



SOUTH AFRICAN NOTICES TO MARINERS NOVEMBER / DECEMBER 2002 EDITION

**PUBLISHED MONTHLY
BY THE
HYDROGRAPHIC OFFICE
CAPE TOWN**

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IMPORTANT

Mariners are requested to inform the Hydrographer, Private Bag X1, Tokai 7966, immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in South African charts or publications. Copies of form HO-16, which is a convenient form on which to send in a report, may be obtained gratis from any Official Chart Agent or the reproduction at the end of Section VI of the monthly edition of Notices to Mariners.

In addition to postal methods, the following additional communication facilities are available :

Notices to Mariners Web site :	Web :	http://hydro.imt.za/hydronet/Ho/
Urgent navigational information :	Fax :	021 787 2228
	Phone :	021 787 2445
Other navigational information :	Phone :	021 787 2444
	E-mail :	hydrosan@iafrica.co.za
General information :	Phone :	021 787 2408

**L.D. Reeder, Captain
Hydrographer, SA Navy
NAVAREA VII Co-ordinator**

INDEX OF CHARTS AND PUBLICATIONS AFFECTED

SAN Charts	Notices	Pages
60	106	6
61	106	6
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SAN Publications	Notices	Pages
Annual Summary of South African Notices to Mariners 2002 Edition.	113	13
South African List of Lights, Fog Signals and Radio Services HO-1 2002 Edition.	115	14
Catalogue and Indexes of SAN Charts and other Hydrographic Publications SAN HO-3 2000 Edition.	112	13
South African Sailing Directions Volume I HO-21. Third Edition 1999.	114	14

SAN Charts - New Charts / Editions	Notices	Pages
Nil		

Spheroid / GPS Positions

All positions quoted in these Notices are referred to **Clarke 1880 (Mod) Spheroid** unless otherwise stated. On chart scales of **1: 100 000 and smaller**, positions from **GPS receivers** set to **WGS 84** may be plotted directly on these charts. Mariners are warned that **insertion of Clarke 1880 (or other) positions on Automatic Plotters which are set to WGS 84 Spheroid can result in inaccurate navigation practices.**

Temporary and Preliminary Notices

These are indicated by (T) or (P) after the notice number. These are printed on one side of the paper in order that they may be cut and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt.

Permanent Notices

Permanent corrections in Section II are marked by a star adjacent to the notice number to indicate that the notice is based on original information. Periodic lists of permanent corrections pertaining to affected navigational charts and publications are published annually and copies may be obtained from the Hydrographic Office or through a Chart Agent.

Chart Corrections

Further details are contained in NP100 The Mariner's Handbook which should be consulted for the correct procedures of filing, inserting and noting all types of corrections on nautical charts and other hydrographic publications. The Handbook may be obtained from Admiralty Chart Agents in Cape Town and Durban. Consult SAN HO-6 for Symbols and Abbreviations used on SAN Charts and NP735 for an illustrated explanation of the IALA Maritime Buoyage System.

Provision of Notices to Mariners

These Notices are *gratis* and may be obtained on request from the Hydrographic Office or through the approved Chart Agents. Additional copies required of "block" chart corrections can also be obtained through the above procedure.

Radio Navigational Warnings

See Note at the start of Section VI.

GUIDANCE NOTES FOR VIEWING AND PRINTING NOTICES USING ADOBE ACROBAT

For optimum results when viewing and printing material from the PDF digital files please note the following:

The minimum specification is a 486 PC with Windows 3.1 and 4MB of RAM.

When printing data from the files, ensure the Fit to Page icon in the Adobe Acrobat print menu is switched off before printing. Otherwise large text pages will be compressed, or large size Blocks may not fit the chart.

If printing text or monochrome NM Blocks, the minimum specification is an Inkjet or good quality Laser Postscript printer with at least 6 MB of memory. (NB. If using a Postscript printer, ensure the Postscript printer driver is installed).

For printing Colour NM Blocks the minimum specification of printer is a good quality Ink Jet/Laser printer with 300 dpi resolution or greater.

If using certain types of Ink Jet printer ensure the setting is set to Dithered screening not Pattern screening.

Printed colour copies should be compared with the colour image on screen to ensure that all the colours have reproduced correctly. Printer property resolution and ink density may need to be increased or adjusted to obtain the best results.

Ensure the Colour Ink Cartridge is in accordance with the printer manufacturers specifications. Minimum paper specification for printing Colour NM Blocks is International paper size A4, thickness/weight 80 gsm paper. (The same paper as used for NM Blocks in the NM Weekly). NB. (Ensure the paper quality is in accordance with the Printer manufacturers specifications).

The Hydrographer does not accept any liability for the display and printing of these digital Notices to Mariners on the users equipment.

I

TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 09 December 2002

TEMPORARY NOTICES

1999 Series

93(T) Namibia South Coast Buoy and Current Meters laid.

2000 Series

88(T) Namibia South Coast Current Meters laid.

2001 Series

82(T) Namibia Walvis Bay Unlit vessel at anchor.
86(T) RSA St Helenabaai Telemetry Marker Buoy laid.
95(T) Namibia Lüderitz Tiger Reef Buoy missing.
109(T) Namibia Walvis Bay Wave Meter Buoys laid.

2002 Series

34(T) Namibia Walvis Bay Waverider Buoy laid.
71(T) Namibia Lüderitz seawards Foul Area.
78(T) Namibia Baker's Bay Foul Area.
89(T) Namibia Bogenfels Anchor Obstructions, Foul Area.
96(T) Namibia Walvis Bay Waverider Buoy laid.
97(T) RSA Simon's Bay Wavescan Buoy laid.
99(T) RSA South Sand Bluff Light unlit.
111(T) RSA Saldanha Bay Oil Production Platform in position.

PRELIMINARY NOTICES

Nil prior to these Notices.

2002 Series

98(P) RSA Agulhas Bank Proposed Sable Oil Field.

II

**NOVEMBER 2002 MONTHLY EDITION OF
SOUTH AFRICAN NOTICES TO MARINERS**

Due to the spread of public holidays during December 2002 and because the SANHO will be enjoying a leave period during that month it has consequently been decided to issue a combined monthly edition of the Notices to Mariners for November and December 2002.

Normal monthly editions will recommence in January 2003.

Please note that during the leave period Radio Navigational Warnings will continue to function normally to receive and promulgate urgent safety information through the World-Wide Navigational Warning Service - see SA Annual Notice to Mariners No 3 for more details.

II

SA NAVY SAN CHARTS OF SOUTH AFRICAN AND NAMIBIA THAT ARE REFERRED TO THE WGS84 SPHEROID

The following is the current list of SAN charts of South Africa and Namibia that are referred to the WGS84 spheroid.

76(INT 2640)	79(INT 2670)	87(INT 7570)	113
125	132	133	1001(INT 2611)
1003	1012(INT 2672)	1015	1017
1024(INT 7531)	1025(INT 7532)	1032(INT 7572)	1033(INT 7571)
2004	SC3	SC5	

MISCELLANEOUS

1. Mariners are advised that South African Notices to Mariners is available in PDF format on the internet at

Website : <http://hydro.imt.za/hydronet/Ho/>.

2. Mariners attention is invited to the fact that the Hydrographic Office E-Mail address hydrosan@iafrica.co.za is only manned during office hours, Mondays to Friday (Public Holidays excluded), between the hours of 0600 UTC and 1400 UTC. Only matters of a routine nature must be forwarded by this method. All urgent messages must be forwarded via Fax number 021 787 2228.

***105 SOUTH AFRICA, South, West and East Coasts- Submarine Cable**

1. Insert  joining the following positions:

Chart SAN 79(INT 2670)

a. 33°42'.49 S	018°26'.59 E	b. 33°42'.47 S	018°25'.02 E	c. 33°42'.72 S	018°22'.00 E
d. 33°42'.87 S	018°21'.27 E	e. 33°43'.45 S	018°19'.00 E	f. 33°44'.10 S	018°15'.62 E
g. 33°44'.60 S	018°13'.62 E	h. 33°44'.84 S	018°12'.10 E	i. 33°45'.00 S	018°11'.00 E
j. 33°45'.15 S	018°10'.18 E	k. 33°46'.45 S	018°03'.03 E	l. 33°47'.08 S	018°00'.59 E
m. 33°49'.70 S	017°46'.09 E	n. 33°50'.10 S	017°44'.48 E	o. 33°50'.28 S	017°36'.27 E
p. 33°50'.46 S	017°34'.75 E	q. 33°50'.68 S	017°28'.65 E	r. 33°50'.74 S	017°21'.38 E
s. 33°53'.35 S	017°16'.05 E	t. 33°52'.48 S	016°58'.74 E		

As well as :

a. 33°42'.49 S	018°26'.59 E	b. 33°43'.50 S	018°21'.13 E	c. 33°43'.99 S	018°19'.98 E
d. 33°44'.57 S	018°17'.01 E	e. 33°45'.08 S	018°14'.43 E	f. 33°45'.76 S	018°13'.56 E
g. 33°46'.53 S	018°10'.97 E	h. 33°46'.19 S	018°06'.24 E	i. 33°46'.47 S	018°04'.26 E
j. 33°47'.21 S	018°02'.09 E	k. 33°47'.96 S	018°00'.32 E	l. 33°48'.68 S	017°59'.64 E
m. 33°50'.56 S	017°59'.16 E	n. 33°51'.78 S	017°57'.82 E	o. 33°52'.60 S	017°55'.97 E
p. 33°53'.02 S	017°53'.82 E	q. 33°53'.02 S	017°45'.32 E	r. 33°54'.61 S	017°43'.69 E
s. 33°54'.91 S	017°42'.17 E	t. 33°55'.51 S	017°40'.27 E	u. 33°55'.63 S	017°38'.03 E
v. 33°57'.94 S	017°29'.13 E	w. 33°58'.98 S	017°26'.43 E	x. 33°59'.41 S	017°23'.51 E
y. 34°01'.50 S	017°15'.35 E	z. 34°07'.37 S	017°05'.28 E	aa. 34°14'.35 S	016°58'.74 E

Insert : Legend

Submarine Cable (see Note)
in approximate positions 33°50' S
and 34°05' S parallel to cable
017°39'E
017°10' E

Chart SAN 80 (INT 2680)

a. 33°45'.00 S	018°11'.97 E	b. 33°46'.49 S	018°02'.87 E	c. 33°50'.14 S	017°43'.46 E
d. 33°50'.28 S	017°36'.00 E	e. 33°50'.46 S	017°34'.75 E	f. 33°50'.91 S	017°21'.04 E
g. 33°53'.35 S	017°16'.05 E	h. 33°53'.47 S	017°10'.33 E		

As well as :

II

a. 33°45'.00 S	018°14'.82 E	b. 33°45'.76 S	018°13'.56 E	c. 33°46'.53 S	018°10'.97 E
d. 33°46'.19 S	018°06'.23 E	e. 33°46'.47 S	018°04'.26 E	f. 33°47'.96 S	018°00'.32 E
g. 33°48'.20 S	018°00'.00 E	h. 33°50'.56 S	017°59'.16 E	i. 33°51'.78 S	017°57'.82 E
j. 33°52'.60 S	017°55'.97 E	k. 33°53'.02 S	017°53'.82 E	l. 33°53'.02 S	017°45'.32 E
m. 33°54'.61 S	017°43'.69 E	n. 33°55'.63 S	017°38'.03 E	o. 33°57'.94 S	017°29'.13 E
p. 33°58'.98 S	017°26'.43 E	q. 33°59'.43 S	017°23'.37 E	r. 34°01'.50 S	017°15'.35 E
s. 34°04'.62 S	017°10'.33 E				

Insert : Legend

Submarine Cable (see Note)
in approximate positions
and

33°50' S
33°56' S

parallel to cable
017°39' E
017°35' E

Chart SAN 118

a. 33°42'.49 S	018°26'.59 E	b. 33°42'.47 S	018°25'.02 E	c. 33°42'.72 S	018°22'.00 E
d. 33°43'.45 S	018°19'.00 E	e. 33°44'.23 S	018°15'.00 E	f. 33°44'.60 S	018°13'.62 E
g. 33°44'.84 S	018°12'.10 E	h. 33°45'.15 S	018°10'.18 E	i. 33°46'.49 S	018°02'.87 E
j. 33°48'.75 S	017°51'.26 E	k. 33°48'.92 S	017°50'.13 E	l. 33°49'.70 S	017°46'.09 E
m. 33°50'.10 S	017°44'.48 E	n. 33°50'.14 S	017°43'.46 E	o. 33°50'.25 S	017°40'.50 E
p. 33°50'.28 S	017°36'.00 E	q. 33°50'.46 S	017°34'.75 E	r. 33°50'.68 S	017°28'.65 E
s. 33°50'.69 S	017°26'.20 E				

As well as :

a. 33°42'.49 S	017°26'.59 E	b. 33°43'.50 S	018°21'.13 E	c. 33°43'.99 S	018°19'.98 E
d. 33°45'.08 S	018°14'.43 E	e. 33°45'.76 S	018°13'.56 E	f. 33°46'.53 S	018°10'.97 E
g. 33°46'.19 S	018°06'.24 E	h. 33°46'.19 S	018°06'.23 E	i. 33°46'.47 S	018°04'.26 E
j. 33°47'.21 S	018°02'.09 E	k. 33°47'.96 S	018°00'.32 E	l. 33°48'.20 S	018°00'.00 E
m. 33°48'.68 S	017°59'.64 E	n. 33°49'.12 S	017°59'.48 E	o. 33°49'.74 S	017°59'.46 E
p. 33°50'.56 S	017°59'.16 E	q. 33°50'.97 S	017°58'.85 E	r. 33°51'.78 S	017°57'.82 E
s. 33°52'.60 S	017°55'.97 E	t. 33°53'.02 S	017°53'.82 E	u. 33°53'.02 S	017°45'.32 E
v. 33°54'.61 S	017°43'.69 E	w. 33°54'.91 S	017°42'.17 E	x. 33°55'.38 S	017°40'.98 E
y. 33°55'.51 S	017°40'.27 E	z. 33°55'.63 S	017°38'.03 E	aa. 33°57'.00 S	017°32'.75 E

Insert : Legend

Submarine Cable (see Note)
in approximate positions 33°50' S

parallel to cable
017°39E

Chart SAN 1013

a. 33°42'.47 S	018°26'.67 E	b. 33°42'.49 S	018°26'.52 E	c. 33°42'.45 S	018°26'.01 E
d. 33°42'.45 S	018°25'.76 E	e. 33°42'.65 S	018°22'.57 E	f. 33°42'.71 S	018°21'.08 E
g. 33°42'.85 S	018°21'.35 E	h. 33°42'.91 S	018°21'.72 E	i. 33°43'.43 S	018°19'.09 E
j. 33°44'.25 S	018°15'.37 E				

Insert : Legend

Submarine Cable (see Note)
in approximate positions 33°42'.6 S

parallel to cable
018°22'.5 E

Chart SAN 150

a. 33°43'.15 S	018°20'.11 E	b. 33°43'.44 S	018°19'.04 E	c. 33°44'.21 S	018°15'.05 E
d. 33°44'.59 S	018°13'.66 E	e. 33°45'.27 S	018°09'.27 E		

Insert : Legend

Submarine Cable (see Note)
in approximate positions 33°43'.8 S

parallel to cable
018°16'.6 E

Chart SAN 119

a. 33°42'.52 S	018°26'.57 E	b. 33°42'.47 S	018°25'.02 E	c. 33°42'.93 S	018°21'.01 E
d. 33°43'.45 S	018°19'.00 E	e. 33°44'.10 S	018°15'.62 E	f. 33°44'.23 S	018°15'.00 E
g. 33°44'.60 S	018°13'.62 E	h. 33°44'.84 S	018°12'.10 E	i. 33°46'.49 S	018°02'.87 E
j. 33°47'.00 S	018°01'.02 E	k. 33°47'.16 S	018°00'.05 E	l. 33°48'.72 S	017°51'.57 E
m. 33°48'.94 S	017°50'.00 E				

II

As well as :

a.	33°42'.52 S	018°26'.57 E	b.	33°43'.50 S	018°21'.13 E	c.	33°43'.99 S	018°19'.98 E
d.	33°44'.57 S	018°17'.01 E	e.	33°45'.08 S	018°14'.43 E	f.	33°45'.76 S	018°13'.56 E
g.	33°46'.53 S	018°10'.97 E	h.	33°46'.19 S	018°06'.24 E	i.	33°46'.47 S	018°04'.26 E
j.	33°47'.21 S	018°02'.09 E	k.	33°47'.96 S	018°00'.32 E	l.	33°48'.20 S	018°00'.00 E
m.	33°49'.12 S	017°59'.48 E	n.	33°49'.73 S	017°59'.46 E	o.	33°50'.56 S	017°59'.16 E
p.	33°50'.97 S	017°58'.85 E	q.	33°51'.78 S	017°57'.82 E	r.	33°52'.60 S	017°55'.97 E
s.	33°53'.02 S	017°53'.82 E	t.	33°53'.71 S	017°50'.00 E			

Chart SAN 83(INT 7530)

a.	35°03'.37 S	026°53'.99 E	b.	34°54'.56 S	027°09'.04 E	c.	34°42'.20 S	027°30'.00 E
d.	34°40'.68 S	027°32'.44 E	e.	34°37'.22 S	027°39'.00 E			

Insert : Legend *Submarine Cable (see Note)* parallel to cable
in approximate positions 34°51' S 027°14' E

Insert : Accompanying Block Correction in approx. position 33°28' S 025°39' E

Chart SAN 135

a.	29°26'.51 S	031°54'.80 E	b.	29°27'.98 S	031°55'.04 E	c.	29°28'.84 S	031°55'.25 E
d.	29°29'.74 S	031°55'.55 E	e.	29°30'.67 S	031°56'.03 E	f.	29°31'.64 S	031°56'.53 E
g.	29°32'.22 S	031°56'.94 E	h.	29°33'.10 S	031°57'.62 E	i.	29°33'.59 S	031°58'.09 E
j.	29°34'.18 S	031°58'.80 E	k.	29°34'.65 S	031°59'.53 E	l.	29°34'.78 S	031°59'.73 E
m.	29°35'.19 S	032°00'.51 E	n.	29°35'.75 S	032°01'.47 E	o.	29°36'.22 S	032°02'.42 E
p.	29°36'.49 S	032°02'.84 E	q.	29°36'.76 S	032°03'.28 E	r.	29°36'.93 S	032°03'.68 E
s.	29°37'.56 S	032°04'.56 E	t.	29°37'.78 S	032°04'.88 E	u.	29°37'.93 S	032°05'.18 E
v.	29°41'.02 S	032°11'.12 E	w.	29°41'.43 S	032°11'.96 E	x.	29°44'.45 S	032°18'.10 E

Insert : Legend *Submarine Cable (see Note)* parallel to cable
in approximate positions 29°39' S 032°08' E

Insert : Accompanying Block Correction in approx. position 29°41' S 030°47' E

Chart SAN 132

a.	28°57'.75 S	031°46'.10 E	b.	28°58'.41 S	031°46'.28 E	c.	28°59'.16 S	031°46'.59 E
d.	29°00'.00 S	031°47'.28 E	e.	29°01'.00 S	031°47'.80 E	f.	29°01'.62 S	031°47'.98 E
g.	29°01'.97 S	031°47'.99 E	h.	29°04'.05 S	031°48'.31 E	i.	29°04'.15 S	031°48'.06 E
j.	29°05'.00 S	031°48'.34 E	k.	29°07'.00 S	031°49'.33 E	l.	29°15'.00 S	031°51'.94 E
m.	29°16'.34 S	031°52'.14 E	n.	29°17'.98 S	031°52'.68 E	o.	29°20'.52 S	031°53'.96 E
p.	29°21'.82 S	031°54'.19 E	q.	29°24'.00 S	031°54'.59 E	r.	29°26'.51 S	031°54'.83 E
s.	29°27'.98 S	031°55'.38 E	t.	29°28'.84 S	031°55'.25 E	u.	29°29'.74 S	031°55'.55 E
v.	29°30'.67 S	031°56'.03 E	w.	29°31'.64 S	031°56'.53 E	x.	29°32'.22 S	031°56'.94 E
y.	29°33'.10 S	031°57'.62 E	z.	29°33'.59 S	031°58'.09 E	aa.	29°34'.18 S	031°58'.80 E
ab.	29°34'.65 S	031°59'.53 E	ac.	29°35'.75 S	032°01'.47 E	ad.	29°36'.56 S	032°02'.96 E

Insert : Legend *Submarine Cable (see Note)* parallel to cable
in approximate positions 29°12' S 031°50'.4 E

Insert : Accompanying Block Correction in approx. position 28°58'. 2 S 031°12' E

Delete : ~~*****~~ 5 cables either side of inshore end of existing cable

II

Chart SAN SC 4

a. 33°42'.51 S	018°26'.44 E	b. 33°42'.47 S	018°25'.02 E	c. 33°42'.72 S	018°22'.00 E
d. 33°42'.87 S	018°21'.27 E	e. 33°43'.45 S	018°19'.00 E	f. 33°44'.23 S	018°15'.00 E
g. 33°44'.60 S	018°13'.62 E	h. 33°46'.49 S	018°02'.87 E	i. 33°48'.68 S	017°51'.78 E

As well as :

a. 33°42'.51 S	018°26'.44 E	b. 33°43'.50 S	018°21'.13 E	c. 33°44'.57 S	018°17'.01 E
d. 33°45'.08 S	018°14'.43 E	e. 33°45'.76 S	018°13'.56 E	f. 33°46'.53 S	018°10'.97 E
g. 33°46'.19 S	018°06'.24 E	h. 33°46'.47 S	018°04'.26 E	i. 33°47'.96 S	018°00'.32 E
j. 33°48'.20 S	018°00'.00 E	k. 33°50'.00 S	017°59'.36 E	l. 33°51'.78 S	017°57'.82 E
m. 33°52'.60 S	017°55'.97 E	n. 33°53'.02 S	017°53'.82 E	o. 33°53'.71 S	017°51'.78 E

Insert : Legend

Submarine Cable (see Note)
in approximate positions 33°48' S

parallel to cable
017°56' E

Chart SAN SC 12

a. 28°57'.81 S	031°46'.12 E	b. 28°59'.16 S	031°46'.59 E	c. 29°00'.00 S	031°47'.28 E
d. 29°01'.97 S	031°47'.99 E	e. 29°04'.30 S	031°48'.11 E	f. 29°07'.00 S	031°49'.33 E
g. 29°21'.91 S	031°54'.21 E	h. 29°26'.51 S	031°54'.83 E	i. 29°32'.22 S	031°56'.94 E
j. 29°34'.18 S	031°58'.80 E	k. 29°41'.81 S	032°13'.13 E		

Insert : Legend

Submarine Cable (see Note)
in approximate positions 29°17' S

parallel to cable
031°52' E

Insert : Accompanying Block Correction in approx. position 28°56' S

031°15' E

Delete : ~~+++++X+++++X+++++~~ 5 cables either side of inshore end of existing cable

SAN Charts :

79(INT 2670)	(74/02)
80(INT 2680)	(68/01)
83(INT 7530)	(38/02)
118	(74/02)
119	(23/02)
132	(45/02)
135	(NE)
150	(23/02)
1013	(38/01)
SC 4	(67/02)
SC 12	(NE)

Source :

TELKOM

(SAN 79, 80, 83, 118, 119, 132, 135, 150, 1013, SC 4, SC 12)

II

***106 SOUTH AFRICA, East Coast - Durban - Vessel Traffic Services (VTS)**

1. Insert : Accompanying note: VESSEL TRAFFIC SERVICES

centered on approximate position;	Chart 1031(INT 7562)	29°51'.0 S	031°00'.8 E
	Chart 1030	29°46'.6 S	031°00'.0 E
	Chart 1029	30°00'.4 S	030°53'.5 E
	Chart 131	30°13'.5 S	030°27'.5 E
	Chart 60	29°30'.0 S	029°50'.0 E
	Chart 61	25°50'.0 S	031°48'.0 E

2. Insert : Legend *Vessel Traffic Services*
(see Note)

centered on approximate position;	Chart 1031(INT 7562)	29°53'.80 S	031°04'.30 E and
		29°51'.30 S	031°04'.80 E
Chart 1030		29°55'.00 S	031°05'.00 E and
		29°49'.00 S	031°07'.00 E and
		29°44'.70 S	031°07'.00 E
		30°01'.20 S	031°01'.00 E and
Chart 1029		29°56'.50 S	031°05'.00 E
		29°59'.00 S	031°12'.00 E
Chart 60		29°50'.00 S	031°15'.00 E and
		28°50'.00 S	032°30'.00 E
Chart 61		29°50'.00 S	031°15'.00 E and
		28°50'.00 S	032°30'.00 E

3. Insert : Radio Reporting Circles at 6 and 12 nautical miles radius centered on the Fairway Buoy in position 29°50'.00 S 031°05'.60 E
Charts SAN 1030, 131.

4. Insert : Legend *6 NM Position Reporting Line* on 6 NM circle
12 NM Position Reporting Line on 12 NM circle

5. Delete :  in approximate positions Chart 1029 30°02'.00 S 031°00'.40 E


6. Insert :  **on 6NM circle**

Chart 1030 in positions	29°44'.25 S	031°07'.50 E and
	29°55'.70 S	031°03'.50 E and
Chart 135 in positions	29°55'.40 S	031°08'.60 E
	29°55'.40 S	031°08'.50 E and
	29°55'.50 S	031°12'.50 E and
Chart 131 in position	29°45'.00 S	031°09'.50 E
	29°55'.40 S	031°08'.50 E
Chart SC 12 in position	29°55'.80 S	031°04'.00 E and
	29°51'.00 S	031°12'.40 E and
	29°45'.00 S	031°09'.80 E.


7. Insert :  **on 12NM circle**

Chart 135 in position	30°01'.70 S	031°03'.00 E and
	29°59'.60 S	031°13'.80 E and
	29°50'.70 S	031°19'.30 E and
	29°41'.20 S	031°15'.00 E
Chart 131 in position	30°01'.40 S	031°10'.02 E and
	29°55'.80 S	031°17'.50 E
Chart SC 12 in position	29°41'.00 S	031°15'.00 E and
	29°59'.00 S	031°15'.00 E

II

<i>SAN Charts :</i>	60	(94/02)
	61	(94/02)
	131	(75/01)
	135	(105/02)
	1029	(38/00)
	1030	(114/01)
	1031(INT 7562)	(109/00)
	SC 12	(105/02)

Source: National Port Authority.

(SAN 60, 61, 131, 135, 1029, 1030, 1031, SC 12)

107 SOUTH AFRICA, East Coast - Richards Bay - Vessel Traffic Services (VTS)

1. Delete : "The VTS on this chart is not yet in operation" from the note VESSEL TRAFFIC SERVICES

centred on approximate position;	Chart 87(INT 7570)	27°20'.0 S	031°51'.0 E
	Chart 132	28°58'.2 S	031°18'.0 E
	Chart 1032(INT 7572)	27°43'.4 S	032°00'.8 E

<i>SAN Charts :</i>	87(INT 7570)	(94/02)
	132	(105/02)
	1032(INT 7572)	(45/02)

Source: National Port Authority.

(SAN 87, 132, 1032)

108 SOUTH AFRICA, South Coast - Bird Island Passage and Port Elizabeth - INT Number

1. Amend : INT numbers to read INT 7532 on chart and Reverse Plate.

2. Reference to larger scale chart on SAN 1024.

<i>SAN Chart :</i>	1024(INT 7531) (2)	(NE)
	1025(INT 7532) (1)	(NC)

Source : Hydrographer

(SAN 1024 1025)

109 NAMIBIA and SOUTH AFRICA - New Chart Datum for charts as from 01 January 2003

1. **SAN 1002 (INT 2631) - Approaches to LÜDERITZ**

a. Insert : Accompanying note in approximate position 26°44'.9 S 015°09'.1 E

b. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
26°30'.0 S 015°09'.8 E

2. **SAN 1003 - HARBOURS ON THE SW COAST OF AFRICA - PORT NOLLOTH**

a. Insert : Accompanying note in approximate position 29°15'05" S 016°52'35" E

b. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
29°14'54" S 016°52'48" E

3. **SAN 1010 - Approaches to SALDANHA BAY**

Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
32°49'.1 S 017°54'.6 E

4. **SAN 1011 - Entrance to SALDANHA BAY**

Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
32°59'.7 S 017°55'.0 E

II

5. **SAN 1012 - SALDANHA BAY HARBOUR**

Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
32°59'.7 S 017°57'.0 E

6. **SAN 1013 - Approaches to TABLE BAY**

Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
33°59'.0 S 018°29'.0 E

7. **SAN 1014 (INT 2682) TABLE BAY**

a. Under note headed "DREDGED DEPTHS" and "GEBAGGERDE DIEPTES" amend "-0.3 metres" to read "0.2 metres"

b. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
33°55'.1 S 018°28'.0 E

8. **SAN 1015 - HOUTBAAI**

Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
34°02'.5 S 018°22'.6 E

9. **SAN 1016 - VALSBAAI**

Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
34°04'.4 S 018°51'.1 E

10. **SAN 1017 - SIMON'S BAY**

a. Insert : Accompanying note in approximate position 34°07'.9 S 018°26'.3 E

b. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
34°07'.7 S 018°26'.2 E

11. **SAN 1020 - MOSSELBAAI**

a. Under note headed "DREDGED DEPTHS" and "GEBAGGERDE DIEPTES" amend "-0.5 metres" to read "0.3 metres"

b. Delete the headings "CHART DATUM" and "KAARTNULVLAK" and the notes there under
in approximate position 34°11'.1 S 022°08'.0 E

c. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
34°11'.03 S 028°07'.0 E

12. **SAN 1021 - KNYSNA**

Replace : Existing note CHART DATUM with accompanying note CHART DATUM
in approximate position 34°02'.3 S 023°04'.3 E

13. **SAN 1022 - PLETTENBERGBAAI**

Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
33°59'.0 S 023°21'.0 E

14. **SAN 1024 (INT 7531) - Approaches to PORT ELIZABETH**

a. Delete : The note CHART DATUM in approximate position
33°43'.1 S 025°42'.2 E

b. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
33°42'.5 S 025°42'.0 E

II

- c. Amend : *Maintained depth* in the APPROACH CHANNEL to read *14.6 m* in approximate position
33°56'.5 S 025°39'.4 E
15. **SAN 1025 (INT 7532) - PORT ELIZABETH**
Insert : Accompanying note in approximate position 33°58'.6 S 025°37'.5 E
16. **SAN 1027 - EAST LONDON and APPROACHES**
a. Amend : *Dredged depths* to read *10.7m* in approx. position 33°01'.4 S 027°54'.3 E and
33°01'.7 S 027°54'.8 E
b. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
33°00'.9 S 027°50'.5 E
17. **SAN1029 - Approaches to DURBAN OIL TERMINAL SBM**
Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
29°59'.0 S 031°54'.0 E
18. **SAN 1030 - Approaches to DURBAN**
Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
29°45'.8 S 031°00'.0 E
19. **SAN 1031 (INT 7562) - DURBAN HARBOUR**
a. Delete : Notes CHART DATUM/ KAARTNULVLAK and DREDGED DEPTHS/GEBAGGERDE DIEPTES
in approximate position 29°52'.3 S 31°00'.0 E
b. Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
29°51'.8 S 031°00'.0 E
20. **SAN 1032 (INT 7572) - Approaches to RICHARDS BAY**
Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
28°44'.0 S 032°01'.0 E
21. **SAN 1033 (INT 7571) - RICHARDS BAY HARBOUR**
Replace : Existing Tidal Block with accompanying Tidal Block in approximate position
28°50'.1 S 032°01'.5 E

<i>SAN Charts :</i>	<i>1002(INT 2631)</i>	<i>(60/02)</i>
	<i>1003</i>	<i>(97/01)</i>
	<i>1010</i>	<i>(49/01)</i>
	<i>1011</i>	<i>(66/02)</i>
	<i>1012(INT 2672)</i>	<i>(66/02)</i>
	<i>1013</i>	<i>(105/02)</i>
	<i>1014(INT 2682)</i>	<i>(68/99)</i>
	<i>1015</i>	<i>(23/02)</i>
	<i>1016</i>	<i>(53/01)</i>
	<i>1017</i>	<i>(121/99)</i>
	<i>1020</i>	<i>(76/02)</i>
	<i>1021</i>	<i>(41/99)</i>
	<i>1022</i>	<i>(41/99)</i>
	<i>1024(INT 7531)</i>	<i>(108/02)</i>
	<i>1025(INT 7532)</i>	<i>(108/02)</i>
	<i>1027</i>	<i>(77/02)</i>
	<i>1029</i>	<i>(106/02)</i>
	<i>1030</i>	<i>(106/02)</i>
	<i>1031(INT 7562)</i>	<i>(106/02)</i>
	<i>1032(INT 7572)</i>	<i>(107/02)</i>
	<i>1033(INT 7571)</i>	<i>(62/01)</i>

II

Source : *Hydrographer*
(SAN 1002, 1003, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1020,
1021, 1022, 1024, 1025, 1027, 1029, 1030, 1031, 1032, 1033)

**110 SOUTH AFRICA, South Coast - Algoa Bay - Cape Recife Light (Z6100)(D6390)
Characteristic**


1. Amend : Characteristic of light in position 34°01'.7 S 025°42'.1 E
to read F&LFI(3)117s28m21/29M &
F&LFI(3)R.117s28m10/15M

SAN Chart : 125 (95/02)
Source : *Hydrographer*

(SAN 125)

II

111(T) SOUTH AFRICA, South West Coast - Saldanha Bay - Oil Production Platform

1. Insert :  in position 33°02'.0 S 018°00'.0 E

2. Rig is the OCEAN LIBERATOR.

SAN Charts : 1010 (109/02)
1011 (109/02)
1012(INT 2672) (109/02)

Source : National Ports Authority

(SAN 1010, 1011, 1012)

IIA

**LIST OF TEMPORARY AND PRELIMINARY NOTICES TO MARINERS ISSUED
BY THE MOZAMBIQUE INSTITUTE OF HYDROGRAPHY AND NAVIGATION
(INAHINA) IN FORCE**

Nil prior to these Notices.

2002 Series

04MOZ(P)/02	Baía de Maputo	Underwater Cable Laying.
05MOZ(P)/02	Vilanculos	Underwater Cable Laying.
06MOZ(P)/02	Porto da Beira	Underwater Cable Laying.
19MOZ(T)/02	Porto de Quelimane	Buoy No 4A Unlit.
20MOZ(T)/02	Baía de Maputo	Buoy No 3S Off Station.
21MOZ(T)/02	Baía de Maputo	Buoy No 8 Unlit.

21MOZ(T)/02 MOZAMBIQUE, Baía de Maputo - Buoy No 8 - Unlit

1. Insert : *Unlit* adjacent to Buoy No 8 in position 25°56'.98 S 032°41'.20 E

2. Originally issued as NAVAREA VII 106/02.

Charts : MOZ 439, 496A, 46659-M and BA 646

Source : INAHINA Notice Moz.37/02(T).

22MOZ/02 MOZAMBIQUE, Porto da Beira - Buoys Repositioned

1. Reposition buoys as follows :

a. Buoy 3A	19°53'36".3420 S	034°50'53".4478 E
b. Buoy 2	19°52'45".7858 S	034°55'22".4327 E
c. Buoy 5	19°53'39".1915 S	034°50'25".9105 E
d. Buoy 9	19°52'15".8110 S	034°49'33".1698 E
e. Buoy 5A	19°53'24".9013 S	034°50'03".8999 E
f. Buoy 1	19°53'24".9012 S	034°50'03".9000 E
g. Buoy 10	19°50'41".0047 S	034°49'13".3792 E
h. Buoy 7	19°52'56".7491 S	034°49'47".2122 E
i. Buoy 6A	19°53'15".0464 S	034°51'24".9996 E
j. Buoy 3	19°53'.56 S	034°51'.86 E

2. Originally issued as NAVAREA VII 125/02.

Charts : MOZ 488, 489 A, 46638, 49638-M and BA 642, 1003

Source : INAHINA Notices Moz.40/02 and 42/02.

23MOZ/02 MOZAMBIQUE, Porto de Quelimane - Buoys Repositioned

1. Reposition buoys as follows :

a. Buoy 1A	18°04'02".6117 S	036°59'59".8002 E
b. Buoy 12	17°53'15".6273 S	036°53'19".0424 E
c. Buoy 2A	18°04'13".5967 S	037°00'29".9879 E
d. Buoy 2B	18°03'51".3000 S	036°58'51".5000 E
e. Buoy P	18°04'23".4201 S	037°01'34".6599 E

2. Originally issued as NAVAREA VII 126/02.

Charts : MOZ 415, 42625, 49623-M and BA 650

Source : INAHINA Notice Moz.39/02.

III

SAN CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS / EDITIONS

SOUTH AFRICAN SAILING DIRECTIONS Volume 2 SAN HO-22 is, unfortunately, out of print. A edition is currently undergoing major revision and upgrading with the intention of eventually making it available on the website. It is anticipated that the new edition will be available during the early part of 2003. South African Maritime Safety Authority (SAMSA) has been informed of the present situation regarding these publications.

IV

CORRECTION TO SAN PUBLICATIONS

112 CATALOGUE AND INDEXES OF SAN CHARTS AND OTHER HYDROGRAPHIC PUBLICATIONS SAN HO-3 (2000 Edition)

Page 2. INDEX OF NAVIGATIONAL CHARTS

Amend : SAN 1025 to read INT 7532 SAN 1025 (col 5)

Page 4. NATIONAL AGENTS

1. Amend Agent details as follows ;

Port Elizabeth **Demas Ship Chandlers cc** PO Box 1625, Port Elizabeth, 6000

Tel : 041 484 7633 / 4
Fax : 041 484 7651
E-mail : demas@global.co.za

Page 25. ALGOA BAY

Amend : SAN 1025 to read INT 7532 SAN 1025 (col 2)

Page 30. HYDROGRAPHIC PUBLICATIONS

1. Amend Edition dates on publications to read as follows :

HO-1 South African List of Lights, Fog Signals and Radio Services 2002 Edition.

HO-2a Sportsman's Tide Tables 2003 Edition.

HO-6 INT 1 Symbols and Abbreviations Third Edition 2002.

Page 33. SOUTH AFRICAN HYDROGRAPHIC OFFICE - SAN CHART FOLIO LIST No 2

1. Amend **CHART NUMBER** SAN 1025 to read INT 7532 SAN 1025.

2. Amend **TITLE** to read Bird Island Passage and Port Elizabeth

113 ANNUAL SUMMARY OF SOUTH AFRICAN NOTICES TO MARINERS 2002 EDITION

SOUTH AFRICAN NOTICE TO MARINERS NOTICE NUMBER 1 OF 2002

Page 1. NATIONAL AGENTS

1. Amend Agent details as follows :

Port Elizabeth **Demas Ship Chandlers cc** PO Box 1625, Port Elizabeth, 6000

Tel : 041 484 7633 / 4
Fax : 041 484 7651
E-mail : demas@global.co.za

IV

NEW ANNUAL NOTICE

SOUTH AFRICAN NOTICE TO MARINERS NO 23 OF 2002

Insert new page 49 (see run-on page).

114 SOUTH AFRICAN SAILING DIRECTIONS VOLUME I - SAN HO-21 (Third Edition - 1999)

Page 1-47, 1-48 :

1. Replace current pages with new pages and add new page 1-48B (see run-on).

V

115 CORRECTION TO SA LIST OF LIGHTS AND RADIO SERVICES - SAN HO-1 (New Edition 2002)

Page 33 : **TABLE OF BROADCASTS OF NAVAREA VII AND COASTAL NAVIGATIONAL
WARNINGS VIA COASTAL RADIO STATIONS**

1. Delete : All references to F1B (FEC) Class of Emissions in columns 2, 3, 4 and 5 of Cape Town Radio.

Page 38 : **WEATHER BROADCAST SCHEDULES FOR COAST RADIO STATIONS**

1. Delete : All references to F1B (FEC) Class of Emissions in columns 2, 3, 4, 5 and 7 of Cape Town Radio.

Page 39 : **CAPE NAVAL RADIO (ZSJ)**

Replace current page with new page 39 (see run-on page).

VI

NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 09 December 2002

See NM 3/2002. Broadcast Warnings are available at Port Offices and remain valid until cancelled or until superseded by this and/or other broadcast bulletins.

NAVAREA VII MESSAGES

Nil Prior to these Messages.

2002 Series

125	Mozambique Porto da Beira	Buoys, new positions.
126	Mozambique Porto de Quelimane	Buoys, new positions.
129	Mozambique Porto da Beira	No 3 buoy, new position.
130	Mozambique, Baia de Maputo	Buoy No 8 unlit.

COASTAL NAVIGATIONAL WARNINGS

Nil Prior to these Messages

2002 Series

595	RSA	Port Elizabeth	NAVTEX Off Air.
600	RSA	West Coast	MV Geo Explorer surveying.
630	RSA	Cape Agulhas	Gunnery firing.
631	RSA	Durban	Gunnery firing.
632	RSA	False Bay	Gunnery firing.
633	RSA	Cape Agulhas	Rig List.
634	RSA/Namibia		Marine Mining vessels.

ANNEX A

USA Government Special Warning in force 18 December 2001

SPECIAL WARNING NUMBER 120 WORLDWIDE

1. Due to recent events in the Middle East and the American Homeland, U.S. Forces worldwide are operating at a heightened state of readiness and taking additional defensive precautions against terrorists and other potential threats. Consequently, all aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces are requested to maintain radio contact with U.S. Forces on bridge-to-bridge channel 16, international air distress (121.5 Mhz VHF) or MILAIR distress (243.0 Mhz UHF).
- 2.. U.S. Forces will exercise appropriate measures in self-defence if warranted by the circumstances. Aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces will, by making prior contacts as described above, help make their intentions clear and avoid unnecessary initiation of such defensive measures.
3. U.S. Forces, especially when operating in confined waters, shall remain mindful of navigational considerations of aircraft, surface vessels, and sub-surface vessels in their immediate vicinity.
4. Nothing in the Special Warning is intended to impede or otherwise interfere with the freedom of navigation or overflight of any vessel or aircraft, or to limit or expand the inherent self-defence rights of U.S. Forces. This Special Warning is published solely to advise of the heightened state of readiness of U.S. Forces and to request that radio contact be maintained as described above. (Issued 16 Nov 2001)

HO-16 (July 2002)

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No

Name of ship or sender :

Address of sender :

.....

.....

Tel/Fax/Telex No. e-mail address of sender (if appropriate) :

General locality Subject :

Position : Lat :

Long :

SAN Chart(s) affected :

Edition dated :

Position fixing system used :

Datum set :

Latest Monthly Edition of Notice to Mariners held :

Publications affected : (Edition No date of latest supplement, page and Light List No. etc.)

Details:

A replacement copy of Chart(s) No(s) is required, but see 4 overleaf.

Signature of observer/reporter :

HYDROGRAPHIC NOTE

Forwarding information for South African Charts and Hydrographic Publications

INSTRUCTIONS

1. Mariners are requested to notify the Hydrographer of the South African Navy, Private Bag X1, Tokai, 7966, or by Facimile 021 7872228 or E-mail *hydrosan@iafrica.co.za* when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seen to be necessary. The *Mariner's Handbook (NP 100) Chapter 8* gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate. Copies of this Form may be obtained gratis from the SAN Hydrographic Office at the above address or principal Chart Agents (see *Annual Notice to Mariners No.1*).
3. When a **position** is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar and the readings of Loran, Decca, etc., should be quoted. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum (where applicable) used should be given.
4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.
5. When **soundings** are obtained *The Mariner's Handbook (NP 100)* should be consulted. The echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of set should also be given.
6. Modern **echo sounders** frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
 - (a) the trace being weaker than normal for the depth recorded,
 - (b) the trace passing through the transmission line,
 - (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.

7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of **shoal soundings**, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.

Note : An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.

To accompany Notice to Mariners 105 of 2002.

Charts SAN 83(INT 7530), 132, 135 and SC 12

SUBMARINE CABLE

Anchoring and trawling is prohibited one nautical mile either side of the submarine cable. See Annual Notice to Mariners No. 23 and South African Sailing Directions Volume I.

SUBMARINE CABLE

Anchoring and trawling is prohibited one nautical mile either side of the submarine cable. See Annual Notice to Mariners No. 23 and South African Sailing Directions Volume I.

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Anchoring and trawling is prohibited one nautical mile either side of the submarine cable. See Annual Notice to Mariners No. 23 and South African Sailing Directions Volume I.

To accompany Notice to Mariners 106 of 2002.

Charts SAN 60, 61, 131, 1029, 1030 and 1031(INT 7562)

VESSEL TRAFFIC SERVICES

For procedures and working details of VTS see South African List of Lights and Radio Signals (SAN HO-1).

VESSEL TRAFFIC SERVICES

For procedures and working details of VTS see South African List of Lights and Radio Signals (SAN HO-1).

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SAN 1002

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
LÜDERITZ	26°39'	15°09'	1,65	1,22	0,65	0,23	1,055m below Land Levelling Datum

SAN 1003

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
PORT NOLLOTH	29°15'	16°52'	1,91	1,40	0,78	0,28	0,925m below Land Levelling Datum

SAN 1010

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
SALDANHA BAY	33°01'	18°58'	1,75	1,27	0,70	0,24	0,865m below Land Levelling Datum

SAN 1011

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
SALDANHA BAY	33°01'	18°58'	1,75	1,27	0,70	0,24	0,865m below Land Levelling Datum

SAN 1012

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
SALDANHA BAY	33°01'	18°58'	1,75	1,27	0,70	0,24	0,865m below Land Levelling Datum

SAN 1013

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
CAPE TOWN	33°54'	18°26'	1,74	1,26	0,70	0,25	0,825m below Land Levelling Datum

SAN 1014

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
TABLE BAY	33°54'	18°26'	1,74	1,26	0,70	0,25	0,825m below Land Levelling Datum

SAN 1015

Place	Lat	Long	Heights in metres above datum				Datum and Remarks
			MHWS		MLWS		
			MHWN	MLWN	MHWN	MLWN	
TABLE BAY	34°54'	18°26'	1,74	1,26	0,70	0,25	0,825m below Land Levelling Datum

SAN 1016

Tidal Levels referred to Datum of Soundings							
Place	Lat	Long	Heights in metres above datum			Datum and Remarks	
			MHWS	MHWN	MLWS		
SIMON'S BAY	S 34°11'	E 18°26'	1,79	1,29	0,73	0,24	0,843m below Land Levelling Datum

SAN 1017

Tidal Levels referred to Datum of Soundings							
Place	Lat	Long	Heights in metres above datum			Datum and Remarks	
			MHWS	MHWN	MLWS		
SIMON'S BAY	S 34°11'	E 18°26'	1,79	1,29	0,73	0,24	0,843m below Land Levelling Datum

SAN 1020

Tidal Levels referred to Datum of Soundings							
Place	Lat	Long	Heights in metres above datum			Datum and Remarks	
			MHWS	MHWN	MLWS		
MOSSEL BAY	S 34°11'	E 22°08'	2,10	1,27	0,88	0,26	0,933m below Land Levelling Datum

SAN 1022

Tidal Levels referred to Datum of Soundings							
Place	Lat	Long	Heights in metres above datum			Datum and Remarks	
			MHWS	MHWN	MLWS		
MOSSEL BAY	S 34°11'	E 22°08'	1,93	1,10	0,71	0,09	0,761m below Land Levelling Datum

SAN 1024

Tidal Levels referred to Datum of Soundings							
Place	Lat	Long	Heights in metres above datum			Datum and Remarks	
			MHWS	MHWN	MLWS		
PORT ELIZABETH	S 33°58'	E 25°28'	1,86	1,29	0,79	0,21	0,836m below Land Levelling Datum

SAN 1027

Tidal Levels referred to Datum of Soundings							
Place	Lat	Long	Heights in metres above datum			Datum and Remarks	
			MHWS	MHWN	MLWS		
EAST LONDON	S 33°01'	E 27°55'	1,82	1,25	0,78	0,23	0,716m below Land Levelling Datum

SAN 1029

Tidal Levels referred to Datum of Soundings							
Place	Lat	Long	Heights in metres above datum			Datum and Remarks	
			MHWS	MHWN	MLWS		
DURBAN	S 29°52'	E 31°03'	2,01	1,36	0,87	0,21	0,913m below Land Levelling Datum

To accompany Notice to Mariners 109 of 2002.

SAN 1030

Tidal Levels referred to Datum of Soundings						
Place	Lat	Long	Heights in metres above datum			Datum and Remarks
			MHWS	MHWN	MLWS	
DURBAN	29°52'	31°03' E	2,01	1,36	0,87	0,21 0,913m below Land Levelling Datum

SAN 1031

Tidal Levels referred to Datum of Soundings						
Place	Lat	Long	Heights in metres above datum			Datum and Remarks
			MHWS	MHWN	MLWS	
DURBAN	29°52'	31°03' E	2,01	1,36	0,87	0,21 0,913m below Land Levelling Datum

SAN 1032

Tidal Levels referred to Datum of Soundings						
Place	Lat	Long	Heights in metres above datum			Datum and Remarks
			MHWS	MHWN	MLWS	
RICHARDS BAY	28°48'	32°05' E	2,11	1,48	0,97	0,37 1,015m below Land Levelling Datum

SAN 1033

Tidal Levels referred to Datum of Soundings						
Place	Lat	Long	Heights in metres above datum			Datum and Remarks
			MHWS	MHWN	MLWS	
RICHARDS BAY	28°48'	32°05' E	2,11	1,48	0,97	0,37 1,015m below Land Levelling Datum

SAN 1002

PREDICTED TIDAL HEIGHTS
 Predicted heights using SAN HO-2 of 2003 and later editions, in conjunction with this chart should have 0.12 metres deducted in order to obtain the correct depths.

SAN 1003

PREDICTED TIDAL HEIGHTS
 Predicted heights using SAN HO-2 of 2003 and later editions, in conjunction with this chart should have 0.15 metres added in order to obtain the correct depths.

SAN 1017

PREDICTED TIDAL HEIGHTS
 Predicted heights using SAN HO-2 of 2003 and later editions in conjunction with this chart should have 0.16 metres added in order to obtain the correct depths.

SAN 1021

CHART DATUM
 Tidal predictions from 1 January 2003 are based on a Chart Datum of 0.788 below Land Levelling Datum. When height of tide using these and subsequent editions of SAN HO-2 is applied to soundings on this chart, 0.16 metres should be added in order to obtain the correct depths.

SAN 1025

DREDGED DEPTHS
 Tidal predictions from 1 January 2003 are based on a Chart Datum of 0.836 below Land Levelling Datum. When height of tide using these and subsequent editions of SAN HO-2 is applied to dredged depths on this chart, 0.2 metres should be added in order to obtain the correct dredged depths.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 23 OF 2002**

SUBMARINE CABLES AND PIPELINES - Avoidance of and Associated Dangers

New Notice.

1. Mariners should be aware of the need to avoid anchoring, trawling, fishing, dredging, drilling or carrying out any activity close to submarine cables and pipelines. Damage to telecommunication cables can lead to extensive disruption of International communications, whilst damage to power cables will interrupt electricity supply. Pipelines may contain flammable oil or gas under pressure; a vessel causing damage to a pipeline could face an immediate hazard either by loss of buoyancy due to gas aerated water or by fire/explosion, and result in an environmental hazard. Such damage to a submarine cable or pipeline can lead to prosecution.
2. If a submarine cable is fouled whilst anchoring, fishing or trawling, every effort should be made to disengage from the cable by normal methods, without causing damage. If these efforts fail, the anchor/gear/trawl should be slipped and abandoned. Particular care should be exercised should a vessel's trawl/fishing gear foul a cable and raise it from the seabed. This may lead to a capsized situation due to the excessive load. Before any attempt to slip or cut gear from the cable is made, the cable should first be lowered to the seabed.
3. **SUBMARINE CABLES SHOULD NEVER BE CUT**, as this is likely to endanger life or cause serious injury. All power cables and most telecommunication cables carry high voltages.
4. Submarine pipelines are not always buried and their presence may effectively reduce the charted depth by as much as 2 metres. Where pipelines are close together, only one may be charted. Pipelines may span across seabed undulations; the size and positions of such spans are not constant and may vary due to tide and wave action. It is possible for fishing gear to become snagged under a pipeline so that it is irrecoverable, which could present a serious hazard to the fishing vessel. In the event that masters or skippers suspect they have fouled a pipeline with gear or anchors, they should not place excessive weight on their gear, which could damage the pipeline and endanger their vessel and crew.
5. Incidents involving the fouling of submarine cables or pipelines should be reported immediately to the appropriate authorities. In most cases this will be the nearest Coastal Radio Station, who should be contacted and advised as to the nature of the problem and the position of the vessel.
6. For more information on submarine cables and pipelines, including related regulations and charting policy, refer to South Africa Sailing Directions Volume 1.

TELKOM

submarines and may be encountered anywhere at sea. They may frequently be seen in areas where warships and aircraft exercise whether or not submarines are present, and should not be confused with submarine indicator buoys. In case of doubt the object should be approached to confirm, visually, whether or not it is a submarine indicator buoy before reporting it.

5 duikbote op te spoor en mag oral ter see teëgekomp word. Hulle word dikwels gesien in gebiede waar oorlogskepe en vliegtuie oefen, of duikbote aanwesig is al dan nie, en moet nie met duikbootwysboeie verwar word nie. Indien daar twyfel bestaan, moet die voorwerp genader word om te kyk of dit inderdaad 'n duikbootwysboei is, voordat dit as sodanig gerapporteer word.

10

1.29 SUBMARINE PIPELINES AND CABLES

SUBMARINE PIPELINES

General information

1. Submarine pipelines are laid on the seabed for the conveyance of water, oil or gas and may extend many miles into the open sea, and between off-shore platforms and production wells. They may be buried, trenched, or stand as much as 2 m above the seabed, thus effectively reducing the charted depth by as much as 2 m. Pipelines which were originally buried may have become exposed with time. Some pipelines have associated joints (known as sub-sea tees), valves and manifolds, which are often protected by guard domes of steel or concrete rising up to 10 m above the seabed. These structures are shown on charts, if known, by a danger circle with the least depth over the structure, if known, and an appropriate legend.

2. Where pipelines are close together, only one may be charted. They may span across seabed undulations; the size and positions of such spans are not constant and may vary due to tide and wave action.

Caution

3. Pipelines may contain flammable oil or gas under high pressure. A vessel causing damage to a pipeline could face an immediate hazard by loss of buoyancy due to gas aerated water or fire/explosion, and result in an environmental hazard. In addition to these the damage to the pipeline could lead to prosecution where it could be shown to have been done wilfully or through neglect.

4. Every care should therefore be taken to avoid anchoring, trawling, fishing, dredging, drilling or carrying out any activity close to submarine pipelines.

5. It is possible for fishing gear to become snagged under a pipeline so that it is irrecoverable, which could present a serious hazard to the fishing vessel. In the event that masters or skippers suspect that they have fouled a pipeline with gear or anchors,

they should not place excessive weight on their gear, which could damage the pipeline and endanger their vessel and crew.

6. For the regulations to protect submarine pipelines, see para 21.

7. On charts, pipelines carry an appropriate legend (Water, Gas or Oil), where known, and in the case of oil or gas pipelines a cautionary note.

SUBMARINE CABLES

General information

8. Submarine cables, many carrying high voltage electric currents, are laid across rivers and harbours, offshore to islands and structures and between them, and across the oceans.

9. Submarine cables of modern optical fibre design, some with digital circuit multiplication systems, may have a capacity in excess of 1 million circuits. Modern long-distance telephone cables are fitted with submarine repeaters at frequent intervals to improve clarity; the repeaters contain components designed to function unattended for 25 years at depths of 3 miles or more. Damage to telecommunication cables can lead to extensive disruption of international communications, whilst damage to power cables will interrupt electricity supplies.

10. Where cables are known to be power transmission cables, charts are noted accordingly. But submarine cables without such a note must not be assumed to be of low voltage; many countries do not distinguish between cables of different voltages. Also, high voltages are fed into certain submarine cables other than power transmission cables.

Caution

11. Every care should therefore be taken to avoid anchoring, trawling, fishing, dredging, drilling, or carrying out any other activity in the vicinity of submarine cables which might damage them.

12. If a vessel fouls a submarine cable whilst anchoring, fishing or trawling, every effort should be made to clear the anchor gear by normal methods, taking care to avoid any risk of damaging the cable. If these efforts fail, the anchor/gear/rawl should be slipped and abandoned. Particular care should be exercised should a vessel's trawl/fishing gear foul a cable and raise it from the seabed. This may lead to a capsized situation due to the excessive load. Before any attempt to slip or cut gear from the cable is made, the cable should first be lowered to the seabed.

13. In all cases care should be taken to avoid damaging the cable. It is obligatory that gear should be sacrificed rather than risk such damage.

14. No attempt should be made to cut the cable. Serious risk exists of loss of life due to electric shock, or at least of severe burns, if any such attempt is made.

15. No claim in respect of injury or damage sustained through such interference with a submarine cable is likely to be entertained.

Charting

16. Areas where anchoring, fishing and other underwater activities are prohibited on account of cables are, where known, usually charted and mentioned in Sailing Directions.

17. The majority of cables shown on navigational charts are active. However, not all such cables may be depicted, as other hydrographic authorities may not consider it necessary to chart every cable, or the relevant source data may not be available.

18. Disused cables are depicted on the largest scale chart of the area (to depths of 20 m), and exceptionally in shoal water on other charts where anchoring may be expected. In addition, in some areas where the chart is closely based on foreign government publications, disused cables may be inserted in depths of more than 20 m.

191. Precise positions and details of cables can be obtained from most of the leading telecommunications companies.

Reporting

20. Incidents involving the fouling of submarine cables or pipelines should be reported immediately to the appropriate authorities, e.g. nearest Coastal Radio Station, who should be advised as to the nature of the problem and the position of the vessel.

PROTECTION OF SUBMARINE PIPELINES AND CABLES

Regulations

21. The International Convention for the Protection of Submarine Cables, 1884, as extended by the Convention on the High Seas, 1958, stipulates:

"Vessels shall not remain or close within 1 mile of vessels engaged in laying or repairing submarine cables or pipelines, and vessels engaged in such work shall show the signals laid down in the International Regulations for Prevention of Collisions at Sea 1972.

Fishing gear and nets shall also be removed to, or kept at, a distance of 1 mile from vessels showing those signals, but fishing vessels shall be allowed 24 hours after the signal is first visible to them to get clear.

Buoys marking cables and pipelines shall not be approached within 1/4 mile, and fishing gear and nets shall be kept the same distance from them.

It is an offence to break or damage a submarine cable or pipeline".

CAPE NAVAL RADIO (ZSJ)

AFMET Facsimile Schedule

Drum Speed : 120**IOC : 576**

Broadcast Frequencies in kHz	Hours Of Transmission UTC
4 014	16:00 - 06:00 (when TX available)
7 508	00:00 - 24:00
13 538	00:00 - 24:00
18 238	06:00 - 16:00 (when TX available)

Product Code	Service	Time Of Transmission UTC
	FACSIMILE PROGRAMME FOR ZSJ	04:30
ASZA	00:00 SURFACE ANALYSIS (SHIPPING)	05:00
FUZA	12:00 UPPER-AIR PROGNOSIS (previous day's run)	06:30
FSZA	12:00 SURFACE PROGNOSIS (previous day's run)	07:30
AIAA*	ANTARCTIC ICE LIMITS **	08:00
ASZA	06:00 SURFACE ANALYSIS (SHIPPING)	10:30
FSZA	00:00 SURFACE PROGNOSIS	11:00
ASZA	12:00 SURFACE ANALYSIS (SHIPPING)	15:30
ASZA	18:00 SURFACE ANALYSIS (SHIPPING)	22:30

* = Only broadcast between October and March.

** = Information updated every two weeks (from Weddell Ice Center).

Product Code Geographic Area of coverage

ASZA :	0° 20°W to 0° 70°W to 60°S 50°W to 60°S 90°E 1 : 20 000 000 (Shipping Chart)
ASZA/ FUZA :	10°S 5°W to 10°S 30°E to 50°S 20°W to 45°S 50°E (forcast area for numerical Numerical Model)
AIAA :	20°W to 30°E, Antarctic Coast to edge of Pack Ice

RTTY Schedule

The radio weather facsimile broadcast is interrupted twice daily at 09:30 and 17:00 UTC to transmit RTTY (TELEX) forecast for the coastal waters and synopsis forecasts for the high seas.

SAWB product code :	FQZA30 FAPR - Coastal Waters FQZA31 FAPR - High Seas
Broadcast Frequencies :	As per AFMET Facsimile Schedule
Class of Emission :	J2B
Frequency Shift	170 Hz
Centre Audio Frequency :	1700 Hz
Data rate :	75 Baud