notice will be published in the Provincial Gazette for public comment for a period of 30 days.*

## **Discussion**

The goal for coastal access is “*to ensure and protect, in perpetuity, public right of physical access to the sea, and to and along the seashore, on a managed basis*” (DEA, 2013). By accepting the responsibilities as set out in section 83(1) (d)(i) and (o) of the ICMA, as amended, the Overstrand Municipality by implication also accepts its responsibilities in terms of the following legislation:

- ✓ Section 18 of ICMA obliges each coastal municipality to develop by-laws that designate strips of land as coastal access land in order to secure public access to these coastal public properties and also allows for the establishment of public access servitudes.
- ✓ Section 19 sets out the process for designating and withdrawing designation of coastal access land.
- ✓ Section 20 of ICMA also sets out the requirements for access provision, stipulating that each municipality in whose area coastal access falls must:
  - Signpost entrances to coastal access land,
  - Control of use of activities on that land,
  - Protect and enforce the rights of the public to use such access,

- Maintain the land to ensure continued public access,
- Promote access via the provision of appropriate amenities such as parking, toilets, boardwalks, etc.,
- Remove inappropriate access that is causing adverse environmental effects that cannot be prevented or mitigated,
- Ensure that coastal access land does not cause adverse environmental effects,
- Describe coastal access land in municipal coastal management programmes and in any spatial development framework,
- Report progress, to the MEC, on the measures to implement this section within two years of the ICMA coming into force,
- Perform any other actions that may be prescribed.

The Management of PLS in the Coastal Zone Regulations were published in the Government Gazette on 27<sup>th</sup> June 2014. “*Launch Site Regulations*”. These Regulations are the last available regulations. During a meeting held with the DEA & DP 27<sup>th</sup> July 2022 relaxation of various restrictions were discussed and recommended.

According to the report, the Overstrand Municipality is the appointed Management Body for the PLS in their jurisdiction. The Management Body is responsible for:

- *Drafting of Operational Management Plans,*
- *Monitoring and Maintenance,*
- *Compliance and Enforcement of the Operational Plan,*
- ***The management body may appoint a management agent but remains responsible for the management of the launch site,***
- *The management body must budget for the maintenance and management of the PLS,*
- *No access or launching fee may be charged, only a service fee is advised.*

The Management of PLS will be a huge financial burden on the Municipality. Reference can be made to the capital costs required for new and upgrading of infrastructure. Operational funding for staff and maintenance of PLS must also be provided annually. It is therefore required that the number of PLS currently registered within the Overstrand Municipal area be reduced based on the following approach:

- Provision of access to the ocean within the respective decentralised administrative areas of Overstrand, namely Gansbaai, Hermanus, Kleinmond for commercial and recreational purposes, to be managed on a daily basis. The proposed PLS to remain registered are therefore Kleinmond Coastal Slipway and Kleinbaai Boat Launching Site. Hawston PLS still to be registered by DEA & DP,
- Provision of access to neighbourhoods located in outlying areas of the Municipal area for purposes of commercial and recreational purposes. The proposed PLS to remain registered are, Rooi-Els Coastal Slipway and

Buffeljachtsbaai. It must therefore be emphasised that these two slipways be made accessible for broader public and not only for members of local boat clubs,

- Provision of one access to the estuaries of Botrivier Lagoon and Klein River Lagoon per the registered PLS. Fisherhaven Slipway A (public) and Prawn Flats Slipway are recommended to remain registered,
- Provision of access to Klein River as per registered PLS. The recommended PLS is Du Toit Street Slipway (Stanford).

De-registration of particular sites:

The legislative requirements set out above place a huge responsibility on the Overstrand Municipality as designated Management Body to comply with the requirements set out in the ICMA. It is therefore recommended that the following PLS be considered for de-registration also based on the outcomes of the status quo report and reasons stated below. The possible de-registration of the PLS was discussed with the affected Ward Committees. **It should be noted that the de-registration of sites will render such sites to be sterile - meaning that the use of such sites by anybody will be unlawful.**

Maanschynbaai Slipway (Klein River)

- *The access road is gravel a few meters from R43 to Stanford,*
- *Access control is only done during Easter and the festive season from 08:00 to 17:00,*
- *The parking area is gravel and is not demarcated. There is PLS and interpretive signage on site,*
- *The Slipway is in a poor state and there are no ablution facilities,*
- *At the time of the site inspection, there was erosion along the access road due to heavy rainfall that occurred.*

Maanschynbaai Slipway (Hangklip)

- *The access road to the site is grave starting on the turnoff from High-level Road and there is no access control,*
- *The site consists of a concrete slipway and gravel parking area,*
- *There are ablution facilities but in poor condition and PLS signage.*

The Ward Committees for wards 9 and 10 recommended that Maanschynbaai Slipway (Klein River) remain registered. The mentioned PLS is located between Kleinmond Coastal Slipway and Rooi-Els Coastal Slipway which provide for access to the ocean.

Blue Water Bay (Pearly Beach)

- *The Municipality has appointed the Dyer Boat Club as the Management Agent to manage the site on their behalf,*

- *The vehicles drive through the dune and on the beach to access the launch area. Access control is conducted by the Boat Club during festive and Easter which is considered as peak season,*
- *The launch site has ablution facilities, no office, and a small gravel parking space that is not demarcated. The only signage on the site is the off-the-road driving (ORV) signage, no PLS signage.*

The site is currently managed by a private entity. The Ward Committee recommended that the PLS remain registered. It is however not cost effective for the Municipality, as the designated management body to manage the PLS;

#### Fisherhaven Slipway B (Lake Marina)

- *There is an existing lease agreement between the Municipality and the Lake Marine Yacht and Boat Club which manages the sites,*
- *The access road leading to the site is tarred and is behind the locked gates inside the caravan resort,*
- *The launch site has a concrete slipway, a paved parking area, an office, and ablution facilities,*
- *The caretaker employed by the Lake Marina Yacht and Boat Club indicated that the site is only used by the boat club members. This contradicts what the Municipality communicated, that the site is open to all members of the public and not exclusively used by the boat club members.*

Requests for PLS to be recommended for de-registration are thus as follow:

- Harderbaai (Onrus)
- Maanschynbaai (Hangklip)
- Fisherhaven Slipway B (Lake Marina)
- King Street Slipway (Stanford)
- Maanschynbaai Slipway (Klein River)
- Blue Water Bay (Pearly Beach)
- Franskraal Coastal Slipway (Blousloep)
- Die Damme

The Rietfontein (Cape Agulhas) has been de-registered on 12 September 2016 (P.N. 370/2016) by the Provincial Minister of Local Government, Environmental Affairs and Development Planning, (refer to Annexure C).

#### Hawston Slipway

The site is under the management of the National Department of Forestry and Fisheries (DAFF) and is currently an un-proclaimed harbour. It is envisaged that the site will continue to form a critical part of the economic development of the Hawston community and therefore need to be registered. The administration of the Overstrand Municipality is busy with negotiations with regard to the registration of the PLS and management of the site.

Operational Plan:

The public launching sites regulation 3(3) specifically obligates the Municipality, to manage a public launching site in terms of an Operational Plan. A generic Operational Plan was jointly developed by the MEC and the Municipality and will serve as the Operational Plan through which public launching sites will be managed in the Overstrand.

The Municipality foresees to manage the PLS directly on full-time basis and during peak seasons, as set out below.

PLS to be managed by the Municipality on a full-time basis include:

- Kleinmond Coastal Slipway,
- Kleinbaai Boat Launching Site,
- Hawston Public Launching Site (based on successful negotiations with affected provincial departments).

PLS to be managed during peak fishing and festive seasons.

- Rooi-Els Coastal Slipway
- Fisherhaven Slipway A (public)
- Prawn Flats Slipway
- Du Toit Street Slipway (Stanford)
- Buffeljachtsbaai

**7. Financial Implications**

The management of the launching sites is going to put a huge burden on the already stretched budget of the Municipality.

No provision for Capital Budget at the Launching sites has been made in the 2024/25 financial year.

Operational funding required for salaries, the maintenance of facilities and Capital funding for upgrades and additions, including fencing, of the Public Launching Sites.

Fisherhaven Slipway A	R 375 000
Fisherhaven Slipway B	R 20 000
Harderbaai Slipway	R 410 000
Prawn Flats Slipway	R 465 000
Maanschynbaai Slipway (Hangklip)	R 420 000
Maanschynbaai Slipway (Kleinrivier)	R 520 000
Rooiels Coastal Slipway	R 456 000
King Street Slipway	R 410 000
Kleinmond Coastal Slipway	R 770 000

Kleinbaai Boat launching Site	R 17 770 000
Buffelsjachtbaai	R 370 000
Franskraal Coastal Slipway (Blousloep)	R 390 000
Du Toit Street Slipway	R 556 000
Bluewater Bay (Pearly Beach)	R 660 000
Hawston Boat Launching Site	R 1 000 000
Palmiet Lagoon Slipway	R 500 000
<b>Total</b>	<b>R25,092,000.00</b>

The total budget required for Capex as per the table above amounts to R25,092,000.00 and R3,990,000.00 for Opex.

### **8. Staff Implications**

Sufficient provision has been made for the operating and maintenance of the Kleinbaai and Kleinmond boat launching sites. Due to the seasonal use of the other boat launching sites, it is envisaged that only seasonal workers be employed to manage these sites.

### **9. Comments from other Departments, Divisions and Administrations**

Following the presentations to the Ward Committees of the affected areas, the following comments were received:

#### Ward Committee for Ward 1:

It is recommended by the ward committee that the following Public Launch Sites be listed, namely:

- Maanschynbaai (Klein River)
- Du Toit Street Slipway (Stanford)

#### Ward Committee for Ward 3 :

It was recommended by the ward committee the Prawn Flats Public Launching site be managed and maintained all year round.

#### Ward Committee of Ward 8: 15 August 2022

The Senior Manager: Hermanus Administration informed the meeting on the deregistration of the public launching sites and indicated that those within Ward 8 will be as follows:

- Hawston PLS to be register as public launching site.
- Fisherhaven Slipway A (public), to remain registered as public launching site.
- Fisherhaven Slipway B (Lake Marina), to be de-registered.

The Ward Committee members accepted the proposals.

Ward Committee of Ward 8: 16 January 2023

It was recommended by the chairperson of the ward committee that both Fisherhaven Slipway A and B remain listed.

Ward Committee for Ward 9 and 10:

During a joint ward committee meeting (Ward 9 & 10) held on 18 August 2022, it was recommended that the Kleinmond Coast Slipway, Rooi-Els Coastal Slipway and Maanschynbaai Slipway (Hangklip) stay on the list as public launching sites.

Ward Committee for Ward 11:

That the public boat launching sites at Buffeljagsbaai, Bluewater Bay (Pearly Beach) and Blousloep (Franskraal) remain listed as public launch sites. It is the view of the Ward Committee that the Overstrand Municipality may not be held liable to take up any financial obligations for access control to the coastline area of the Bluewater Bay slipway.

Ward Committee for Ward 11:

The recommendation of deregistration of Harderbaai Slipway is supported by the ward committee.

## **10. Annexures**

- Annexure A: Notice (P.N. 193/2015) – Publication of Public Launch Sites and the identified Management Bodies for each listed site for the Western Cape.
- Annexure B: Overstrand Slipway Evaluation, 2024
- Annexure C: Amendment Notice (P.N. 370/2016) to the Publication of Public Launch Sites and the identified Management Bodies for each listed site for the Western Cape.
- Annexure D: Report on Public Launching Sites by DEA & DP, dated July 2022.

## **RECOMMENDATION:**

1. that it be recommended to the Provincial Minister of Local Government, Environmental Affairs and Development Planning that the public launching sites at, Harderbaai Slipway, King Street Slipway (Stanford), Franskraal Coastal Slipway (Blousloep), Maanschynbaai Slipway (Hangklip), Maanschynbaai Slipway (Klein River), Blue Water Bay (Pearly Beach) and Die Damme, **be de-registered**;

2. that the public launching sites at Fisherhaven Slipway A (public), Rooi-Els Coastal Slipway, Prawn Flats Slipway, Du Toit Street Slipway (Stanford) and Buffeljachtsbaai **be managed** during peak times;
3. that the registration of Hawston Slipway as public launching site **be recommended** to the Provincial Minister of Local Government, Environmental Affairs and Development Planning;
4. that the public launching sites at Kleinmond Coastal Slipway, Kleinbaai Boat Launching Site, and Hawston (based on successful negotiations with affected provincial departments) **be managed** on a full-time basis; and
5. that the management of public launching sites by public- (other than the Overstrand Municipality) or private entities, **be investigated**.

**RESPONSIBLE OFFICIAL :**

**SJ SWARTZ**

**TARGET DATE FOR IMPLEMENTATION :**

**1 DECEMBER 2024**

## PROVINCE OF THE WESTERN CAPE

PROVINCIAL DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING  
 MANAGEMENT OF PUBLIC LAUNCH SITES IN THE COASTAL ZONE REGULATIONS, 2014 (GN NO. R. 497  
 GOVERNMENT GAZETTE NO. 37761 OF 27 JUNE 2014)

**NOTICE: PUBLICATION OF PUBLIC LAUNCH SITES AND THE IDENTIFIED MANAGEMENT BODIES FOR EACH LISTED SITE FOR THE WESTERN CAPE.**

I, Anton Bredell, Provincial Minister of Local Government, Environmental Affairs and Development Planning in the Western Cape, hereby list the official Public Launch Sites for the Western Cape and identify the respective Management Bodies responsible for each of the listed sites as provided in the table below, in terms of section 2(1)(a)&(b) of the *Management of Public Launch Sites in the Coastal Zone Regulations, 2014* (GN No. R. 497 Government Gazette No. 37761 of 27 June 2014).

Signed at Cape Town this 24th day of June 2015.

  
 A. BREDELL, MINISTER OF LOCAL GOVERNMENT, ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING

## PROVINSIE WES-KAAP

**KENNISGEWING: PUBLIKASIE VAN OPENBARE BOOTLANSEERPLEKKE EN DIE GEIDENTIFISEERDE BESTUURSLIG-GAME VIR ELKE GENOEMDE LIGGING VIR DIE WES-KAAP.**

Ek, Anton Bredell, Provinsiale Minister van Plaaslike Regering, Omgewingsake en Ontwikkelingsbeplanning van die Wes-Kaap, lys hiermee die amptelike Openbare Bootlanseerplekke vir die Wes-Kaap en identifiseer die onderskeie Bestuursliggame vir elke genoemde ligging, soos aangedui in die tabel hieronder, kragtens artikel 2(1)(a)&(b) van die *Management of Public Launch Sites in the Coastal Zone Regulations, 2014* (GN No. R. 497 Government Gazette No. 37761 of 27 June 2014).

District/ Distrik	Management Body/ Bestuursliggaam	Public Launch Sites/ Openbare Bootlanseerplekke
City of Cape Town Metropolitan	City of Cape Town Metropolitan Municipality	<ul style="list-style-type: none"> <li>• Oceana Power Boat Club</li> <li>• Blouberg Beach (Doodles)</li> <li>• Harbour Island (Gordon's Bay)</li> <li>• Hottentots Holland</li> <li>• Strand Beach Road</li> <li>• Sonwabe</li> <li>• Kommetjie</li> <li>• Melkbosstrand</li> <li>• Miller's Point (main slipway &amp; secondary slipway)</li> <li>• Witsands</li> </ul>
West Coast	Matzikama Municipality	<ul style="list-style-type: none"> <li>• Doring Bay Harbour (unproclaimed)</li> <li>• Strandfontein by the Café</li> <li>• Papendorp</li> </ul>
	Cederberg Municipality	<ul style="list-style-type: none"> <li>• Eland's Bay (Old Crayfish Factory)</li> </ul>
	Bergrivier Municipality	<ul style="list-style-type: none"> <li>• Northern Dwarstersbos</li> <li>• Rooibaai</li> </ul>
	Saldanha Municipality	<ul style="list-style-type: none"> <li>• Britannia Bay</li> <li>• Cubb, Paternoster</li> <li>• Paternoster</li> <li>• Klein, North West Bay</li> <li>• Jacobsbaai</li> </ul>
Overberg	Swartland Municipality	<ul style="list-style-type: none"> <li>• Yzerfontein</li> </ul>
	Swellendam Municipality	<ul style="list-style-type: none"> <li>• Moddergat</li> <li>• Malgas Western Bank</li> <li>• Infanta Slipway</li> </ul>
Eden	Cape Agulhas Overstrand	<ul style="list-style-type: none"> <li>• Sulderstrand</li> <li>• Fisherhaven Slipway (A &amp; B)</li> <li>• Harderbaai Slipway</li> <li>• Prawn Flats Slipway</li> <li>• Maanschnbaai Slipway (Hangklip)</li> <li>• Maanschnbaai Slipway (Klein River)</li> <li>• Rooiels Coastal Slipway</li> <li>• King Street Slipway</li> <li>• Kleinmond Coastal Slipway</li> <li>• Kleinbaai Boat Launching Site</li> <li>• Buffeljachtsbaai</li> <li>• Franskraal Coastal Slipway (Blousloep)</li> <li>• Du Toit Street Slipway</li> <li>• Blue Water Bay (Pearly Beach)</li> <li>• Die Damme (Cape Agulhas)</li> <li>• Rieffontein (Cape Agulhas)</li> </ul>
	Bitou Municipality	<ul style="list-style-type: none"> <li>• Plettenberg Bay Ski Boat Club</li> </ul>
	Knysna Municipality	<ul style="list-style-type: none"> <li>• Buffalo Bay Ski Boat Club</li> </ul>
	George Municipality	
	Mossel Bay Municipality	<ul style="list-style-type: none"> <li>• Klein Brak</li> <li>• Great Brak</li> </ul>
	Hessequa Municipality	<ul style="list-style-type: none"> <li>• Breede Estuary – Die Kraaltjie</li> <li>• Breede Estuary – NSRI Slipway</li> <li>• Duivenshok Site A Upriver</li> <li>• Goukou Main Slipway</li> <li>• Gourits Estuary Slipway</li> </ul>

**Public Launching Sites in Overstrand Municipal Area****Current PLS**

The current PLS list was published under Provincial Notice 193/2015 in the Provincial Gazette 7410, PN.193/2015 dated 26 June 2015

The following sites are listed launch sites withing OM.

- Fisherhaven Slipway A
- Fisherhaven Slipway B
- Harderbaai Slipway
- Prawn Flats Slipway
- Maanschynbaai Slipway (Hangklip)
- Maanschynbaai Slipway (Kleinrevier)
- Rooiels Coastal Slipway
- King Street Slipway
- Kleinmond Coastal Slipway
- Kleinbaai Boat launching Site
- Buffelsjachtbaai
- Franskraal Coastal Slipway (Blousloep)
- Du Toit Street Slipway
- Bluewater Bay (Pearly Beach)

**Other:**

- Die Damme (Cape Agulas) – Was not visited during this investigation
- Hawston Coastal boat Launching Site – Site Visit was conducted
- **Not Listed Sipway** - Palmiet Lagoon Slipway – Site Visit was conducted

**Site Inspections was conducted in October 2024****Sites that require maintenance of the slipway and other infrastructure:**

Fisherhaven Slipway A	Kleinmond Coastal Slipway
Fisherhaven Slipway B	Kleinbaai Boat launching Site
Harderbaai Slipway	Buffelsjachtbaai
Prawn Flats Slipway	Franskraal Coastal Slipway (Blousloep)
Maanschynbaai Slipway (Hangklip)	Du Toit Street Slipway
Maanschynbaai Slipway (Kleinrevier)	Bluewater Bay (Pearly Beach)
Rooiels Coastal Slipway	<b>Other:</b> Hawston Coastal boat Launching Site – Site Visit was conducted
King Street Slipway	<b>Other:</b> Not Listed Sipway - Palmiet Lagoon Slipway – Site Visit was conducted

**Site Inspection Outcome**

FISHERHAVEN SLIPWAY A			
General Description	Good	Bad	Comments
Access Road			

Condition of Access Roads	X		
Access Control and Control in Terms of National Road Traffic Act	X		
Ease of Access to Launch Area	X		
Sign Posted access to Launch Site		X	Signs to be erected
Launch Area			
General Impression	X		
Parking Area	x		Paving is deteriorating
Vehicles			
Adequacy	X		
Surface and Type and Condition	X		
Drainage	X		
Demarcation	X		
Trailers			
Adequacy	X		
Surface Type and Condition	X		
Drainage	X		
Demarcation	X		
Turning Circles			
Vehicles	X		
Trailers	X		
Slipway			
General Impression	X		Side of slipway needs repairs and cracks needs to be filled up with concrete. Gabions also needs to be repaired.
Type of Slipway	X		Structure
Material used in the construction of the slipway			Reinforced Concrete and Addition Slabs was installed at fooring
Width of Slipway	X		4.5m
Gradient/Ease of launching	X		
Draft	X		0.8m at low tide
Compliance to national/International guidelines	X		
Signage	X		
Enviromental Aspects			
General Impression	X		
Polution	X		
Waste Collection	X		

Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area			Uncertain
Compliance to national estuarine management protocol			Uncertain
Safety Aspects			
Signage	X		
Compliance to South African Maritime Safety Authority Rules	X		
Demarcation of Pedestrian Walkways		X	Walkways is not demarcated
Public Facilities			
Toilets	X		Upgrading is Needed
Shower Facilities	X		
Cost of Repairs and Improvements			Costs
Harbour Control Office			R 220 000
Paving Repairs, slipway repairs and gabion repairs			R 100 000
Signage			R 5000
Demarcation of Walkways			R 30000
Upgrading of Toilets			R 20000
		<b>Total</b>	<b>R 375 000</b>
Photos			

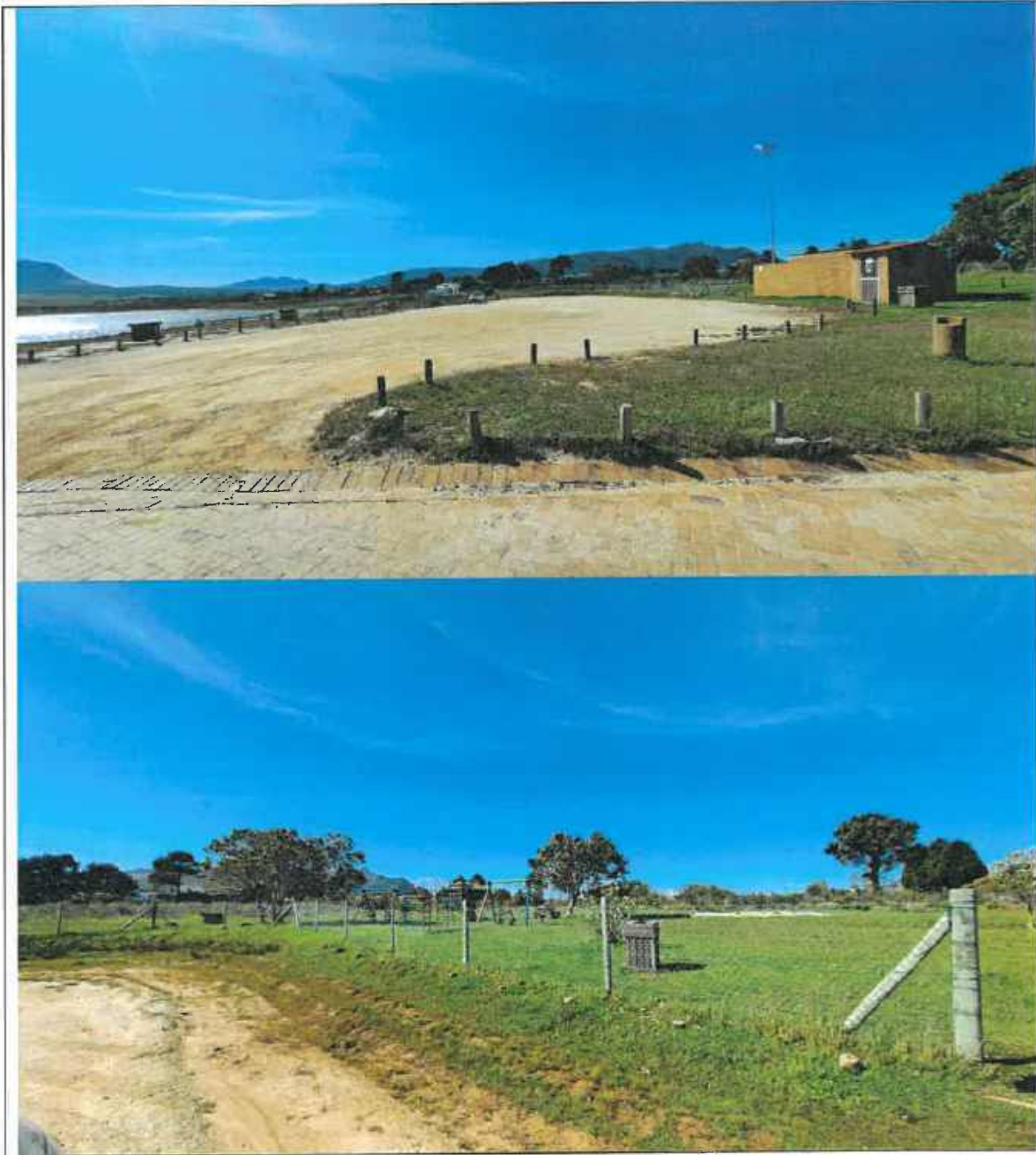








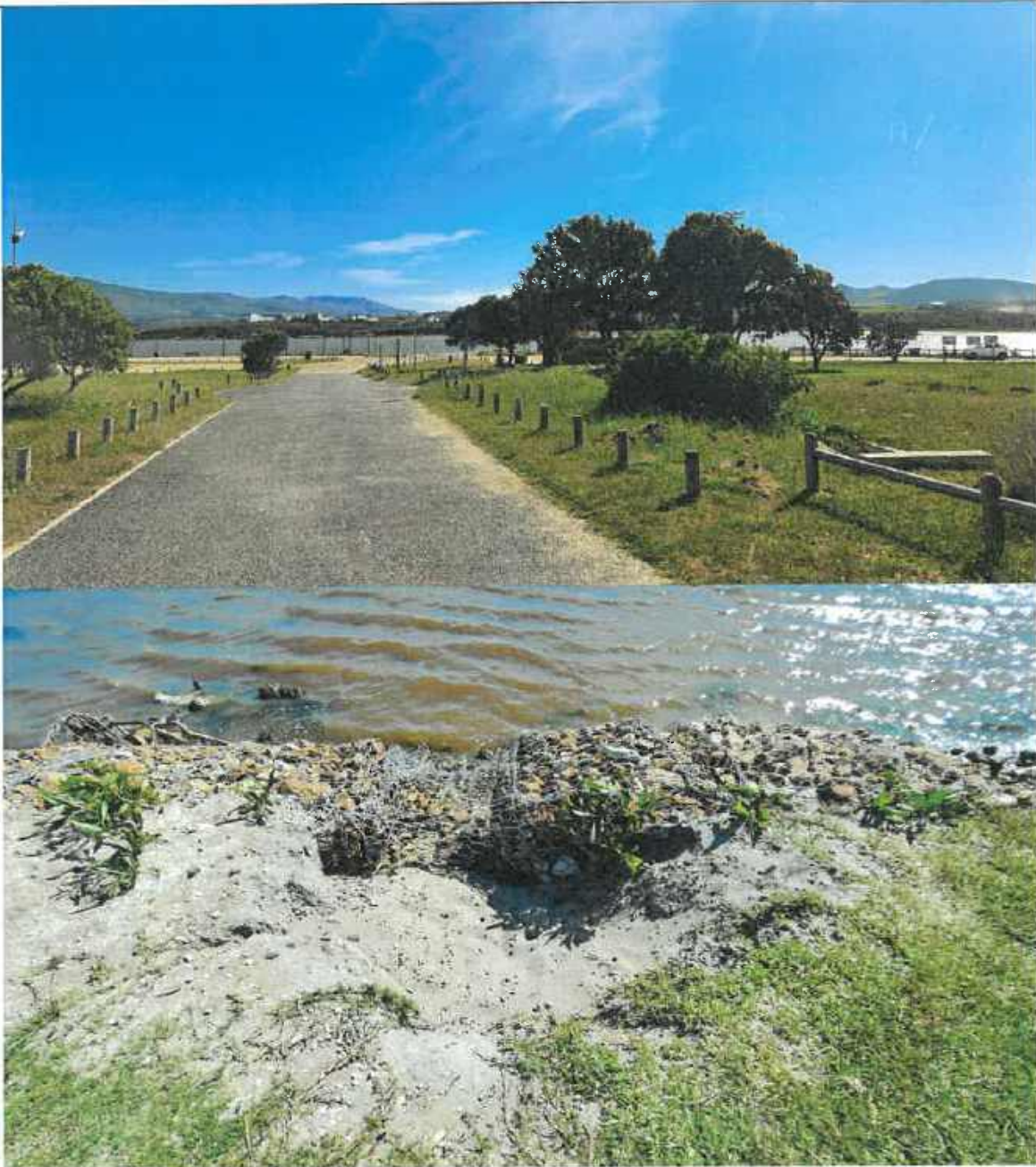




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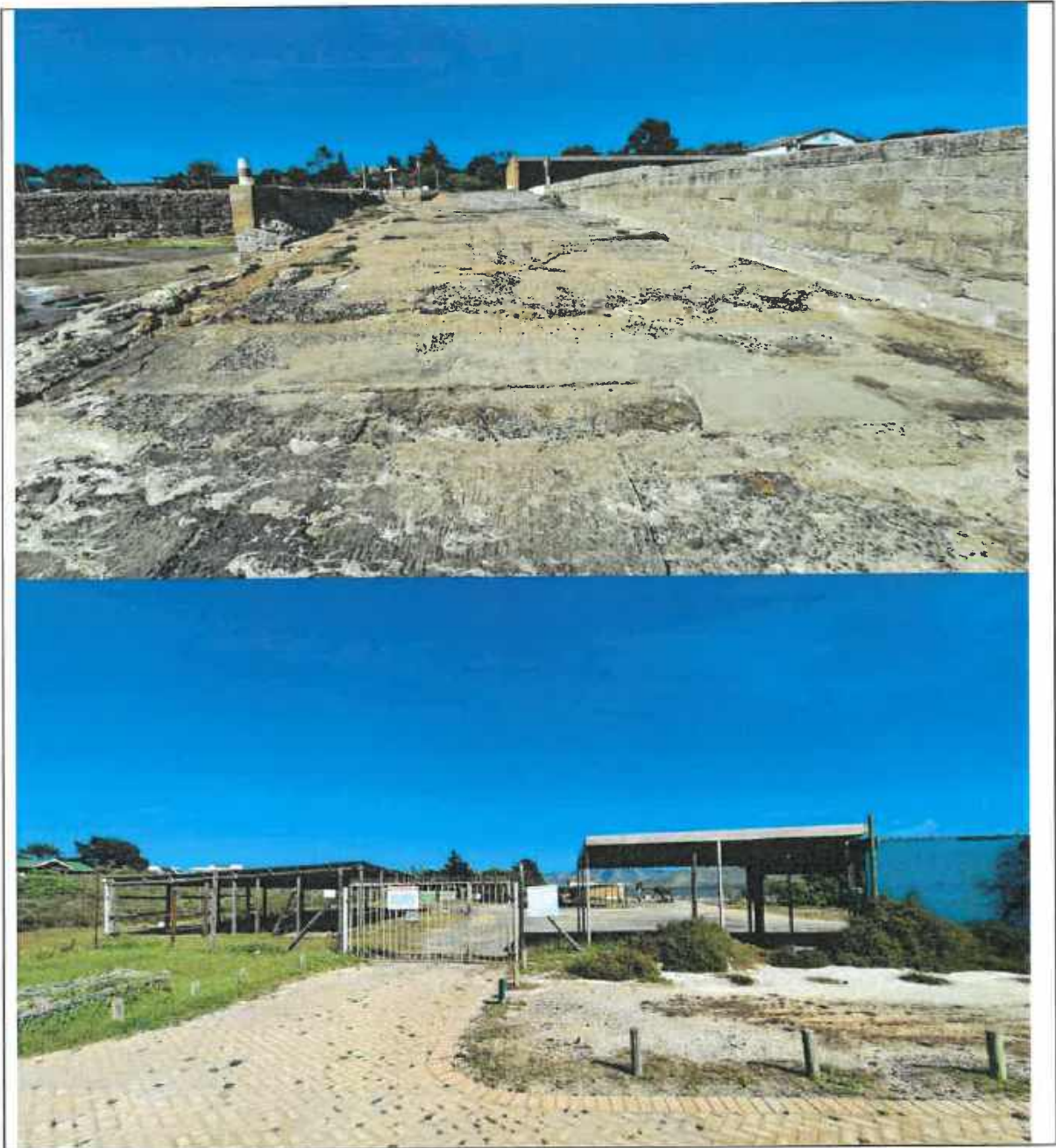


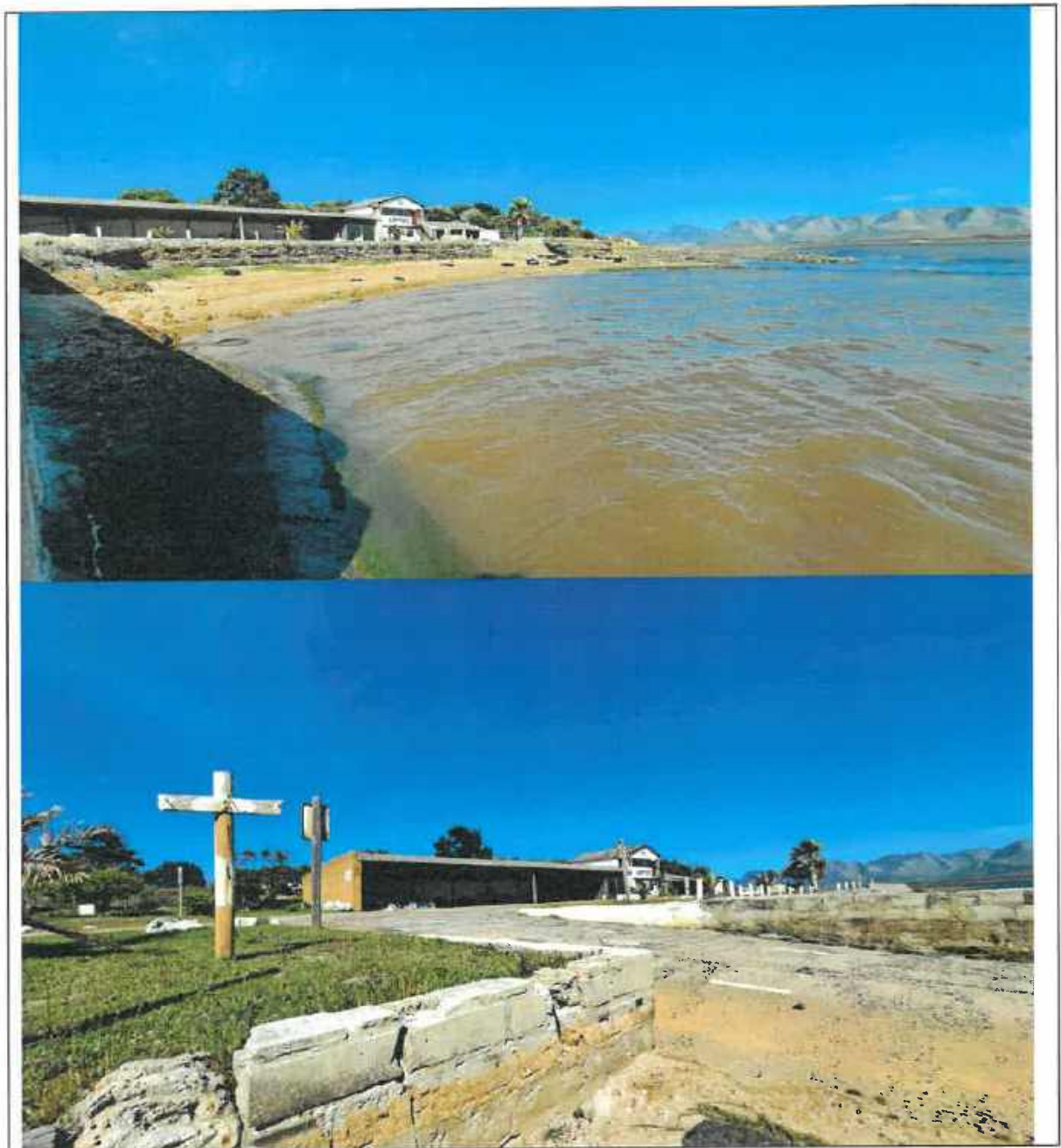




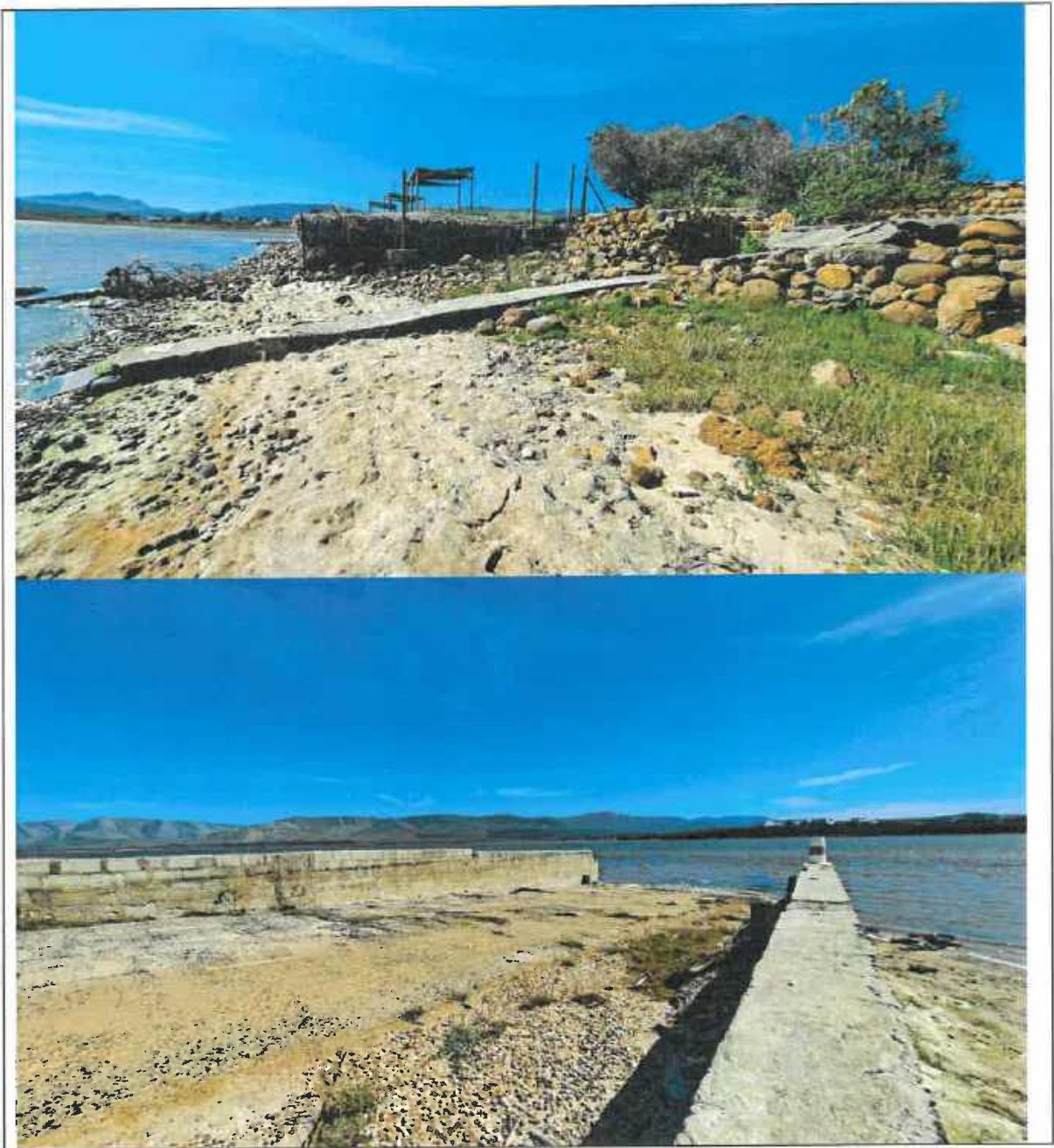
<b>FISHERHAVEN SLIPWAY B</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		
Access Control and Control in Terms of National Road Traffic Act	X		
Ease of Access to Launch Area	X		
Sign Posted access to Launch Site		X	Signageto be erected
<b>Launch Area</b>			
General Impression	X		

Parking Area	X		
Vehicles			
Adequacy	X		
Surface and Type and Condition	X		
Drainage	X		
Demarcation	X		
Trailers			
Adequacy	X		
Surface Type and Condition	X		
Drainage	X		
Demarcation	X		
Turning Circles			
Vehicles	X		
Trailers	X		
Slipway			
General Impression	X		
Type of Slipway	X		
Material used in the construction of the slipway	X		Reinforced Concrete Repair work needs to be done
Width of Slipway	X		8m wide
Gradient/Ease of launching	X		
Draft	X		0.8m at low tide
Compliance to national/International guidelines	X		
Signage	X		
Environmental Aspects			
General Impression	X		
Polution	X		
Waste Collection	X		
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area			Uncertain
Compliance to national estuarine management protocol			Uncertain
Safety Aspects			
Signage	X		
Compliance to South African Maritime Safety Authority Rules	X		
Demarcation of Pedestrian Walkways		X	Walkways is not demarcated
Public Facilities			
Toilets	X		
Shower Facilities	X		
Cost of Repairs and Improvements			Costs
Minor Repairs and Painting of Slipway			R 10 000
Additional improvements			R 10 000
		<b>Total</b>	<b>R 20 000</b>
Photos			





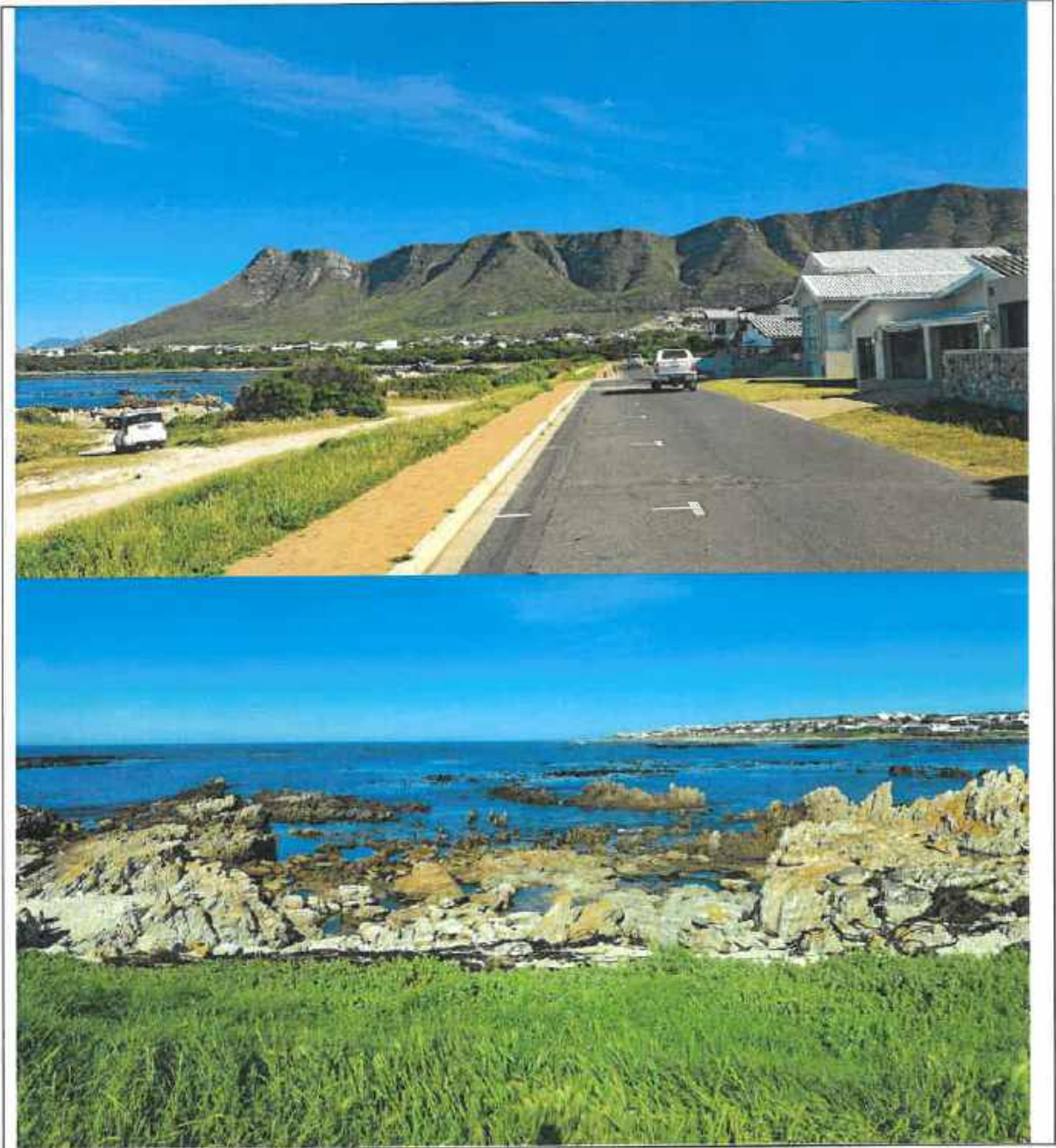


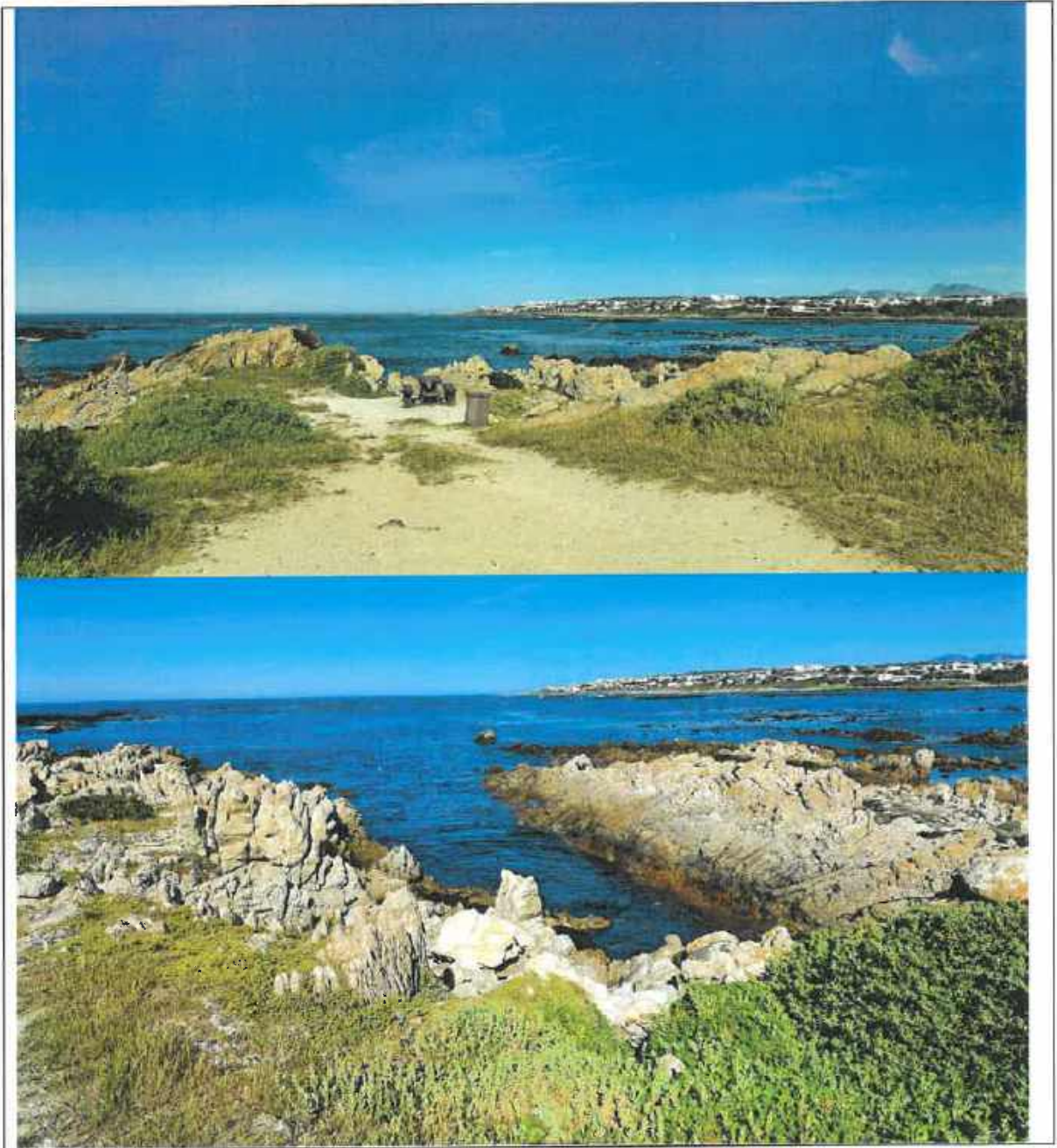




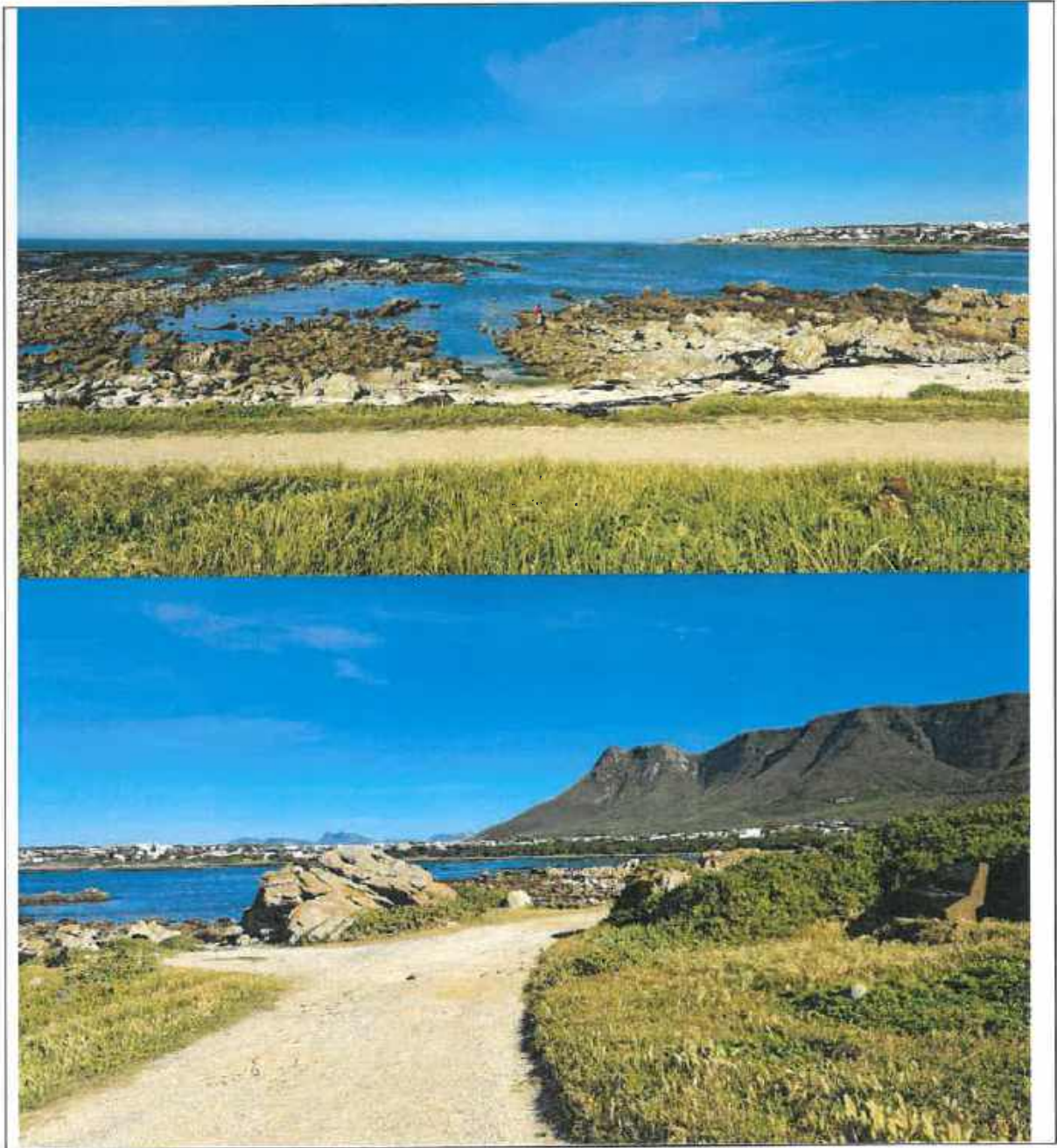
<b>HARDERBAAI SLIPWAY</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Gravel
Access Control and Control in Terms of National Road Traffic Act		X	No Access Control
Ease of Access to Launch Area		X	
Sign Posted access to Launch Site		X	
<b>Launch Area</b>			
General Impression	X		
Parking Area		X	Not dedicated Paring areas besides the parking along the main road
<b>Vehicles</b>			
Adequacy		X	Inadequate
Surface and Type and Condition	X		Gravel
Drainage		X	No Drainage
Demarcation		X	Only along the Tar Road
<b>Trailers</b>			
Adequacy		X	Inadequete
Surface Type and Condition	X		Gravel
Drainage		X	No Drainage
Demarcation		X	Only for Cars along the Main Road
<b>Turning Circles</b>			
Vehicles		X	Inadequete
Trailers		X	Inadequete
<b>Slipway</b>			
General Impression	X		
Type of Slipway	X		Structure

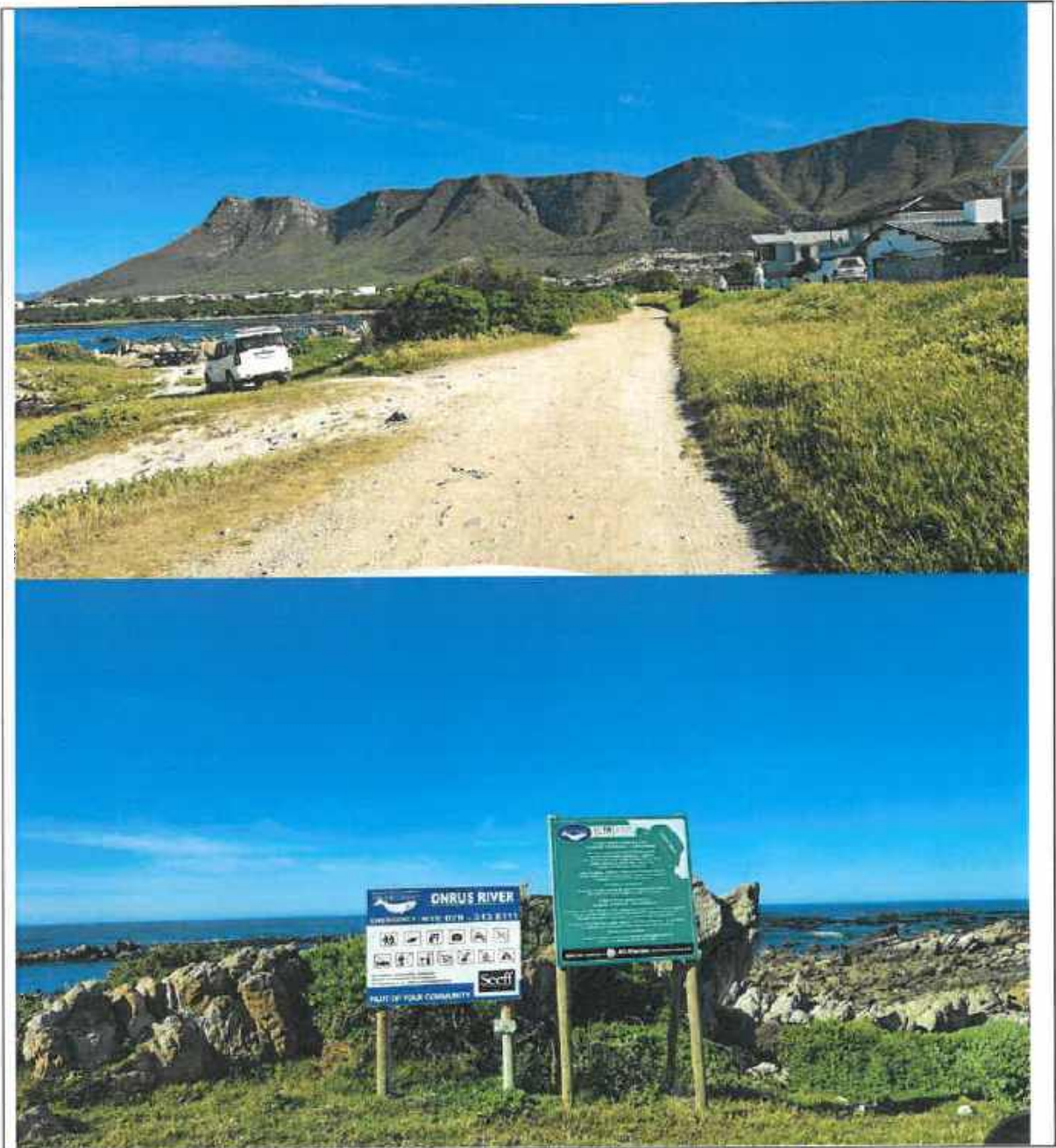
Material used in the construction of the slipway	X		Reinforced Concrete
Width of Slipway	X		3m Wide and 10m Long
Gradient/Ease of launching		X	Boulders at Entrance
Draft		X	Uncertain
Compliance to national/International guidelines		X	Uncertain
Signage		X	No signage indicating slipway
Environmental Aspects			
General Impression	X		Local Slipway for small Kayaks and rubberducks
Polution		X	
Waste Collection	X		Refuse bins is located
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		None
Control of use of vesels in the Coastal Area		X	Uncertain
Compliance to national estuarine management protocol		X	Uncertain
Safety Aspects			
Signage		X	None Visible
Compliance to South African Maritime Safety Authority Rules		X	Uncertain
Demarcation of Pedestrian Walkways		X	No Demarcation
Public Facilities			
Toilets		X	None
Shower Facilities		X	None
Cost of Repairs and Improvements			Costs
Access Control building and ablutions facilities			R 400 000
Provide Signage			R 10 000
<b>Total</b>			<b>R 410 000</b>
Photos			

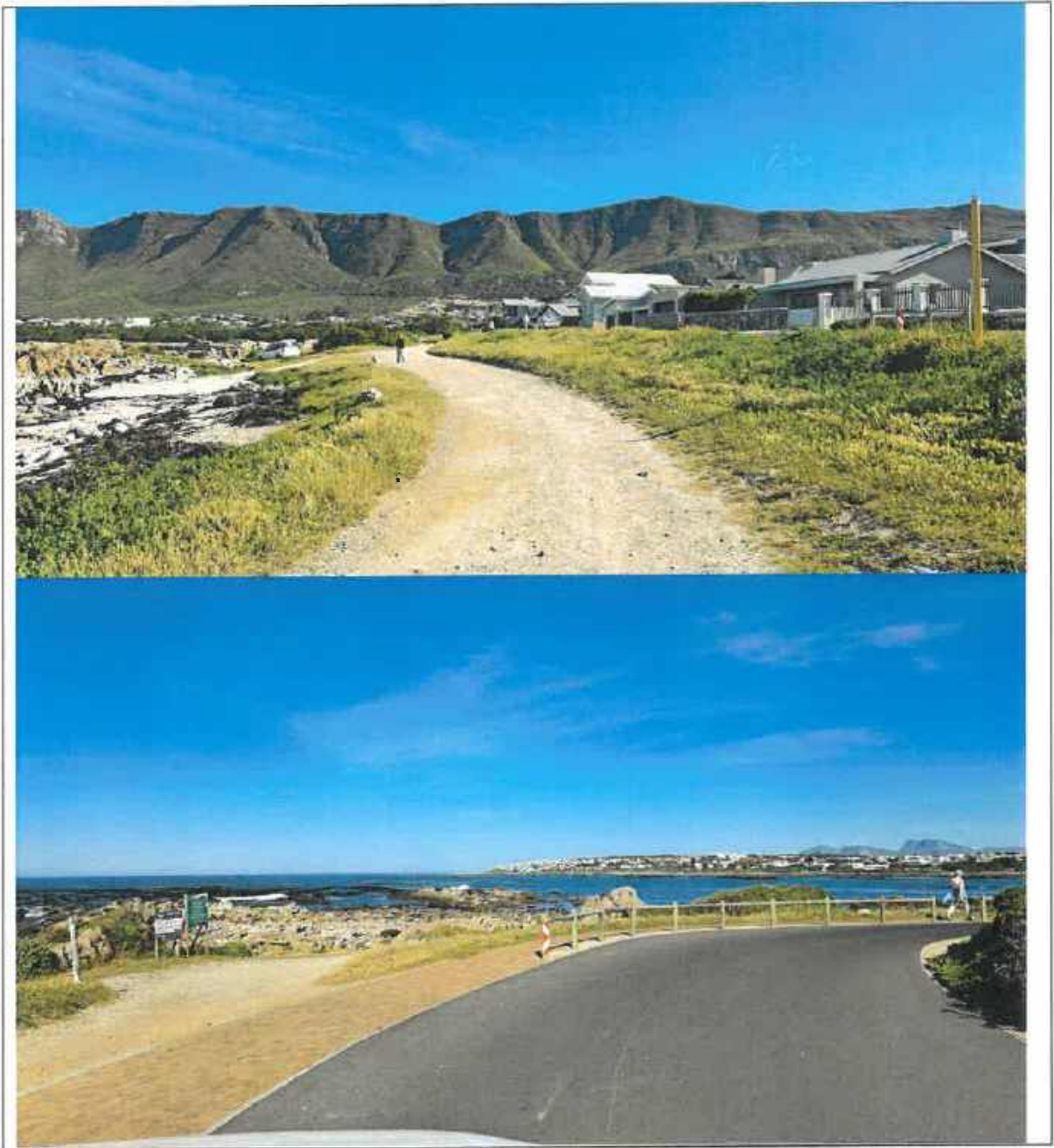




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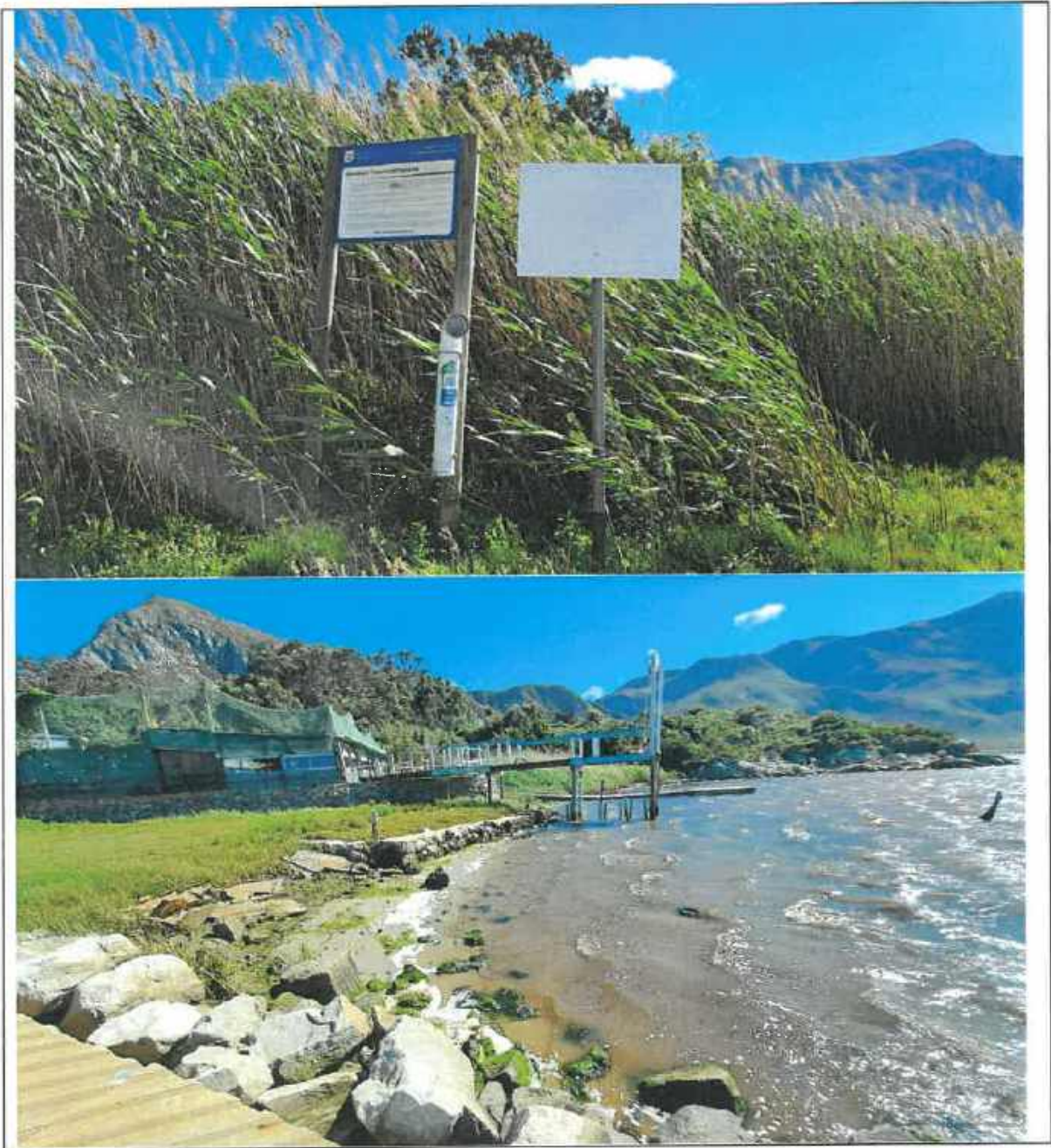


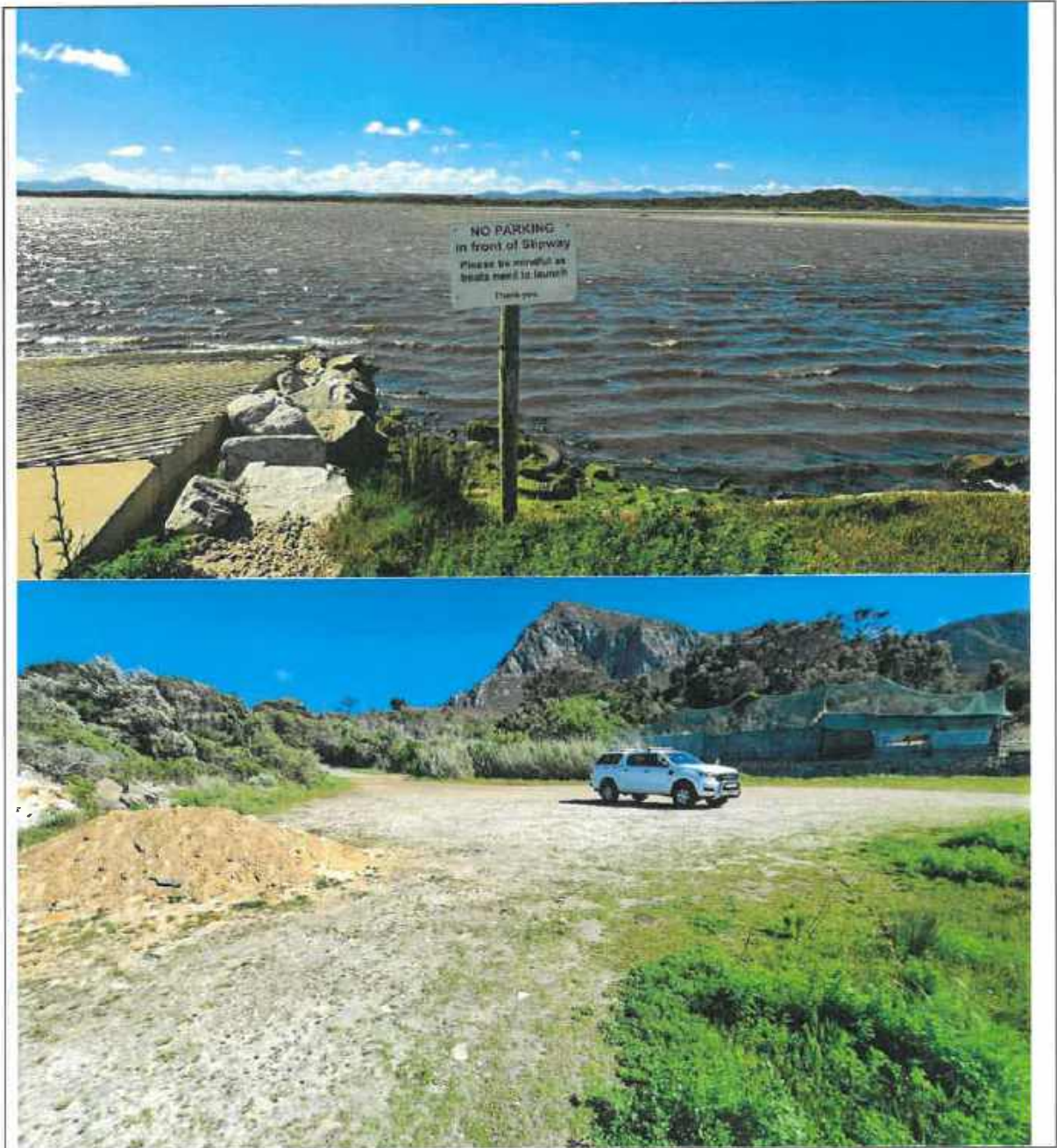




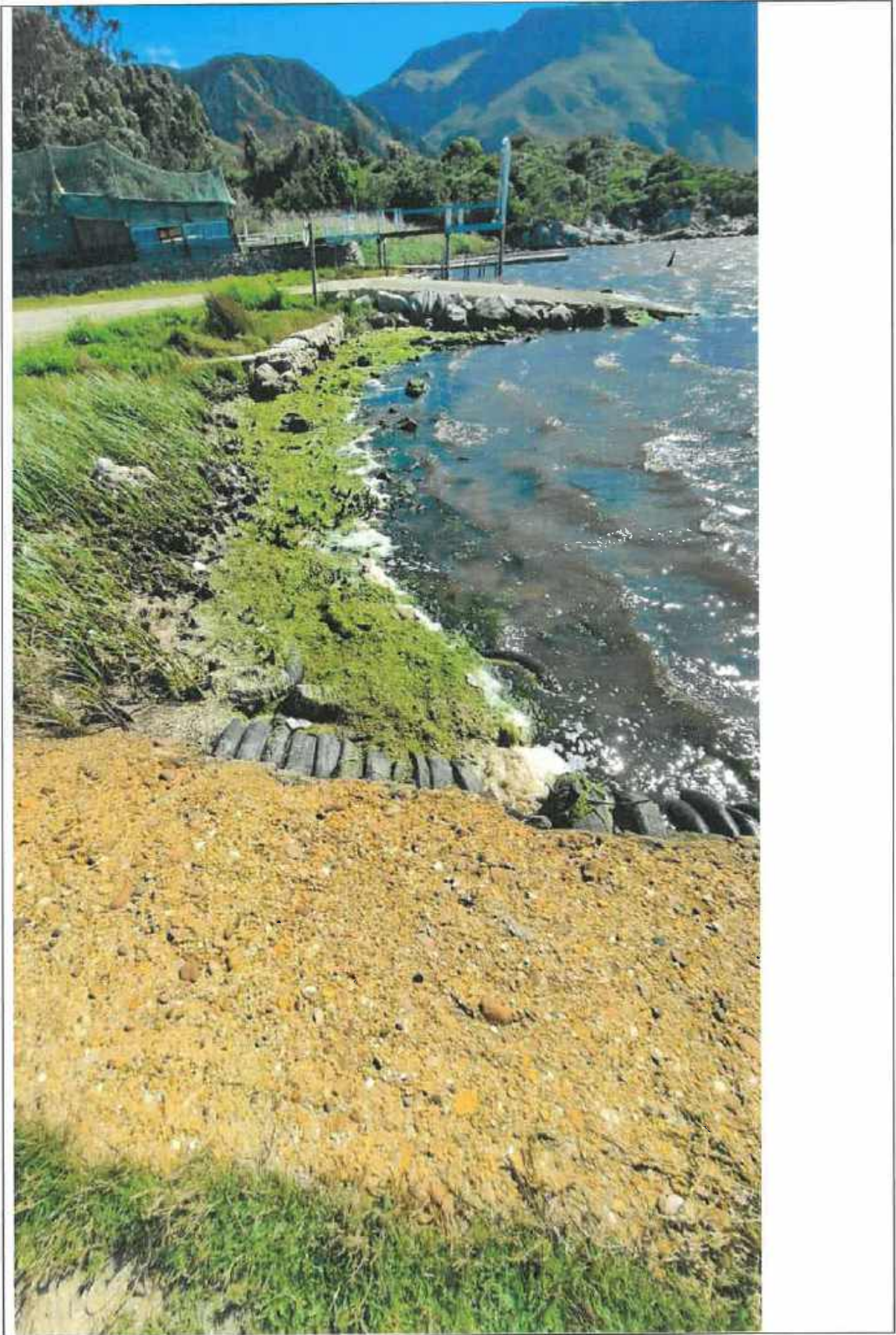
<b>PRAWN FLATS SLIPWAY</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Tar from R43 to Parking at Slipway and then Gravel
Access Control and Control in Terms of National Road Traffic Act		X	No Access Control
Ease of Access to Launch Area	X		
Sign Posted access to Launch Site		X	No Proper Signage
<b>Launch Area</b>			
General Impression	X		
Parking Area		X	Gravel parking eroded
<b>Vehicles</b>			
Adequacy	X		Neat and Tidy
Surface and Type and Condition	X		Gravel
Drainage	X		Small Channel
Demarcation	X		None
<b>Trailers</b>			
Adequacy	X		Neat and Tidy
Surface Type and Condition	X		Gravel
Drainage	X		Small Channel on parking area was constructed. Heap of Gravel dumped on parking area for repair work to be done.
Demarcation	X		None
<b>Turning Circles</b>			
Vehicles	X		
Trailers	X		
<b>Slipway 1 East</b>			
General Impression	X		
Type of Slipway	X		Structure

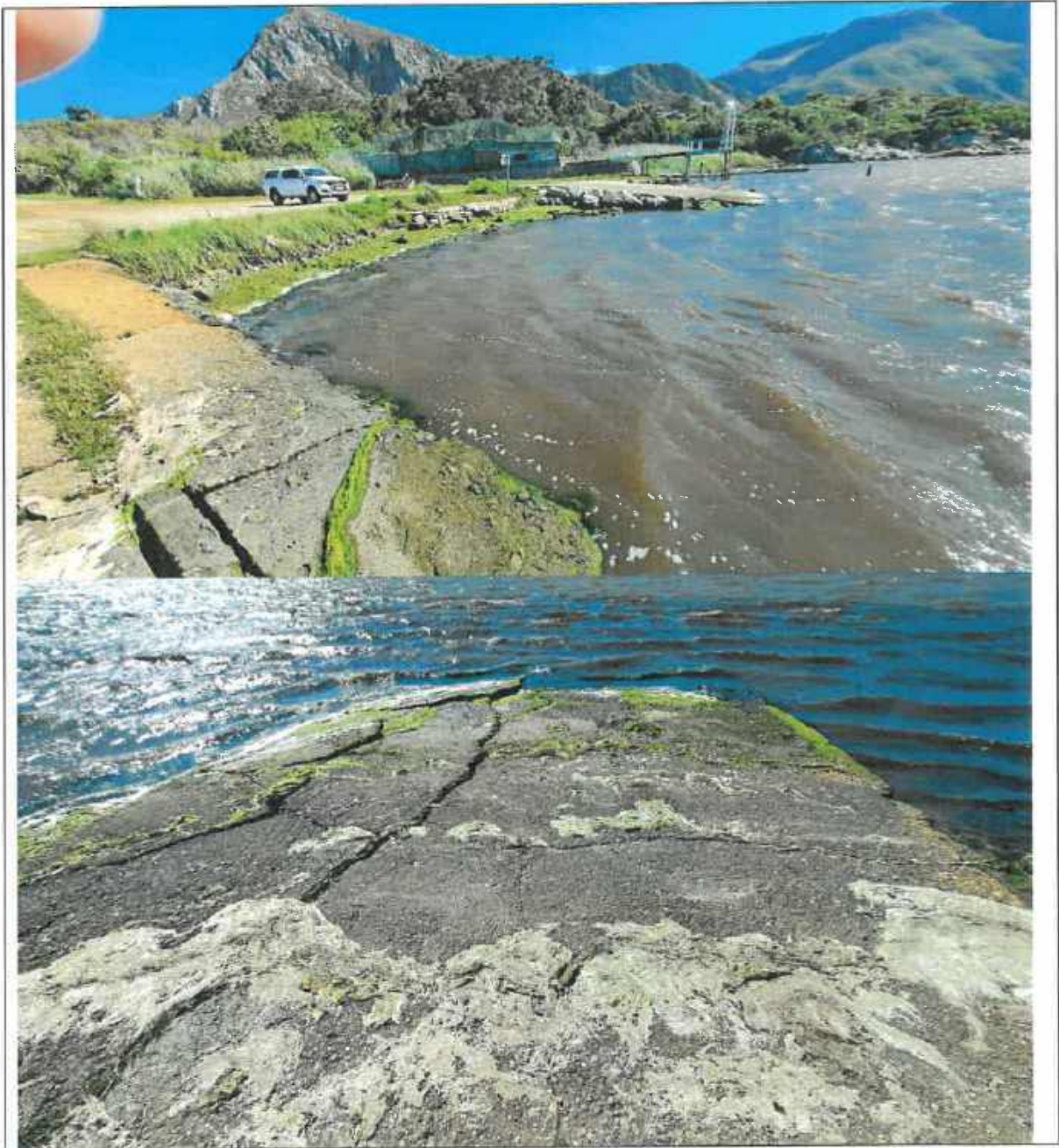
Material used in the construction of the slipway	X		Reinforced Concrete
Width of Slipway	X		7m wide and 20 meter long
Gradient/Ease of launching	X		Steep Grade
Draft	X		0.8m depending on level of water
Slipway 2 West			
General Impression		X	Poor Condition
Type of Slipway	X		Structure
Material used in the construction of the slipway	X		Reinforced Concrete
Width of Slipway	X		6m wide and 15m Long
Gradient/Ease of launching	X		Good
Draft	X		0.8m depending on level of water
Compliance to national/International guidelines		X	Partly Compliant
Signage		X	Partly Compliant
Environmental Aspects			
General Impression	X		
Polution	X		
Waste Collection	X		
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area		X	No Access Control
Compliance to national estuarine management protocol	X		Compliant
Safety Aspects			
Signage	X		
Compliance to South African Maritime Safety Authority Rules			Uncertain
Demarcation of Pedestrian Walkways			Uncertain
Public Facilities			
Toilets		X	None
Shower Facilities		X	None
Cost of Repairs and Improvements			Costs
Maintenance to access Road			R 5000
Maintenance to Parking Area			R 50000
Maintenance to Slipways			R 100 000
Access Control Building and Ablution Facilities			R 300 000
Waste Removal Bins and Other Measures			R 10 000
<b>Total</b>			<b>R 465 000</b>
Photos			

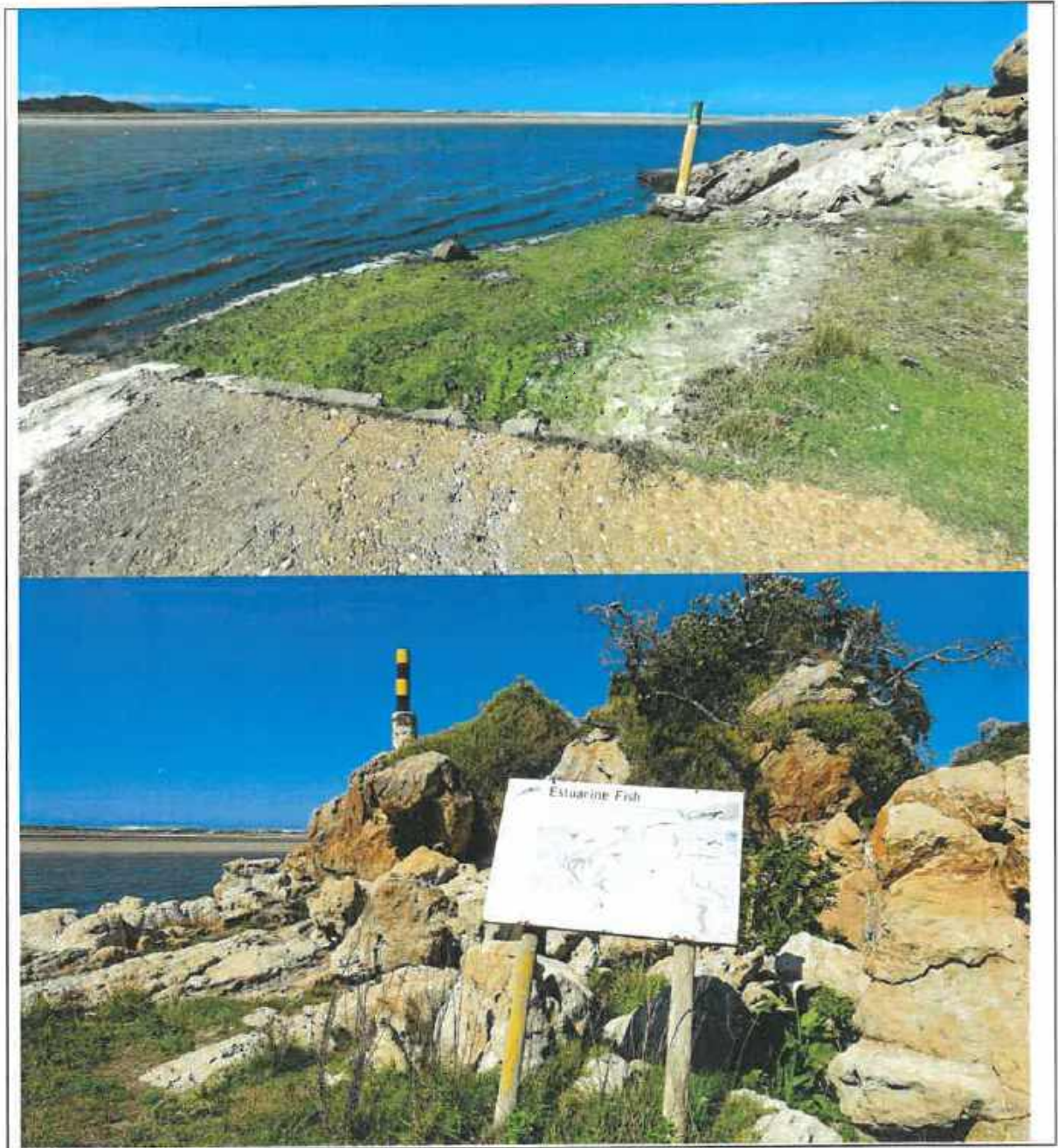


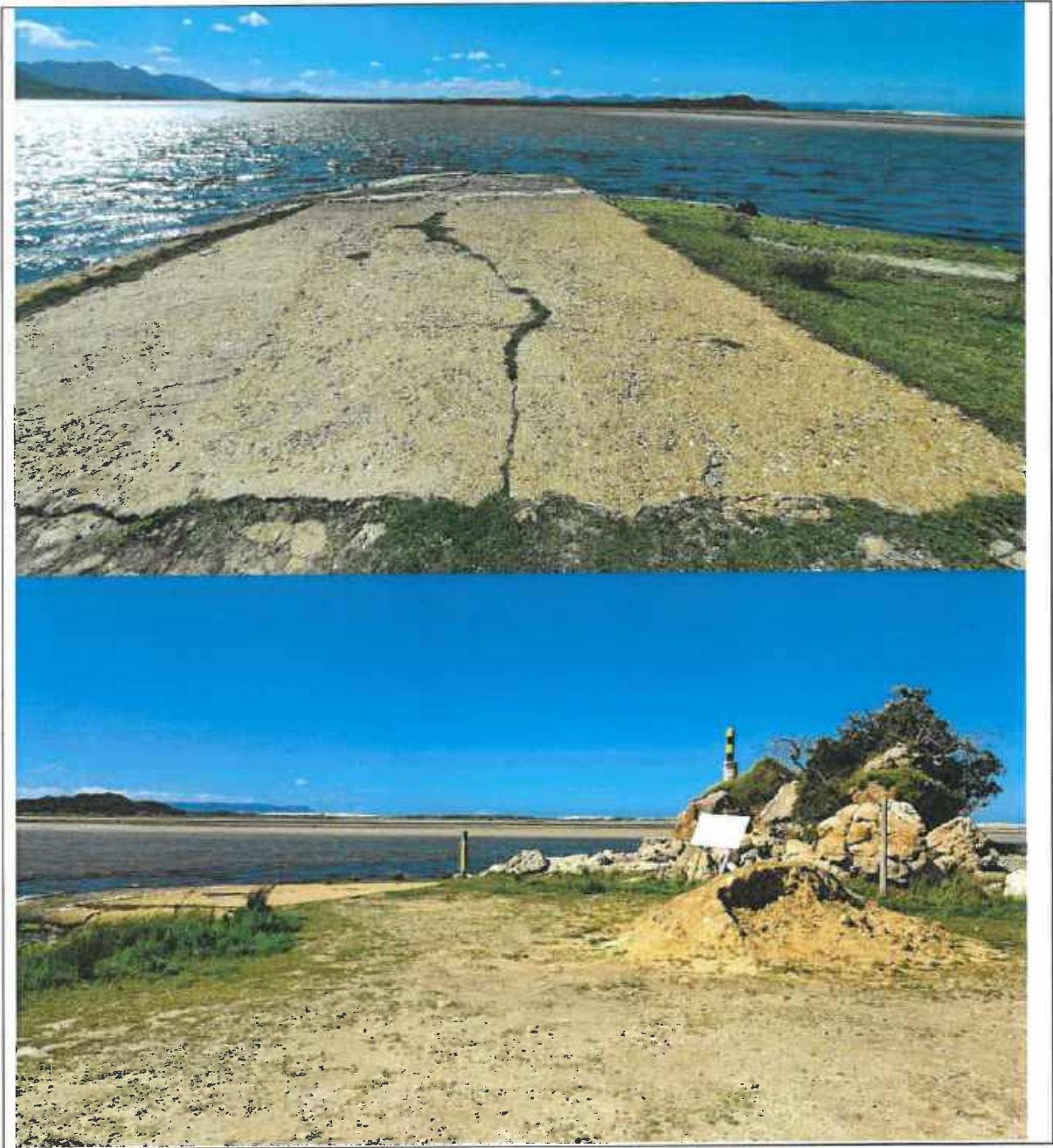


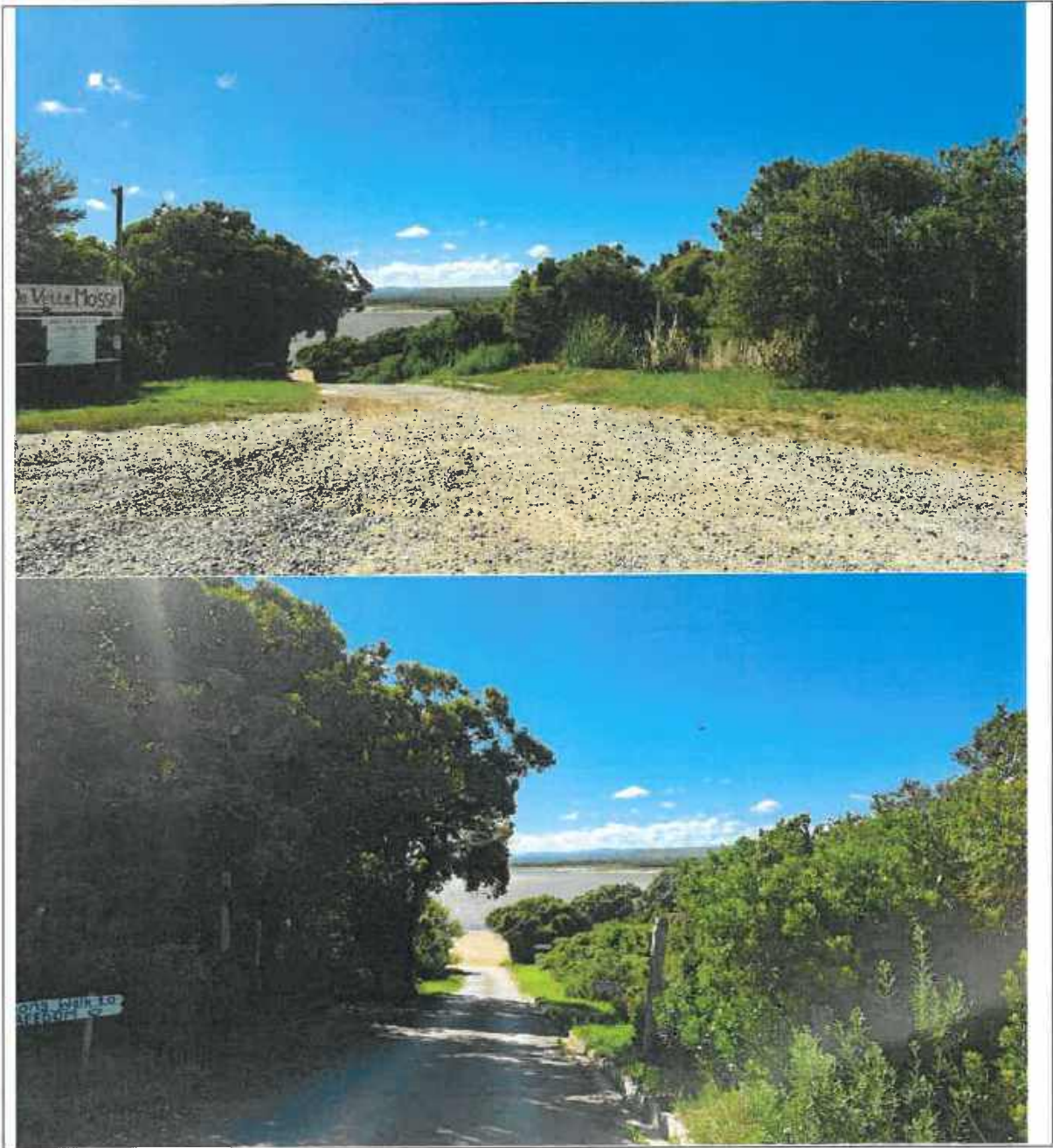


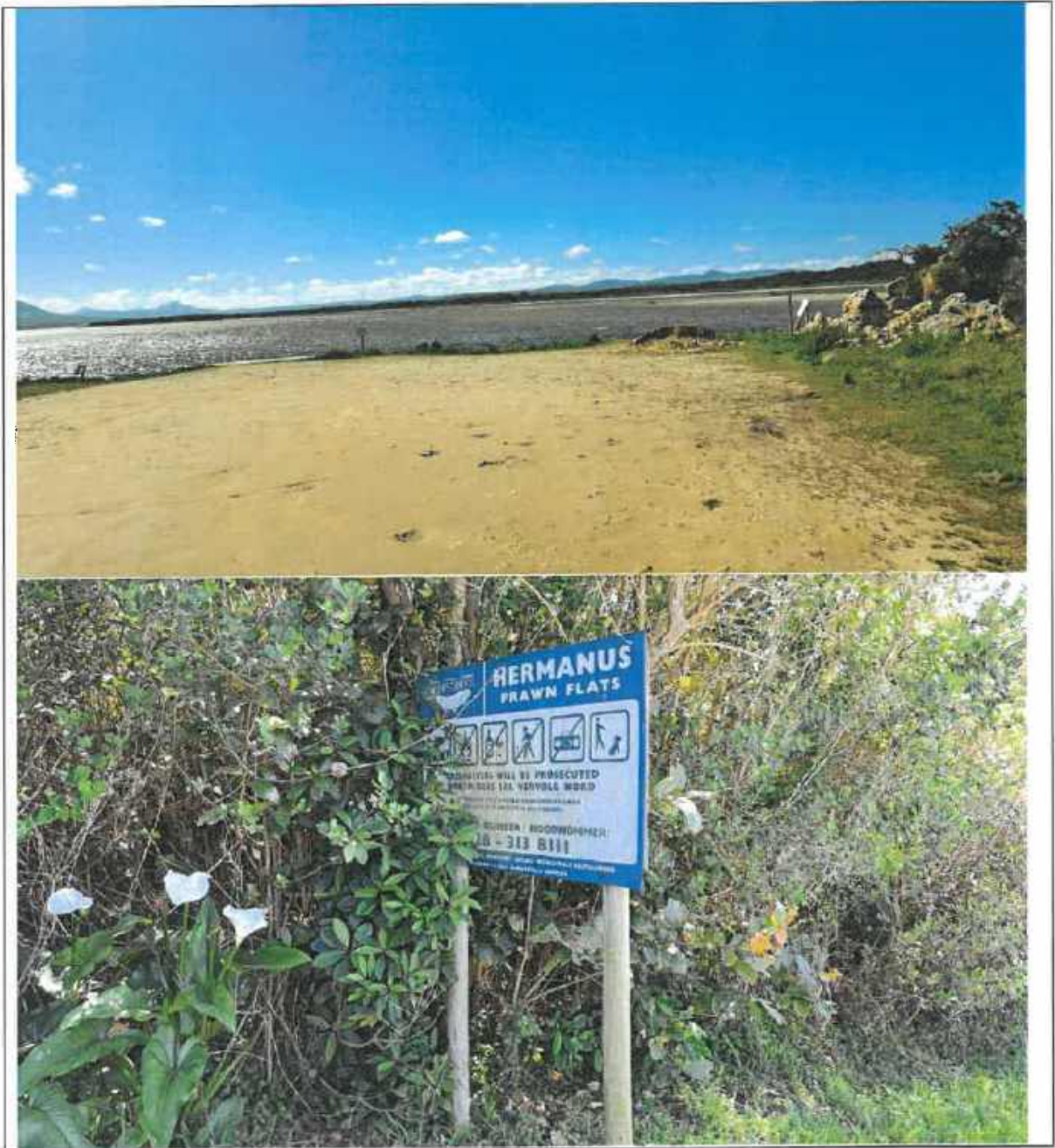








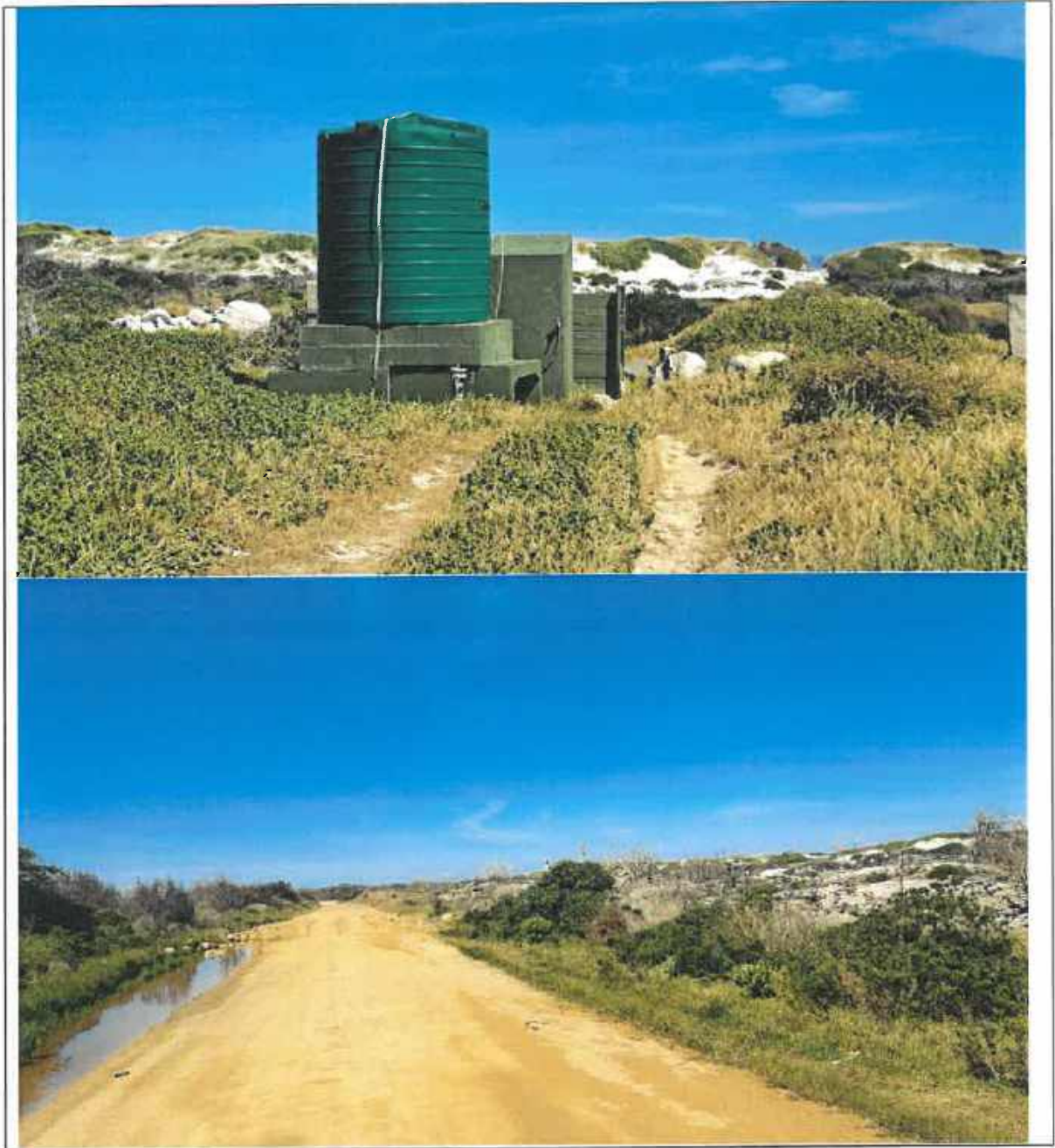


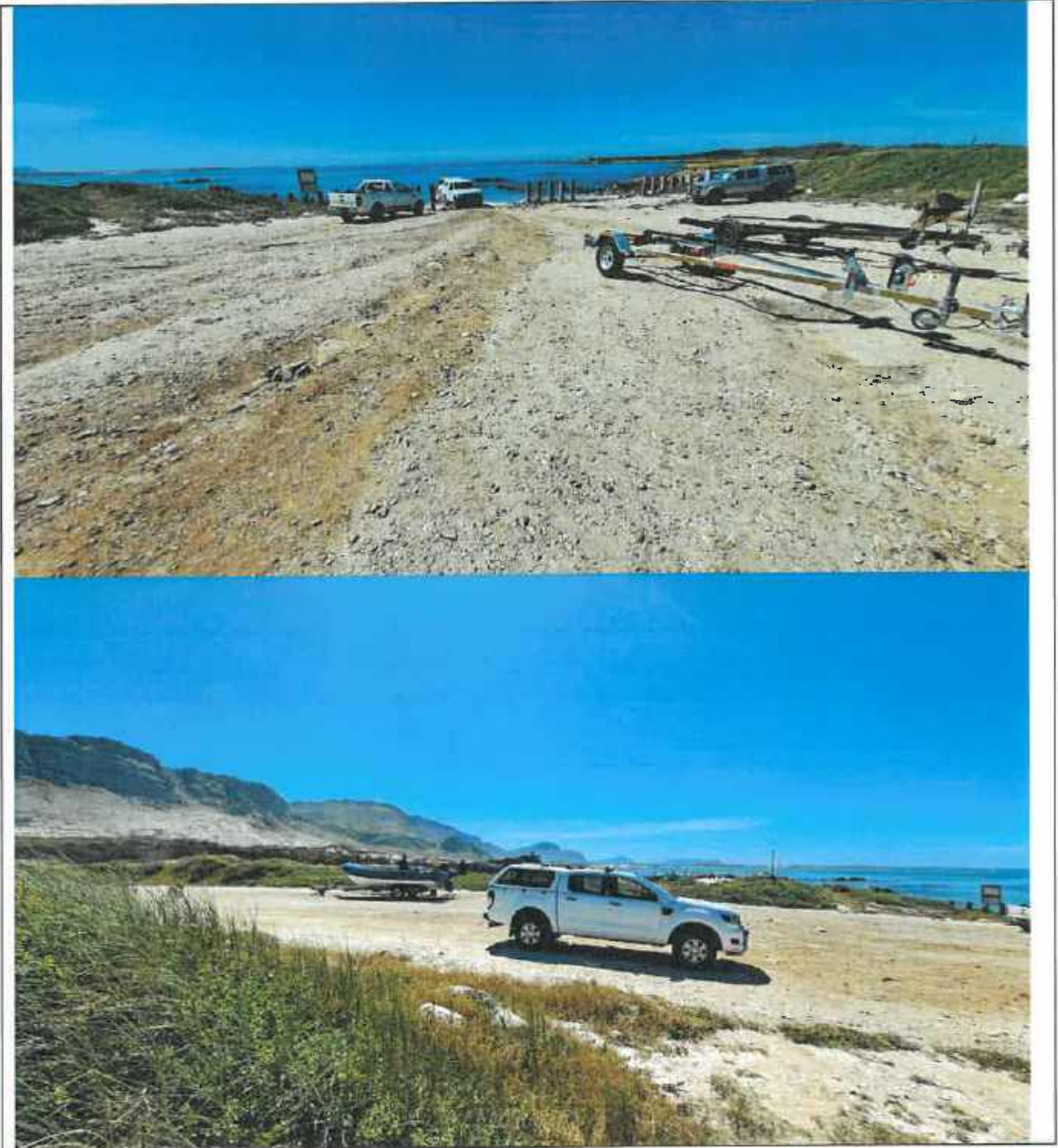


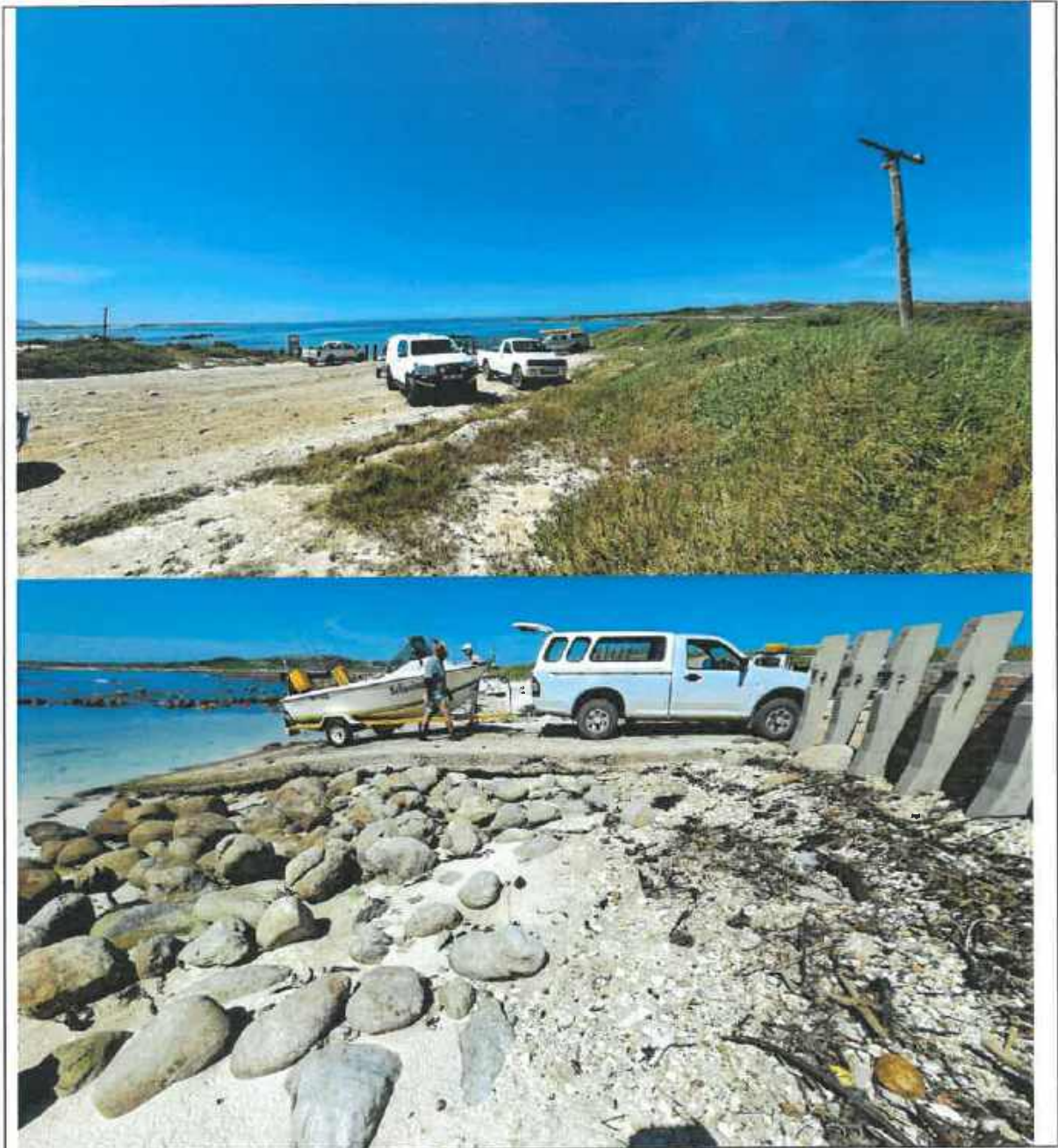


<b>MAANSCHYNBAAI SLIPWAY (HANGKLIP)</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Road needs grading but in fair state
Access Control and Control in Terms of National Road Traffic Act		X	No Access Control
Ease of Access to Launch Area	X		
Sign Posted access to Launch Site		X	No Signage
<b>Launch Area</b>			
General Impression		X	Not well Maintained due to location
Parking Area		X	Parking area needs maintenance
<b>Vehicles</b>			
Adequacy		X	No Demarcation
Surface and Type and Condition		X	Gravel
Drainage		X	Due to no Drainage erosion is taking place
Demarcation		X	None
<b>Trailers</b>			
Adequacy		X	Same and Above
Surface Type and Condition		X	Same as Above
Drainage		X	Same as Above
Demarcation		X	Same as Above
<b>Turning Circles</b>			
Vehicles	X		
Trailers	X		
<b>Slipway</b>			
General Impression	X		Fair

Type of Slipway	X		Structure
Material used in the construction of the slipway	X		Reinforce Concrete
Width of Slipway	X		4.7m wide and 12 meter long
Gradient/Ease of launching		X	3 Grades along the length of slipway
Draft	X		Depending on water level and tides, toe of the slipway is broken and blunt
Compliance to national/International guidelines		X	Partly compliant
Signage		X	Non Compliant
Environmental Aspects			
General Impression	X		Fair
Polution		X	Polution could occur as Toilets is connected with Tanks that could overflow
Waste Collection	X		Bins is located
Soil/Coastal Erosion		X	Erosion of Parking area is visible
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area		X	Non Visible
Compliance to national estuarine management protocol		X	Uncertian
Safety Aspects			
Signage		X	Non Compliant
Compliance to South African Maritime Safety Authority Rules			Uncertain
Demarcation of Pedestrian Walkways			Uncertain
Public Facilities			
Toilets	X		Watertank is provided but needs to be filled up when empty, Solar panel and pump to be installed to use sea water for flusing of toilets.
Shower Facilities		X	
Cost of Repairs and Improvements			Costs
Repairs to Access Road			R 20 000
Repairs to Parking Area			R 20 000
Slipway Repairs			R 50 000
Access Control Building			R 300 000
Waste bins and other Measures and solar pump and pipes			R 30 000
		<b>Total</b>	<b>R 420 000</b>
Photos			











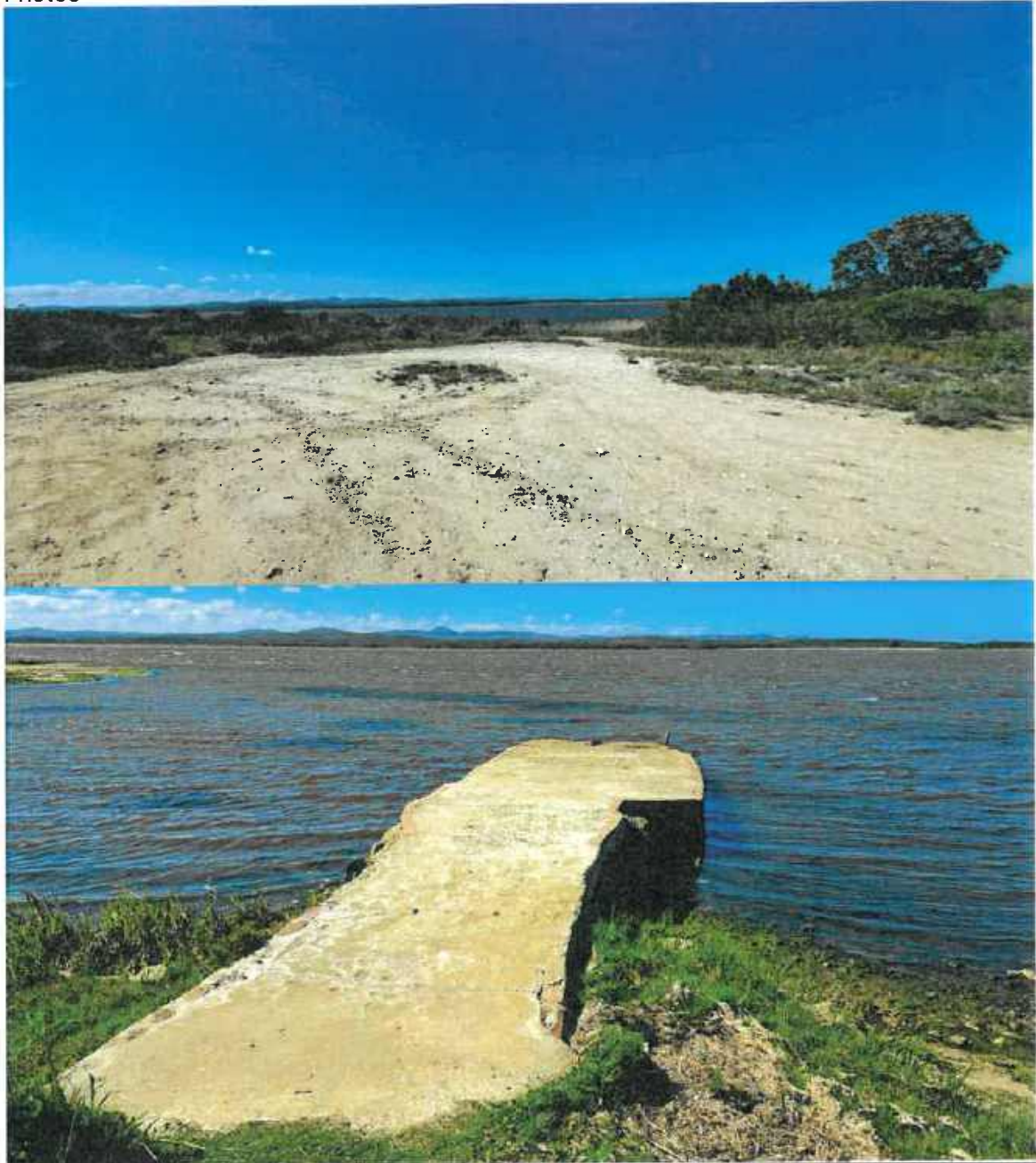


<b>Maanschynbaai Slipway (Kleinrevier)</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Road Narrow and Needs Grading
Access Control and Control in Terms of National Road Traffic Act		X	No Access Control
Ease of Access to Launch Area		X	Road Narrow
Sign Posted access to Launch Site	X		Sign is located on R43 indicating slipway
Launch Area			
General Impression		X	Not been utilized good
Parking Area	X		Gravel Parking area

Vehicles			
Adequacy		X	Not Good
Surface and Type and Condition		X	Gravel and soil
Drainage		X	None – Erosion taking place
Demarcation		X	None
Trailers			
Adequacy		X	Same as Above
Surface Type and Condition		X	Same as Above
Drainage		X	Same as Above
Demarcation		X	Same as Above
Turning Circles			
Vehicles	X		Fair
Trailers	X		Fair
Slipway			
General Impression		X	
Type of Slipway		X	2 Structures, Old one that is not used due to level of Water, Other is concrete but flat and then soil
Material used in the construction of the slipway	X		Concrete slab
Width of Slipway	X		4m wide and about 5 m long
Gradient/Ease of launching			Flat slipway
Draft		X	None – Depending of level of water
Compliance to national/International guidelines		X	Uncertain
Signage		X	Non Compliant
Environmental Aspects			
General Impression	X		
Polution		X	Visible signs of illegal dumping taking place
Waste Collection	X		Bins is located but not cleaned regular
Soil/Coastal Erosion		X	Visible signs of Erotion
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area			Compliant
Compliance to national estuarine management protocol			Uncertain
Safety Aspects			
Signage		X	Non Compliant
Compliance to South African Maritime Safety Authority Rules		X	Uncertain
Demarcation of Pedestrian Walkways		X	None
Public Facilities			
Toilets		X	No Facilities
Shower Facilities		X	No facilities
Cost of Repairs and Improvements			Costs
Upgrading of Access Road			R 200 000
Upgrading of Parking Area			R 30 000
Access Control Facilities and Ablution			R 300 000

Bins and other measures		R 10 000
	<b>Total</b>	<b>R 540 000</b>

Photos



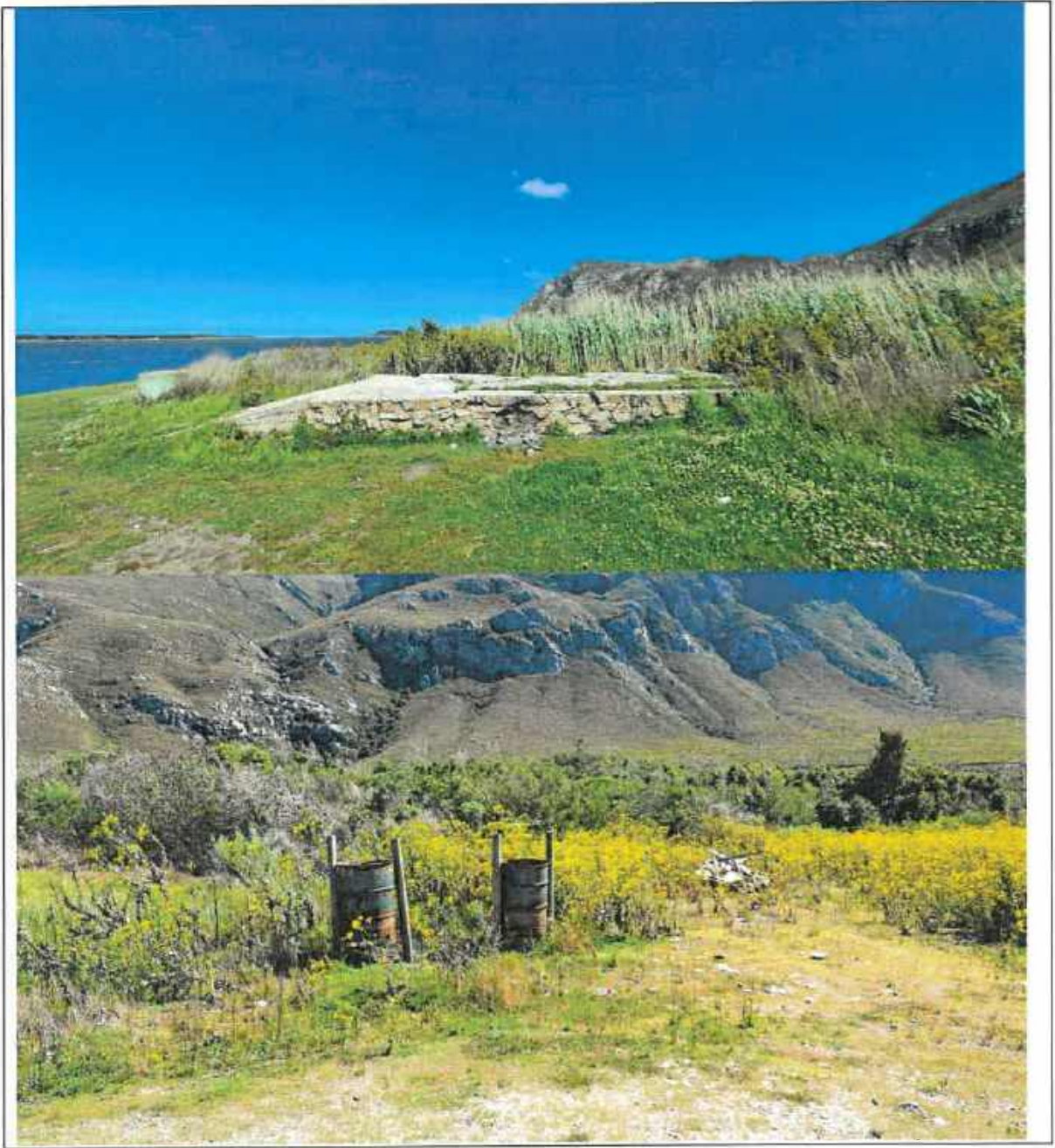




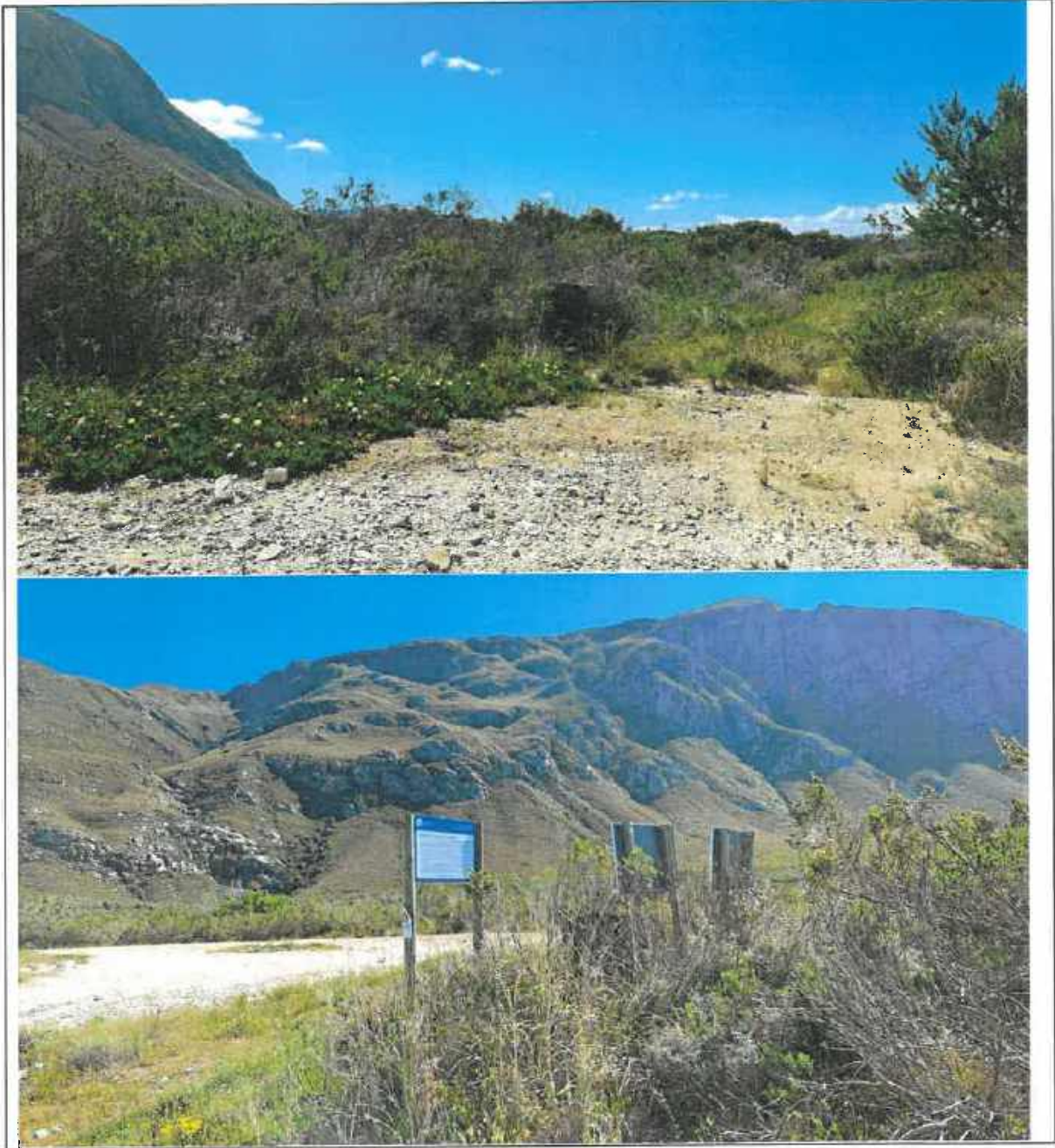


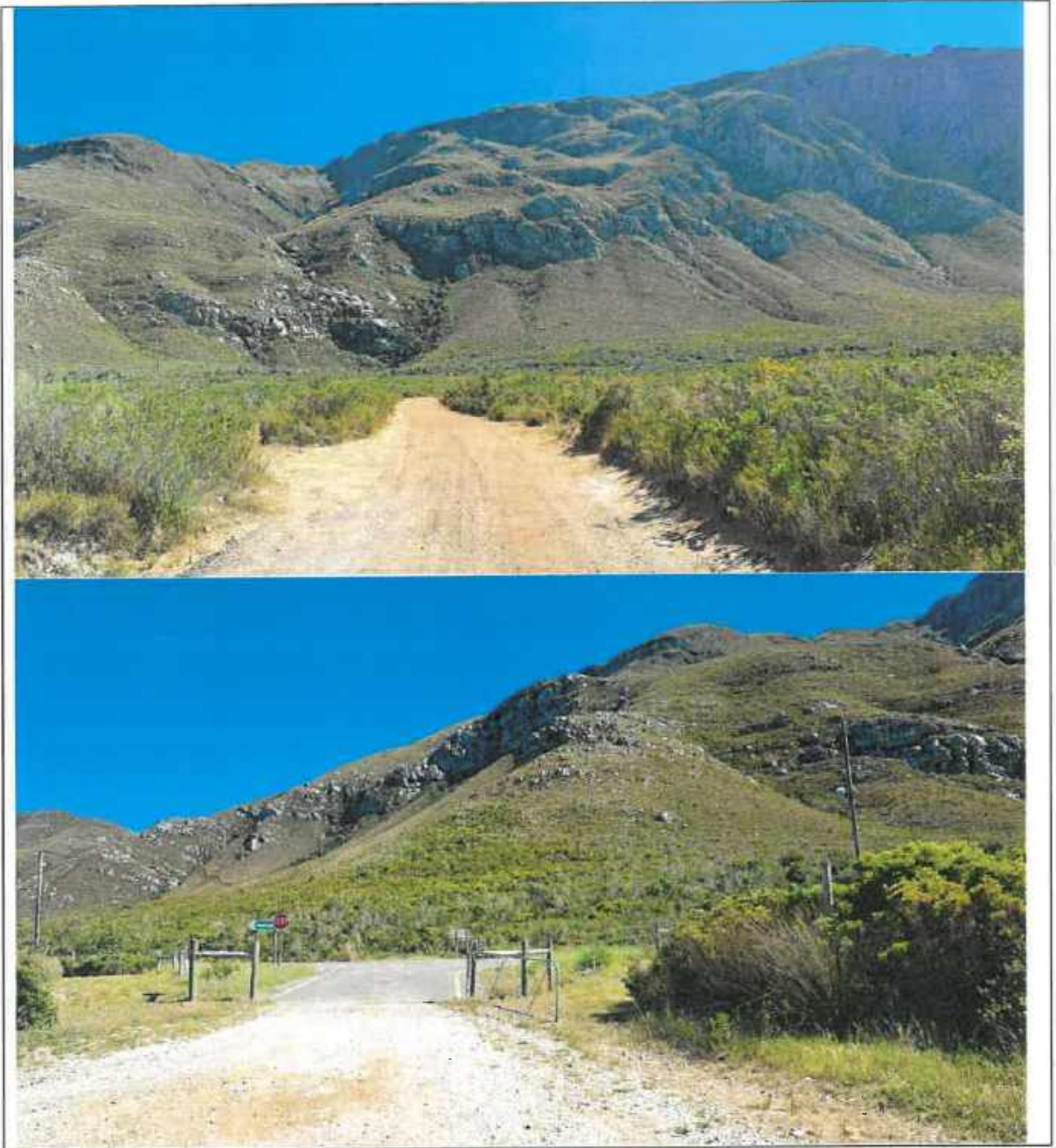


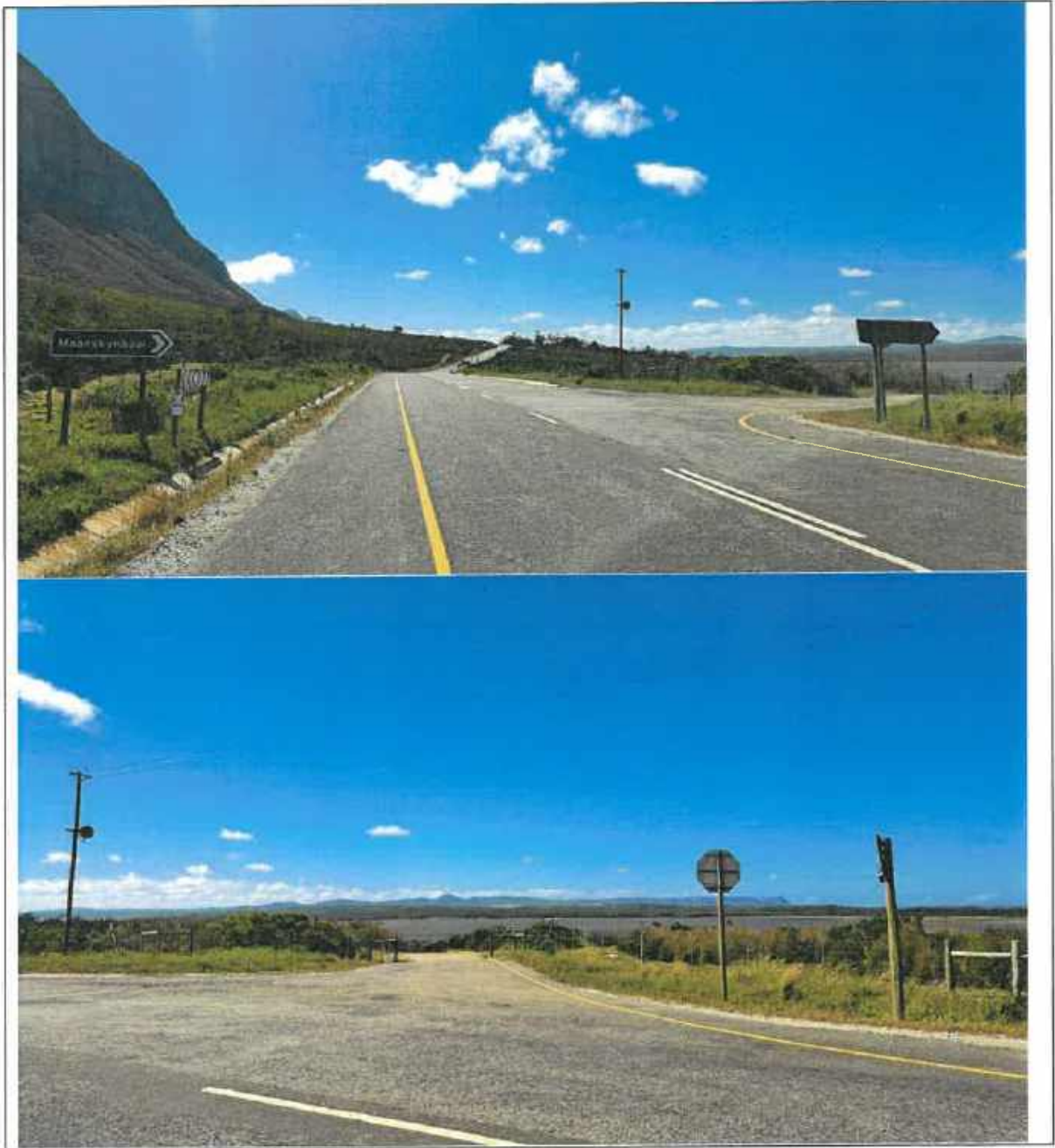














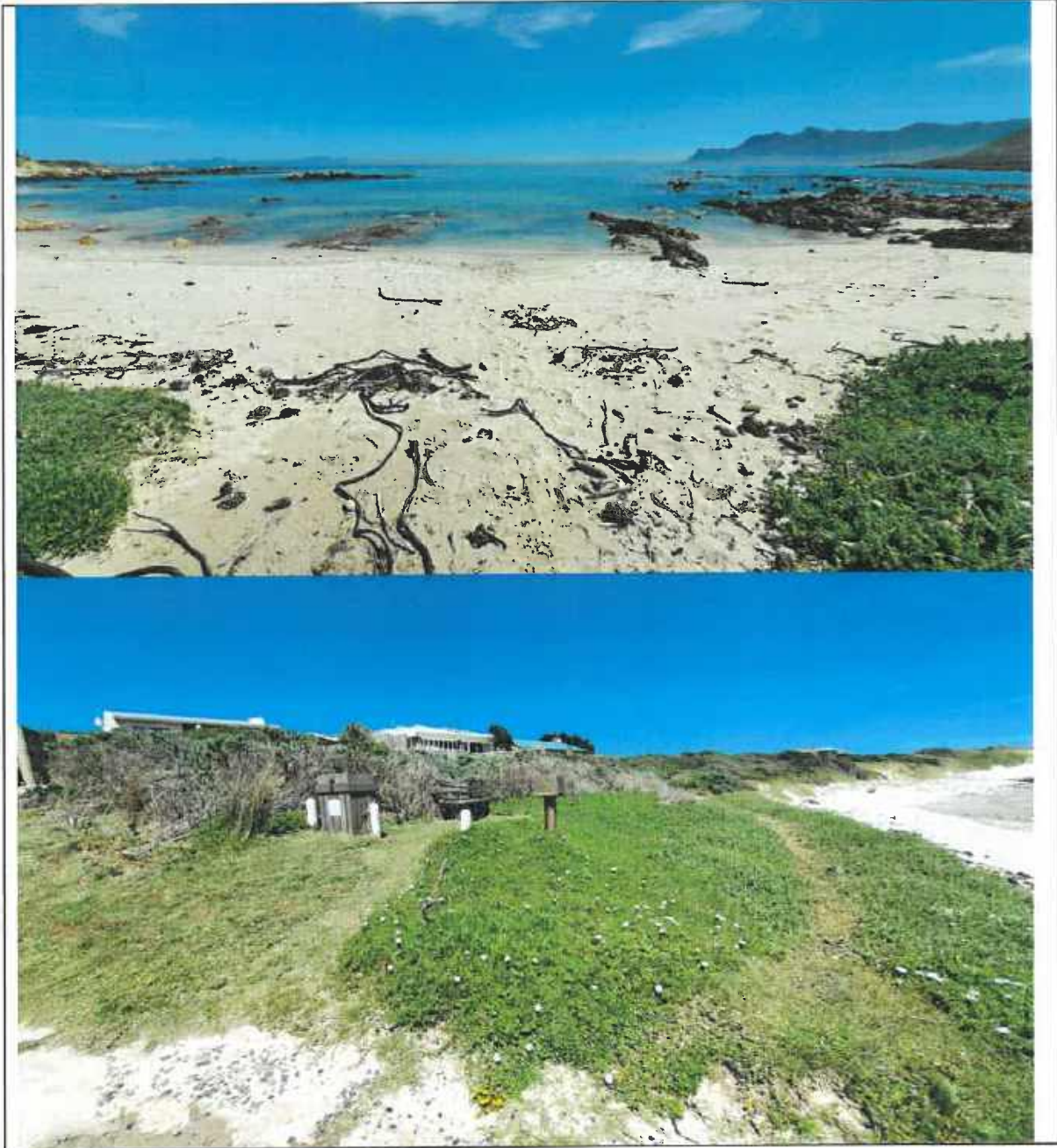
<b>Rooiels Coastal Slipway</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Gravel Road to Slipway need maintenance
Access Control and Control in Terms of National Road Traffic Act		X	No Acces Cl=ontrol Building
Ease of Access to Launch Area	X		Road is narrow and 2 vehicles cannot pass each other
Sign Posted access to Launch Site		X	No Signage to Slipway

Launch Area			
General Impression	X		Nice and Neat
Parking Area		X	No Parking
Vehicles			
Adequacy		X	No Access to Slipway
Surface and Type and Condition	X		Paving
Drainage		X	Kerbs only
Demarcation		X	None
Trailers			
Adequacy		X	Same as above
Surface Type and Condition	X		Same as above
Drainage		X	Same as above
Demarcation		X	Same as above
Turning Circles			
Vehicles		X	Hardly and space to turn
Trailers		X	Same as above
Slipway			
General Impression	X		Good
Type of Slipway	X		Structure
Material used in the construction of the slipway		X	Concrete in poor Condition
Width of Slipway	X		4m wide and 30m long
Gradient/Ease of launching	X		Gentle Gradient
Draft	X		Depenting on Tide
Compliance to national/International guidelines	X		Partly
Signage	X		Uncertain
Enviromental Aspects			
General Impression	X		Good
Polution		X	Septic Tank that could overflow and cause polution
Waste Collection	X		Bins installed to clean
Soil/Coastal Erosion	X		None Visible
Damage to Adjacent Flora	X		None Visible
Control of use of vesels in the Coastal Area	X		Boom Gate to control Access
Compliance to national estuarine management protocol	X		Not Applicble
Safety Aspects			
Signage	X		Compliant
Compliance to South African Maritime Safety Authority Rules			Uncertain
Demarcation of Pedestrian Walkways			Uncertain
Public Facilities			
Toilets	X		Leat in toilets
Shower Facilities	X		Due to vandalism alternative plans is made
Cost of Repairs and Improvements			Costs
Signage			R1 000

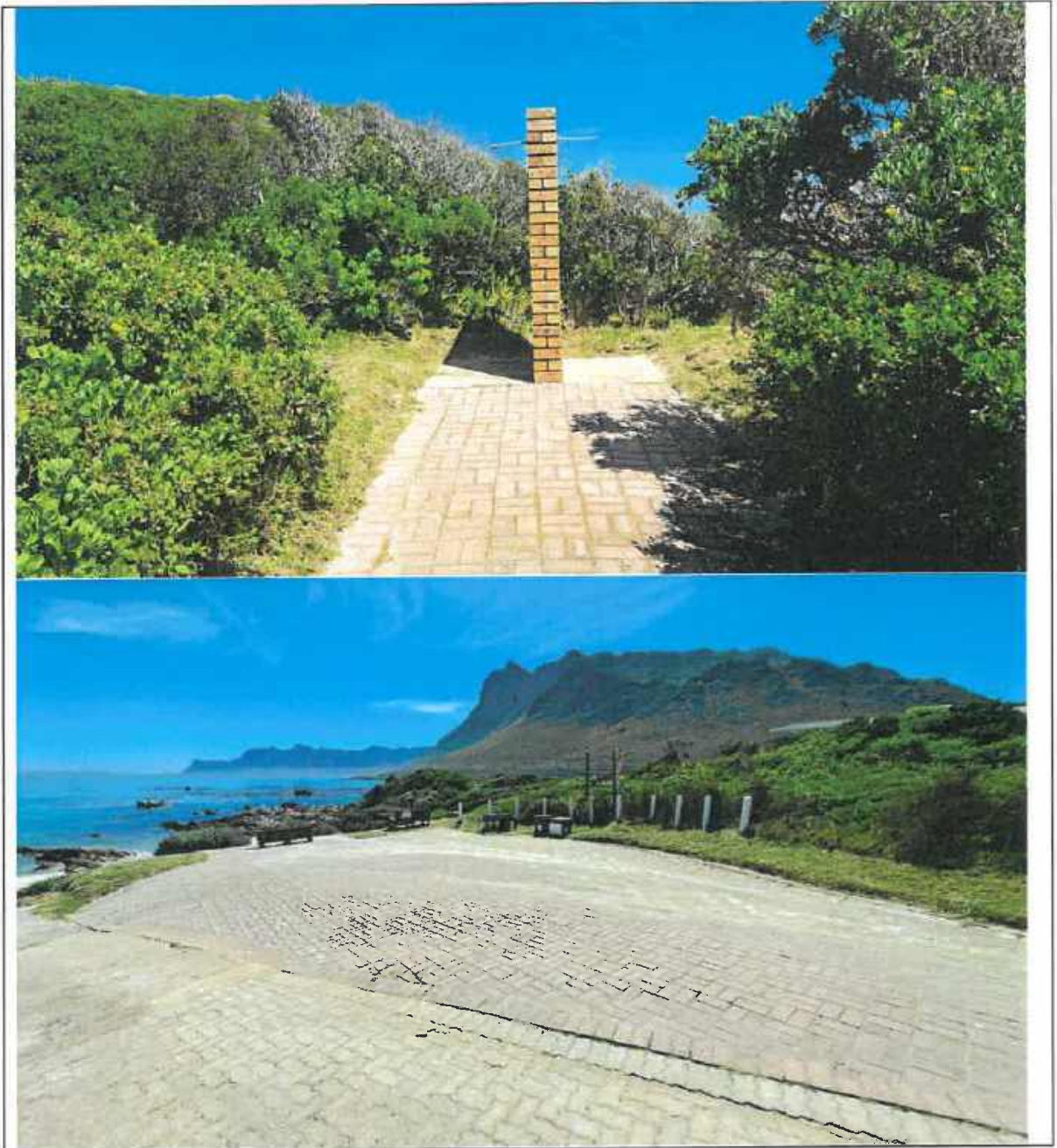
Create Parking Area	R 50 000
Slipway Repairs	R 200 000
Access Control Building	R 200 000
Other Measures	R 5 000
<b>Total</b>	<b>R 456 000</b>

## Photos

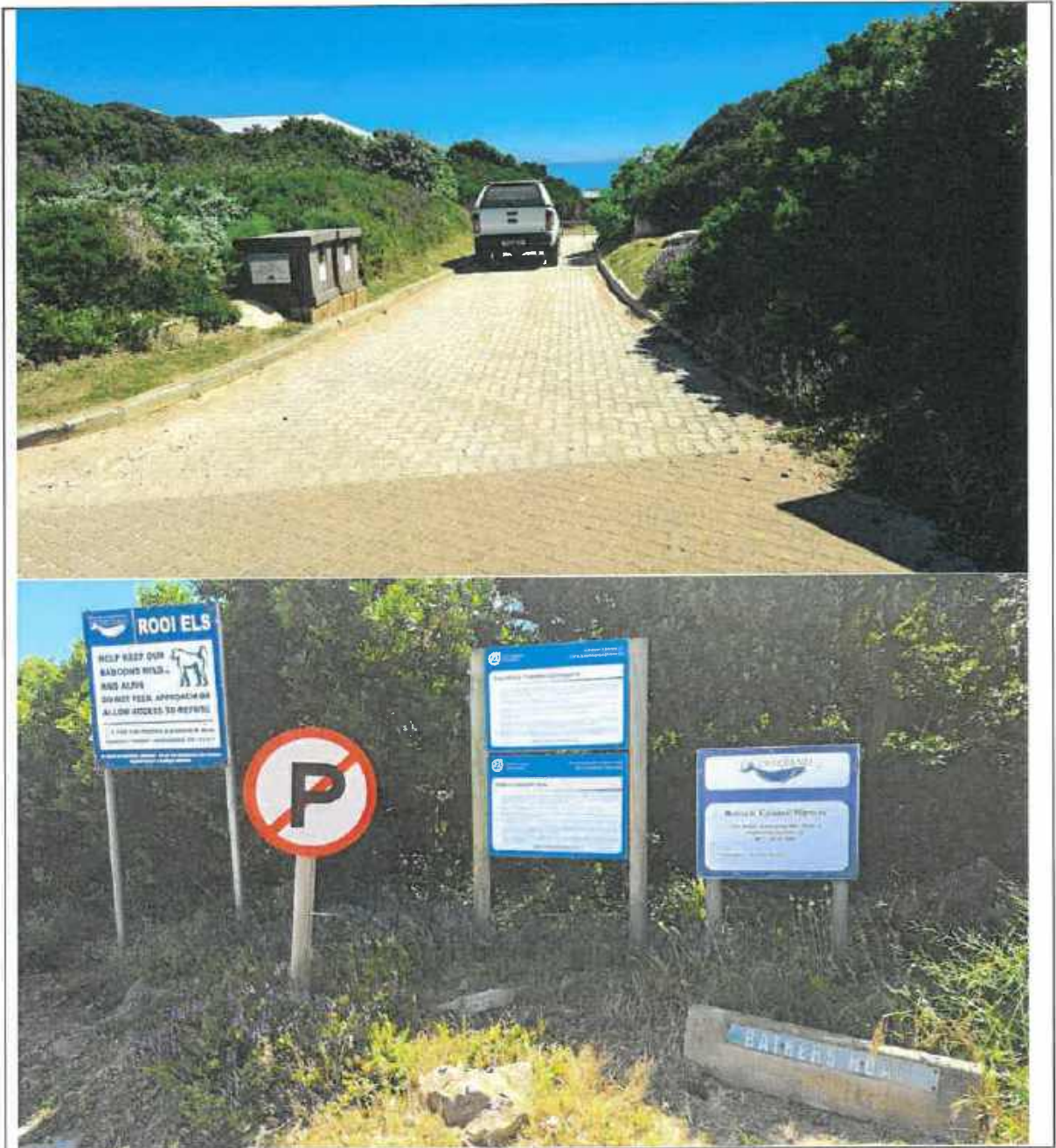


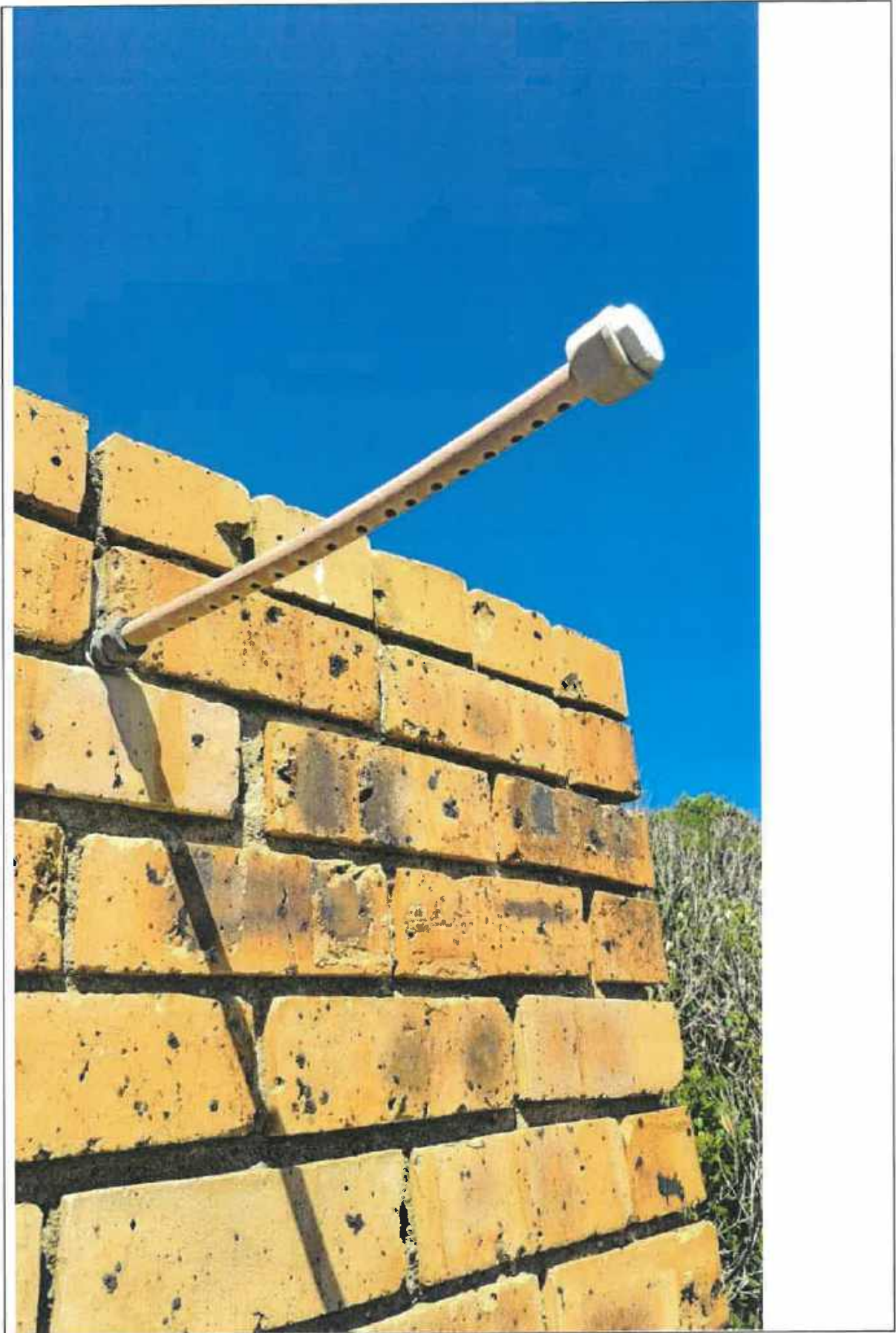












<b>King Street Slipway</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Tar Road leading to Site
Access Control and Control in Terms of National Road Traffic Act		X	No Access Control Building
Ease of Access to Launch Area		X	No Signage to Site
Sign Posted access to Launch Site		X	Only 1 visible sign but not close to site
<b>Launch Area</b>			
General Impression	X		Look neat
Parking Area		X	No Dedicated Parking Area
<b>Vehicles</b>			
Adequacy		X	No Parking Area
Surface and Type and Condition		X	Soil and Gravel
Drainage		X	None
Demarcation		X	None
<b>Trailers</b>			
Adequacy		X	Same as Above
Surface Type and Condition		X	Same as Above
Drainage		X	Same as Above
Demarcation		X	Same as Above
<b>Turning Circles</b>			
Vehicles		X	None
Trailers		X	None
<b>Slipway</b>			
General Impression		X	No Slipway
Type of Slipway		X	River Bank Only
Material used in the construction of the slipway		X	Same as above
Width of Slipway		X	Same as above
Gradient/Ease of launching		X	Same as above
Draft		X	Depending on level of river
Compliance to national/International guidelines			Not Applicable
Signage			Complying
<b>Environmental Aspects</b>			
General Impression	X		Good
Polution		X	Pump station next to area that can overflow and cause polution
Waste Collection	X		Bins located
Soil/Coastal Erosion	X		None
Damage to Adjacent Flora	X		None
Control of use of vesels in the Coastal Area		X	No access control
Compliance to national estuarine management protocol	X		Aplicable and compliant
<b>Safety Aspects</b>			
Signage	X		Good

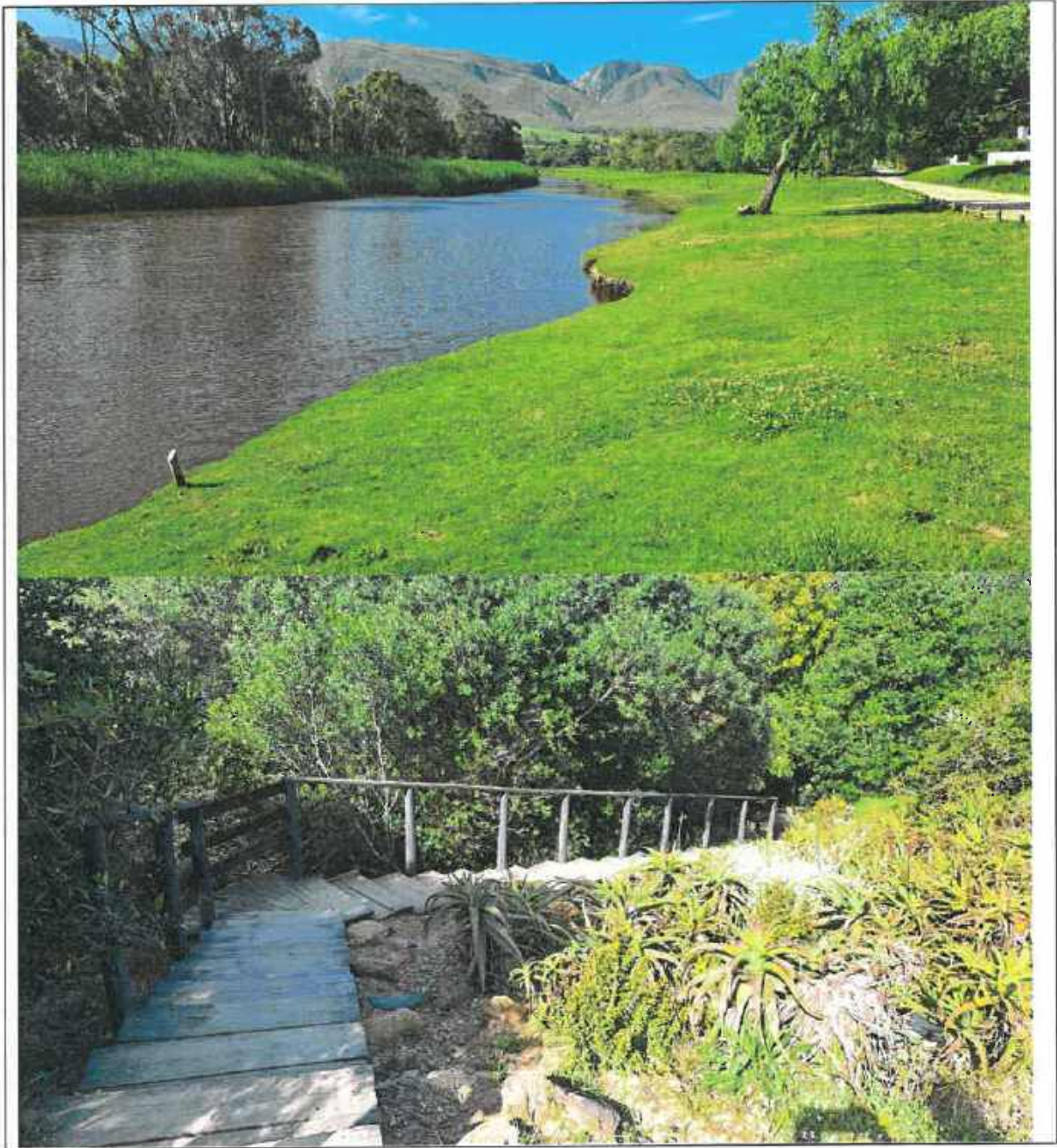
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Compliance to South African Maritime Safety Authority Rules			Uncertain
Demarcation of Pedestrian Walkways			Uncertain
Public Facilities			
Toilets		X	None
Shower Facilities		x	None
Cost of Repairs and Improvements			Costs
Access control facility and Ablutions			R 300 000
Demarcationa and Parking			R 100 000
General and other			R 10 000
		<b>Total</b>	<b>R 410 000</b>

## Photos







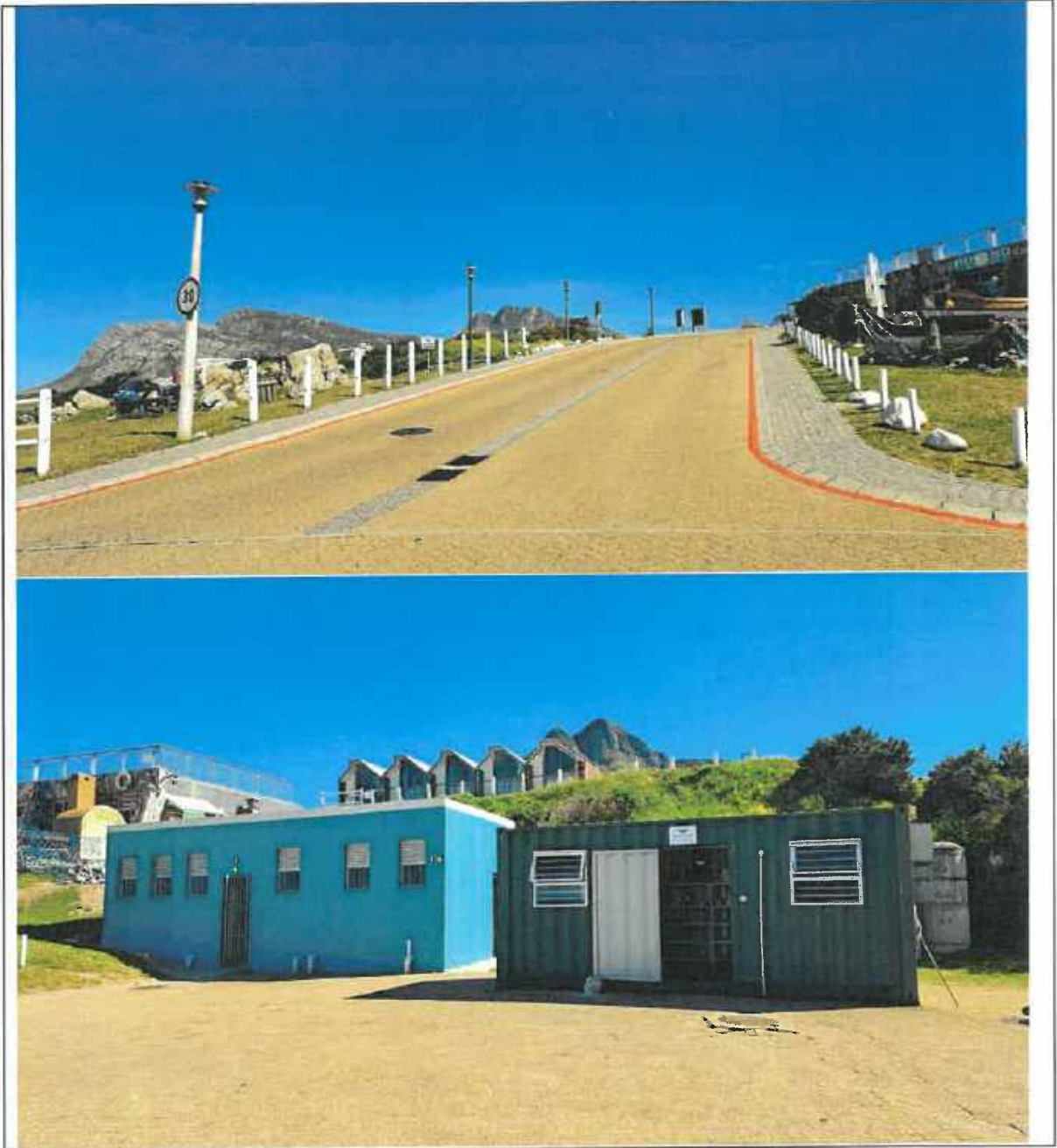


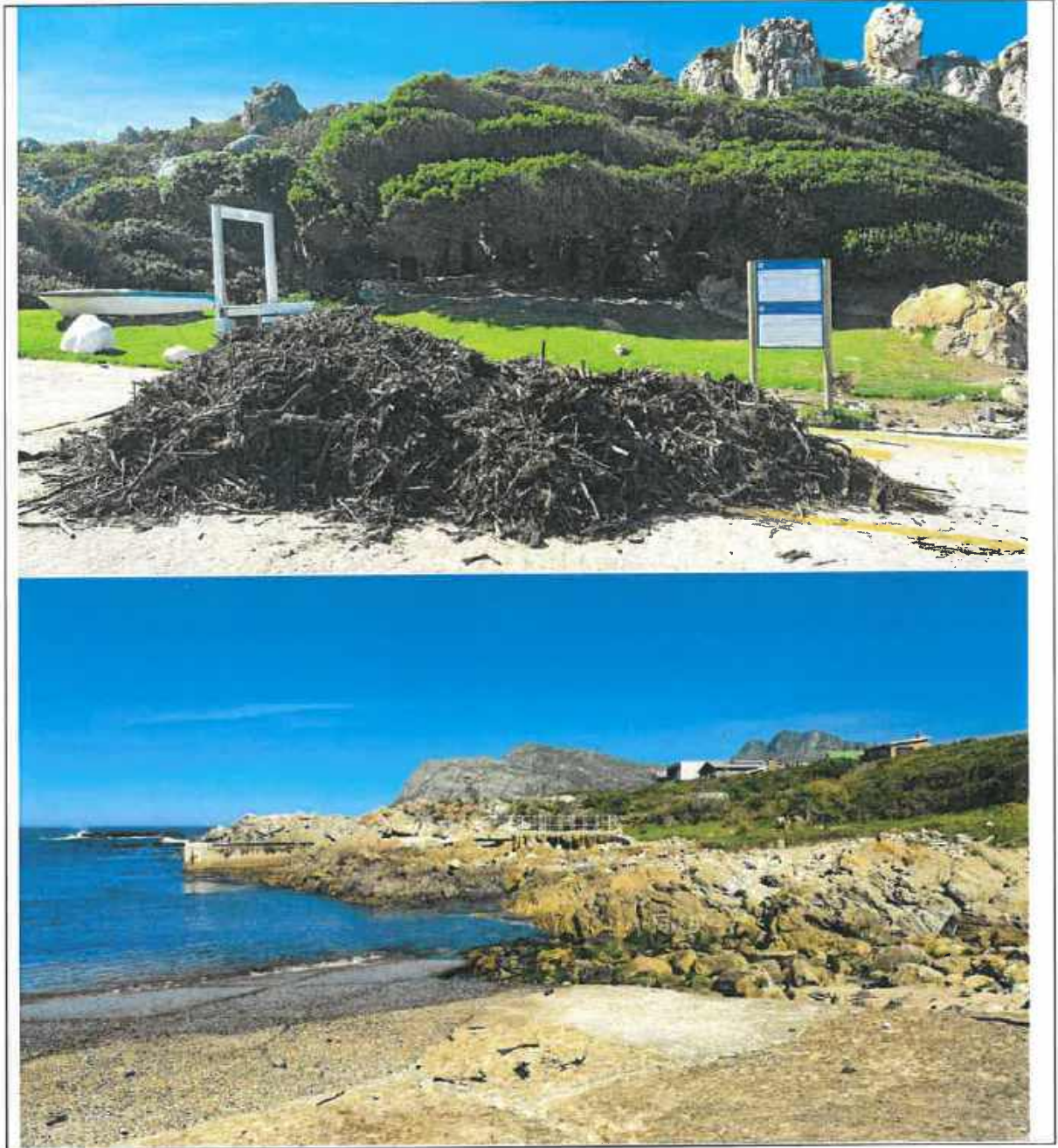
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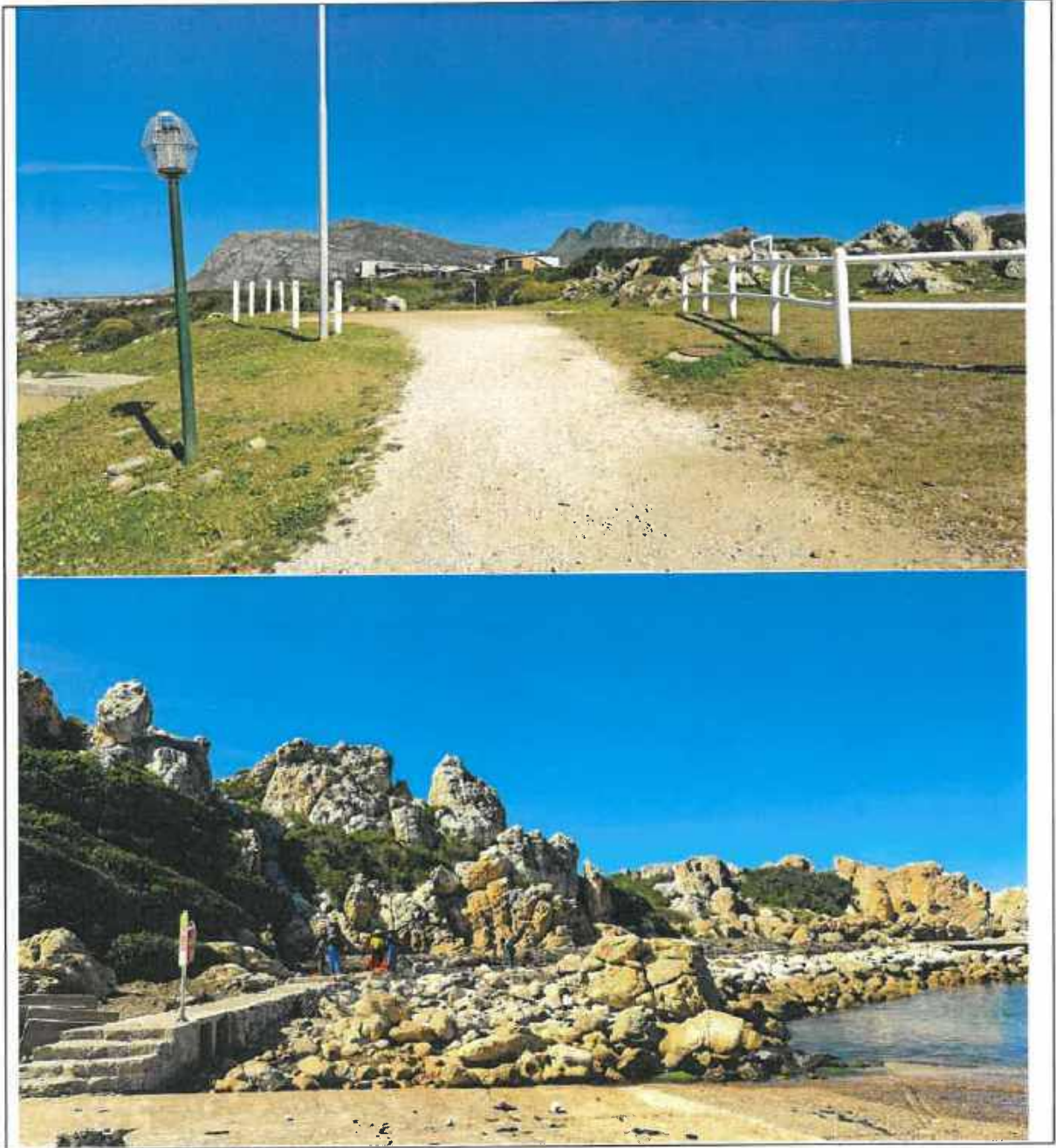


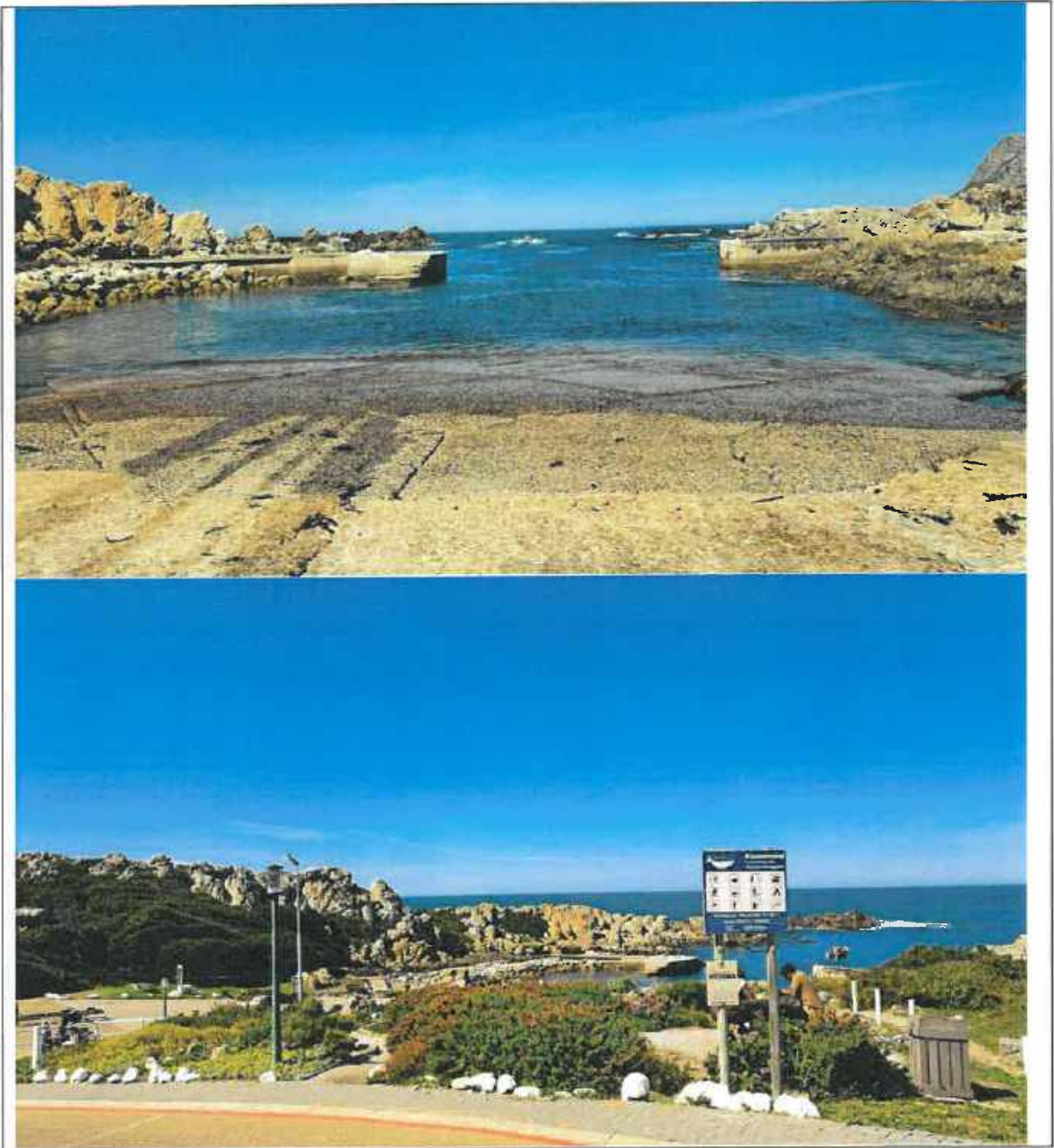
<b>Kleinmond Coastal Slipway</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Speedbumps to be installed to bring speed down of vehicles. Installing barriers kerbs to prevent parking on sidewalks
Access Control and Control in Terms of National Road Traffic Act	X		
Ease of Access to Launch Area	X		
Sign Posted access to Launch Site	X		
<b>Launch Area</b>			
General Impression	X		
Parking Area	X		
<b>Vehicles</b>			
Adequacy	X		
Surface and Type and Condition	X		
Drainage	X		
Demarcation	X		
<b>Trailers</b>			
Adequacy	X		
Surface Type and Condition	X		
Drainage	X		
Demarcation	X		
<b>Turning Circles</b>			
Vehicles	X		
Trailers	X		
<b>Slipway</b>			
General Impression	X		

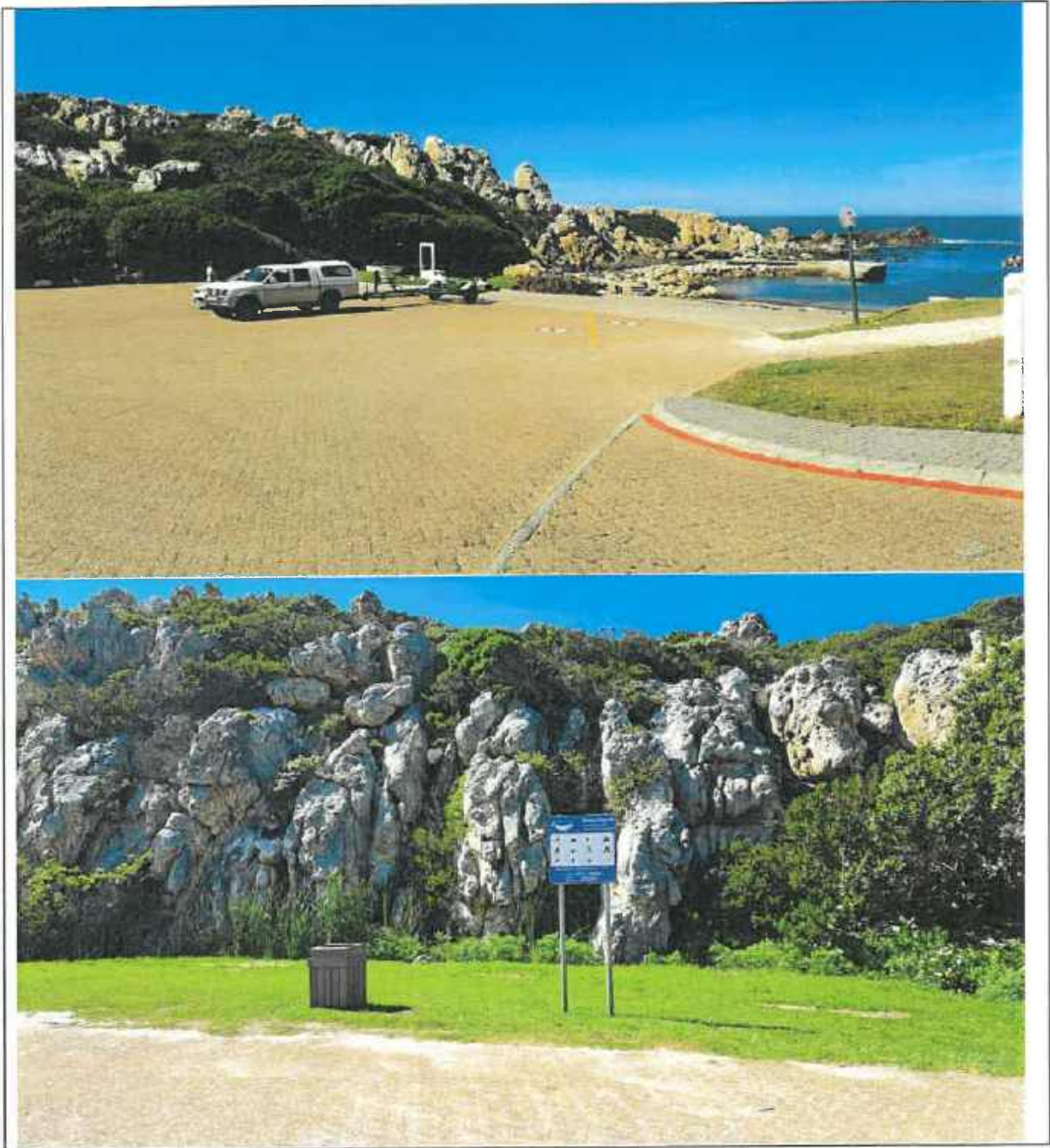










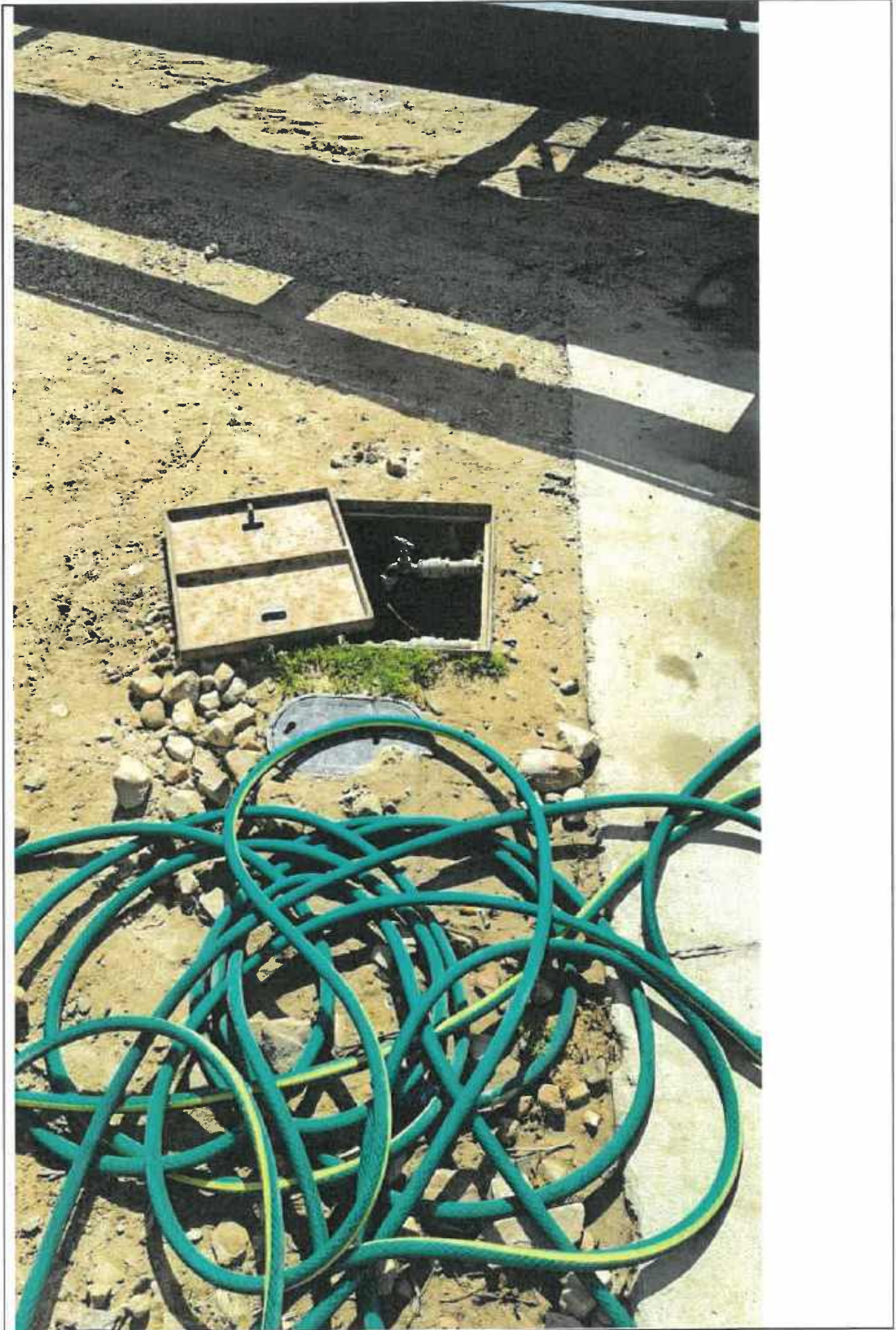


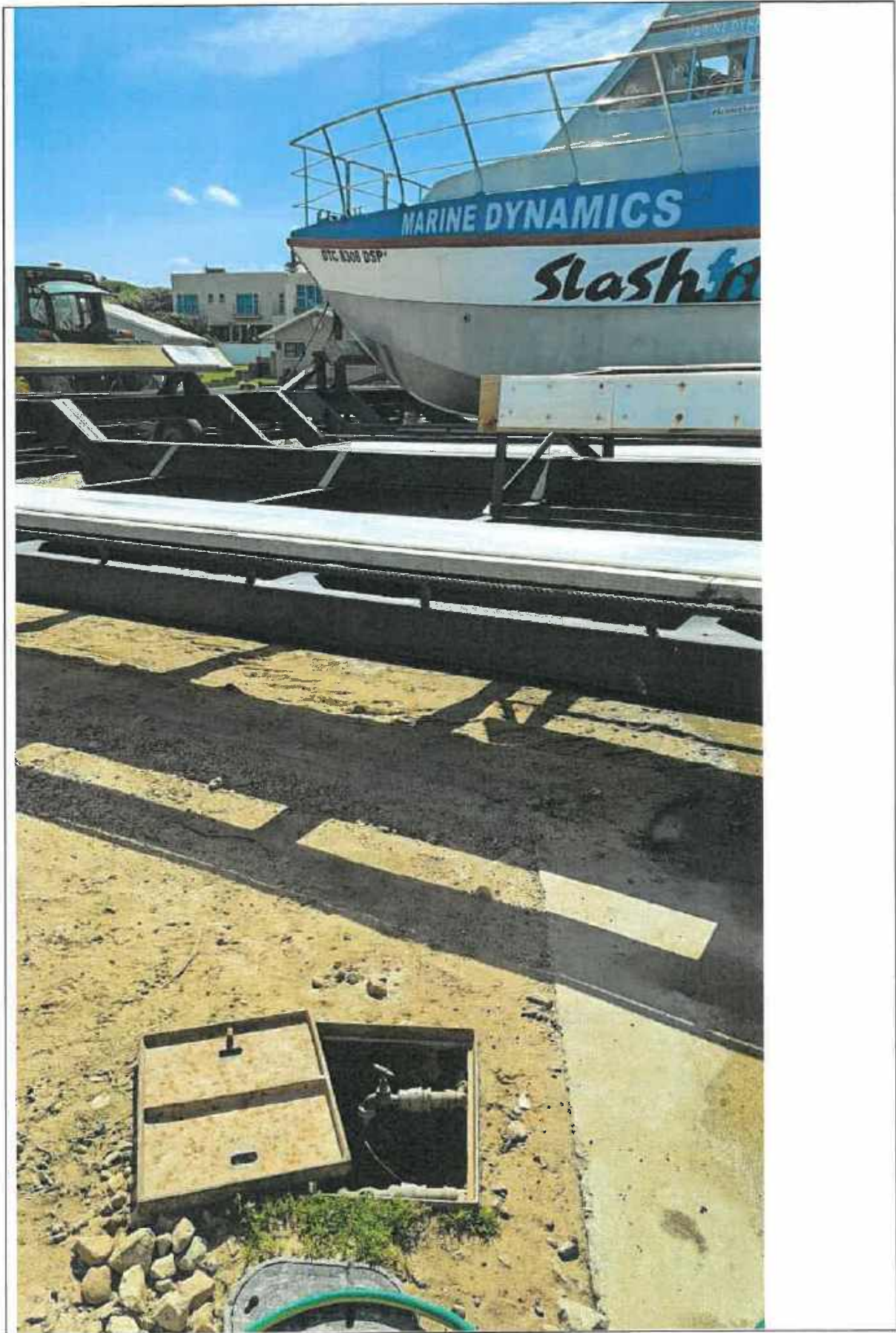
Kleinbaai Boat launching Site			
General Description	Good	Bad	Comments
<b>Access Road</b>			
Condition of Access Roads	X		
Access Control and Control in Terms of National Road Traffic Act	X		
Ease of Access to Launch Area	X		
Sign Posted access to Launch Site		X	Non Compliant
<b>Launch Area</b>			
General Impression	X		
Parking Area	X		

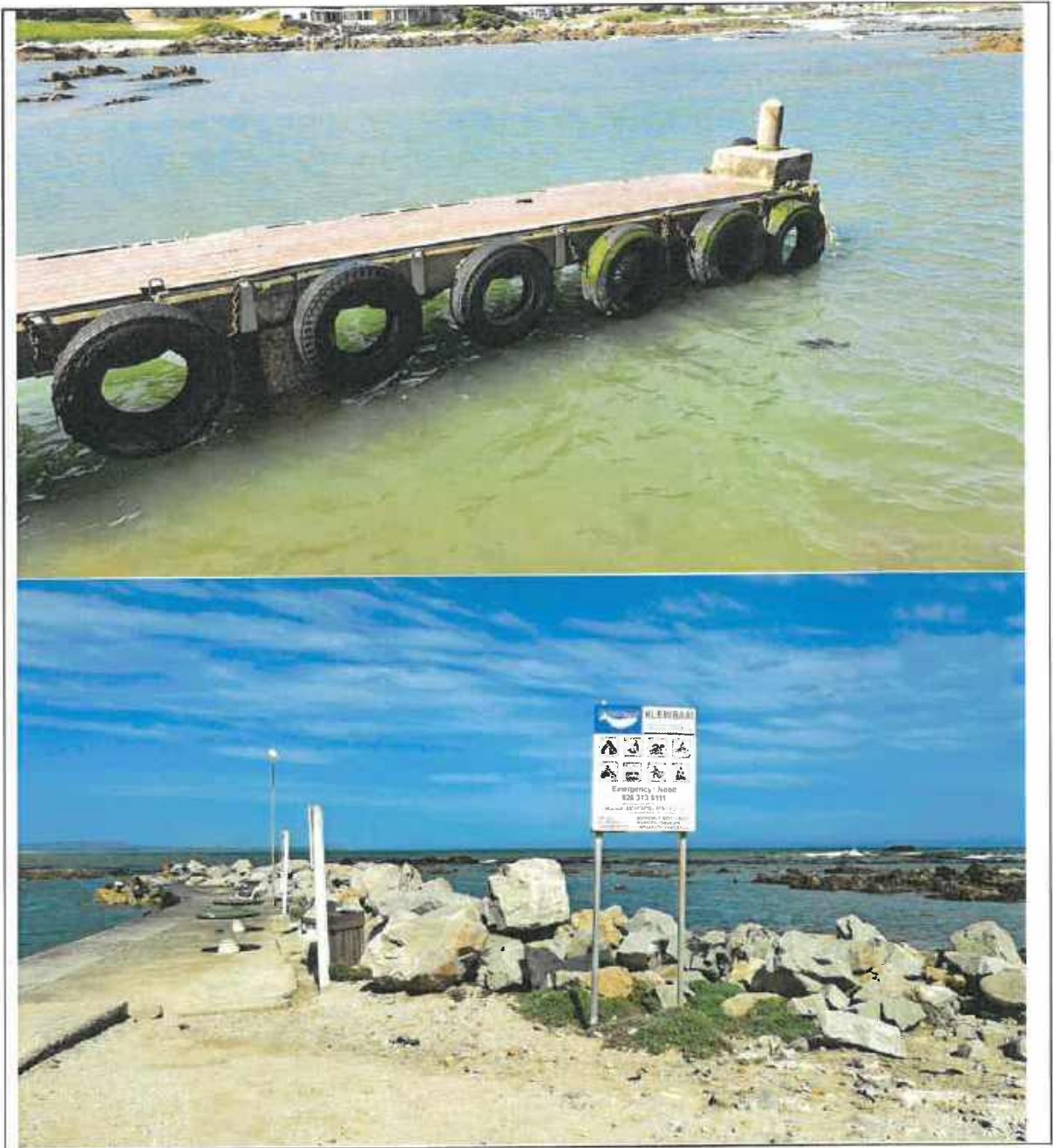
Vehicles			
Adequacy	X		
Surface and Type and Condition	X		Gravel
Drainage	X		
Demarcation	X		
Trailers			
Adequacy	X		
Surface Type and Condition	X		Paving
Drainage	X		
Demarcation	X		
Turning Circles			
Vehicles	X		
Trailers	X		
Slipway			
General Impression	X		
Type of Slipway	X		Structure
Material used in the construction of the slipway	X		Reinforced Concrete – due to prop wash the toe is undermined and causes jettie to be unstable
Width of Slipway	X		12m wide
Gradient/Ease of launching	X		Good
Draft	X		0.8m at low tide
Compliance to national/International guidelines	X		
Signage	X		
Enviromental Aspects			
General Impression	X		
Polution	X		
Waste Collection	X		
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area	X		
Compliance to national estuarine management protocol			Uncertian
Safety Aspects			
Signage	X		
Compliance to South African Maritime Safety Authority Rules	X		
Demarcation of Pedestrian Walkways		X	No Demarcation
Public Facilities			
Toilets	X		
Shower Facilities		X	No Showers
Cost of Repairs and Improvements			Costs
Upgrading of Parking Area			R 20 000
Slipway Dreging and repairs to slipway and jettie			R 17 000 000
General and other measures			R 750 000

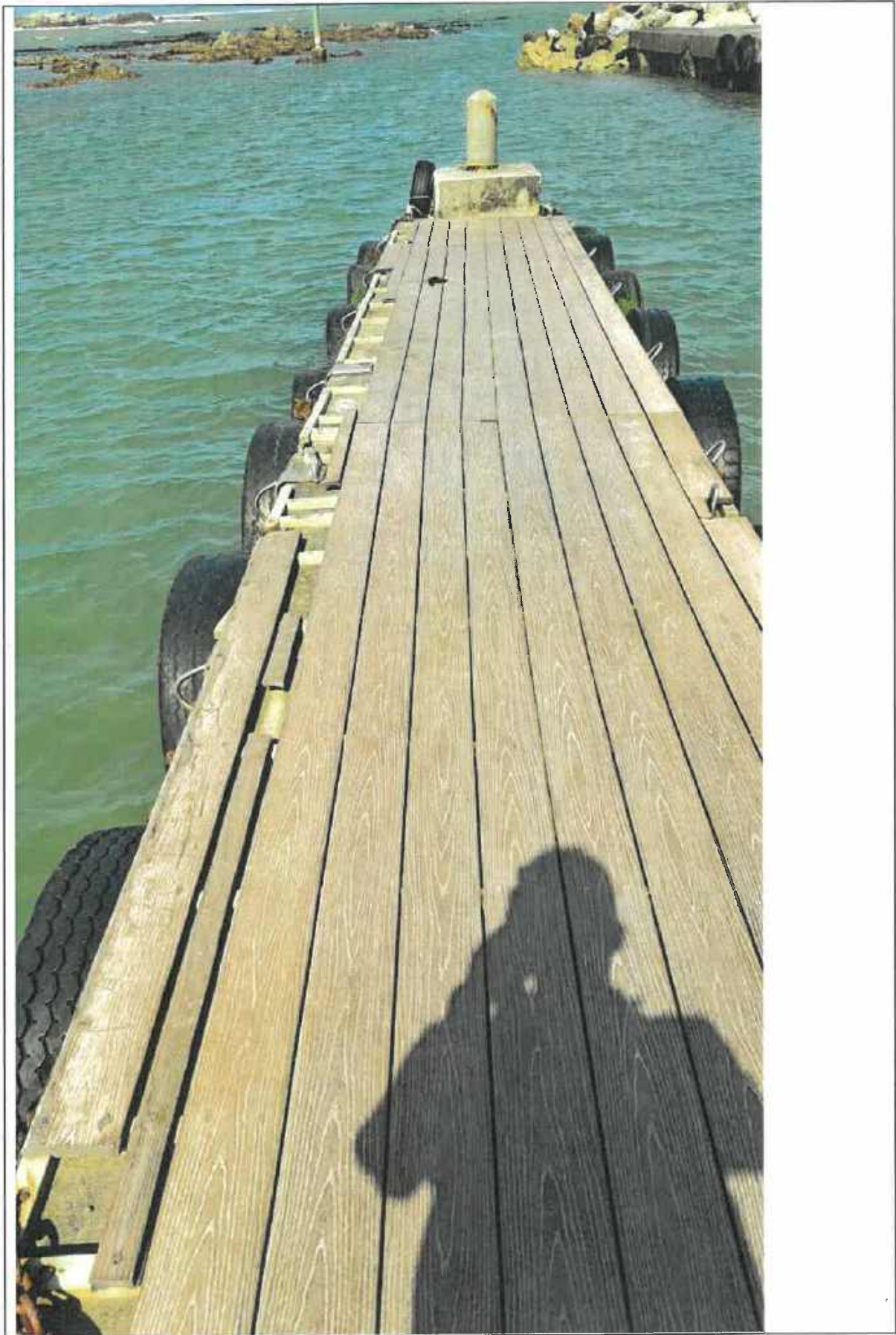
78/126

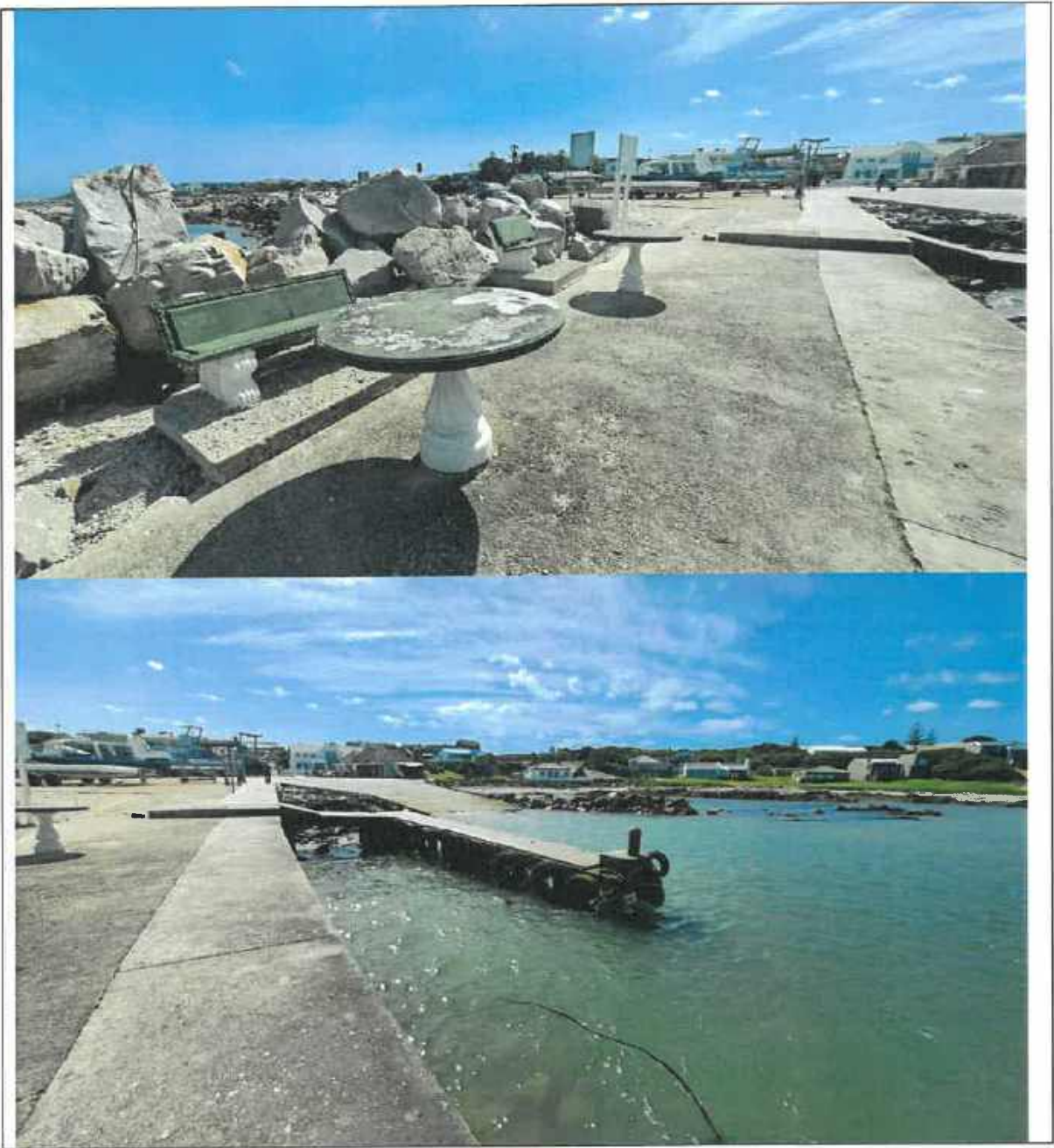
	<b>Total</b>	<b>R 17 770 000</b>
<b>Photos</b>		

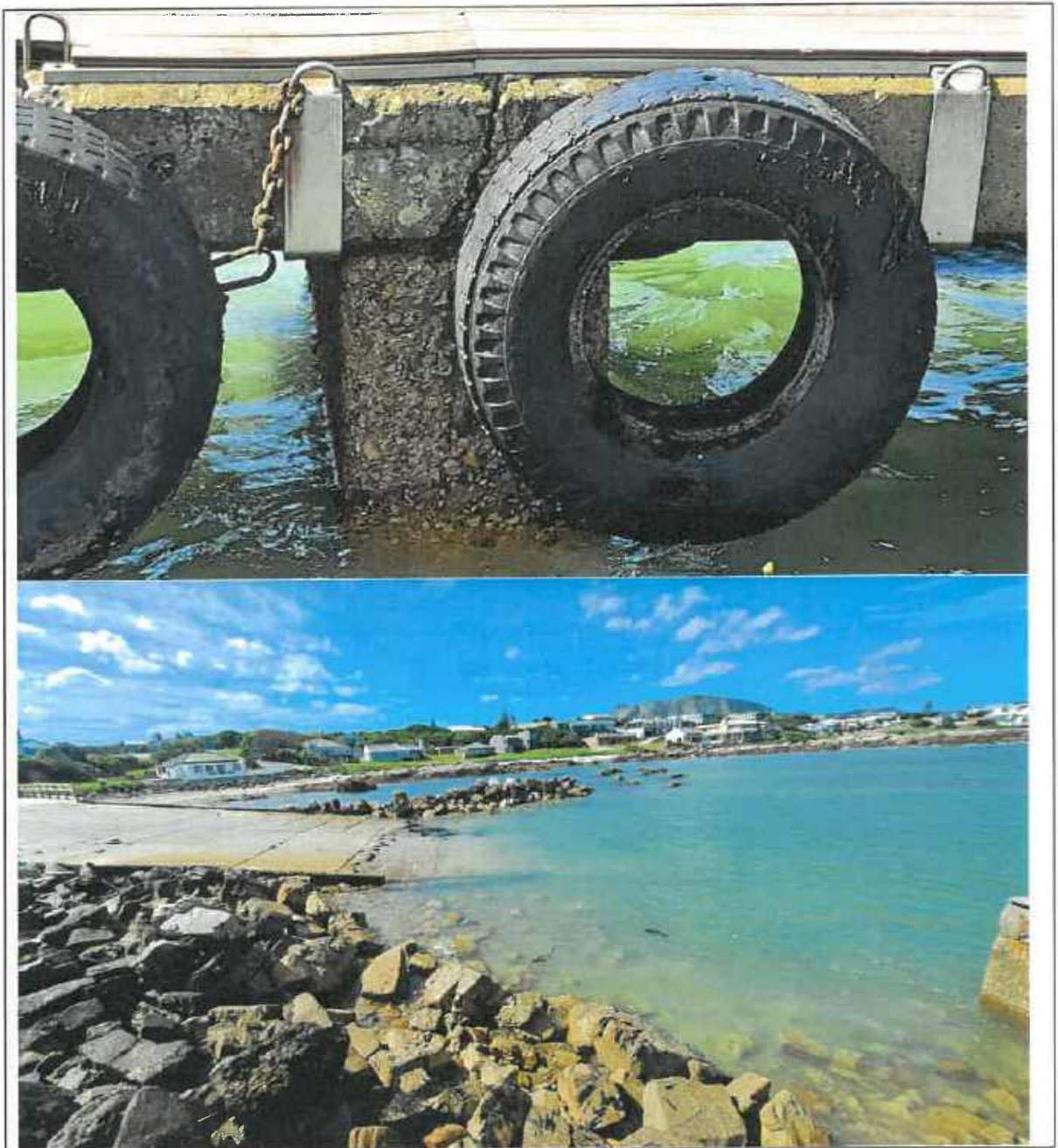


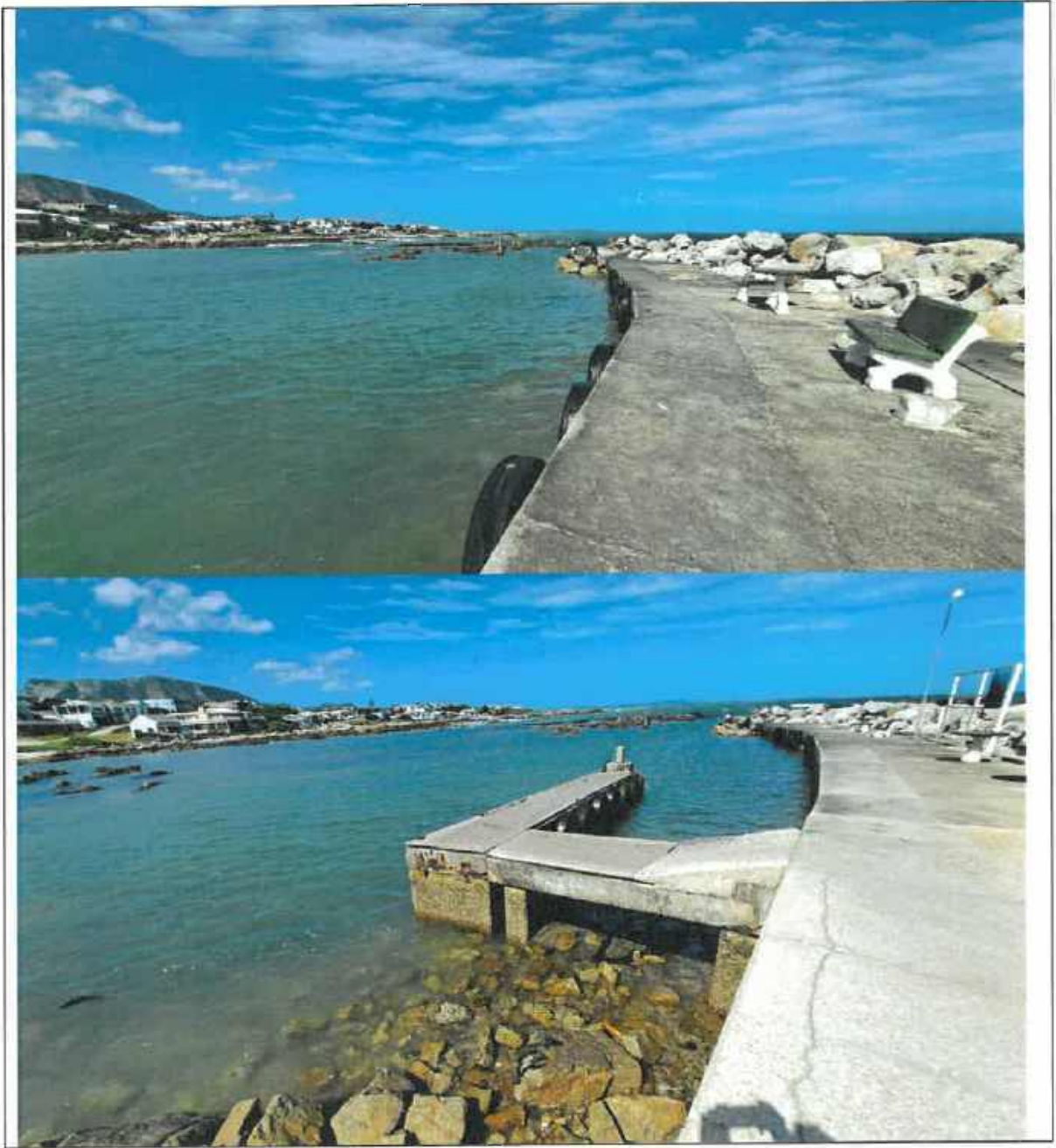




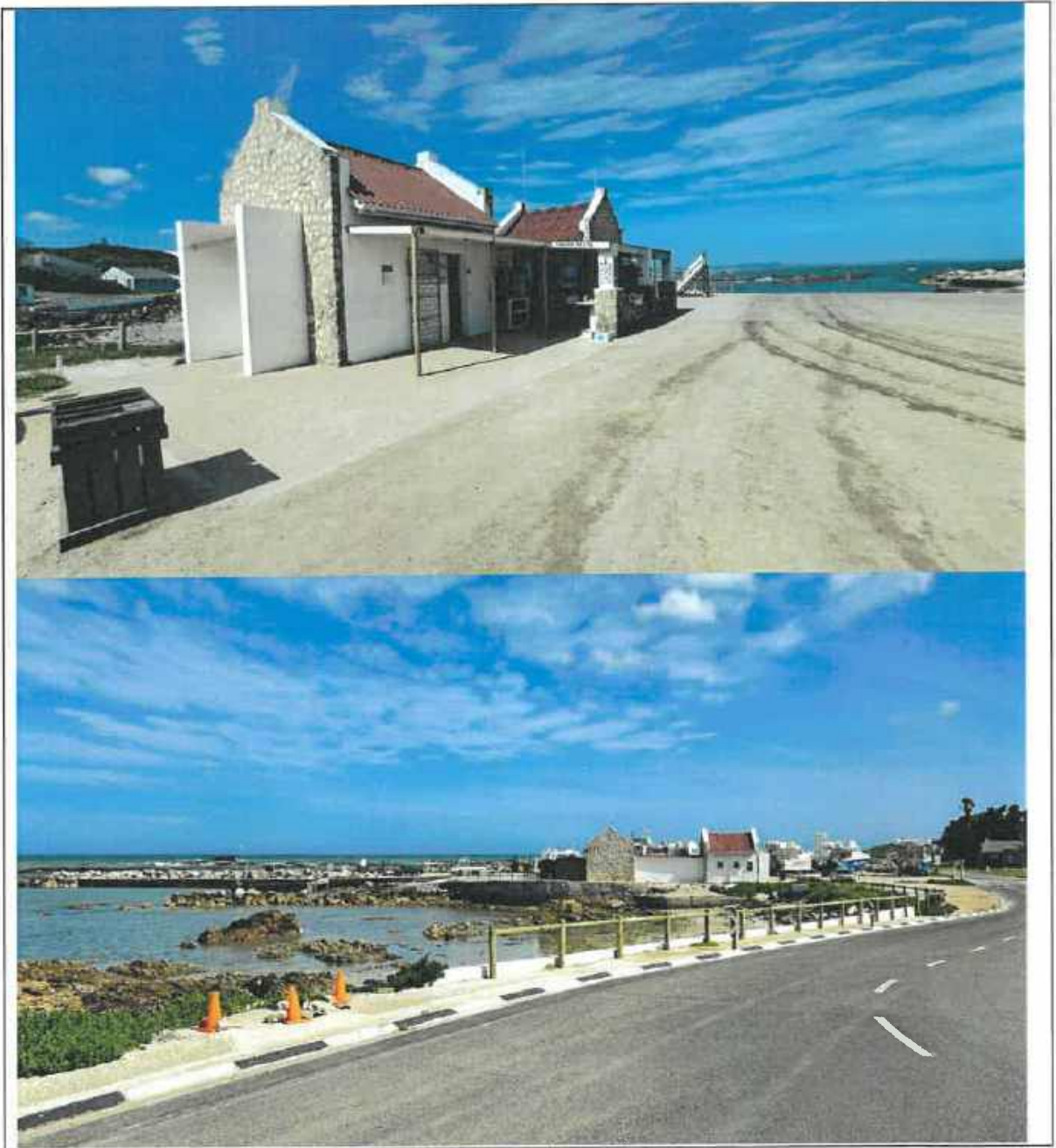




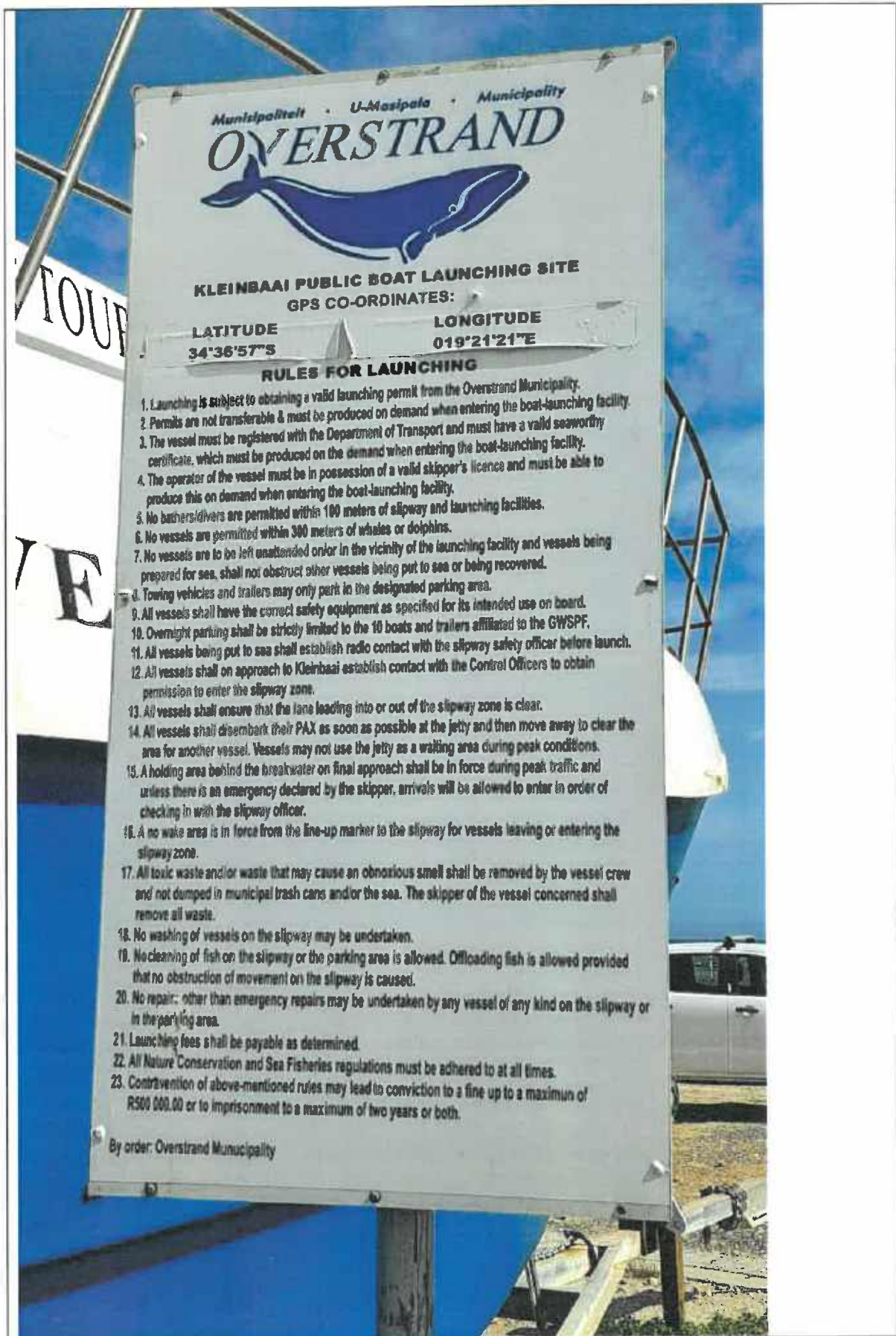












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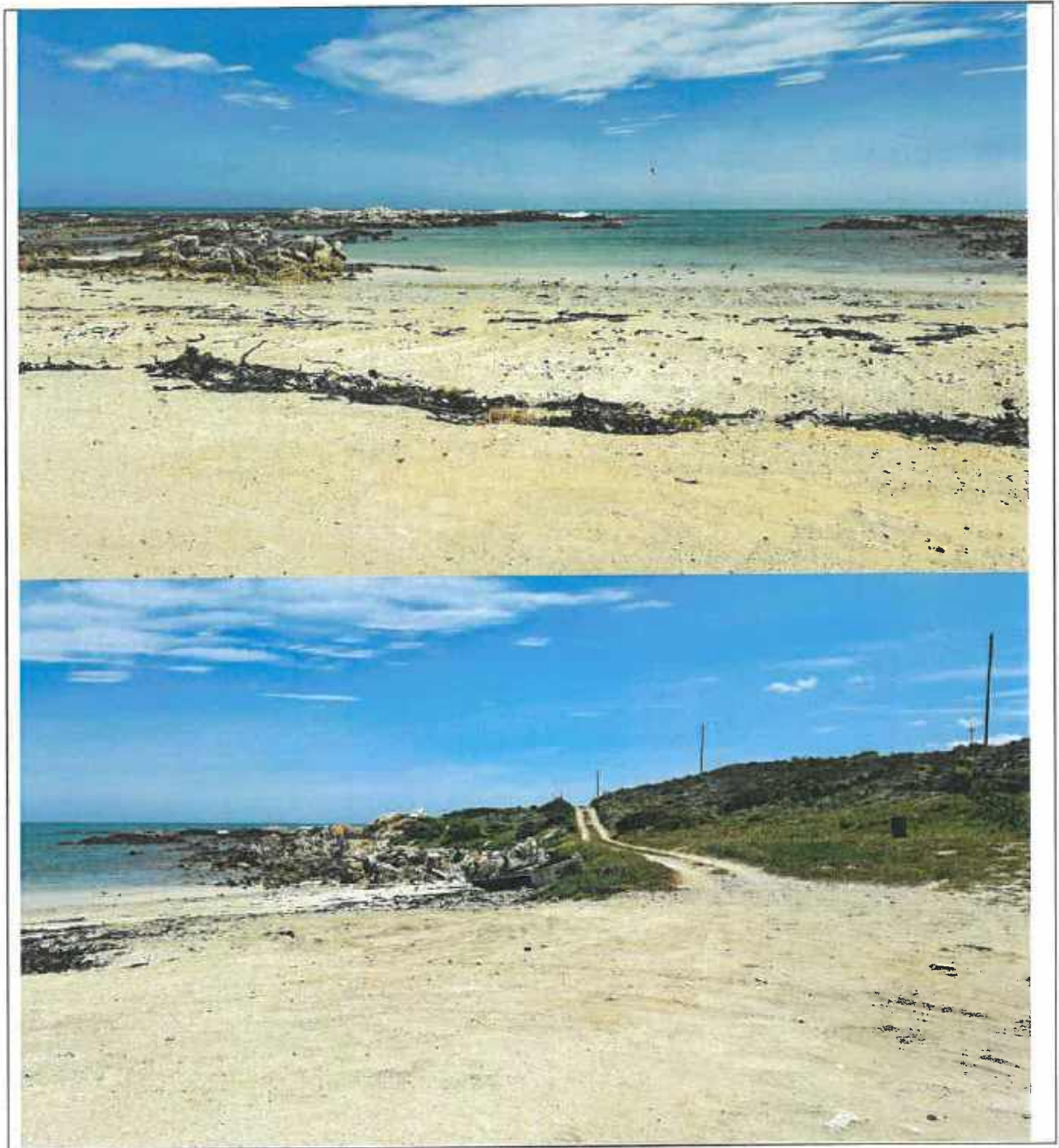


<b>Buffelsjachtbaai</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		
Access Control and Control in Terms of National Road Traffic Act		X	
Ease of Access to Launch Area		X	
Sign Posted access to Launch Site		X	
<b>Launch Area</b>			
General Impression		X	
Parking Area		X	
<b>Vehicles</b>			
Adequacy		X	
Surface and Type and Condition		X	Gravel
Drainage		X	
Demarcation		X	
<b>Trailers</b>			
Adequacy		X	
Surface Type and Condition		X	
Drainage		X	
Demarcation		X	
<b>Turning Circles</b>			
Vehicles		X	Not applicable
Trailers		X	Not applicable
<b>Slipway</b>			
General Impression	X		
Type of Slipway	X		Beach surf Launch
Material used in the construction of the slipway		X	Sand

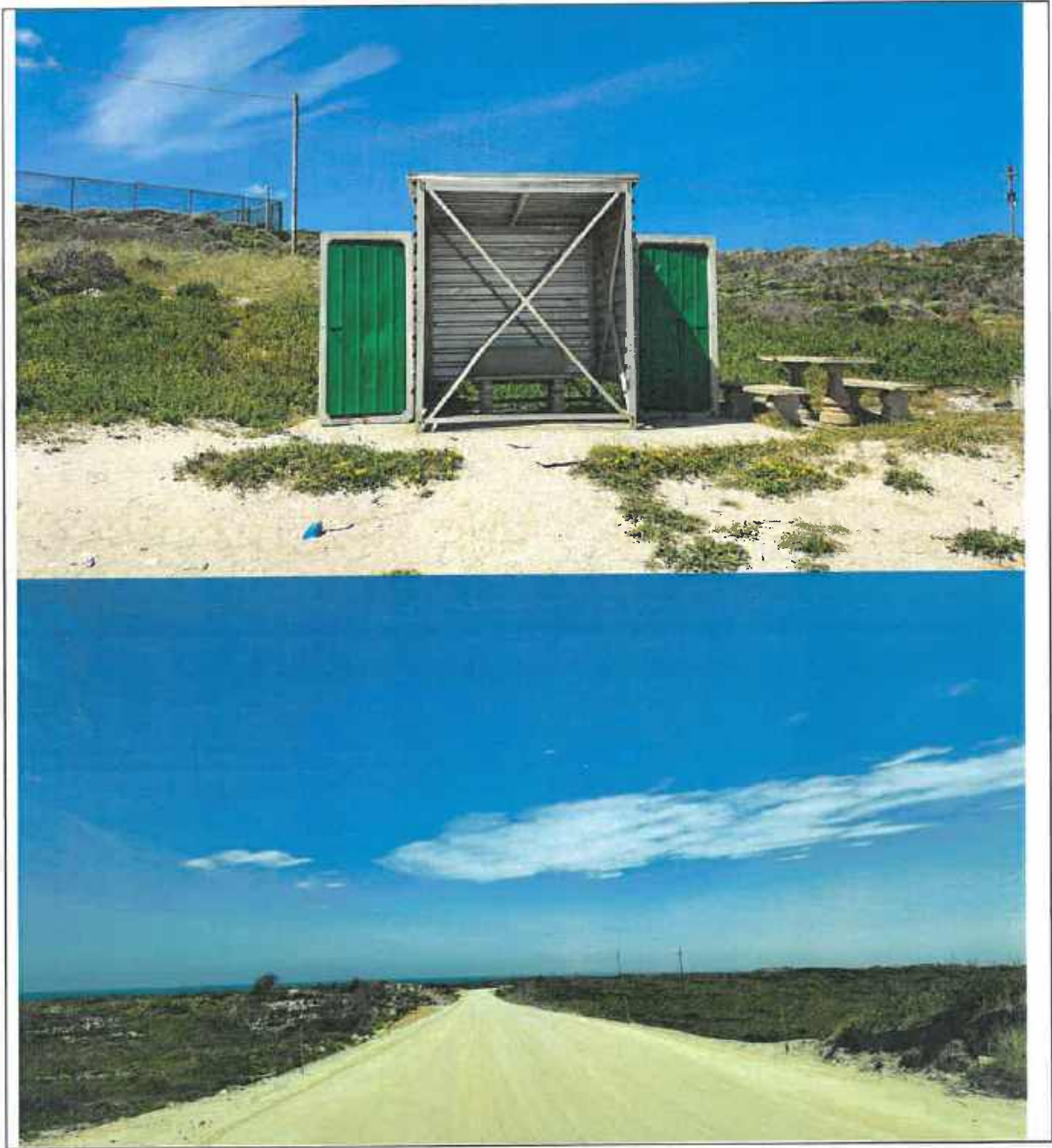
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Width of Slipway		X	Not Applicable
Gradient/Ease of launching		X	7.4% Beach Gradient
Draft		X	0.9m
Compliance to national/International guidelines		X	Not Applicable
Signage		X	Non Compliant
Environmental Aspects			
General Impression	X		
Polution		X	Waste blowing from illegal dumping
Waste Collection	X		Bins is located
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area		X	No Access Control
Compliance to national estuarine management protocol		X	Not applicable
Safety Aspects			
Signage		X	Non Compliant
Compliance to South African Maritime Safety Authority Rules			Uncertain
Demarcation of Pedestrian Walkways			Uncertian
Public Facilities			
Toilets	X		2 toilets but gets vandalized often
Shower Facilities		X	
Cost of Repairs and Improvements			Costs
Access Road Repairs			R 30 000
Parking repairs			R 30 000
Access Control			R 300 000
Bins and other measures			R 10 000
<b>Total</b>			<b>R 370 000</b>
Photos			





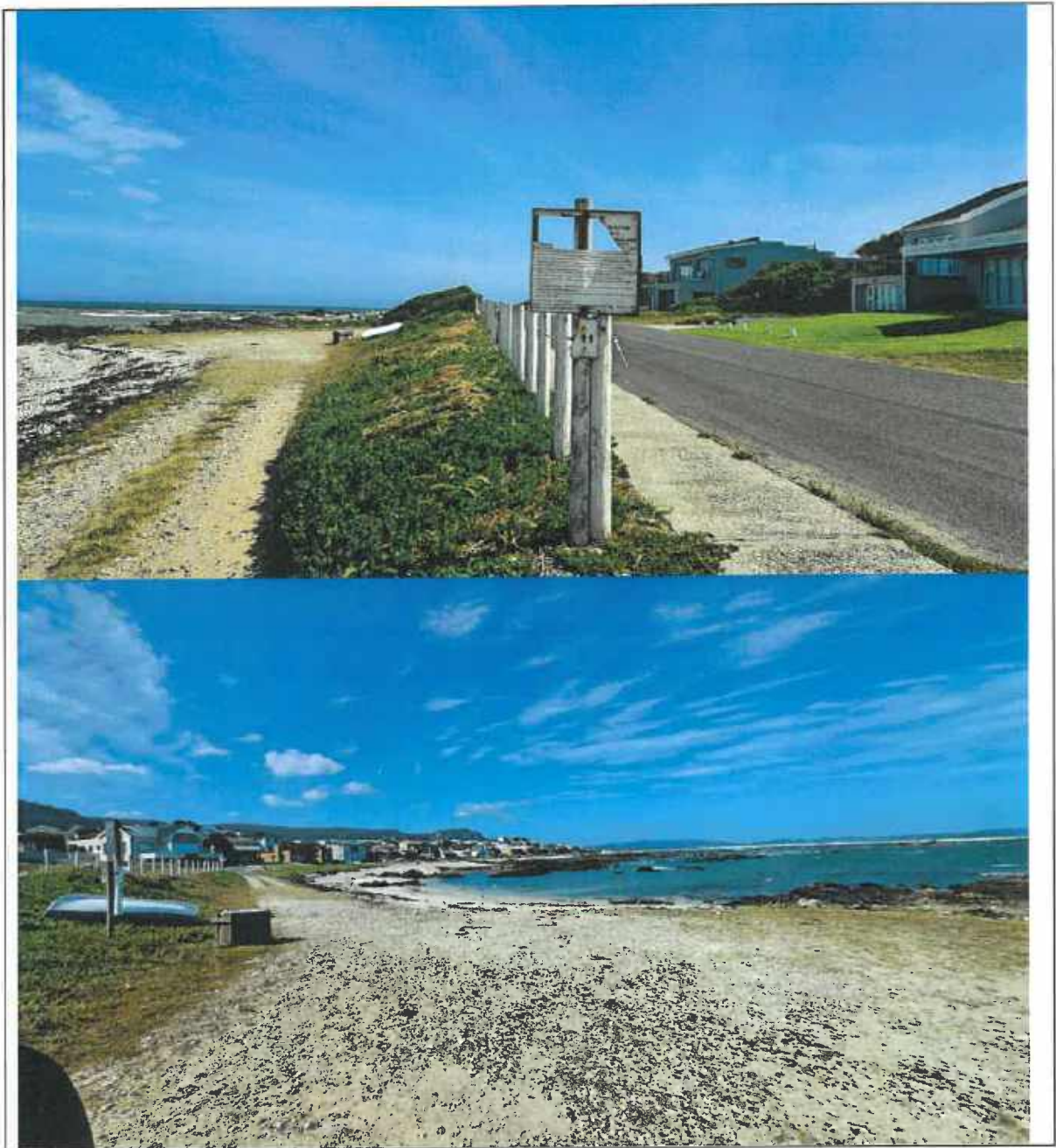


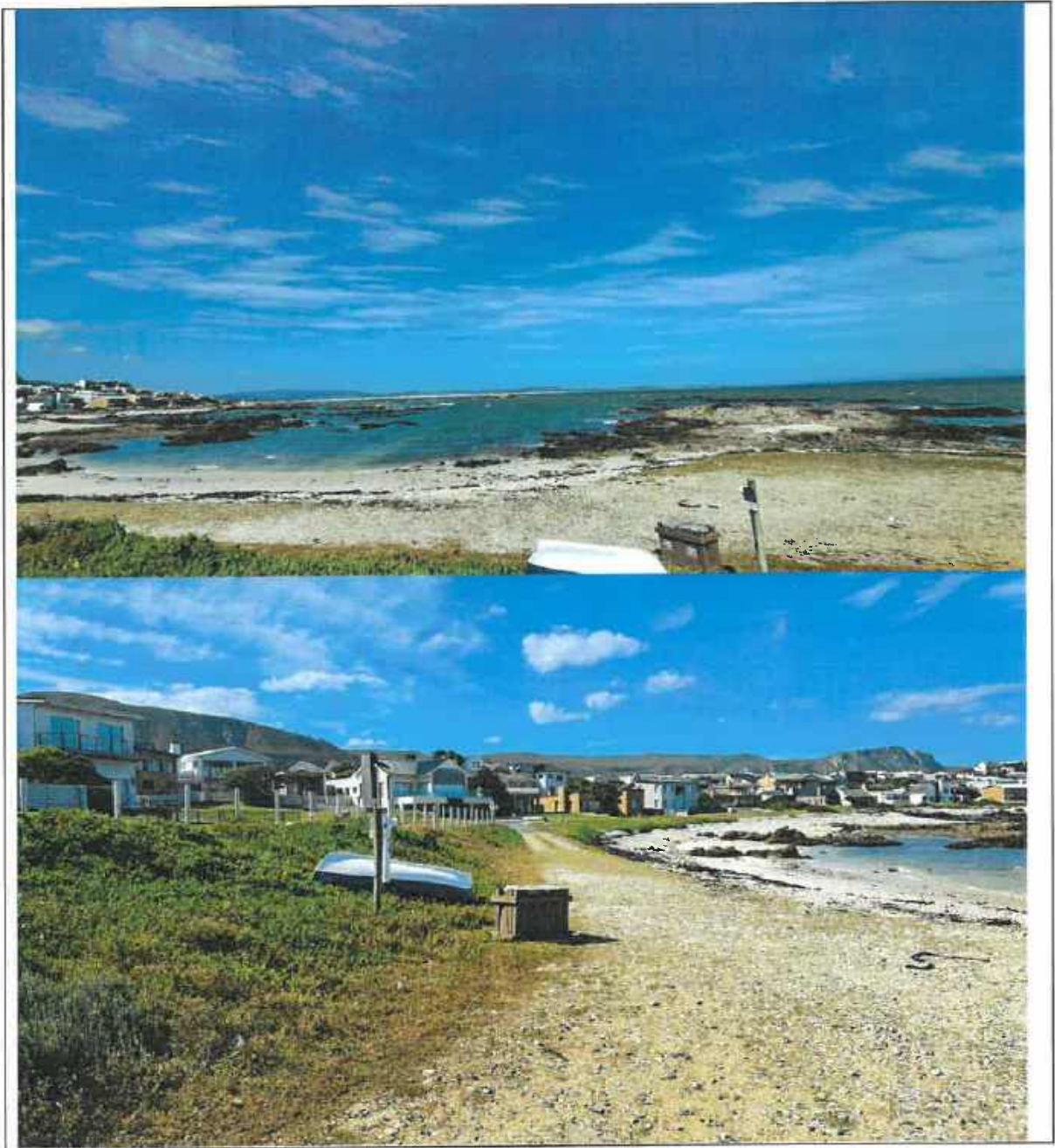




<b>Franskraal Coastal Slipway (Blousloop)</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		Tar Road leading to site, then it is gravel
Access Control and Control in Terms of National Road Traffic Act		X	No Access Control
Ease of Access to Launch Area		X	Area is small to maneuver
Sign Posted access to Launch Site		X	No Signage
<b>Launch Area</b>			
General Impression	X		
Parking Area		X	
<b>Vehicles</b>			
Adequacy		X	No adequate dedicated parkings
Surface and Type and Condition		X	Gravel
Drainage		X	No Drainage
Demarcation		X	No Demarcation
<b>Trailers</b>			
Adequacy		X	Same as above
Surface Type and Condition		X	Same as above
Drainage		X	Same as above
Demarcation		X	Same as above
<b>Turning Circles</b>			
Vehicles		X	Same as above
Trailers		X	Same as above
<b>Slipway</b>			
General Impression	X		
Type of Slipway		X	Beach surf launch

Material used in the construction of the slipway		X	Sand
Width of Slipway		X	No Slipway
Gradient/Ease of launching		X	9.6% gradient
Draft		X	Less than 1.2m
Compliance to national/International guidelines		X	Not Applicable
Signage		X	Non compliant
Enviromental Aspects			
General Impression	X		
Polution	X		
Waste Collection	X		
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area			Uncertain
Compliance to national estuarine management protocol			Uncertain
Safety Aspects			
Signage		X	No Signage
Compliance to South African Maritime Safety Authority Rules			Uncertain
Demarcation of Pedestrian Walkways		X	None
Public Facilities			
Toilets		X	NONE
Shower Facilities		X	NONE
Cost of Repairs and Improvements			Costs
Access Road Repairs			R 30 000
Parking repairs			R 10 000
Access control Building			R 300 000
Fencing and other			R 50 000
		<b>Total</b>	<b>R 390 000</b>
Photos			







<b>Du Toit Street Slipway</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads	X		
Access Control and Control in Terms of National Road Traffic Act		X	Wendy house is old and broken
Ease of Access to Launch Area	X		
Sign Posted access to Launch Site		X	Signage is old and needs replacement
<b>Launch Area</b>			
General Impression	X		
Parking Area	X		

Vehicles			
Adequacy	X		
Surface and Type and Condition	X		Soil and grass
Drainage		X	No Drainage
Demarcation		X	No Demarcation
Trailers			
Adequacy	X		
Surface Type and Condition	X		
Drainage		X	No Drainage
Demarcation		X	No Demarcation
Turning Circles			
Vehicles	X		Adequate
Trailers	X		Adequate
Slipway			
General Impression	X		Fair
Type of Slipway	X		Structure
Material used in the construction of the slipway	X		Concrete is in poor condition, slipway is not been used frequent
Width of Slipway	X		3m wide x 10m long
Gradient/Ease of launching	X		
Draft	X		Depending on Water Level
Compliance to national/International guidelines		X	Non Compliant
Signage	X		Complying
Enviromental Aspects			
General Impression	X		
Polution	X		
Waste Collection	X		
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area		X	No control officers
Compliance to national estuarine management protocol	X		
Safety Aspects			
Signage	X		
Compliance to South African Maritime Safety Authority Rules		X	Uncertian
Demarcation of Pedestrian Walkways		X	None
Public Facilities			
Toilets		X	No Toilets – only at river cruise ships
Shower Facilities		X	None
Cost of Repairs and Improvements			Costs
Build Parking area			R 50 000
Slipway Repairs			R 200 000
Access control building and ablutions			R 300 000
Bins and other measures			R 6 000
		<b>Total</b>	<b>R 556 000</b>
Photos			

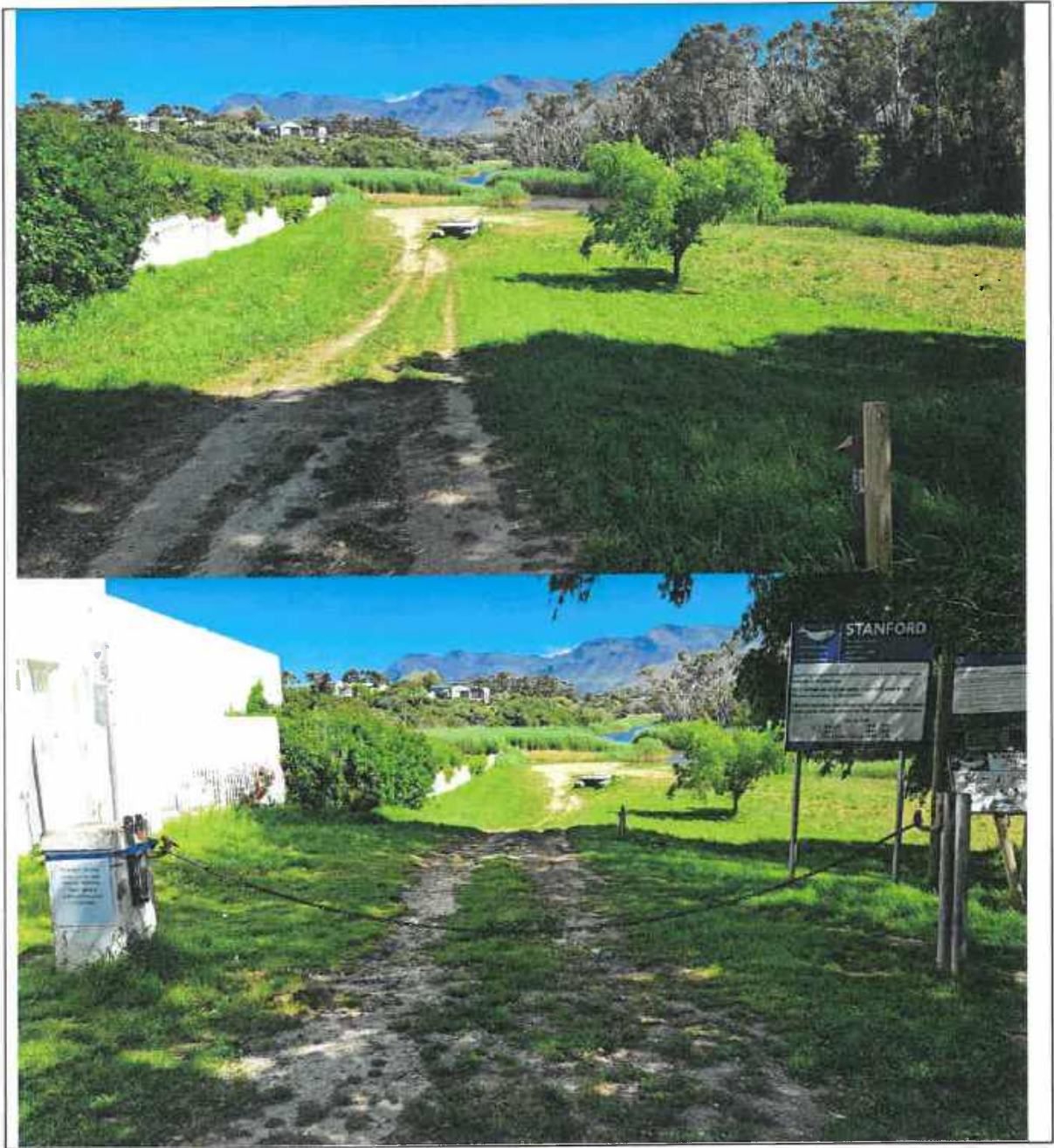


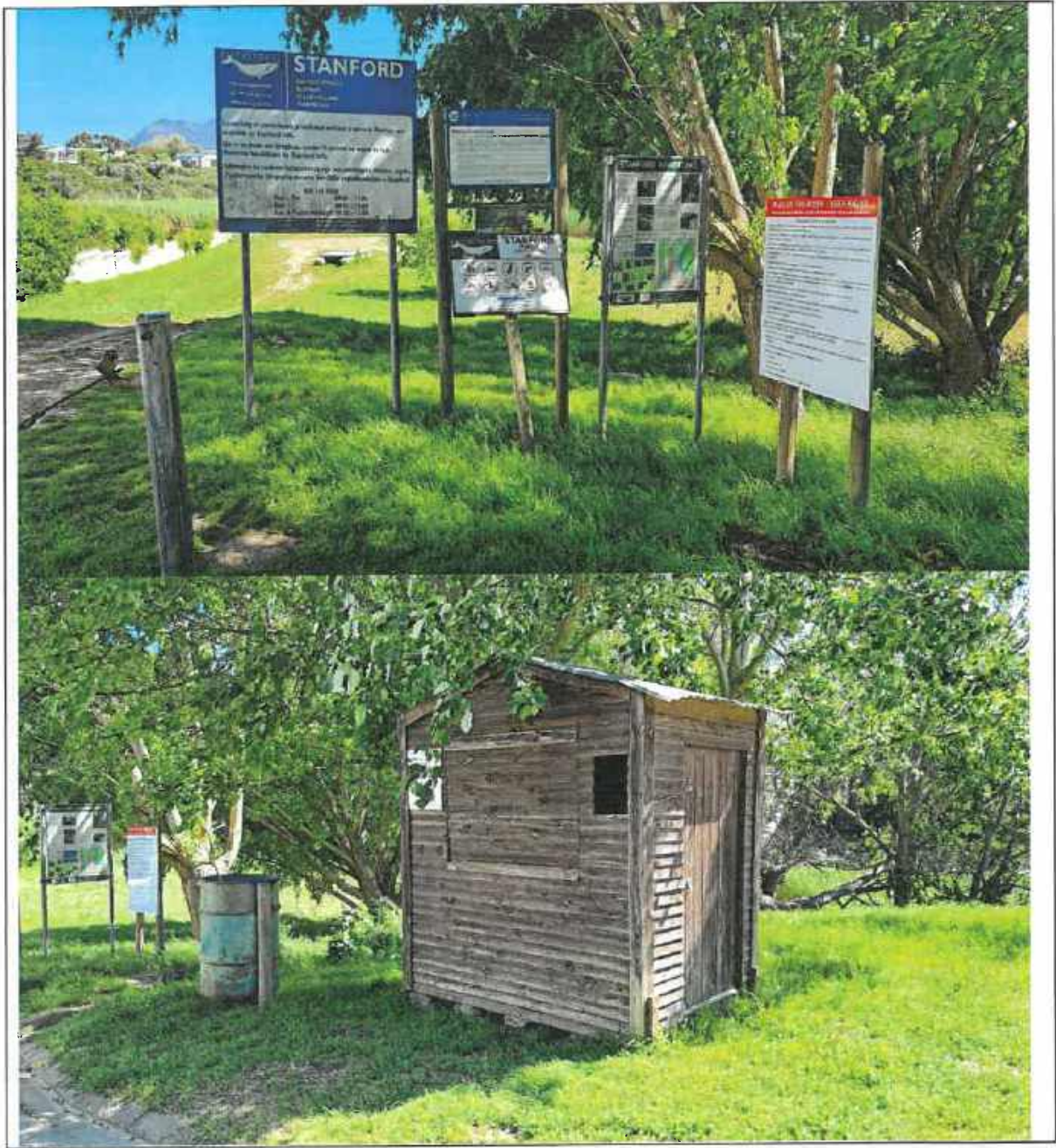


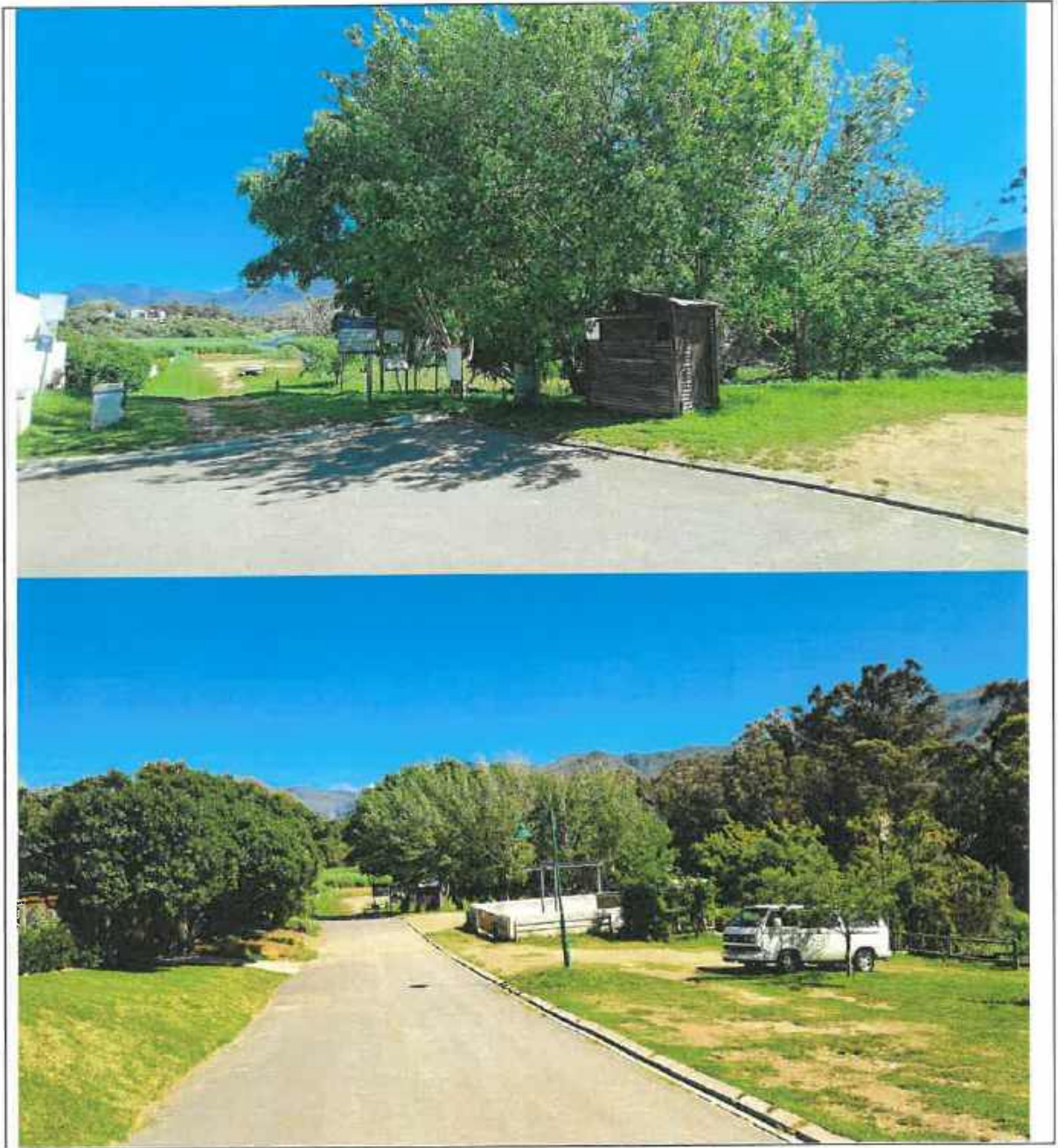










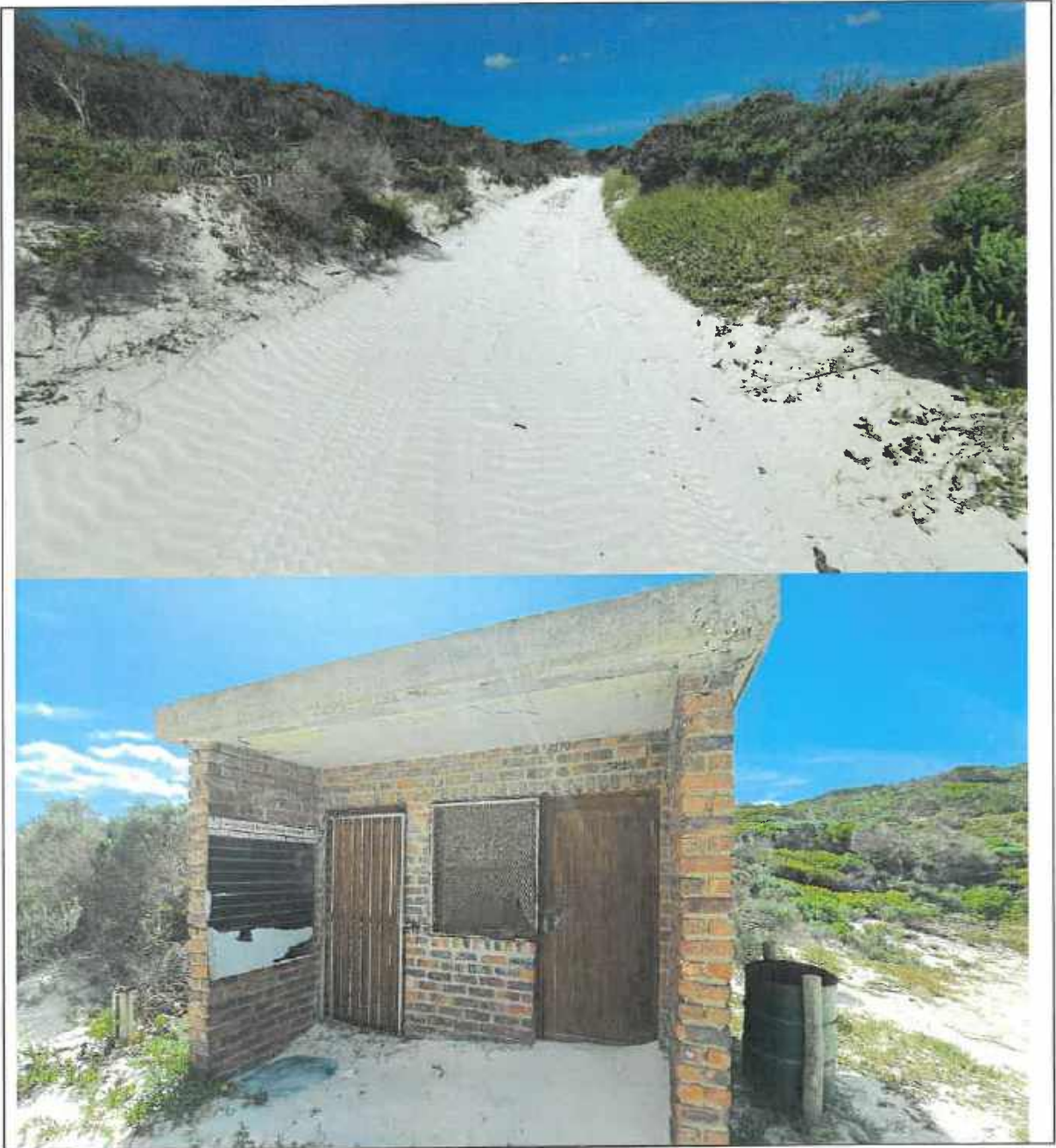


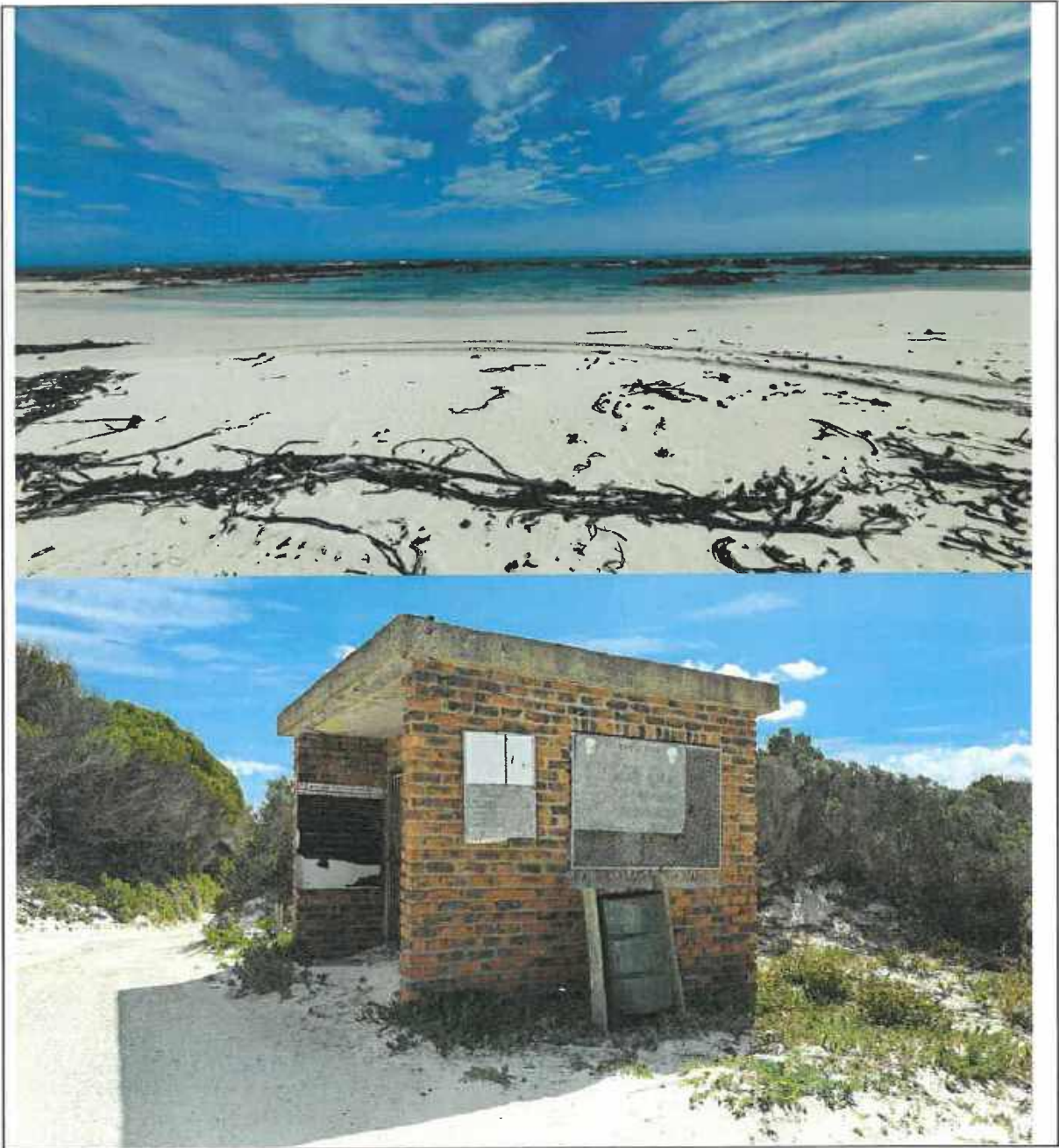


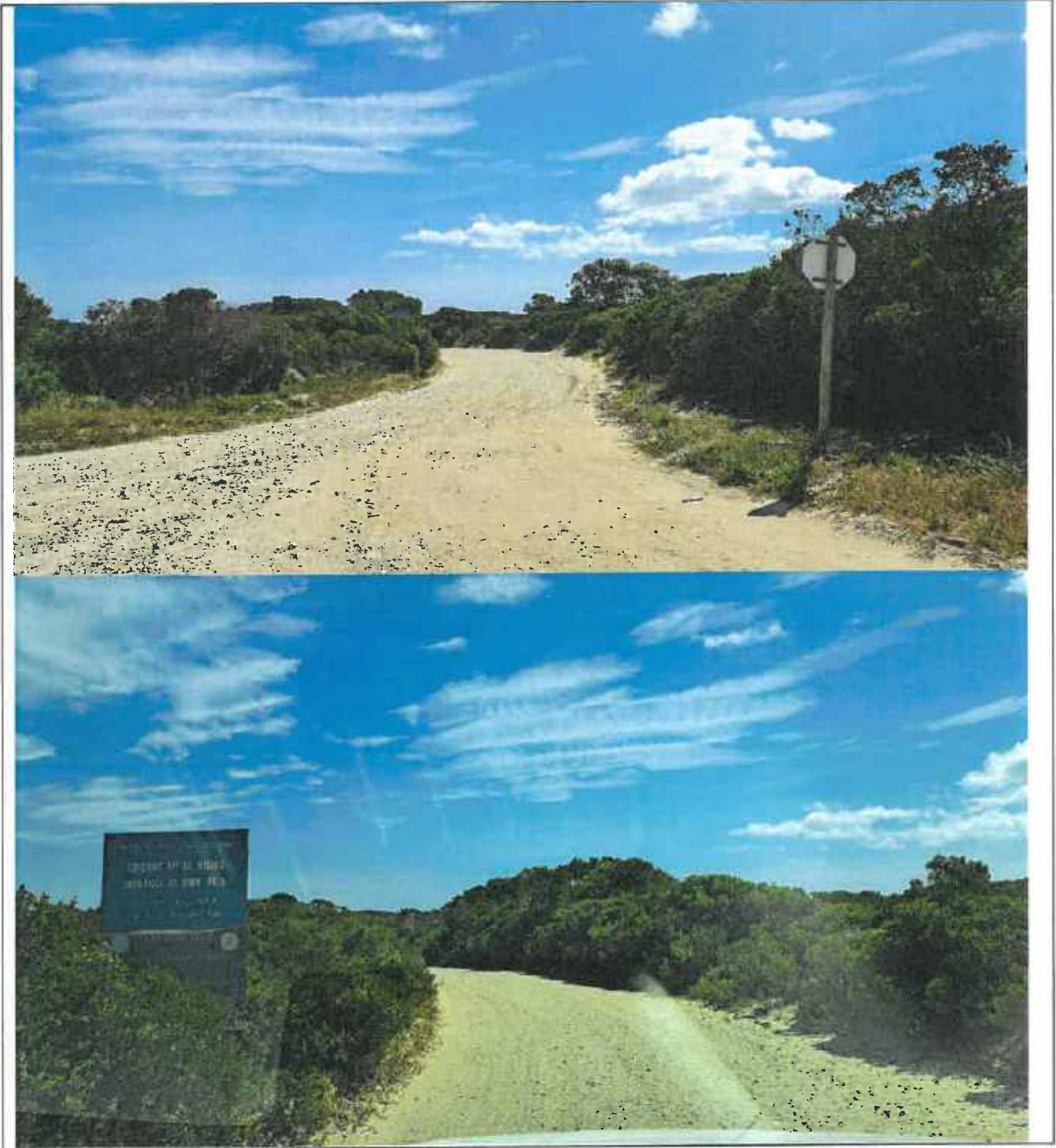
<b>Bluewater Bay (Pearly Beach)</b>			
<b>General Description</b>	<b>Good</b>	<b>Bad</b>	<b>Comments</b>
<b>Access Road</b>			
Condition of Access Roads		X	Road Narrow
Access Control and Control in Terms of National Road Traffic Act		X	Building in poor condition
Ease of Access to Launch Area		X	Impossible for 2 vehicles to pass each other
Sign Posted access to Launch Site		X	Non compliant
<b>Launch Area</b>			
General Impression		X	
Parking Area		X	
<b>Vehicles</b>			
Adequacy		X	Needs maintenance
Surface and Type and Condition		X	Gravel
Drainage		X	None
Demarcation		X	None
<b>Trailers</b>			
Adequacy		X	Limited Parking
Surface Type and Condition		X	Gravel
Drainage		X	None
Demarcation		X	None
<b>Turning Circles</b>			
Vehicles		X	Inadequate
Trailers		X	Inadequate
<b>Slipway</b>			
General Impression	X		
Type of Slipway		X	Beach Surf Launch
Material used in the construction of the slipway	X		Sand

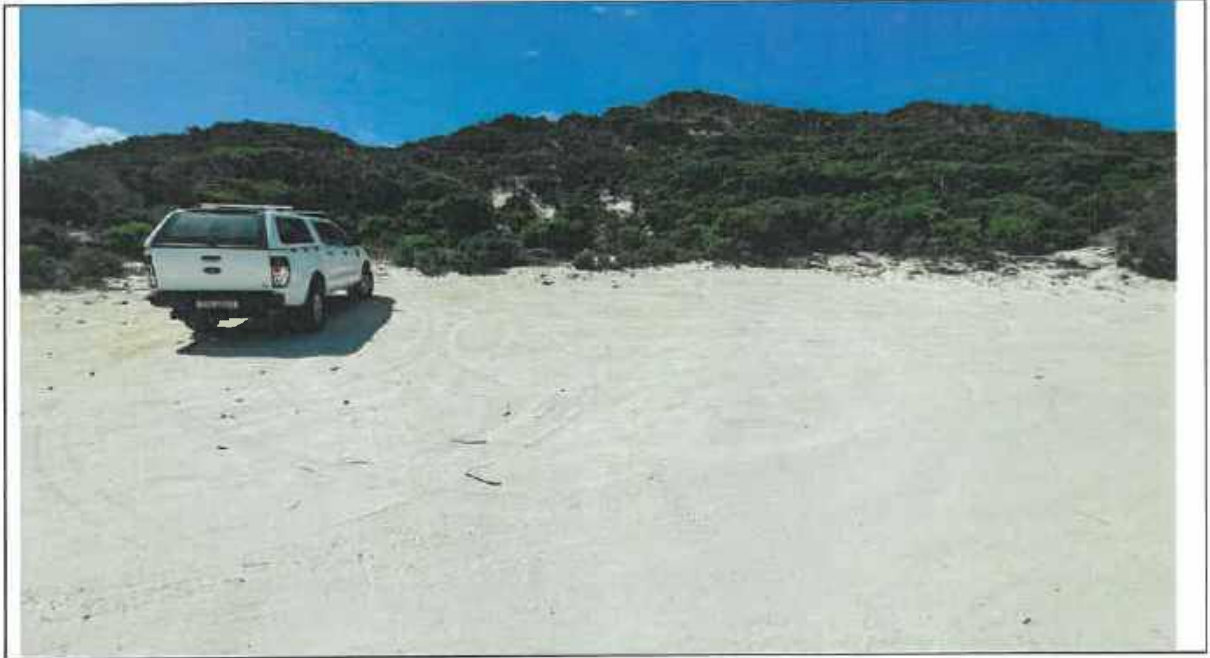
Width of Slipway		X	Not applicable
Gradient/Ease of launching		X	7.4% gradient
Draft		X	Less than 0.8m and depending on water level
Compliance to national/International guidelines		X	Not applicable
Signage	X		Needs to be replaced
Environmental Aspects			
General Impression	X		
Polution	X		
Waste Collection	X		
Soil/Coastal Erosion	X		
Damage to Adjacent Flora	X		
Control of use of vesels in the Coastal Area		X	Access control is unmanned
Compliance to national estuarine management protocol			Not Applicable
Safety Aspects			
Signage		x	Non Compliant
Compliance to South African Maritime Safety Authority Rules			Uncertain
Demarcation of Pedestrian Walkways			Uncertian
Public Facilities			
Toilets	X		Toilet at the access control but locked
Shower Facilities		x	None
Cost of Repairs and Improvements			Costs
Upgrading access road			R 300 000
Upgrading Parking			R 50 000
Upgrading access control and Ablutions			R 300 000
Bins and other Measures			R 10 000
		<b>Total</b>	<b>R 660 000</b>
Photos			









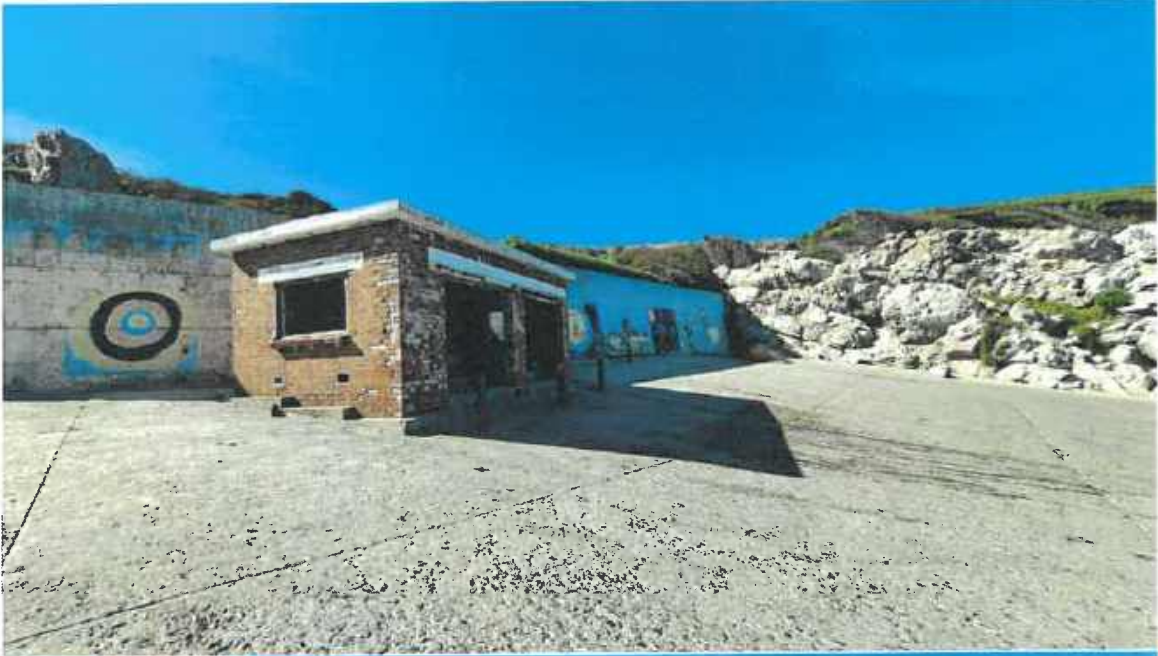


Other:

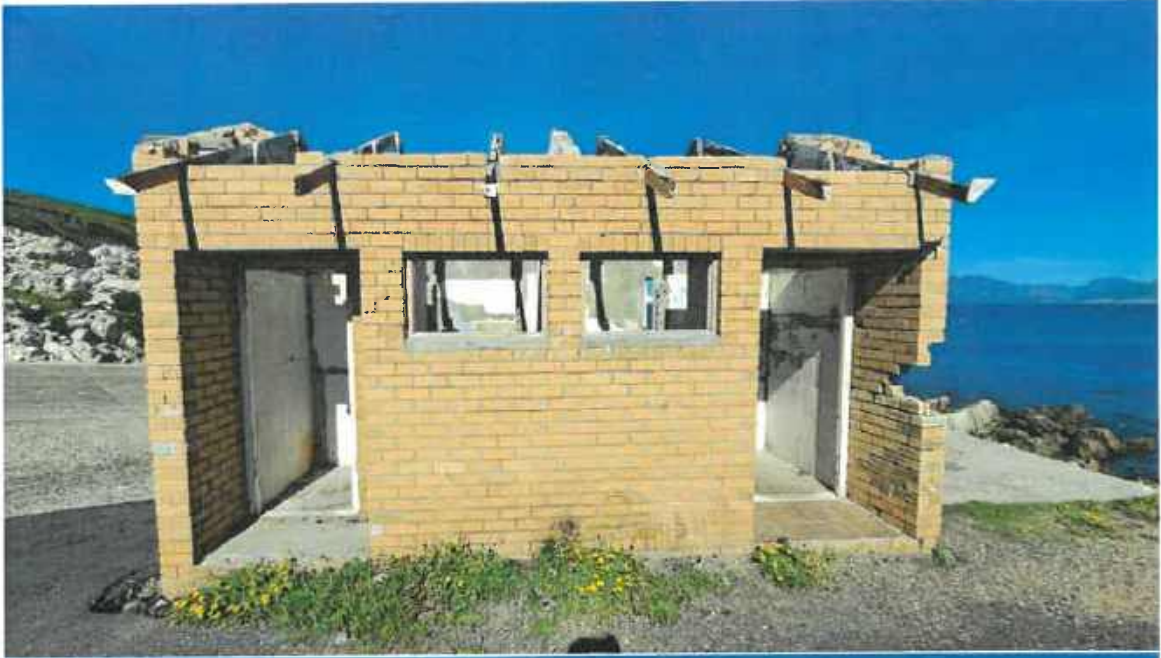
- Hawston Coastal boat Launching Site – Site Visit was conducted













- Not Listed Slipway - Palmet Lagoon Slipway – Site Visit was conducted









**PROVINCIAL NOTICE**

The following Provincial Notice is published for general information.

ADV. B. GERBER,  
DIRECTOR-GENERAL

Provincial Legislature Building,  
Wale Street,  
Cape Town.

**PROVINSIALE KENNISGEWING**

Die volgende Provinsiale Kennisgewing word vir algemene inligting gepubliseer.

ADV. B. GERBER,  
DIREKTEUR-GENERAAL

Provinsiale Wetgewer-gebou,  
Waalstraat,  
Kaapstad.

**PROVINCIAL NOTICE**

PN. 370/2016

16 September 2016

**DEPARTMENT OF ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING****PUBLIC LAUNCH SITE REGULATIONS, 2014****AMENDMENT NOTICE TO THE PUBLICATION OF PUBLIC LAUNCH SITES AND THE IDENTIFIED MANAGEMENT BODIES FOR EACH LISTED SITE FOR THE WESTERN CAPE**

I, Anton Bredell, Provincial Minister of Local Government, Environmental Affairs and Development Planning in the Western Cape, hereby amend the Notice: Publication of Public Launch Sites and the Identified Management Bodies for Each Listed Site for the Western Cape, published under Provincial Notice No. 193 of 2015 in *Provincial Gazette* 7410 of 26 June 2015, by deleting from the table of listed public launch sites the name "Rietfontein (Cape Agulhas)" in the Overberg District.

Signed at Cape Town on this 12th day of September 2016.

**A BREDELL**

**PROVINCIAL MINISTER OF LOCAL GOVERNMENT, ENVIRONMENTAL AFFAIRS AND DEVELOPMENT PLANNING**

**PROVINSIALE KENNISGEWING**

P.K. 370/2016

16 September 2016

**DEPARTEMENT VAN OMGEWINGSAKE EN ONTWIKKELINGSBEPLANNING****"PUBLIC LAUNCH SITE REGULATIONS, 2014"****WYSIGINGSKENNISGEWING VAN DIE PUBLIKASIE VAN OPENBARE BOOTLANSEERPLEKKE EN DIE GEÏDENTIFISEERDE BESTUURSLIGGAME VIR ELKE GENOEMDE LIGGING VIR DIE WES-KAAP**

Ek, Anton Bredell, Provinsiale Minister van Plaaslike Regering, Omgewingsake en Ontwikkelingsbeplanning in die Wes-Kaap, wysig hierby die Kennisgewing: Publikasie van Openbare Bootlanseerplekke en die Geïdentifiseerde Bestuursliggame vir Elke Genoemde Ligging vir die Wes-Kaap, gepubliseer onder Provinsiale Kennisgewing nr. 193 van 2015 in *Provinsiale Koerant* 7410 van 26 Junie 2015, deur die naam "Rietfontein (Cape Agulhas)" uit die tabel gelyste openbare bootlanseerplekke in die Overberg Distrik te skrap.

Geteken te Kaapstad op hierdie 12de dag van September 2016.

**A BREDELL**

**PROVINSIALE MINISTER VAN PLAASLIKE REGERING, OMGEWINGSAKE EN ONTWIKKELINGSBEPLANNING**



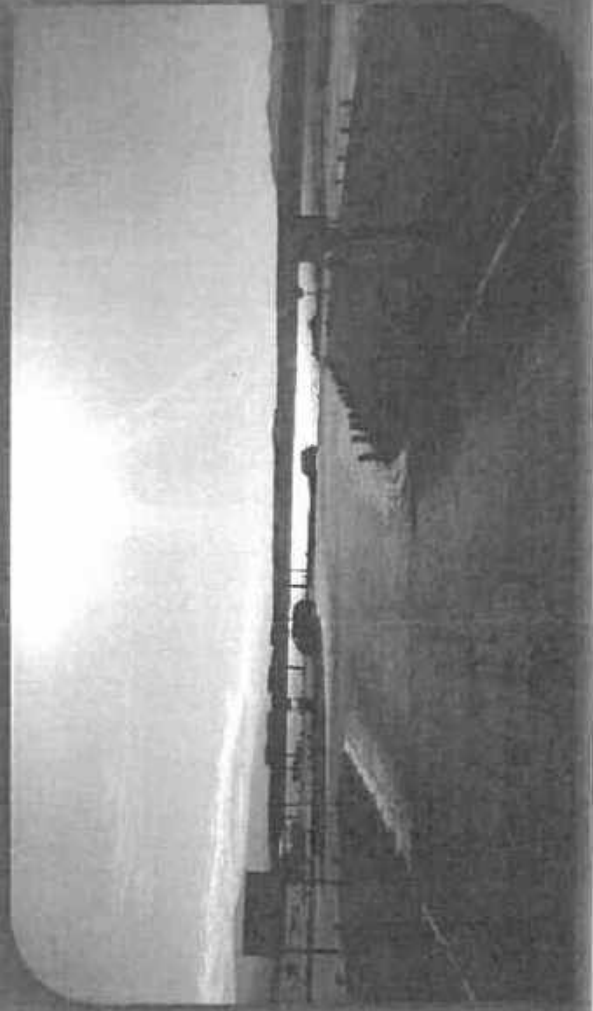
Western Cape  
Government

FOR **YOU**

Department of Environmental Affairs and Development Planning

# Public Launch Sites

July 2022



D1/17.

# Background

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## Public Launch Site Regulations

- The Management of Public Launch Sites (PLS) in the Coastal Zone Regulations were published in the Government Gazette on the 27<sup>th</sup> June 2014 (“Launch Site Regulations”);
- The Public Launch Site Regulations repealed the old Control of Use of Vehicles in the Coastal Zone Regulations of 2004 (“ORV Regulations”);
  - Meaning:
    - Licensing of boat launch site no longer applies;
    - Vessel launch sites need to be listed/registered;
    - All listed launch sites must be open to all citizens;
    - Management body must be appointed;
    - Operational Management Plans must Plan drafted.

## Public Launch Sites within Overstrand Municipality

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### Current PLS

The current PLS list was published under Provincial Notice 193/2015 in the Provincial Gazette 7410, PN. 193/2015 dated 26 June 2015;

The following sites are listed launch sites within the Overstrand Municipality:

Fisherhaven Slipway (A)	Kleinmond Coastal Slipway
Fisherhaven Slipway (B)	Kleinbaai Boat Launching Site
Harderbaai Slipway	Buffeljac HTSbaai
Prawn Flats Slipway	Franskraal Coastal Slipway (Blousloop)
Maanschynbaai Slipway (Hangklip)	Du Toit Street Slipway
Maanschynbaai Slipway (Klein River)	Blue Water Bay (Pearly Beach)
Rooteis Coastal Slipway	Die Damme (Cape Agulhas)
King Street Slipway	

## Site inspection Outcome

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### Site inspection was conducted in June 2021

- Sites that require maintenance of the slipway and other infrastructure:
  - Du Toit Street Slipway
  - Maanschynbaai Slipway (Klein River)
  - Kleinmond Coastal Slipway
  - Maanschynbaai Slipway (Hangklip)
  - Hawston

## Site inspection Outcome

---

### Site inspection was conducted in June 2021

#### ● Du Toit Street

- The access road to the site is tarred, there is a locked boom gate at the entrance, and the key is kept at the tourism office;
- The launch site has a wooden house by the entrance that is used for access control during Easter and the festive season, and a jetty and the operating hours are from 08:00 to 16:30;
- The PLS consists of a concrete slipway that is not in a good condition, roadside parking is used and there are no ablution facilities;
- The site has regulatory, interpretive, and PLS signage. During the rainy season, the site becomes highly inundated with water.

## Site inspection Outcome

---

### Site inspection was conducted in June 2021

- Maanschnybaai Slipway (Klein River)
  - The access road is gravel a few meters from R43 to Stanford;
  - Access control is only done during Easter and the festive season from 08:00 to 17:00;
  - The parking area is gravel and is not demarcated. There is PLS and interpretive signage on site;
  - The slipway is in a poor state and there are no ablation facilities;
  - At the time of the site inspection, there was erosion along the access road due to heavy rainfall that occurred.
- Kleinmond Coastal Slipway
  - The access road leading to the site is tarred, and there is an access control office onsite, and the operation hours are from 08:00 to 16:00;
  - There is a concrete slipway, a paved parking area, ablation facilities, a jetty, fish cleaning facilities, and a boardwalk. There is PLS and regulatory signage onsite;
  - DEA&DP did not pick up any infrastructure concerns, but according to recent communication with SAMSA, the site is not safe for use due to the slipway structural design.

## Site inspection Outcome

---

### Site inspection was conducted in June 2021

- Maanschynbaai Slipway (Hangklip)
  - The access road to the site is gravel starting on the turnoff from the High-level Road and there is no access control;
  - The site consists of a concrete slipway and gravel parking area;
  - There are ablution facilities but in poor condition and PLS signage.
- Hawston (proposed site)
  - The access road to the site is tarred;
  - There is a paved parking area and a concrete slipway;
  - The building structures on site have been vandalized.

## Site inspection Outcome

---

### Site inspection was conducted in June 2021

- Sites that require management interventions in terms of access, environmental and safety concerns
  - Blue Water Bay (Pearly Beach) – direct conflict with National ORV legislation
  - Fisherhaven Slipway (B) – exclusive use a concern
  - Rooiels Coastal Slipway – exclusive use a concern
- Blue Water Bay (Pearly Beach)
  - The Municipality has appointed the Dyer Boat Club as the management agent to manage the site on their behalf;
  - The vehicles drive through the dune and on the beach to access the launch area. Access control is conducted by the Boat Club during festive and Easter which is considered as peak season;
  - The launch site has ablution facilities, an office, and a small gravel parking space that is not demarcated. The only signage on the site is the off-the-road driving (ORV) signage, no PLS signage.

## Site inspection Outcome

---

### Site inspection was conducted in June 2021

#### ● Fisherhaven (B)

- There is an existing lease agreement between the Municipality and the Lake Marina Yacht and Boat Club which manages the site;
- The access road leading to the site is tarred and is behind the locked gates inside the caravan resort;
- The launch site has a concrete slipway, a paved parking area, an office, and ablution facilities;
- The caretaker employed by the Lake Marina Yacht and Boat Club indicated that the site is only used by the boat club members. This contradicts what the Municipality communicated, that the site is open to all members of the public and not exclusively used by the boat club members.

## Site inspection Outcome

---

### Site inspection was conducted in June 2021

#### ● Rooiels Coastal Slipway

- The access road to the site is tarred and there is a locked boom gate for access control. The keys are obtained from the Rooiels Village Shop which is not far from the site, but there was no signage stating that;
- The site has a concrete slipway with no dedicated parking area, roadside parking is used;
- There are ablution facilities, PLS, and regulatory and interpretive signage on site;
- At the boom gate, there was a note that stated that the road should be kept clear for members and NSRI vehicles only. This gives the impression that access to the site is for Club Members and NSRI only, whereas a PLS is open to all.

## Site inspection Outcome

---

### Site inspection was conducted in June 2021

#### ● Buffeljachtsbaai

- The access road leading to the site is gravel and there is no access control;
- There is a gravel launching area and a small gravel parking area that is not demarcated;
- The launch site has PLS signage but no regulatory and interpretive signage;
- The Municipality does not actively manage the site;
- Poaching is a concern in the area and the Municipality has indicated that they have safety concerns with assigning an official to control access;
- The site is mainly used by the residents from Buffeljachtsbaai, who reside near the site.

## Site inspection Outcome

Site inspection was conducted in June 2021 (The sites in green are of low concerns and the red have been requested for delisting)

Fisherhaven Slipway (A)	Kleinmond Coastal Slipway
Fisherhaven Slipway (B)	Kleinbaai Boat Launching Site
Harderbaai Slipway	Buffeljachtsbaai
Prawn Flats Slipway	Franskraal Coastal Slipway (Blousloep)
Maanschynbaai Slipway (Hangklip)	Du Toit Street Slipway
Maanschynbaai Slipway (Klein River)	Blue Water Bay (Pearly Beach)
Rooiels Coastal Slipway	Die Damme (Cape Agulhas)
King Street Slipway	

## Site inspection Outcome

### Site inspection was conducted in June 2021

#### ● Fisherhaven (A)

- The access road leading to the site is tarred and access control is only during Easter and the festive season,
- The site comprises a concrete slipway, a large parking area, and there are ablution facilities on site;
- There is PLS, regulatory and interpretive signage on site.

#### ● Prawn Flats Slipway

- The access road is gravel a few meters from R43 to Stanford. Access control is only done during peak season, from 08:00 to 17:00;
- There is a gravel parking area that is not demarcated. The launch site consists of a concrete slipway with a jetty, no ablution facilities and there is a restaurant on the same premises;
- There is interpretive and PLS signage.

## Site inspection Outcome

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### Site inspection was conducted in June 2021

#### ● Kleinbaai Boat Launching Site

- The access road leading to the site is tarred and there is an access control office. The office operating hours are from 07:30 to 16:30 throughout the year;
- There are fees associated with the use of the site, the fee structure is determined by Municipal Council.
- There is a paved parking area, concrete slipway, and ablution facilities. There is PLS signage, regulatory and interpretive signage, and few shops on site on the same premises;
- The site is very popular and is used throughout the year for both commercial and recreational activities such as shark-cage diving, whale watching, and launching marine research vessels.

## Municipal Mandate

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### Management Body

- Overstrand Municipality is the appointed management body for the PLS in their jurisdiction;
- The management body is responsible for:
  - Drafting of Operational Management Plans;
  - Monitoring and maintenance;
  - Compliance and Enforcement of the OP.
- The management body may appoint a management agent but remains responsible for the management of the launch site;
- The management body must budget for the maintenance and management of the PLS;
- No access or launching fee may be charged, only a service fee is advised.

## The Review Process

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### PLS Review

- The Launch Site Regulations require the “MEC to review the list of public launch sites published in terms of sub-regulation (1) at least once every five years;
- The Department is currently in the review process of the current PLS list;
- There have been engagements with the Municipalities, to assist in reviewing the PLS list and to request the listing or delist of certain sites;
- Onsite meetings have been held with the Municipalities and partners in May, June and July 2021;
- A PLS Inspection Report and the PLS Review Notice have been drafted, currently with Legal Services for the vetting process;
- Once finalized the PLS Review Notice will be published in the Provincial Gazette for public comment for a period of 30 days.

## Request to the Municipality

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- Formal letter stating which sites are to be delisted and which site should be listed/registered;
- Budget for maintenance and management.

