



**Notice 125-134
Nov/Dec 2007
Supplied Gratis**

SOUTH AFRICAN NOTICE TO MARINERS

Nov/Dec 2007 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://www.sanho.co.za
Urgent navigational information :	Telex : 95 527946 (ANS BACK: NAVY SA) Fax : +27 21 787 2228 Phone : +27 21 787 2445
Other navigational information :	Fax : +27 21 787 2233 Phone : +27 21 787 2444 E-mail : hydrosan@iafrica.com
General information :	Phone : +27 21 787 2408

**Captain A. Kampfer
Hydrographer, SA Navy
NAVAREA VII Co-ordinator**

INDEX OF CHARTS AND PUBLICATIONS AFFECTED

SAN Charts	Notices	Pages
73 (INT 2610)	125	2
75 (INT 2630)	127(T), 128(T)	2, 3
131	133	4
1002 (INT 2631)	126(T)	2
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SAN Publications	Notices	Pages
Annual Summary of SA Notices to Mariners - 2007 Edition	134	7

SAN Charts - New Charts / Editions	Notices	Pages
Nil		

SAN Charts and Publications - Permanently Withdrawn	Notices	Pages
Nil		

SANHO Publications - New / New 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.

TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 13 Dec 2007

CANCELLED NOTICES

83(T)/05
64(T)/06
80(T)/06
81(T)/06
88(T)/06
120(P)/06
36(T)/07
120(T)/07
122(T)/07
114(T)/07

TEMPORARY NOTICES

2002 Series

78(T)	Namibia	Baker's Bay	Foul Area.
89(T)	Namibia	Bogenfels	Anchor Obstructions, Foul Area.

2003 Series

64(T)	RSA	Durban Oil Terminal SBM	Buoy laid.
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2004 Series

Nil

2005 Series

42(T)	RSA	Elandsbaai	Scientific buoy deployed.
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2006 Series

33(T)	RSA	Tugela Lighthouse	Temporary light and structure.
40(T)	RSA	Mossel Bay	Temporary buoys deployed.
65(T)	RSA	Richards Bay Harbour	Pelican Island West Groyne North End light and East Groyne light unlit.
68(T)	RSA	Hondeklip Bay	Temporary light and structure.
69(T)	RSA	Gordon's Bay	Silting in harbour.
75(T)	RSA	False Bay	Whittle Rock Buoy light unlit.
77(T)	RSA	Cape Recife	Lighthouse DGPS unmonitored.
82(T)	RSA	Richards Bay	LM2 front light unlit.
89(T)	RSA	Richards Bay	Light at SW end of Berth 305 out of commission.
96(T)	RSA	Table Bay	Submarine cable.
121(T)	RSA	East London	Redeployment of Oceanographic Environmental Moorings.

2007 Series

27(T)	Namibia	Boat Bay	Floating rope sighted.
28(T)	Namibia	Lüderitz	M/V Sakawe Miner lost anchor with wire attached.
29(T)	Namibia	Lüderitz	Floating ropes without markers.
30(T)	Namibia	Bogenfels	Swamped mining tools and floating ropes.
31(T)	RSA	St Helena Bay	R/V Africana deployed sub-sea buoy.
43(T)	RSA	Gordon's Bay	Orange and blue mooring buoys.
69(T)	RSA	Port Elizabeth	Mol Pride lost anchor with cable.
70(T)	RSA	Durban	Vessel M/T Dokken lost anchor.
86(T)	RSA	Port St Francis	Diving Operations.
96(T)	Namibia	Lüderitz	Lost anchor.
97(T)	Namibia	Lüderitz Bay	Stowage of anchor chain.
98(T)	Namibia	Lüderitz	Buoy with rope sighted.
99(T)	Namibia	Possession Island	Anchor left.

I cont/...

100(T)	Namibia	Oranjemund	Mooring wire rope left.
101(T)	RSA	Port Nolloth	Turning buoys lantern failure.
106(T)	RSA	Richards Bay	Leading mark unlit.
107(T)	Angola	South Atlantic Ocean	Restricted area established.
110(T)	Namibia	Possession Island	Anchor left.
111(T)	Namibia	Oranjemund	Anchor left.
118(T)	RSA	Mossel Bay	Guard vessel.
126(T)	Namibia	Shearwater Bay	Anchor lost.
127(T)	Namibia	South of Lüderitz	Anchor left.
128(T)	Namibia	Possession Island	Anchor lost.

PRELIMINARY NOTICES

2006 Series

Nil

2007 Series

88(P)	RSA	Port of Durban	Dredging activities.
89(P)	RSA	Port of Durban	Construction Buoy.
90(P)	RSA	Port of Durban	Waverider Buoy.
91(P)	RSA	Port of Durban	Replacement of Buoy.
92(P)	RSA	Port of Richards Bay	New Channel Buoys.
108(P)	Angola	Kizomba C Oilfields	Developments.
130(P)	RSA	Port of Durban	Sector light.
131(P)	RSA	Port of Durban	Buoy placed.
132(P)	RSA	Port of Durban	Buoys placed.

II

ERRATUM

Nil.

SA NAVY SAN CHARTS OF SOUTH AFRICA AND NAMIBIA THAT ARE REFERRED TO THE WGS 84 SPHEROID

27 (INT 204)	76 (INT 2640)	79 (INT 2670)	84 (INT 7540)
87 (INT 7570)	90 (INT 2051)	1001 (INT 2611)	1002 (INT 2631)
1012 (INT 2672)	1013 (INT 2681)	1020 (INT 7521)	1024 (INT 7531)
1025 (INT 7532)	1027 (INT 7541)	1030 (INT 7561)	1031 (INT 7562)
1032 (INT 7572)	1033 (INT 7571)	2004 (INT 9056)	
1	113	114	115
122	125	126	132
133	134	1003	1015
1016	1017	SC3	SC5
2051			

II cont/...

MISCELLANEOUS

1. Mariners are advised that the primary and most reliable means of communication with HYDROSAN for all messages is via Telex : 95 527946 (ANS BACK : NAVY SA) or alternatively via Facsimile number : +27 21 787 2228.

2. Current and archived South African Notices to Mariners are available in PDF format on the internet at Website : <http://www.sanho.co.za>

125* NAMIBIA, NW of Walvis Bay - Depths

Source : BA Notice 3549/07 Weekly Edition No 32 dd 9 Aug 2007

SAN 73 (INT 2610) [Previous Update - 93/06]

1. Insert: depth 149 enclosed by 200m approximate contour in position 22° 04'.5 S 013° 12'.7 E
2. Delete: depth 225, close NW of this position

(SAN 73)

126(T) NAMIBIA, Shearwater Bay - Anchor lost

Source : SAMICOR (Previously issued as CNW 630 of 2007)

SAN 1002 (INT 2631) [Previous Update - 49/07]

1. M/V Kovambo lost anchor in approximate position 26° 37'.65 S 015° 06'.45 E
2. Anchor is not marked.

(SAN 1002)

127(T) NAMIBIA, South of Lüderitz - Anchor left

Source : SAMICOR (Previously issued as CNW 577 of 2007)

SAN 75 (INT 2630) [Previous Update - 64/07]

1. M/V Ivan Prinsep left anchor in approximate position 26° 56'.8 S 015° 08'.5 E
2. Anchor is marked by an unlit orange marker buoy.

(SAN 75)

II cont/...

128(T) NAMIBIA, Possession Island - Anchor lost

Source : SAMICOR (Previously issued as CNW 603(a), 626(b), 629(c) of 2007)

SAN 75 (INT 2630) [Previous Update - 64/07]

1. M/V Kovambo lost anchors in approximate positions

a) 26° 59'.0 S	015° 09'.0 E
b) 26° 59.5 S	015° 09'.6 E
c) 26° 59.5 S	015° 09'.0 E
2. Anchors are marked with a white can marker attached to a 120 metre, 25mm orange polypropylene rope.

(SAN 75)

129* SOUTH AFRICA, South Coast, Port Elizabeth - Depths

Source : TRANSNET (National Ports Authority)

SAN 1024 (INT 7531) [Previous Update - 76/07]

1. Amend: *Maintained depth 14.6m* in approximate position 33° 56'.3 S 025° 39'.3 E
to read: *Maintained depth 14.5m*

SAN 1025 (INT 7532) [Previous Update - 76/07]

2. Add: A depth of +0.1m to all dredged depths in the harbour area and entrance channel.
3. Delete: Note in approximate position 33° 58'.6 S 025° 37'.4 E

(SAN 1024, 1025)

130(P) SOUTH AFRICA, East Coast, Port of Durban - Precision sector light

Source : TRANSNET (NPA Lighthouse Services)

SAN 1031 (INT 7562) [Previous Update - 105/07]

Please note that a Precision Sector Light will be operational from 20 November 2007 for a period of time, along with the present entrance channel leading lights, for evaluation purposes. During this period the light may be periodically switched off, or adjusted to suit the requirements. This light will be relocated at a later stage to another position as part of the present entrance channel widening and deepening project.

The detail of the light is as follows:

1. Co-ordinates & elevation - the light is mounted on a platform approximately 7 metres below the Front Entrance Channel Leading Light (D6483.2).
2. Bearing - the light is located on the same bearing as that of the Entrance Channel Leading Lights.
3. Range & intensity

• Red sector	3.2 Nm (96,151 cd)
• White sector	4.8 Nm (356,116 cd)
• Green sector	3.1 Nm (85,468 cd)
4. The light will be operational during day time and night time.

130(P) cont/...

II cont/...


5. When from the seaward side (Port to Starboard), the subtense of the different sectors are as follows:
- | | |
|---|---------------|
| • Fixed Red sector | 1.027° |
| • Oscillating (3 sec.) Red/White sector | 1.129° |
| • Fixed White sector | 0.411° |
| • Oscillating (3 sec.) White/Green sector | 1.129° |
| • Fixed Green sector | 1.027° |
| | <u>1.027°</u> |
| | Total 4.723° |

(SAN 1031)

131(P) SOUTH AFRICA, East Coast, Port of Durban - Buoy placed

Source : TRANSNET (National Ports Authority) (Previously issued as **CNW 646 of 2007**)

SAN 1031 (INT 7562) [Previous Update - 105/07]

1. Insert  in approximate position 29° 52'.50 S 031° 04'.20 E


2. The buoy will remain in this position for a period of approximately 3 years, until the completion of the harbour entrance deepening and widening project.

(SAN 1031)

132(P) SOUTH AFRICA, East Coast, Port of Durban - Buoys placed

Source : TRANSNET (National Ports Authority) (Previously issued as **CNW 653 of 2007**)

SAN 1031 (INT 7562) [Previous Update - 105/07]

1. Insert  in positions
- a) 29° 52'.05 S 031° 03'.53 E
b) 29° 52'.01 S 031° 03'.56 E
c) 29° 51'.96 S 031° 03'.53 E

2. These buoys will be marking the submerged part of the North Breakwater during the harbour entrance deepening and widening project.

(SAN 1031)

133* SOUTH AFRICA, East Coast - Chart limits

Source : Hydrographer

SAN 131 [Previous Update 119/06]

1. Amend geographical limits of the larger scale chart (INT 7561) SAN 1030 to the following :

Latitudes : 29° 43' 30"S - 29° 58' 46"S Longitudes : 30° 58' 48"E - 31° 11' 06"E

2. Amend legend SAN 1030 to read INT 7561 SAN 1030.

(SAN 131)

IIA

LIST OF TEMPORARY AND PRELIMINARY NOTICES TO MARINERS ISSUED BY THE ANGOLAN MINISTRY OF TRANSPORT IN FORCE

Important Notice : Mariners are advised that positions for Angolan Notices are given in WGS 84 Datum. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not of the same datum.

Nil prior to these Notices.

2007 Series

NTM 107/07 (T)

South Atlantic Ocean - NE Sector

Restricted area established.

IIB

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

Important Notice : Mariners are advised that positions for Mozambique Notices are given in WGS 84 Datum. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not of the same datum.

Nil prior to these Notices.

2005 Series

MOZ 05/05 (T)	Port of Maputo	Cias de Bombagem temporarily unlit.
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2006 Series

MOZ 11/06 (T)	Port of Inhambane	Buoy A out of position.
MOZ 12/06 (T)	Port of Inhambane	Buoy 9 out of position.

2007 Series

MOZ 30/07	Port of Maputo	New positions of buoys.
MOZ 37/07	Port of Beira	Buoy re-positioned.

III

NEW CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

Nil

IV

CORRECTION TO SAN HO PUBLICATIONS

134/07 ANNUAL SUMMARY OF SOUTH AFRICAN NOTICES TO MARINERS - 2007 EDITION

1. Page 52 NOTICE TO MARINERS NO. 25 OF 2007

Replace: With accompanying block correction.

2. The relevant information will be corrected in the new edition of the publication for 2008.

V

CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS - SAN HO-1 2005 New Edition

Nil

VI

NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 13 Dec 2007

See NM 3/2006. 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

2007 Series

- 142 Riglist
- 168 Pre-arrival information.
- 175 Geophysical Survey.
- 176 Messages in force.
- 177 Yacht 'Delta Dore' dismasted.

COASTAL NAVWARNING MESSAGES

Nil Prior to these Messages

2007 Series

- | | | | |
|-----|---------|-------------------------------|---|
| 533 | Namibia | Oranjemund | Coral Sea anchor spread. |
| 577 | Namibia | Lüderitz | Anchor left. |
| 584 | Namibia | Elizabeth Bay | Namakwa anchor spread. |
| 588 | RSA | Mossel Bay | Unlit buoy. |
| 603 | Namibia | Possession Island | Lost anchor. |
| 604 | RSA | East London
to Mazeppa Bay | Survey operations. |
| 626 | Namibia | Possession Island | Anchor lost. |
| 629 | Namibia | Possession Island | Anchor lost. |
| 630 | Namibia | Shearwater Bay | Anchor lost. |
| 633 | RSA | Port Nolloth | Peace in Africa anchor spread. |
| 636 | RSA | Durban | Sector light. |
| 643 | Namibia | Lüderitz | D.F. Discoverer anchor spread. |
| 646 | RSA | Durban | Data transfer buoy deployed. |
| 653 | RSA | Durban | Buoys placed. |
| 656 | Namibia | Possession Island | MV Kovambo new anchor spread. |
| 658 | Namibia | Walvis Bay | Research equipment deployed. |
| 660 | RSA | Cape St Francis | FV Southern Knight reported drifting log. |
| 668 | RSA | False Bay | Gunnery exercise. |
| 672 | Namibia | Lüderitz | SV Harrier Explorer conducting survey operations. |

VI
ANNEX A

USA Government Special Warning in force 24 Nov/Dec 2003

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).

USA Government Special Warning in force 24 Nov/Dec 2003

SPECIAL WARNING NUMBER 121 PERSIAN GULF

1. Coalition Naval Forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are, critical to avoid the inadvertent use of force.
2. All vessels are advised that coalition Naval Forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition Forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition Naval Forces will be subject to defensive measures, including boarding, seizure, disabling or destruction, without regard to registry or location. Consequently, surface vessels, sub-surface vessels and all aircraft approaching Coalition Naval Forces are advised to maintain radio contact on Bridge-to-Bridge channel 16, International Air Distress (121.5 MHZ VHF) or Military Air Distress (243.0 MHZ UHF).
3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying Naval mines are subject to detention, seizure and destruction. This notice is effective immediately and will remain in effect until further notice.

VI
ANNEX A/cont...

USA Government Special Warning in force 12 May 2005

SPECIAL WARNING NUMBER 122 EAST AFRICA

1. The US Government has received unconfirmed information that terrorists may attempt to mount a maritime attack using speedboats against a western ship - possibly in East Africa. No additional information is available on the planning, timing or intended targets of the maritime attack. This notice is effective immediately and will remain in effect until further notice.

USA Government Special Warning in force 11 November 2005

SPECIAL WARNING NUMBER 123 EAST AFRICA

1. Due to continuing conditions of armed conflict and lawlessness in Somalia and waters off its coast, mariners are advised to avoid the port of Muqdisho (Mogadishu) and to remain at least 200 nautical miles distant from the Somali coast. The US government does not have an embassy in Somalia and cannot provide services to US citizens.

2. Recent vessel hijackings off the east coast of Somalia demonstrate that pirates are able to conduct at sea hijackings from as far south as Kismaayo (Chisimayu) (00-22S), though vessels are advised to transit no closer than 02-00S, to as far north as Eyl (08-00N), and out to a distance of 170 miles. The first known attempt to hijack a cruise vessel occurred in November 2005. All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance. Pirates are reported to have used previously hijacked ships as bases for further attacks.

3. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap.

4. Victimized vessels have reported two to three (2-3) speedboats measuring six to nine meters (6-9M) in length. Each vessel has a crew of three to six (3-6) armed men with AK-47s and shoulder launched rockets, which are opening fire on vessels in broad daylight in order to intimidate them into stopping.

5. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.

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.com* 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.

9. **Port information** should be forwarded on Form HO-16a together with Form HO-16. Form HO-16a lists the information required for South African Sailing Directions and should be used as an *aide memoire*. Where there is insufficient space on the form an additional sheet should be used.

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.

HO-16a (May 2004)

**HYDROGRAPHIC NOTE FOR PORT
INFORMATION**

(To accompany Form HO-16)

Name of ship or sender :

Address of sender :

Ref. No.

.....

Date :

.....

1. NAME OF PORT	
2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available.	
3. ANCHORAGES Designation, depths, holding ground, shelter afforded.	
4. PILOTAGE Authority for requests. Embarkation position. Regulations.	
5. DIRECTIONS Entry and berthing information. Tidal Streams. Navigational aids.	
6. TUGS Number available and max. hp.	
7. WHARVES Names, numbers or positions. Lengths. Depths alongside. Heights above Chart Datum. Facilities available.	
8. CARGO HOLDING Containers, lighters, Ro-Ro etc.	
9. CRANES Brief details and max. capacity.	

<p>10. REPAIRS</p> <p>Hull, machinery and underwater. Ship and boat yards. Docking or slipping facilities. Give size of vessels handled or dimensions. Hards or ramps. Divers.</p>	
<p>11. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, NSRI, etc.</p>	
<p>12. SUPPLIES</p> <p>Fuel with type and quantities available. Fresh water with rate of supply. Provisions.</p>	
<p>13. SERVICES</p> <p>Medical. De-ratting. Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.</p>	
<p>14. COMMUNICATIONS</p> <p>Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.</p>	
<p>15. PORT AUTHORITY</p> <p>Designation, address and telephone number.</p>	
<p>16. SMALL CRAFT FACILITIES</p> <p>Information and facilities for small craft (eg yachts) visiting the port. Yacht Clubs, berths, etc.</p>	
<p>17. VIEWS</p> <p>Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc. Picture postcards may also be useful.</p>	

Signature of observer/reporter

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**SOUTH AFRICAN NOTICES TO MARINERS
NO 25 OF 2007**

SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA) REPORTING SYSTEM

1. This Notice specifies South Africa's requirements for *pre-arrival* and *pre-entry* information; under the Merchant Shipping (Maritime Security) Regulations, 2004

TO MASTERS AND OPERATORS OF INTERNATIONALLY TRADING SHIPS BOUND FOR SOUTH AFRICAN PORTS, THEIR AGENTS, ASABOSA, HARBOUR MASTERS, CAPE TOWN RADIO, THE MARITIME RESCUE CO-ORDINATION CENTRE (MRCC), AND OTHER AFFECTED PERSONS

Summary

This marine notice sets out South Africa's requirements for pre-arrival and pre-entry information under the *Merchant Shipping (Maritime Security) Regulations, 2004*. It replaces and consolidates marine notices 19 and 27 of 2004, and gives guidance on how to ensure the receipt of a pre-arrival or pre-entry information report by the MRCC.

1. In accordance with regulation XI-2/9 of the International Convention for the Safety of Life at Sea, 1974, and paragraph B/4.39 of the International Ship and Port Facility Security (ISPS) Code, the Director-General: Transport has, under the *Merchant Shipping (Maritime Security) Regulations, 2004*, determined the following requirements for ***pre-arrival*** and ***pre-entry information***. The full official text of the determination is published by Government Notice No. R. 1412 in Government Gazette No. 27048 of 10 December 2004.
2. Pre-arrival information is required from foreign passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages bound for South African ports.
3. Pre-entry information is required from foreign-going South African passenger ships, cargo ships of 500 or more gross tonnage and MODUs bound for a South African port.
4. These requirements do not apply to fishing vessels, vessels used solely for sport or recreation, government ships engaged solely on non-commercial voyages, coasting ships, and ships transiting South Africa's territorial waters, including ships calling off-limits at a South African port for the transfer of stores, crew, etc. However, for ships calling off-limits voluntary compliance is encouraged and may avoid delay in the event, for example, of transfer operations having to be done within port limits because of adverse weather conditions.
5. **The format and content of the pre-arrival/pre-entry information report is given in the Annex.** Masters are advised to exercise care when drafting reports, particularly when using a single / or double //. The report comprises groups of words and numbers identified by a prefix, with a double // used to separate the groups and a single / used to separate words or numbers within a group.
6. **The report must be made at least 96 hours before the ship's expected time of arrival (ETA) at the first South African port.** If the ship is arriving from a foreign port where the voyage time between ports is less than 96 hours, the master must ensure that the pre-arrival/pre-entry information is sent in compliance with the 96 hour requirement and updated when the ship clears the last foreign port.

7. An amended report must be made if:

1. the ETA date for the ship changes; however, a change in time on the same day need not be reported; or
2. there has been a ship to ship or ship/port interface after the original report was made; or
3. any other information in the original report changes.

8. Reports are not required from ships making voyages between South African ports (i.e. coasting). However, if a ship makes a voyage to a port in another country (e.g. to Maputo–Mozambique or Walvis Bay–Namibia), a pre-arrival/pre-entry information report must be made before any subsequent call at a South African port. Also, when a ship is coasting between South African ports and interfaces with another ship between ports, the master must transmit a pre-arrival/pre-entry information report as soon as possible but at least 5 hours before the ship's ETA.

9. The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the first point of contact for pre-arrival/pre-entry information. **The pre-arrival/pre-entry information report must be in English and in writing and is to be transmitted to the MRCC via Cape Town Radio.** The MRCC will only accept reports directly from the ship via Cape Town Radio; no reports by voice communication will be accepted.

10. The preferred means of ship to shore communication for pre-arrival/pre-entry information reports is via telex. The telex system assures receipt of the message at Cape Town Radio. **The report can be transmitted on telex number 095 511600 or alternatively on 095 521846.** (*The prefix 095 is the international dialling code*). If Inmarsat C is used, the ship's officer can confirm receipt by selecting the option "request delivery confirmation" on the ship's terminal. A ship's agent can also confirm receipt 6 hours after transmission by contacting Cape Town Radio on the help line 0800 222 208.

11. Transmission by means other than telex has resulted in communication difficulties that, in turn, have caused delays to ships. In exceptional cases such as faulty or unavailable satellite telex, Cape Town Radio will accept a forwarded e-mail message from a ship's agent, provided the agent confirms receipt of the e-mail with Cape Town Radio — Cape Town Radio will not forward an e-mail message to the MRCC without this confirmation. When e-mail is used, **reports must not be sent as e-mail attachments** but must be in the e-mail body text because the Cape Town Radio IT system strips attachments from e-mails. Cape Town Radio's e-mail address is maritimerradio@ixmail.co.za.

12. Pre-arrival/pre-entry information required by this notice for maritime security purposes is similar to port entry information required by the National Ports Authority (NPA) for berth planning purposes. However, the format and use of this information differs considerably and masters and agents are advised to ensure that information for the MRCC is not confused with that required by the NPA.

13. The MRCC does not security-clear ships. Its function is to check pre-arrival/pre-entry information reports to ensure relevance and completeness. The MRCC will communicate with a ship, via Cape Town Radio, if it has any queries about the ship's report. The MRCC forwards checked reports to the Maritime Security Co-ordination Centre (MSCC), which is responsible for informing port security officers (PSO) about ships' security clearance status. **Ships' agents should therefore obtain security clearance information from the relevant PSO directly.**

14. **Masters are cautioned that failure to transmit timeously complete and correctly formatted pre-arrival/pre-entry information could result in delays and, in appropriate cases, denial of port entry (see Marine Notice No. 20 of 2004.) Ships whose masters refuse to give pre-arrival/pre-entry information will be denied port entry.**

15. In the interests of safety all ships are encouraged to participate in the South African Ship Reporting System (SAFREP). This system assists in search and rescue by providing up-to-date shipping information in the event of a maritime casualty. It is modelled on IMO Resolution A.851(20) regarding general principles for ship reporting requirements and makes use of movement reports, submitted to Cape Town Radio, from ships within the South African search and rescue region. Information about SAFREP can be found in the Admiralty List of Radio Signals. Participation in the system is voluntary.

FORMAT FOR PRE-ARRIVAL/PRE-ENTRY INFORMATION REPORT

Code Prefix	Content	Explanation
A	Ship name/Call sign/Port of registry/Current security level on board	Ship name, call sign, port of registry of the ship, current security level e.g. /SHIPNAME/ABCD/MONROVIA/1//
B	Time	Time of report in UTC. 6 digit date time group giving day of the month and hours and minutes in UTC e.g. /291000//
C	Position	4 digit group giving latitude in degrees and minutes suffixed with "N" (north) or "S" (south) and 5 digit group giving longitude in degrees and minutes suffixed with "E" (east) or "W" (west) e.g. /1212S 00527W//
D	Ship type	Type of ship written in full e.g. /CONTAINER VESSEL//
E	Course	3 digit group for the present true course being steered e.g. /052//
F	Speed	The ship's speed in knots with the decimal omitted e.g. 16.8 knots = /168// or 8.7 knots = /087//
G	IMO number	IMO ship identification number e.g. /IMO 1234567//
H	ISSC confirmation on board/Issuing authority	Confirmation yes or no (Y/N) and issuing authority e.g. /Y/BAHAMAS//
I	Business name of ship's agent at intended port of call	Shipping agent company name e.g. /STURROCKS//
J	First SA port of call and ETA and next port of call	Name of first SA port of call, ETA as per (B) above and all subsequent SA ports of call in voyage until departure from SA waters with ETAs and first port of call after SA e.g. /DURBAN - 291000/PORT ELIZABETH - 301900/CAPE TOWN - 010500/SINGAPORE//
P1	Last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MUMBAI - INDIA/01062004/1/NIL/Y//
P2	Second last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Second last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /PORT LOUIS - MAUTITIUS/28052004/1/NIL/Y//
P3	Third last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Third last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA - KENYA/20052004/2/APPOINTED SECURITY COMPANY/Y//
P4	Fourth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Fourth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /DAR ES SALAAM - TANZANIA/14052004/1/NIL/Y//
P5	Fifth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Fifth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA - KENYA/10052004/1/NIL/Y//
P6	Sixth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Sixth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /NACALA - MOZAMBIQUE/02052004/1/NIL/Y//

P7	Seventh last port of call/ Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Seventh last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /BEIRA - MOZAMBIQUE/10042004/1/NIL/Y//
P8	Eight last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Eight last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MAPUTO - MOZAMBIQUE/06042004/1/NIL/Y//
P9	Ninth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Ninth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /LUANDA - ANGOLA/30032004/1/NIL/Y//
P10	Tenth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Tenth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /WALVIS BAY - NAMIBIA/24032004/1/NIL/Y//
Q	Registered owner (or bareboat charterer) and contact details	Name of registered owner (or bareboat charterer)/Contact address/Telephone number/Fax number/E-mail address (if applicable) e.g./SA SHIPPING/ P O B O X 1 1 1 C A P E T O W N / + 2 1 5 4 6 7 8 3 / + 2 1 5 4 6 7 8 7 / SHIPPING@SHIPPING.NET.ZA//
R	Ship security officer details	Name of ship security officer/ Rank of ship security officer e.g. /SMITH/CHOFF//
S	Company security officer details	Name of company security officer/ Contact telephone number/ Mobile telephone number/ E-mail address (if applicable) e.g. /HOUTEN/+215467824/ 0824352614/ JHOUTEN@SHIPPING.NET.ZA//
U	Details of cargo	General description of cargo on board and hazardous cargo as per IMDG Code e.g./72 CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS 1.1//
W 1 - W (x)	Detail of crew members	Information about persons on board designated as crew showing surname, name, gender, birth date (DDMMYYYY), nationality, travel document number, document expiry date e.g. /SOAP, JOE, MALE, 01121954, BRITISH, C2361, 23012007//
Y 1 - Y (x)	Detail of passengers	Information about persons on board designated as passengers showing surname, name, gender, birth date (DDMMYYYY), nationality, travel document number, document expiry date e.g. SWART, HANS, MALE, 07041970, SOUTH AFRICAN, C78965, 15052005//
Y 1 - Y (x)	Detail of persons on board, other than passenger or crew, with the reason for being on board	Information about persons on board who are not passengers or crew showing surname, name, birth date (DDMMYYYY), nationality, travel document number and reason for being on board (if available) e.g. /BLOGGS, HENRY, 06111949, SOUTH AFRICAN, C12345, SURVIVOR//

SAMPLE OF PRE-ARRIVAL/PRE-ENTRY INFORMATION REPORT

A/SHIPNAME/ABCD/MONROVIA/1// **B**/291000 SEP//
B/291000 SEP//
C/1212S 00527W//
D/CONTAINER VESSEL//
E/052//
F/168//
G/IMO1234567//
H/Y/LIBERIA//
I/STURROCKS//
J/DURBAN – 291000/PORT ELIZABETH – 301900/CAPE TOWN – 010500/SINGAPORE//
P1/MUMBAI – INDIA/01062004/1/NIL/Y//
P2/PORT LOUIS – MAURITIUS/28052004/1/NIL/Y//
P3/MOMBASA – KENYA/20052004/2/APPOINTED SECURITY COMPANY/Y//
P4/DAR ES SALAAM – TANZANIA/14052004/1/NIL/Y//
P5/MOMBASA – KENYA/10052004/1/NIL/Y//
P6/NCALA – MOZAMBIQUE/02052004/1/NIL/Y//
P7/BEIRA- MOZAMBIQUE/10042004/1/NIL/Y//
P8/MAPUTO – MOZAMBIQUE/06042004/1/NIL/Y//
P9/LUANDA – ANGOLA/30032004/1/NIL/Y//
P10/WALVIS BAY – NAMIBIA/24032004/1/NIL/Y//
Q/SA SHIPPING/POBOX111CAPE TOWN/+21546783/+21546787/SHIPPING@SHIPPING.NET.ZA//
R/SMITH/CHOFF//
S/HOUTON/+215467824/0824352614/JHOUTEN@SHIPPING.NET.ZA//
U/72CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS1.1//
W1/SOAP, JOE, MALE, 01121954, BRITISH, C12361, 23012007//
X1/SWART, HANS, MALE, 07041970, SOUTH AFRICAN, C78965, 15052005//
Y1/BLOGGS, HENRY, 06111949, SOUTH AFRICAN, C12345, SURVIVOR//

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