



**ANNUAL SUMMARY OF
SOUTH AFRICAN NOTICES TO MARINERS
2008 EDITION**

IN FORCE ON 1 JANUARY 2008



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PEACE IN AFRICA (Front Cover)

Peace in Africa (ZRDX) is a registered Diamond Mining Vessel to be operated by De Beers Marine off the Namaqualand coast in the Northern Cape where it will remain for two years. De Beers commenced offshore mining towards the second quarter of 2007.

The vessel will be the first marine diamond mining ship to operate in the South African sea area and is expected to yield up to 240,000 carats a year once fully commissioned. The Orange River discharges an estimated 60.4-million tons of sediment annually and De Beers hopes to track down the diamonds that have been flowing into the sea with the Peace in Africa.

Built in 1983, conversion of the former cable ship Dock Express 20 into the mining vessel Peace In Africa, involved the fabrication and erection of some 2000 tonnes of steel.

The R1,1 billion vessel has a 30-year life span and will be operated by some 60 crew members at any given time. It is anticipated that the vessel will remain at sea continuously for 2 ½ years before returning to port for a refit. The crew works on board for 28 days (12 hours on, 12 hours off) followed by 28 days leave and is flown in and out by helicopter in a similar pattern to that for offshore oil rigs.

The vessel is equipped with a large remote-operated undersea crawler and has on-board diamond recovery treatment, enabling it to reach areas where divers cannot operate safely. The drill and the sea crawler loosen the seabed sediments, which are then airlifted or pumped to the vessel for processing.

The 240-ton remotely controlled seabed crawler unit on the Peace in Africa, which undertakes the mining, is connected to the ship by a 650 mm internal diameter rubber hose through which the seabed material is pumped to the plant, using a 2.4MW pumping system. The material's journey from seabed to surface takes just 25 seconds. A 500KW hydraulic power pack powers the systems on the crawler. The ship and crawler will work up to 35 km offshore and at depths of up to 150 metres where mining activities will be undertaken in 100m x 100m blocks.

A four point dynamic mooring winch system has been developed to ensure that during the launching and recovery of the crawler, as well as while the crawler is operating on the seabed, the vessel remains on station.

This system allows the vessel to hold steady station on a four-anchor spread. A further benefit of the system is that it does not require an anchor-handling tug to assist with spread laying.

SPECIFICATIONS OF PEACE IN AFRICA

DIMENSIONS

Length overall	169.53 meters
Beam moulded	25.73 meters
Draught	6.74 meters
Gross Tonnage	14413 tonnes
DWT	7935

Photograph (*SA Navy*) and information supplied by De Beers Marine (Pty) Ltd (*websites*).

IMPORTANT

In the interests of surface and submarine navigation, mariners and others are invited to forward to the Hydrographer, Private Bag X1, Tokai 7966, or per fax +27 21 787 2228 or E-Mail : *hydrosan@iafrica.com* or telex : 95 527946 (ANS BACK : NAVY SA), any information that may come to their notice which would be useful for the correction of charts and Hydrographic publications with respect to South African waters. Early advice with all available particulars of newly discovered dangers, the establishment of or changes in any aids to navigation, is specially requested.

A. KAMPFER, Captain
Hydrographer, SA Navy
Area Co-ordinator NAVAREA VII

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**SOUTH AFRICAN NOTICE TO MARINERS NOTICE
NO 1 OF 2008**

Former Notice 2007 is cancelled.

**AGENTS FOR THE SALE OF SOUTH AFRICAN CHARTS
AND HYDROGRAPHIC PUBLICATIONS**

NATIONAL AGENTS

Cape Town	Charts International	1st Floor, Unit 23, Foregate Square, Harbour Road, Foreshore, Cape Town or PO Box 6009, Roggebaai, 8012	Tel : 021 419 7700 Fax : 021 419 0580 E-mail : info@chartsinternational.co.za
Cape Town	Chart World cc	25A Forgate Square, 1 Harbour House , Foreshore, 8001 or PO Box 6605, Roggebaai, 8012	Tel : 021 419 8814/5 Fax : 021 419 8816 E-mail : chartworld@mweb.co.za
Deneysville	Star Marine	10 Wall Street or PO Box 132, Deneysville, 9412	Tel : 016 371 1299 Fax : 016 371 1498
Durban	The Tyneside	Shop 1, John Ross House, 22 Margaret Mncadi Avenue , Durban, 4001	Tel : 031 337 7005 Fax : 031 332 8139 E-mail : tyneside@global.co.za Website : www.tyneside.co.za
Durban	Cruising Connections	4 Fenton Lane, Durban, 4001	Tel : 031 304 0108 Fax : 031 304 0108 E-mail : tony@cruisingconnections.co.za Website : www.cruisingconnections.co.za
Johannesburg	Carte Afrique	PO Box 1943, Houghton, 2041	Tel : 011 728 0899 Fax : 011 728 4766 E-Mail : info@carte.co.za
Johannesburg	Merit Business Institute	PO Box 1760, Edenvale, 1610	Tel : 011 609 1264 Fax : 011 452 0138 Website : www.meritbusiness.com
Sandton	Venue Africa	PO Box 783245, Sandton, 2146	Tel : 016 371 1745 Fax : 016 371 2079 Cell : 083 655 7949 E-Mail : venue@global.co.za Wesite: venueafrica.com
Struisbaai	NSRI Overberg Area	PO Box 213, Stuisbaai, 7285	Tel : 028 435 7070 Fax : 028 435 7777
Mossel Bay	Bolt Man cc	c/o Gys Smalberger & Mitchel Street, Mossel Bay, 6500 or PO Box 2980, Mossel Bay, 6500	Tel : 044 690 8122 Fax : 044 690 3884
Mossel Bay	Seven Seas Marine	68 Bland Street, The Goods Shed, Mossel Bay PO Box 1955, Mossel Bay, 6500	Tel : 044 6903932 Fax : 044 6903932 Cell : 083 457 2515 E-mail : sevenseas@telkomsa.net

Port St Francis Skippers Marine CC	The Port Hole, Port St Francis, St Francis Bay or PO Box 603, Humansdorp, 6300	Tel : 042 2940289 Fax : 042 2940289 Cell : 082 9772062 E-mail : vukani@intekom.co.za
Port Elizabeth National Ship Chandlers cc	9 Elizabeth Street, North End, Port Elizabeth, 6056 or PO Box 1625, Port Elizabeth, 6000	Tel : 041 484 7633/4 Tel : 082 372 4233 (AH) Tel : 082 325 6684 (AH) Fax : 041 484 7651 E-mail : demas@global.co.za E-mail : natshippe@natship.co.za
Port Elizabeth Star Marine	14 - 7th Avenue, Walmer, Port Elizabeth, 6065 or PO Box 40300, Walmer, Port Elizabeth, 6065	Tel : 041 581 8290 Fax : 041 581 8140 Cell: 086 510 7272 E-mail :info@starmarine.co.za
Richards Bay Sailor's Corner	Captain's Loft Building, Pioneer Road, Meerensee, 3901 or PO Box 102049, Meerensee, 3901	Tel : 035 788 0962 Fax : 035 788 0663
Jeffreys Bay Commercial Marine	18 Schelde Street, Jeffreys Bay, 6330 PO Box 959, Jeffreys Bay, 6330	Tel: 042 2932991 Fax: 042 2931305
Port Elizabeth Commercial Marine	Dom Pedro Jetty Port Elizabeth Harbour	Tel: 041 5862624 Fax: 041 5862797
St Francis Bay Commercial Marine	153 St Francis Bay, 6312	Tel: 042 2940724 Tel: 042 2941957 Fax: 042 2941957 Website: commercialmarine.co.za

INTERNATIONAL AGENTS

Namibia Viggo Lund (Pty) Ltd	162, 7th Street, Walvis Bay or PO Box 183, Walvis Bay	Tel : 09264 64 20 3016 Fax : 09264 64 20 6712
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**SOUTH AFRICAN NOTICE TO MARINERS
NO 2 OF 2008**

Former Notice 2/2007 is cancelled. This is a repetition of the former notice.

PRACTICE AND EXERCISE AREAS

Introduction

1. In accordance with international chart specifications, military practice and exercise areas have been removed from SAN navigational charts. Charts of the PEXA SAN Series show the areas. A note has been placed on the relevant navigational charts to inform mariners about the PEXA Series and this Annual Notice.
2. Sailing Directions Volume I, SAN HO-21, contains information on range safety warning signals, safety of navigation in exercise areas and instructions regarding explosives picked up at sea.
3. Coastal navwarnings (see Annual Notice to Mariners No 3) are broadcasted whenever military exercises take place.
4. Bearings are given as seen from seaward.
5. Test firings of minor illuminants of various colours, with or without parachutes, frequently occur without warning on the coast in the vicinity of Swartklip (34°04.5 S, 18°41.2 E on PEXA SAN 150 and PEXA SAN 1016).
6. Practice and exercise areas are established as follows:

Practice and Exercise Areas

Name and Function	Location	Limits		Charts
		(S)	(E)	
(a) PAPENDORP Anti-aircraft Weapons	Doringbaai	31°42'.4	18°11'.7	SAN 116 SAN 117
		31°37'.5	18°05'.0	
		31°44'.0	18°02'.0	
		31°50'.0	18°06'.0	
		31°52'.0	18°13'.5	
		31°43'.5	18°12'.5	
		31°42'.4	18°11'.7	
		Closed area		
(b) LANGEBAAAN ROAD RANGE Air to Air weapons	Saldanha	32°45'.0	17°40'.0	PEXA SAN 1010 PEXA SAN 2062
		32°45'.0	17°49'.0	
		32°58'.0	17°55'.0	
		33°06'.0	17°56'.0	
		33°08'.2	17°58'.0	
		33°14'.9	18°05'.8	
		33°21'.0	18°09'.0	
		33°29'.0	18°04'.5	
		33°27'.0	17°59'.0	
		33°00'.0	17°40'.0	
		32°45'.0	17°40'.0	
(c) SALDANHA Air to Air weapons	Saldanha	32°45'.0	17°49'.0	PEXA SAN 1010 PEXA SAN 2062
		33°26'.0	18°05'.0	
		33°29'.0	17°54'.0	
		32°48'.0	17°38'.0	
		32°45'.0	17°49'.0	
		Closed area		
(d) NORTH HEAD Weapons	Saldanha	33°03'.01	17°54'.51	PEXA SAN 1010 PEXA SAN 2062
		33°03'.01	17°53'.23	
		33°00'.70	17°53'.13	
		33°01'.23	17°54'.25	
		33°03'.01	17°54'.51	
		Closed area		
(e) TOOTH ROCK Air to Ground weapons. Jacobs Reef Bombing. Test firing of illuminants.	Saldanha	Circle, radius 3.5 nautical miles, centered at 32°59'.0 S, 17°51'.0 E		PEXA SAN 1010 PEXA SAN 2062

Name and Function	Location	Limits		Charts
		(S)	(E)	
(f) WESTERN CAPE Naval Exercises	Cape Point	34°15'.0 34°24'.0	18°23'.0 17°44'.5	PEXA SAN 2062
		Arc of circle, radius 50 nautical miles, centered at 33°58'.1 S, 18°36'.0 E from 34°24'.0 S, 17°44'.5 E to 34°44'.0 S, 19°00'.0 E.		
(g) BELLOWS ROCK Naval Weapons	Cape Point	34°23'.3 (Rock as target)	18°29'.6	PEXA SAN 150 PEXA SAN 1016
(h) GARDEN NO 1 Sound Testing Range	False Bay	34°08'.60 34°08'.60 34°09'.60 34°09'.60 34°08'.60	18°27'.10 18°28'.25 18°28'.25 18°27'.10 18°27'.10	PEXA SAN 150 SAN 1016, 1017 PEXA SAN 1016
GARDEN NO 2 Sound Testing Range	False Bay	34°10'.86 34°10'.88 34°10'.88 34°10'.90 34°10'.86	18°27'.11 18°27'.14 18°27'.01 18°27'.12 18°27'.11	
(i) PROOF NORTH Proof Range	False Bay	2.2 nautical miles (4 000m) from 34°11'.13 S, 18°26'.32 E between bearings 235° and 243°		PEXA SAN 150 PEXA SAN 1016
PROOF SOUTH Proof Range	False Bay	8.5 nautical miles (15 500m) from 34°11'.13 S, 18°26'.32 E between bearings 265° and 275°		PEXA SAN 150 PEXA SAN 1016
(j) LOWER NORTH Weapons Testing	False Bay	11 nautical miles (20 384m) from 34°10'.50 S, 18°25'.75 E between bearings 254° and 283°		PEXA SAN 150 PEXA SAN 1016
(k) STRANDFONTEIN Proof Range	False Bay	34°05'.50 34°04'.50 34°05'.50 34°15'.00 34°16'.50 34°05'.50	18°32'.00 18°41'.50 18°47'.75 18°44'.00 18°31'.50 18°32'.00	PEXA SAN 150 PEXA SAN 1016
(l) SWARTKLIP Proof Range	False Bay	34°04'.40 34°05'.00 34°18'.00 34°18'.00 34°05'.00 34°04'.50	18°42'.10 18°41'.00 18°44'.00 18°48'.00 18°45'.00 18°43'.90	PEXA SAN 150 PEXA SAN 1016
(m) MACASSAR Anti-aircraft Weapons	False Bay	8 nautical miles (14 830m) from 34°04'.4 S, 18°42'.2 E between bearings 314°20' and 046°20'		PEXA SAN 150 PEXA SAN 1016
(n) SIMON'S TOWN SHALLOW WATER DEMOLITION RANGE	False Bay	34°11'.266 34°11'.317 34°11'.417 34°11'.383 34°11'.266	18°26'.650 18°26'.991 18°26'.940 18°26'.700 18°26'.650	SAN 1017

Name and Function	Location	Limits		Charts
		(S)	(E)	
(o) SIMON'S TOWN DEEP WATER DEMOLITION RANGE	False Bay	34°11'.3 34°11'.5 34°10'.0 Arc of circle, radius 1 nautical mile, centered at 34°09'.0 S, 18°32'.0 E from 34°10'.0 S, 18°32'.0 E to 34°09'.25 S, 18°30'.85 E. 34°09'.5 18°30'.0 34°11'.3 18°30'.0 Closed area	18°30'.0 18°32'.0 18°32'.0	PEXA SAN 150 PEXA SAN 1016
(p) DE HOOP (POTBERG) Weapons Testing Range	Cape Agulhas	Sea area at right angles to coast for a distance of 500m from 34°30'28" S, 20°26'56" E to the point 34°35'05" S, 20°21'50" E and the sea area that runs at right angles from the shore for a distance of 5 000m (5km) from the latter point to 34°38'03" S, 20°16'10" E'. Closed area		PEXA 2062
(q) CAPE RECIFE Rifle Range	Port Elizabeth	34°01'.0 34°01'.0 34°03'.0 34°03'.0 34°01'.0 Closed area	25°39'.0 25°40'.0 25°40'.0 25°39'.0 25°39'.0	PEXA SAN 2063
(r) DURBAN Naval Weapons	Durban	29°51'.90 29°47'.60 30°00'.00 30°08'.20 29°53'.75 29°51'.90 Closed area	31°03'.87 31°20'.40 31°18'.80 31°07'.70 31°02'.48 31°03'.87	PEXA SAN 2064
(s) ST LUCIA Naval Weapons	St Lucia	27°42'.95 27°40'.33 27°52'.58 27°55'.58 28°03'.83 28°05'.00 28°05'.50 28°06'.67 28°07'.33 27°38'.00 27°38'.00 27°42'.95 Closed area	32°37'.75 32°31'.00 32°24'.20 32°24'.50 32°23'.00 32°27'.82 32°29'.63 32°33'.58 32°48'.00 32°54'.00 32°45'.75 32°37'.75	PEXA SAN 2064

**SOUTH AFRICAN NOTICE TO MARINERS
NO 3 OF 2008**

Former Notice 3/2007 is cancelled. This is a repetition of the former notice.

WORLD WIDE NAVIGATIONAL WARNING SERVICE (WWNWS) - NAVAREA VII - PROMULGATION OF IMMEDIATE NAVIGATIONAL WARNINGS

Definitions

Navigational warning - A broadcast message containing urgent information relevant to safe navigation.

Maritime Safety Information (MSI) - Navigational and meteorological warnings, meteorological forecasts, and other urgent safety-related messages.

NAVAREA - A geographical sea area, established for the purpose of co-ordinating the transmission of radio navigational warnings. Where appropriate, the term NAVAREA followed by an identifying Roman numeral may be used as a short title.

Region - That part of a NAVAREA established for the purpose of co-ordinating the transmission of coastal warnings, by NAVTEX or INMARSAT-C EGC Broadcast.

NAVAREA co-ordinator - The authority charged with responsibility for co-ordinating, collating and issuing long range navigational warnings and bulletins to cover the whole of the NAVAREA.

National co-ordinator - The national authority charged with responsibility for co-ordinating, collating and issuing coastal warnings in a region.

NAVAREA warning - A navigational warning issued by the NAVAREA Co-ordinator for the NAVAREA.

NAVAREA warnings bulletin - A list of serial numbers of those NAVAREA warnings in force, issued and broadcast by the NAVAREA Co-ordinator during at least the previous six weeks.

Coastal navwarning - A navigational warning promulgated by a national co-ordinator to cover a region.

Local navwarning - A navigational warning which covers inshore waters within the limits of jurisdiction of a harbour or port authority.

INTRODUCTION

1. WWNWS is an International Maritime Organization (IMO) / International Hydrographic Organization (IHO) service established as part of the global maritime distress and safety system (GMDSS) adopted by the *International Convention for the Safety of Life at Sea (SOLAS), 1974*, to which the RSA is a signatory.

2. To provide for the promulgation of Maritime Safety Information on a geographic basis the world has been divided into 16 NAVAREAS.

NAVAREA VII

3. The South Atlantic and South Indian Ocean area around Southern Africa has been designated NAVAREA VII. It is described as the area bounded by the parallel of latitude 6°S, drawn from the West Coast of Africa to longitude 20°W, thence south to Antarctica; and the parallel of latitude 10° 30'S drawn from the East Coast of Africa to long. 55°E, thence south to the parallel of latitude 30°S, thence eastward to longitude 80°E and thence south to Antarctica. The accompanying diagram shows this delimitation. The partial limits of adjoining NAVAREAS are also shown.

NAVAREA VII CO-ORDINATOR

4. The RSA has been designated NAVAREA VII Co-ordinator and the national agency charged with executing the RSA's responsibilities in this regard is the Hydrographer, SA Navy. His responsibilities *inter alia* are:

- a. To endeavor to be informed of all events affecting the safety of navigation in NAVAREA VII.
- b. To expertly assess all received information affecting navigation safety.
- c. To draft NAVAREA warning messages iaw IHO/IMO guidance on standardization of texts and message drafting.
- d. To direct and control the broadcast of NAVAREA warnings via national broadcast facilities.
- e. To pass NAVAREA warnings to adjacent NAVAREA co-ordinators where appropriate.
- f. To transmit periodical NAVAREA warnings bulletins.
- g. To promulgate the cancellation of NAVAREA warnings no longer valid.
- h. To act as the central point of contact on MSI within the NAVAREA.
- i. To promote the use of established international standards and practices in the promulgation of navigational warnings within the NAVAREA.

NAVAREA VII WARNINGS

5. NAVAREA VII warnings are issued by the Hydrographer from time to time for broadcast by Coast Radio Stations. Details of this service are to be found in *SA List of Lights, Fog Signals and Radio Services, SANHO-1*. The warnings are in English and are drafted in the format specified in *IHO/IMO Guide to Drafting Radio Navigational Warnings for the WNNWS*. The warnings are numbered consecutively throughout the calendar year, commencing with 001 at 0001 UTC on 1 January.

6. Navwarnings and a summary of warnings are also published and updated on a daily basis during working hours. This can be viewed on the website: <http://www.sanho.co.za>.

SOUTH AFRICAN REGION

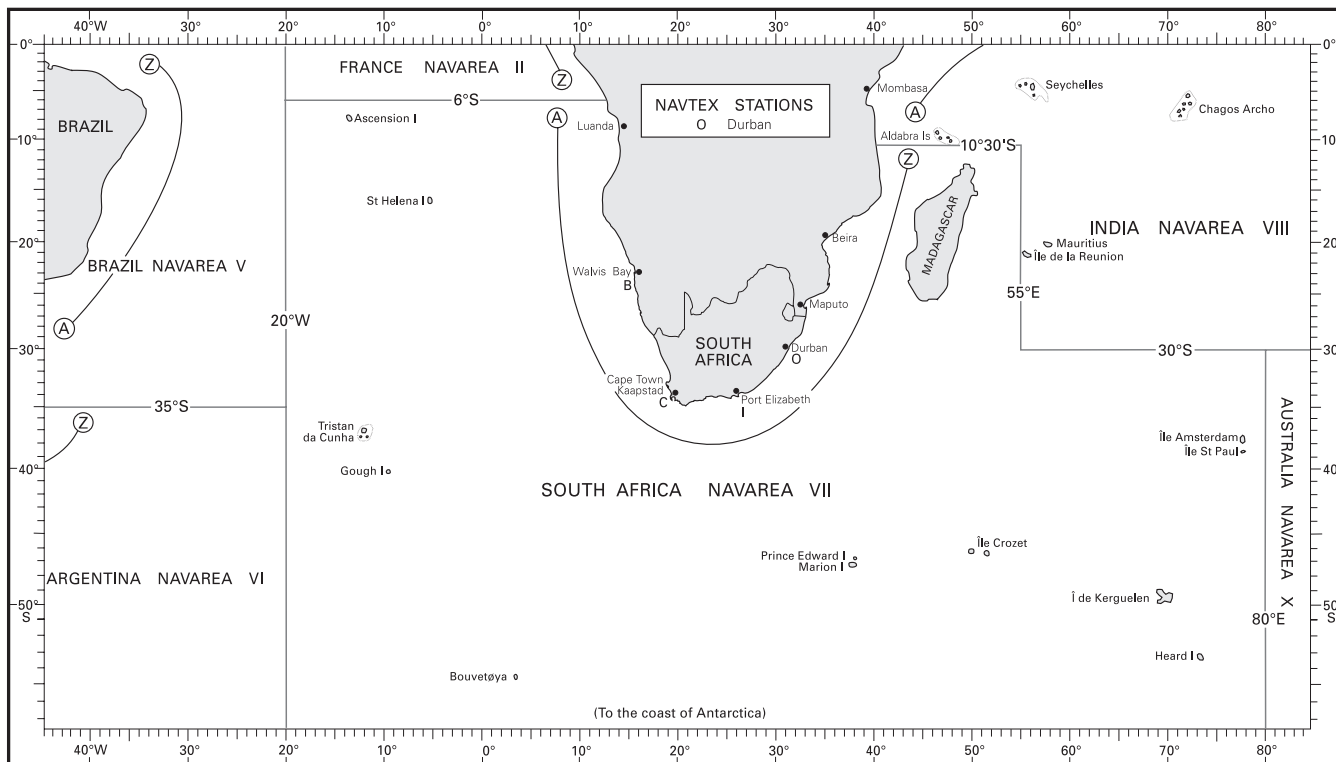
7. The coastal waters out to 150 nautical miles of the Republic of South Africa are designated the South African Region. For the present, for navigational warning purposes, the coastal waters out to 150 nautical miles of the Republic of Namibia are included in the South African Region.

SOUTH AFRICAN REGION CO-ORDINATOR

8. Within the South African Region the Hydrographer, SA Navy, is appointed as the national agency responsible for discharging the responsibilities of National co-ordinator. These responsibilities, *inter alia*, are:

- a. To endeavor to be informed of all events affecting safety of navigation in the region.
- b. To expertly assess all safety information received.
- c. To draft Coastal navwarnings in accordance with established international standards.
- d. To direct and control the broadcast of Coastal navwarnings by the national broadcast system adopted for the WNNWS.
- e. To act as the central point of contact on matters relating to navigational warnings within the Region.

LIMITS OF NAVAREAS AND NAVTEX STATIONS



COASTAL NAVWARNINGS : SOUTH AFRICAN REGION

9. Coastal navwarnings are issued by the Hydrographer from time to time for broadcast by Coast Radio Stations. Details of this service are to be found in *SA List of Lights, Fog Signals and Radio Services, SAN HO-1*. The warnings are in English and are drafted in the format specified in *IHO/IMO Guide to Drafting Radio Navigational Warnings for the WNWWS*. The warnings are numbered consecutively throughout the calendar year, commencing with 001 at 0001 UTC on 1 January.

10. NAVAREA VII warnings and a summary of warnings are also published and updated on a daily basis during working hours. It can be viewed on the website: <http://www.sanho.co.za>.

LOCAL NAVWARNINGS

11. Harbour Masters of South African ports are responsible for the issue of Local navwarnings pertaining to MSI within the port limits of their respective ports. Where it is considered that such warnings are of significance outside these port limits, the Hydrographer, SA Navy, may issue NAVAREA VII or Coastal navwarnings in lieu, in which case the Local navwarning is then cancelled.

NAVTEX

12. NAVTEX is an international automated direct-printing service for the promulgation of navigational and meteorological warnings and urgent information to ships. A fully operational NAVTEX service exists in the RSA and Namibia, details of which are given in the *SA List of Lights, Fog Signals and Radio Services (SAN HO-1), Section 3*.

SAFETYNET

13. SafetyNET is a service of INMARSAT 's enhanced group call system (EGC) designed specifically for promulgation of MSI as a part of the GMDSS. SafetyNET provides shipping with navigational and meteorological warnings, meteorological forecasts, shore-to-ship distress alerts, and other urgent information. At present meteorological information pertaining to NAVAREA VII and NAVAREA VII warnings are transmitted via this service. Details are given in the *SA List of Lights, Fog Signals and Radio Services (SAN HO-1)*.

SOURCES FOR NAVIGATION WARNINGS

12. From the above it is clear that the navigation warning service provided by the Hydrographer is dependent to a large extent upon the provision of timely and accurate source information that must be forthcoming from the maritime community itself. Masters, Port and other Maritime Authorities are requested to send all such information as rapidly as possible (by mail, radio, telex, telephone or fax) to :

The Hydrographic Office
Private Bag X1
Tokai
7966

Tel : +27 21 787 2445 / 787 2444
Fax : +27 21 787 2228
Telex : 95 527946 (ANS BACK : NAVY SA)
e-mail : hydrosan@iafrica.com

The attention of Masters is drawn to the necessity for making arrangements to ensure that all radio messages received concerning Navigational warnings or other matters relating to safety of life at sea are brought to his notice immediately on receipt, or to that of the Navigating Officer on watch.

**SOUTH AFRICAN NOTICE TO MARINERS
NOTICE NO 4 OF 2008**

Former Notice 4/2007 is cancelled. This is a repetition of the former notice.

REPORTS OF SHOALS OBTAINED BY ECHO SOUNDING

Instructions regarding rendering

1. Now that all ships are fitted with echo-sounding equipment, numerous reports of shoal sounding are being received by the Hydrographer. A large proportion of these reports are of little value as insufficient information is forwarded with them.

2. False soundings may be obtained from correctly adjusted E/S sets due to one of the following causes:

- a. The returning echo being received after the transmission interval has been completed once or perhaps twice, e.g. with a rotary type E/S set having a maximum scale reading of 600 meters, a reading on the trace of 50 meters might in fact be a sounding of 50 or 650 or even 1250 meters. (In the case of E/S sets fitted with transmitter ON/OFF switches, such doubts can easily be resolved. By breaking the transmission circuit, with the set still running, and then re-making it, it is only necessary to note the number of subsequent stylus revolutions occurring before the echo re-appears.)
- b. Dense shoals of fish or layers of plankton which sometimes give an echo completely masking that from the bottom. Such a layer is usually known as a "deep scattering layer" and is often found to rise towards the surface at dusk and, after remaining during the night close to the surface, descends again at dawn. The deep scattering layer is frequently encountered at or near the edge of the continental shelf and is frequently mistaken for shoal water.
- c. Layers of water of different density from that of the surrounding water.
- d. Strong tidal streams or eddies with solid particles in suspension which may give feathery echoes.
- e. It is possible in the more powerful types of E/S sets now being developed that double echoes may be obtained even in depths of several hundred meters. The second echo caused by the rebounding ultrasonic waves will appear at twice the depth of true echo. Care should be taken when phasing and using the ON/OFF switch, as described above, that in fact the true echo is being recorded. The second echo is invariably weaker than the first and can be faded by turning down the sensitivity of the receiver.

3. When unexpected shoal soundings are obtained in waters where the charted depth gives no indication, even though discoloured water may be seen, the only certain method of confirming their existence is by taking a cast with the lead. Where, however, the charted depth is nowhere more than the scale reading of the set and the shoal is seen to rise from the bottom on the trace, provided speed and setting of the set is correct, the shoal sounding may be accepted conditionally.

4. When reports of shoal sounding are received in the Hydrographic Office, they are carefully considered in the light of accompanying or other evidence before any action is taken to amend charts. Unless reports are confirmed by the cast of the lead, chart action is usually withheld until the area can be examined by a surveying vessel. In the past much time and effort has been wasted searching for non-existent shoals.

5. In order that the Hydrographer can make full use of reports of soundings, the Echo Trace should always be forwarded, together with Form HO-16 (Hydrographic Note), which appears at the end of this publication. Navigating Officers are requested to note the following points regarding essential details:

- a. Mark the trace each time a fix is obtained by drawing a line along the curved edge of the scale, taking care not to foul the stylus arm meanwhile.
- b. Number the fix and insert the time. (The time is important since the height of the tide must be found in order to obtain the correct depth.)
- c. Insert the recorded depth of all peak soundings.
- d. On completion of soundings, and before rolling up the paper, draw in the bottom trace and transmission line and dry the paper, preferably in a dim light if a wet paper machine is used.
- e. Mark any change of phase conspicuously.
- f. Insert the make and type of echo-sounding machine.
- g. It is recommended that an indelible pencil or ball-point pen should be used in all writing on the trace.

6. It is important to note that the draught of the ship should be the same as the depth of the transmission line. If the latter is set to zero a note to this effect should be made on the trace, giving the draught of the ship.

7. In sets which have two operating speeds (e.g. meter or meter x 10) the transmission line must be separately adjusted to show the correct scale reading in each speed.

8. Attention is drawn to Admiralty Publications THE MARINERS HANDBOOK NP 100 (1999) ECHO SOUNDING - Paras 2-79 to 2-103.

**SOUTH AFRICAN NOTICE TO MARINERS
NOTICE NO 5 OF 2008**

Former Notice No 5/2007 is cancelled. This is a repetition of the former notice.

RULES FOR THE NAVIGATION OF LADEN TANKERS OFF THE SOUTH AFRICAN COAST

1. Two IMO approved Traffic Separation Schemes (*IMO Resolution A.858 (20)*) are in force on the Agulhas Bank. Details as follows. They are obligatory for Laden Tankers. Cargo vessels may use the inshore routes but if they navigate in the vicinity of the Traffic Separation Schemes they shall comply with the provision of Routeing Schemes as laid down in the IMO Publication *Ships Routeing*.

2. TRAFFIC SEPARATION SCHEME OFF FA PLATFORM 47 MILES SOUTH OF MOSSEL BAY

(Reference Charts: SAN 4, SAN 57, INT 7510 SAN 81, INT 7520 SAN 82, SAN 122

Note: The SAN charts are based on Cape Datum (Clarke 1880 Mod).

Description of traffic separation scheme.

a. A **separation zone** is bounded by a line connecting the following geographical points:

- (1) 34°50'.11 S; 022°00'.00 E (2) 34°47'.39 S; 022°20'.00 E
(3) 35°04'.06 S; 022°00'.00 E (4) 35°03'.37 S; 022°10'.86 E (5) 35°01'.77 S; 022°20'.00 E

b. A traffic lane for **eastbound traffic** is established between the separation zone and the separation line connecting the following geographical points:

- (6) 35°07'.16 S; 022°00'.00 E (7) 35°06'.35 S; 022°11'.18 E (8) 35°04'.81S; 022°20'.00 E

c. A traffic lane for **westbound traffic** is established between the traffic separation zone and the separation line connecting the following geographical points:

- (9) 34°47'.07 S; 022°00'.00 E (10) 34°44'.75 S; 022°20'.00 E

3. TRAFFIC SEPARATION SCHEME OFF ALPHARD BANKS 34 MILES SOUTH OF CAPE INFANTA

(Reference Charts: SAN 4, SAN 56, SAN 57, INT 7510 SAN 81, SAN 121

Note: The SAN charts are based on Cape Datum (Clarke 1880 Mod).

Description of traffic separation scheme.

a. A **separation zone** is bounded by a line connecting the following geographical points:

- (1) 34°58'.79 S; 020°45'.00 E (2) 34°56'.48 S; 021°05'.00 E
(3) 35°09'.54 S; 020°45'.00 E (4) 35°08'.10 S; 021°05'.00 E

b. A traffic lane for **westbound traffic** is established between the traffic separation zone and the separation line connecting the following geographical points:

- (5) 34°55'.76 S; 020°45'.00 E (6) 34°53'.45 S; 021°05'.00 E

c. A traffic lane for **eastbound traffic** is established between the separation zone and the separation line connecting the following geographical points:

- (7) 35°12'.55 S; 020°45'.00 E (8) 35°11'.11 S; 021°05'.00 E

4. **Definition** : “*Laden tanker*” means any tanker other than a tanker in ballast having in its cargo tanks residual cargo only.

5. In accordance with *IMO Resolution A.858(20)* the Maritime Safety Committee adopted the following routeing measures which come into force on 0001 UTC 1 December 1998.

6. Laden tankers, when **westbound**, when off the South African coasts, should adhere to the following :

a. Laden tankers should maintain a **minimum distance of 20 (twenty) nautical miles** off the following landmarks:

- i. South Sand Bluff (Z6228) (D6446)
- ii. Mbashe Point (Z6222) (D6438)
- iii. Hood Point (Z6170) (D6420)
- iv. Cape Recife (Z6100) (D6390)

- b. These tankers should then steer to pass through the westbound or northern lanes of the traffic separation schemes off the FA Platform and the Alphard Banks and then maintain a **minimum distance of 20 (twenty) nautical miles** from the following landmarks:
- i. Cape Agulhas (Z5980) (D6370)
 - ii. Quoin Point (Z5972) (D6332)
 - iii. Cape Point (Z5873) (D6120)
 - iv. Slangkop Point (Z5870) (D6110)
 - v. Cape Columbine (Z5670) (D5810)

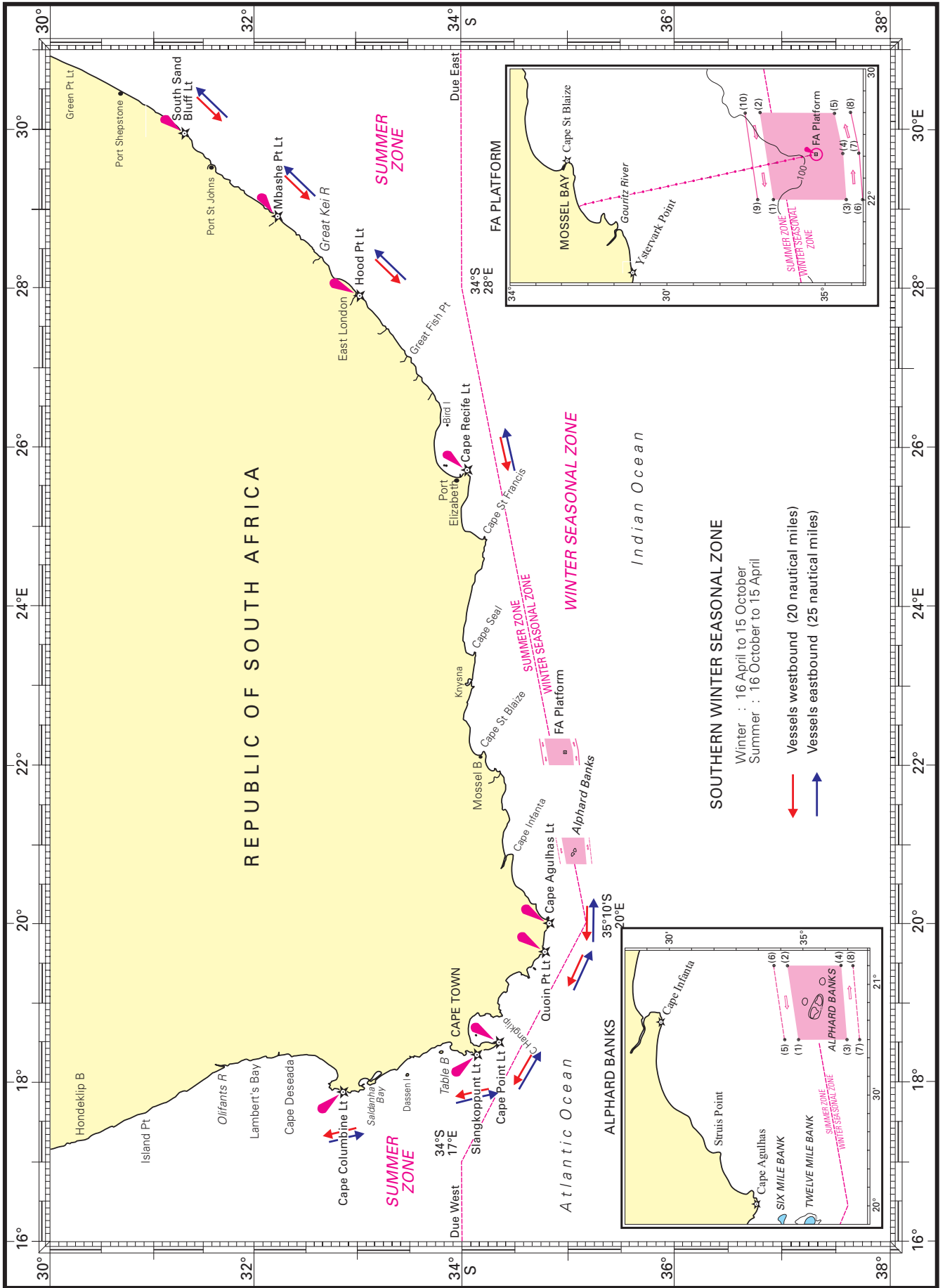
7. Laden tankers when **eastbound** off the South African coast, should similarly maintain a **minimum distance of 25 (twenty five) nautical miles** when passing the points listed in 6.a. and 6.b. and when between Cape Agulhas and Cape Recife, steer a course to pass through the eastbound or southern lanes of the traffic separation schemes off the Alphard Banks and FA platform.

EXEMPTIONS

8. The following **exemptions to the laden tanker rules** apply:

- a. Vessels calling at Cape Town (Table Bay) to **rendezvous with service craft or helicopters** should follow the recommended routes until, in the case of laden tankers, when proceeding Westbound, Cape Point Light bears 000°(T) x 20 nautical miles, thence altering course to position, Slangkop Point Light 250°(T) x 20 nautical miles. From this position course may be altered to the rendezvous area 6 nautical miles westward of Green Point Light (Z5834) (D5900) (replenishment area shown on charts SAN 118, 119, 1013).
- b. Laden tankers **engaged on voyages solely between ports in the Republic of South Africa** are exempted from the provisions of paragraphs 6 and 7 of these regulations and are to maintain a distance of 10 (ten) nautical miles off salient points of the coast subject to weather, sea and current conditions, when setting courses to their ports of loading and discharging.
- c. During the **winter season** (16 April to 15 October) westbound laden tankers should maintain the minimum distance of 20 miles off the appropriate landmarks in paragraph 6.a. However, on approaching the winter zone, they may remain within the summer zone as close to the separation line as possible, and for the minimum period necessary, to ensure that they can remain on their summer loadline throughout. In the vicinity of the FA Platform and Alphard Banks, they are to adjust their course to pass through the westbound traffic lanes.

Source : SAMSA



**SOUTH AFRICAN NOTICE TO MARINERS
NO 6 OF 2008**

Former Notice No 6/2007 is cancelled. This is a repetition of the former notice.

SOUTH AFRICA, Oil Pollution - Observation and Reporting

1. The South African Maritime Safety Authority (SAMSA) is the responsible authority for the administration of the *Marine Pollution (Control and Civil Liability) Act 6 of 1981*, as amended.

2. As the prevention of the pollution of the sea by oil is of international importance it is considered that vessels on passage along the coastline of the Republic of South Africa or lying in an anchorage off the various ports can be of invaluable assistance to the Department by reporting:

- a. Oil slicks sighted;
- b. Oil accidentally discharged;
- c. Oil discharged in the interests of Safety of Life at Sea;
- d. Vessels in distress likely to cause oil pollution.

3. Agreement has been reached with TELKOM that radiotelephone or radiotelegraphy reports of this nature passed through South African Coast Radio Stations, depending on the locality, radio reports may be addressed to The Principal Officer of SAMSA via port control (VHF Channel 16) at the following ports: Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town and Saldanha Bay.

4. The following is a guide as to the appearance of oil on the sea and the method of reporting such oil:

- a. Effect of oil on appearance of the water:
 - i. Condition 1 :Barely visible under most favourable light conditions.
 - ii. Condition 2 :Visible as a silvery sheen on the water surface.
 - iii. Condition 3 :First trace of colour may be observed.
 - iv. Condition 4 :Bright bands of colour.
 - v. Condition 5 :Colours begin to turn dull natural to colour of oil.
 - vi. Condition 6 :Colours natural to colour of oil.

Note: Conditions 4, 5 and 6 would require immediate action by the Oil Pollution Organisation.

- b. Information required in the text of a report of an oil sighting:
 - i. Condition as stated above;
 - ii. Position;
 - iii. Extent of oil slick;
 - iv. Weather or wind direction;
 - v. Vessel involved.

5. Thus a typical message would read as follows:

PRINCIPAL OFFICER SAMSA
DURBAN
OIL SIGHTED 35-03 S 020-31 E CONDITION 6 STOP 3 BY 3 MILES
FORCE 3 SE
OIL TANKER SEA CARRIER - MASTER

Note : Insert word STOP between phrases only when confusion may occur.

6. No Master or member of the crew making or associated with a report of this nature would be called upon to give evidence in a court of law if his vessel is due to sail before the trial.

Reporting discharge of oil and/or damage to a vessel

7. The following information is required from the Master for a radio report of discharge of oil and/or damage to his vessel when navigating within 50 nautical miles of the coasts of South Africa:

- a. Name and Call sign, Official Number and Port of Registry;
- b. Position, Course and Speed;
- c. Nature of Damage (See Note below);
- d. Prevailing weather and sea conditions;
- e. If bound for a port in the Republic of South Africa.

8. If applicable, the particulars contained in the certificate which, in terms of *Article VII of the International Convention on Civil Liability for Oil Pollution, 1969*, is required to be carried on board.

Note : Damage to a vessel shall be deemed to have created the likelihood of a discharge of oil if it is of such a nature as to detrimentally affect in any way the vessel's seaworthiness or efficient working.

9. The above information is required in terms of *Act No 6 of 1981(as amended)*.

10. Up to date telephone lists of persons responsible for combatting oil spills are issued regularly by SAMSA in MARINE NOTICES. The Principal Officer (PO) stationed closest to the incident should be the first contact.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 7 OF 2008**

Former Notice No 7/2007 is cancelled. This is a repetition of the former notice.

STORM WARNINGS TO SHIPPING

1. Storm warnings to shipping will be broadcast immediately on receipt on 518 kHz (NAVTEX), 2182 kHz and VHF Ch 16.
2. Storm warnings will be repeated on the working frequencies after the first silent period after receipt, preceded by an announcement on the distress frequencies.

RADIO TRANSMISSIONS OF WEATHER BULLETINS FOR SHIPPING

Schedules and frequencies of weather bulletins for shipping can be found in the *SA List of Lights, Fog Signals and Radio Services (SAN HO-1)*. *SAN HO-1* is available from the Chart Agents listed on pages 1 and 2 of this summary.

Note : The attention of Masters of South African Ships is drawn to the requirements of the *Merchant Shipping Act, 1951 (Act 57 of 1951), Section 249*. This section states that the Master, meeting with a dangerous storm or any other direct danger to navigation, shall immediately send information, accordingly, by all possible means of communication at his disposal.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 8 OF 2008**

Former Notice No 8/2007 is cancelled. This is a repetition of the former notice.

SOUTH AFRICAN SHIP REPORTING SYSTEM (SAFREP)

1. The South African Ship Reporting System (SAFREP) has been established by the Department of Transport to assist in search and rescue at sea and to provide up-to-date information on shipping in the event of a maritime casualty. This is achieved by the submission of movement reports, via radio or satellite, by vessels within the South African Maritime Area of Responsibility (See diagram in Annual Notice No. 15) to the SAFREP Co-ordination Centre at Silvermine.

2. Participation during this trial period is not compulsory.

3. See *SA List of Lights (HO-1)* for working details. For further information contact :

Any **Coast Radio Station** as listed in *SA List of Lights, Fog Signals and Radio Services (SAN HO-1)*; or

SAFREP Co-ordination Centre

Signal Address : SAFREPCC CAPE TOWN
Telephone : 021 787 2245
Fax : 021 787 2473

SAMSA

Telephone : 012 342 3049
Fax : 012 342 3160
Email : samsa@samsa.org.za

AUTOMATED MUTUAL ASSISTANCE VESSEL RESCUE (AMVER)

1. The AMVER System, operated by the United States Coast Guard, is a maritime mutual assistance organisation which provides important aid to the development and co-ordination of search and rescue (SAR) efforts in many offshore areas of the world. Merchant vessels of all nations making offshore voyages are encouraged to send movement reports and periodic position reports to the AMVER centre at Coast Guard New York via selected radio stations or INMARSAT. Information from these reports is entered into a computer which supplies dead reckoning positions for vessels while they are within the plotting area. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information. Appropriate information concerning the predicted location and SAR characteristics of each vessel known to be within the area of interest is made available upon request to recognized SAR agencies of any nation or person in distress, for use during an emergency. Predicted locations are only disclosed for reasons connected with maritime safety.

2. Messages sent within the AMVER System are at no cost to the ship or owner if sent via COMSAT-C using the AMVER/SEAS software and designated COMSAT earth stations. Benefits to shipping include improved chances of aid in emergencies, reduced number of calls for assistance to vessels not favourably located and reduced time lost for vessels responding to calls for assistance. An AMVER participant is under no greater obligation to render assistance during an emergency than a vessel who is not participating.

3. Details of radio stations through which AMVER messages may be passed are given in *SA List of Lights, Fog Signals and Radio Services (SAN HO-1)*.

4. Details in English and many other languages are contained in the AMVER User's Manual which may be obtained free of charge from Chief, AMVER Maritime Relations, US Coast Guard, Battery Park Bldg., New York, N.Y. 10004-1499, USA. Telephone (212) 668-7762 (e-mail : rkenney@battery.ny.uscg.mil), or at U.S. Coast Guard Offices, Marine Inspection Offices or, at, Captain of the Port Offices in major U.S. Ports.

(See USA Notice to Mariners #1 Section 1 para 10).

**SOUTH AFRICAN NOTICE TO MARINERS
NO 9 OF 2008**

Former Notice No 9/2007 is cancelled. This is a repetition of the former notice.

INSTRUCTIONS TO SHIP RADIO STATIONS

Official messages to RSA registered merchant ships - the ZTOB Organisation.

This ZTOB Organisation is put in abeyance until further notice.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 10 OF 2008**

Former Notice No 10/2007 is cancelled. This is a repetition of the former notice.

MARITIME BOUNDARIES AND ZONES

1. The *Maritime Zones Act, 1994*, defines the Maritime Zones of the RSA (see diagram on page 20) as follows :

Baselines

2. Subject to subsections a. and b. below, the low water line shall be the baseline.
 - a. Notwithstanding the above, straight lines joining the grouped co-ordinates mentioned in Schedule 2 of this Act (detailed at the end of this Notice), shall be the baselines of the relevant part of the coast.
 - b. Notwithstanding the above, the outer limits prescribed or determined in accordance with subsections c. and d. below shall be the baselines.
 - c. Outer limits of internal waters referred to in para 2.b. below shall be established in the prescribed manner.
 - d. In the absence of any outer limits of internal waters prescribed in accordance with c. above, the outer limits shall be the outer-most harbour works which form an integral part of the harbour system.
 - e. In any proceedings before a court of law any prescribed chart or map shall be admissible as *prima facie* proof of the contents thereof.

Internal Waters

3. The internal waters of the Republic shall comprise:
 - a. all waters landward of the baselines; and
 - b. all harbours.
4. Any law in force in the Republic, including the common law, shall also apply in its internal waters and the airspace above its internal waters.
5. The right of innocent passage shall not exist in the internal waters, except if the internal waters concerned were territorial before the commencement of this Act.

Territorial Waters

6. The sea within a distance of twelve nautical miles from the baselines shall be the territorial waters of the Republic.
7. Any law in force in the Republic, including the common law, shall also apply in its territorial waters and the airspace above its territorial waters.
8. The right of innocent passage shall exist in the territorial waters.

Contiguous Zone

9. The sea beyond the territorial waters referred to in para 6 above, but within a distance of twenty four nautical miles from the baselines, shall be the contiguous zone of the Republic.
10. Within the contiguous zone and the airspace above it, the Republic shall have the right to exercise any powers which may be considered necessary to prevent contravention of any fiscal law or any customs, emigration, immigration or sanitary law and to make such contravention punishable.

Maritime Cultural Zone

11. The sea beyond the territorial waters referred to in para 6, but within a distance of twenty four nautical miles from the baselines, shall be the maritime cultural zone of the Republic.
12. Subject to any other law the Republic shall have, in respect of objects of an archaeological nature found in the maritime cultural zone, the same rights and powers as it has in respect of its territorial waters.

Exclusive Economic Zone

13. The sea beyond the territorial waters referred to in para 6, but within a distance of two hundred nautical miles from the baselines, shall be the exclusive economic zone of the Republic.
14. Subject to any other law the Republic shall have, in respect of objects of all natural resources in the exclusive economic zone, the same rights and powers as it has in respect of its territorial waters.

Continental Shelf

15. The continental shelf as defined in *Article 76 of the United Nations Convention on the Law of the Sea, 1982*, adopted at Montego Bay on 10 December 1982, shall be the continental shelf of the Republic.

16. Subject to any other law the outer limits of the continental shelf shall consist of a series of straight lines joining the co-ordinates mentioned in Schedule 3 of this Act (not detailed).

17. For the purposes of :

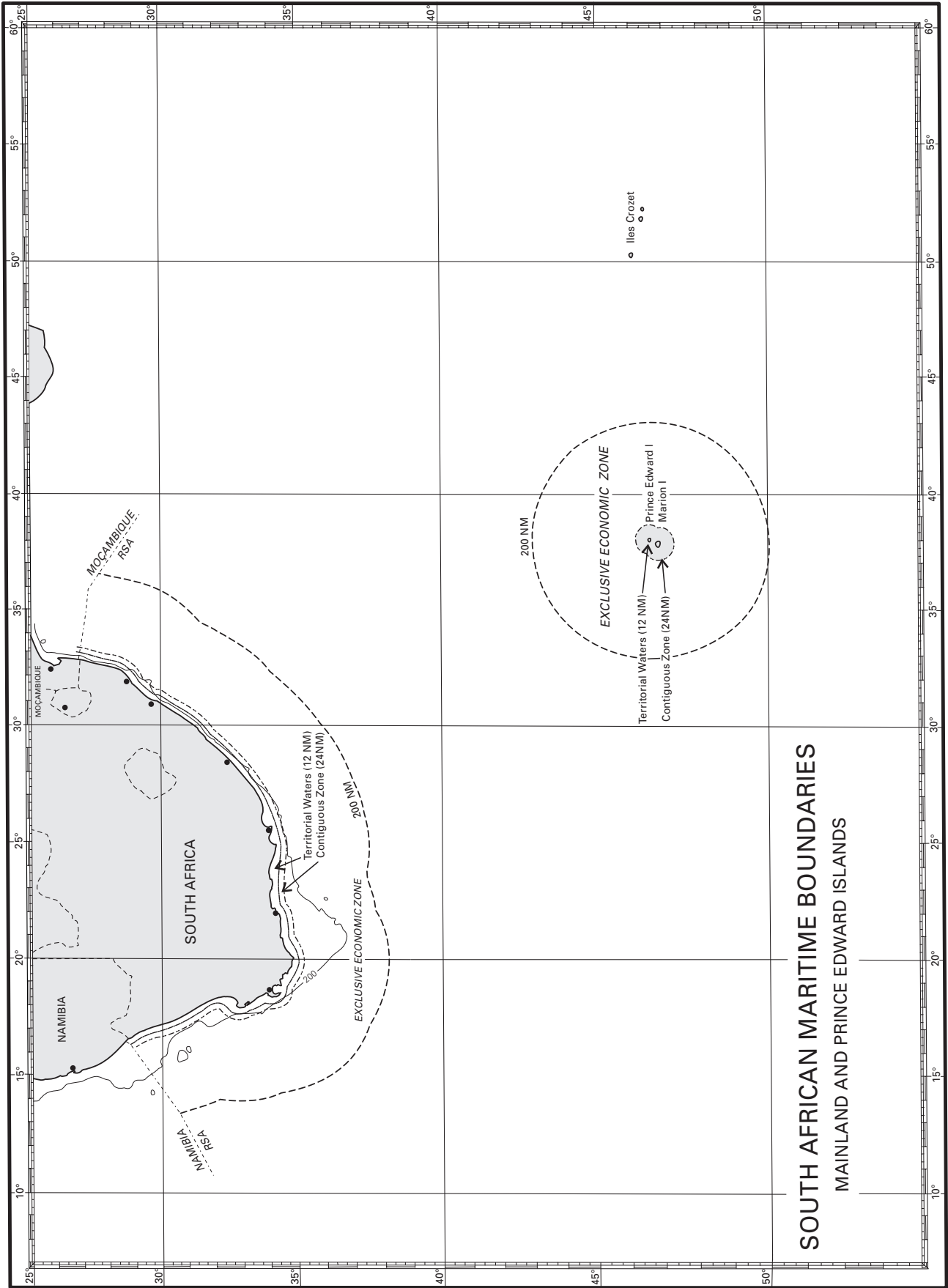
- a. exploration of natural resources, as defined in *paragraph 4 of Article 77 of the United Nations Convention on the Law of the Sea, 1982*, and
- b. any law relating to mining of precious stones, metals or minerals, including natural oil, the continental shelf shall be deemed to be unalienated State land.

18. The co-ordinates listed in the table below establish six straight baselines along the coast of the Republic. A dotted line between grouped co-ordinates indicates the end/start of a straight baseline. The straight baselines are separated by coastline.

Schedule 2 : Straight Baselines of the Republic of South Africa

(These co-ordinates are based on the WGS 84 Spheroid to an accuracy of 1" (arc))

Latitude South ° ' "	Longitude East ° ' "	Latitude South ° ' "	Longitude East ° ' "	Latitude South ° ' "	Longitude East ° ' "
32 19 05.2	018 18 50.0	34 23 14.5	018 49 36.6	34 21 46.5	021 52 16.6
32 44 17.3	017 52 13.4	34 37 58.5	019 17 48.2	34 20 24.8	021 54 41.5
32 44 17.3	017 52 13.4	34 37 58.5	019 17 48.2	34 20 24.8	021 54 41.5
32 49 30.4	017 50 38.5	34 41 23.5	019 24 07.9	34 11 14.4	022 09 36.5
32 49 30.4	017 50 38.5	34 41 23.5	019 24 07.9	34 11 14.4	022 09 36.5
32 59 53.3	017 52 17.8	34 46 51.6	019 38 08.2	34 05 36.2	022 58 46.1
32 59 53.3	017 52 17.8	.....	.....	34 05 36.2	022 58 46.1
33 02 26.3	017 53 42.8	34 47 15.8	019 39 42.4	34 06 42.7	023 24 25.3
33 02 26.3	017 53 42.8	34 49 40.8	019 57 46.5	34 06 42.7	023 24 25.3
33 09 08.7	017 58 47.1	34 49 53.9	020 00 49.6	34 06 42.7	023 24 25.3
33 09 08.7	017 58 47.1	34 28 22.7	020 50 46.9	34 12 49.1	024 50 12.9
32 09 08.7	017 58 47.1	34 28 22.7	020 50 46.9	34 12 49.1	024 50 12.9
33 24 51.7	018 04 22.9	34 26 18.3	021 17 57.8	34 02 49.6	025 37 38.6
.....
33 25 55.1	018 04 54.8	34 26 18.3	021 17 57.8	34 02 49.6	025 37 38.6
34 08 56.5	018 19 09.6	34 23 44.2	021 43 46.5	34 01 48.0	025 42 06.5
.....
34 09 23.5	018 19 24.0	34 23 44.2	021 43 46.5	34 01 48.0	025 42 06.5
34 16 23.3	018 22 48.7	34 22 48.9	021 48 45.7	33 50 34.3	026 17 08.8
34 16 23.3	018 22 48.7	34 22 48.9	021 48 45.7	33 50 34.3	026 17 08.8
34 18 28.9	018 24 05.0	34 22 35.1	021 49 51.9	33 44 52.8	026 33 19.6
.....
34 19 34.5	018 25 17.5	34 22 35.1	021 49 51.9	.....	.....
34 21 28.6	018 28 22.0	34 22 26.2	021 50 25.5	.....	.....
34 21 28.6	018 28 22.0	34 22 26.2	021 50 25.5	.....	.....
34 23 14.5	018 49 36.6	34 21 46.5	021 52 16.6	.....	.....



SOUTH AFRICAN MARITIME BOUNDARIES
MAINLAND AND PRINCE EDWARD ISLANDS

Prepared in the Hydrographic Office on 12 September 1994 under the supervision of Captain B.H. Teuteberg, Hydrographer, SA Navy

SOUTH AFRICAN NOTICE TO MARINERS NO 11 OF 2008

Former Notice No 11/2007 is cancelled. This is a repetition of the former notice.

INFORMATION CONCERNING SUBMARINES

Part I - SUBMARINE WARNING SIGNALS

1. Mariners are warned that considerable hazard to life may result from disregarding the following warning signals, which denote the presence of submarines:

Visual Signals

2. South African warships fly the *International Code Group NE2* to denote that submarines, which may be submerged, are in the vicinity. Other vessels are cautioned to steer a course so as to give a wide berth to any vessel flying this signal. If, for any reason, it is necessary to approach her, a good lookout must be kept for submarines, whose presence may be indicated only by their periscopes or snort masts showing above water.

3. A submarine submerged at periscope depth at night, may sometimes indicate her position by means of an underwater lantern, which will illuminate the sea surface from below.

Pyrotechnics and Smoke Candles

4. The following signals are used by submerged submarines:

- a. *Yellow smoke signal (with flame)* - indicates position in response to a request from a ship or as required.
- b. *Green smoke signal (with flame)* - used to indicate the position from which a practice torpedo has been fired. All vessels are requested to keep clear as the submarine may want to surface after the firing.
- c. *Red smoke signals (with flame)* - which may be accompanied by smoke candles repeated as often as possible, mean - "Keep clear. I am carrying out an emergency surfacing procedure. Do not stop propellers. Clear the area immediately. Stand by to render assistance".

Note: If the *red pyro flare* is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted, after which action in accordance with Part IV should be taken.

- d. Two *yellow smoke signals* released 3 minutes apart mean - "Keep clear. I am preparing to surface. Do not stop propellers. Clear the immediate vicinity."

5. It must not be inferred from the above that submarines exercise only when in company with escorting vessels.

6. In certain circumstances warnings that submarines are exercising in specified areas may be broadcast by a Coast Radio Station.

Part II - NAVIGATION LIGHTS

7. Submarines may be encountered on the surface by night, particularly in the vicinity of the following ports: Saldanha Bay, Cape Town, Simon's Town, Hout Bay, Port Elizabeth, East London and Durban.

8. The steaming and side lights of South African submarines appear to be placed well forward and very low above the water in proportion to the length and tonnage of these vessels. South African submarines are fitted with an *amber quick flashing light* situated abaft of the steaming light as an aid to identification. It will also be used when snorting. While at anchor or at a buoy by night submarines display normal anchor lights.

9. The overall arrangements of submarines lights are therefore unusual and may well give the impression of being markedly smaller and shorter vessels than they are. Their vulnerability to collision when proceeding on the surface dictates particular caution when approaching them.

Part III - COLLISIONS WITH SUBMARINES

10. Most submarine losses during peace time have been caused by collision with other vessels. Submarines, with their low buoyancy factor, if involved in a collision, may sink or be unable to surface because of their buoyancy (ballast) tanks having been ruptured.

11. Because of their size and low profile, surfaced submarines are often difficult to see. Submarines operating at periscope depth are obviously even more difficult to detect.

12. Collision or suspected collision, with a submarine must be reported by the fastest means available to the nearest Coast Radio Station. The position of the collision together with the estimated current, wind force and sea state, as well as any other relevant particulars, must be included in the report.

13. The report should be sent by radio using Emergency Clearance Procedure on distress or normal frequencies. The message can be passed direct to NAVCOMCENCAPE, via a Coast Radio Station or harbour radio network, whichever is considered the faster, as speed of handling is essential. The message will then be sent to the Chief of the Navy, Navy Office, Pretoria, or, signals address, Force Preparation Operation Centre, telephone (Cape Town) +27 21 787 4126/4129, fax (Cape Town) +27 21 787 4002.

Part IV - SUNKEN SUBMARINES

14. A bottomed submarine which is unable to surface will try to indicate its position by the following methods:

- a. Releasing two life rafts, which are equipped with EPIRBS, as soon as the incident occurs. The life rafts are described in Part V.
- b. On the approach of surface vessels, and at regular intervals, by firing the smoke signals described in Par 4 under Part 1.
- c. Pumping out oil fuel or lubricating oil.
- d. Blowing out air.
- e. Activating her Sonar Beacon. The Sonar Beacon is described in Part V.
- f. Transmitting on her underwater telephone. The underwater telephone is described in Part V.

15. It is vitally important that surface ships refrain from discharging any oil or debris which might appear to have come from a submarine. Searching ships and aircraft can waste valuable time investigating such false contacts.

16. Some submarine pyrotechnics may carry messages. These may be recovered as soon as they have finished burning and the contents of messages together with the position and time of recovery of the pyrotechnic must be passed to :

- a. Any Naval vessel in the vicinity, or
- b. NAVCOMCENCAPE, Private Bag X1, TOKAI, 7966, telephone (Cape Town) 021 787 2911, or
- c. COMFLEET, Naval Base, Simon's Town.
- d. the nearest branch of the South African Police Service.

Messages should be passed by the most rapid means of communication available.

17. South African submarines are fitted with two life rafts, each fitted with its own EPIRB which can be released from inside in case of emergency or if the submarine is unable to surface.

18. In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and, as the sighting of life rafts may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action.

19. The sighting of any smoke signals and/or life rafts answering the description should be reported at once to the Naval authorities or a Port Office. But if a vessel is unable to establish communication without leaving the vicinity of the sunken submarine, she should stand by to rescue survivors and not leave the scene of the accident.

20. South African submarines are equipped with smoke signals and life rafts. It is therefore of the utmost importance that the position, together with the estimated current and the strength and direction of the wind at the position, and the time of first sighting of the smoke signals and/or life rafts be accurately and speedily reported to any of the authorities mentioned in *para 16* above.

21. At any time after a submarine accident survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until :

- a. rescue vessels are known to be standing by, or
- b. conditions inside the submarine deteriorate to such an extent that an attempt at escape must be made.
- c. it is determined whether or not a DSRV rescue is possible. The DSRV is described in Part V.

22. It should be noted that the air supply in a sunken submarine may last for several days, in which case situation b. may not arise for a considerable time after the sinking. However, if the submarine is badly damaged, survivors may have to make an immediate escape attempt. Any ship finding smoke signals and/or life rafts answering the description should stand by well clear of it ready to pick up survivors who will probably surface at a distance from it depending on the effect of wind and current. On arrival on the surface men may be exhausted or ill, and the presence of a boat already lowered is very desirable should weather conditions permit. Some men may require a decompression chamber and the Naval authorities will try to get such a chamber to the scene as soon as possible.

23. In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. It is vital that they are not dropped too close since men in the process of making ascents are particularly vulnerable to underwater explosions, and may easily be fatally injured. A distance of 0.25 mile is considered safe. If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the water-line is likely to be heard in the submarine, and such banging and/or sounding should be carried out at frequent intervals.

24. Submarines may at any time release pyrotechnic signals which, on reaching the surface, burn with flames and/or smoke, thus serving to mark the position. They are likely to acknowledge sound signals by this means.

25. Summing up, the aims of a Submarine Rescue Operation are:

- a. To fix the exact position of the submarine.
- b. To get a ship standing by to pick up survivors, if practicable, with boats already lowered.
- c. To get medical assistance to survivors picked up.
- d. To get a diver's decompression chamber to the scene in case this is required by those seriously ill after being exposed to great pressure.
- e. To inform the trapped men that help is at hand.

- f. To get a DSRV to the scene of the submarine incident.

26. There is a Naval organization designed to fulfill these aims, which is always kept at instant readiness for action. It is clear, however, that any ship may at any time find evidence of a submarine disaster, and if she takes prompt and correct action as described above, she may be in a position to play a vital part.

Part V - SUBMARINE RESCUE DEVICES

27. The submarine is fitted with two life rafts, which can be released from inboard in case of an emergency (See Figure 1). They have the following characteristics:

- a. The life rafts pop out of pressure proof GRP containers. These GRP containers will be visible on the surface.
- b. Each life raft can carry 25 persons.
- c. The life raft is tethered to the submarine with 600m of rope.
- d. Each life raft is fitted with:
 - i. EPIRB. The Emergency Position Indicating Radio Beacon is tethered to the life raft and is activated as soon as it comes into contact with the seawater. The EPIRB transmits a signal of warbling notes on 121.5 and 406 MHz. Ships hearing this signal should report the fact giving their position and if possible, an indication of signal strength.
 - ii. SART. The Search and Rescue Radar Transponder is used to locate survival craft or distressed vessels by creating a series of dots on a rescuing ship's radar display. The response frequency is 9.2 – 9.5 GHz.
 - iii. Portable VHF radio.

28. The Sonar Beacon serves to alert rescue authorities to the submarines position and to provide a homing signal for the DSRV. It operates at a frequency of 3,5 and 12 kHz.

29. The submarine is fitted with an underwater telephone, which is capable of voice and Morse communications.

30. The DSRV (deep sea rescue vessel) is a mini submersible capable of rescuing personnel from the submarine should the submarine have bottomed or have fouled underwater (See Figure 2). The submarines forward hatch is configured to receive the DSRV skirt and form a water-tight connection. This allows the forward hatch to be opened and for the trapped personnel to be transferred to the DSRV.

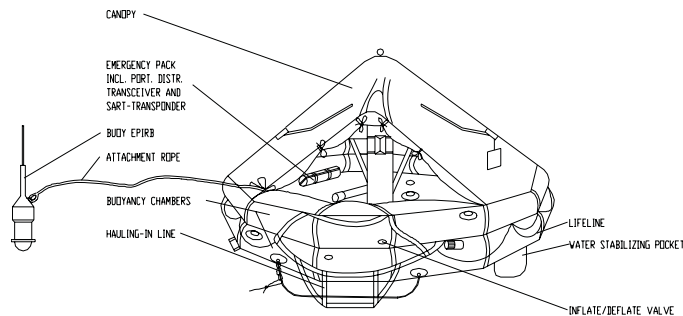


Figure 1



Figure 2

**SOUTH AFRICAN NOTICE TO MARINERS
NO 12 OF 2008**

Former Notice No 12/2007 is cancelled. This is a repetition of the former notice.

SAFETY OF NAVIGATION: Safety, Distress and Nautical Publications for Merchant Ships, Fishing Vessels and Sea-going Boats.

1. All vessels intending to go to sea, except those small vessels operating very close inshore and in a local area, should carry charts and nautical publications to show navigation marks, known hazards and other specified information in detail appropriate to each part of the intended voyage. The publications listed below are a guide to ensure a basis for good and safe navigation.

NAUTICAL PUBLICATIONS

International Code of Signals
Merchant Ship Notices
Mariners Handbook
Notices to Mariners
Navigational Tables
Tide Tables

List of Radio Signals
List of Lights and Radio Services
Sailing Directions
Nautical Almanac
Operating and maintenance instructions for navigational aids carried
Tidal Stream Atlas

2. Attention is drawn to the danger involved in navigation on charts of too small a scale and in failing to keep proper charts and other relevant publications up to date.

3. One of the factors in the arrangements for the rescue of people in distress at sea is the radio watch on the international distress frequencies which certain classes of ships are required to keep when at sea. All Coast Radio Stations, the SA Navy and Port Authorities keep a continuous watch on these distress frequencies. All those who go to sea should be familiar with the operation of radio equipment, if carried, for the purpose of radio distress calls. These have absolute priority over all other traffic.

4. Statutory distress signals are contained in Annex IV of the *International Regulations for Preventing Collisions at Sea, 1972*, obtainable from agents for the sale of South African Charts and Hydrographic Publications (*Notice No 1* of this issue).

5. A South African search and rescue organisation (SASAR) has been established and is administered by the SAMSA. Details of SASAR are to be found in *Notice to Mariners 15* in this publication.

6. The National Sea Rescue Institute (NSRI) provides sea rescue facilities inshore and offshore at a number of harbours in South Africa. Full details are available from port and harbour authorities in the Republic or at any coastal police station.

7. The attention of small-boat owners and crew is drawn to the necessity of carrying adequate life-saving equipment for each person aboard and the means of making distress signals. The requirements applicable to small boats are contained in :

- a. *The Standards of Seaworthiness, Manning and Licensing of Vessels Regulations, 1986 (for commercial boats)*; and
- b. *The Regulations Regarding Ships or Small Vessels used Solely for Sport or Recreation, 1985.*

Note : Attention is drawn to *South African List of Lights, Fog Signals and Radio Services, SAN HO-1*, which contains information on Distress Signals, Radio Telephone Voice Distress Transmitting Procedures, Reception of Safety Messages and Air Distress Search and Rescue. To be obtained from Chart Agents listed in *Annual Notice to Mariners No 1*.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 13 OF 2008**

Former Notice No 13/2007 is cancelled. This is a repetition of the former notice.

WEATHER REPORTS FROM SHIPS

Publications available for supply to ships

1. The following publications are distributed by the South African Weather Service of the Department of Environment Affairs for use on board ships:

Form	Title	Description
MET 1/3/10	Radio Weather Reports	Signal message forms
MET 1/1/6	Weather Forecast Areas	Chart
MET 5/2	Weather Codes	Booklet
MET 3/3/1/2	Record of Weather Observations	Pad of forms
P.M.O:10	Requisition Form (Eng only)	Form

Radio Transmissions and Frequencies are available in a TELKOM booklet which is available from Telkom's Maritime Radio Services Division. (Title: *Telkom Maritime Radio Services*).

Facsimile Transmisson details are covered in HO 1 *S.A. List of Lights and Radio Signals*.

For further information visit the SA Weather Service's Website at the following address: www.weathersa.co.za.

Ships should obtain their requirements direct from :

Port Meteorological Officer,
Cape Town Weather Office
Cape Town Int. Airport,
CAPE TOWN, 7525.
South Africa

Tel : +27 21 934 0836
Telefax : +27 21 934 3296
e-mail: maritime@weather.co.za

Port Meteorological Officer,
DurbanWeather Office,
Durban Int. Airport,
DURBAN, 4029,
South Africa.

Tel : +27 31 408 1446
Telefax : +27 31 408 1445.
e-mail: mckay@weathersa.co.za.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 14 OF 2008**

Former Notice No 14/2007 is cancelled. This is a repetition of the former notice.

SOUTH AFRICA, Coastal Areas and Approaches to Harbours - Mine Clearance (Minesweeping) Operations - Collision Regulations.

1. Mine countermeasures in coastal areas and approaches to harbours may be carried out at any time without warning.
2. International signals of shapes and lights are exhibited during mine clearance operations in accordance with Rule 27 f. of the *International Regulations for Preventing Collisions at Sea, 1972 (SAN HO-15)* as follows:

27f. A vessel engaged in mine clearance operations shall, in addition to the lights prescribed for a power-driven vessel in Rule 23 or to the lights or shape prescribed for a vessel at anchor in Rule 30 as appropriate, **exhibit three all-round green lights or three balls.** One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1000 meters of the mine clearance vessel.

Attention is particularly drawn to Rule 3 g.v. of the Collision Regulations which states that a vessel engaged in mine clearance operations is a vessel restricted in her ability to manoeuvre and is therefore unable to keep out of the way of another vessel.

3. Incidents have occurred where vessels have passed dangerously close to vessels engaged in mine countermeasure exercises. Vessels disregarding the provisions of the Collision Regulations (vide Rule 2) are guilty of an offence.

SOUTH AFRICAN NOTICE TO MARINERS NO 15 OF 2008

Former Notice No 15/2007 is cancelled. This is a repetition of the former notice.

SOUTH AFRICAN SEARCH AND RESCUE ORGANISATION (SASAR)

INTRODUCTION

1. The introduction of an Air Service between South Africa and Australia in November 1957, together with the Search and Rescue (SAR) obligations accepted by South Africa as a member of the International Civil Aviation Organisation (ICAO) resulted in the Department of Transport, on 1 October 1958, assuming responsibility for the co-ordination of South African Search and Rescue services. A committee known as "The Permanent Committee for the Co-ordination of Air/Sea Rescue Services" was established shortly thereafter by the Secretary for Transport.

2. The terms of the *International Convention for the Safety of Life at Sea (LONDON) 1974 (SOLAS)*, to which South Africa is a signatory, are enacted in *Schedule 2 of the Merchant Shipping Act (Act 57/51 as amended)*. This convention has placed further SAR obligations upon the South African Government. Furthermore, South African registered merchant shipping, in terms of this enactment, became legally obliged to assist persons in distress at sea.

3. In 1979, in order to conform with the manner in which other national SAR organisations are named, the South African Search and Rescue Organisation was established. It is known as the SASAR Organisation.

THE FUNCTIONS OF THE SASAR ORGANISATION

4. The primary function of search and rescue operations in the Southern African area is to search for, to assist and, if necessary, rescue:

- a. Survivors of aircraft accidents or forced landings.
- b. Crew and Passengers of Vessels in distress and Survivors of maritime accidents.

5. SASAR is also charged with co-ordinating the efforts of various Government Departments, voluntary organisations and, private aircraft and shipping companies in the field of search and rescue and, with formulating policy and procedures.

COMPOSITION OF SASAR

6. The Executive Committee of SASAR is made up of representatives from those Government Departments which are able to contribute services and/or facilities for use by SASAR. These include Transport, SAMSA, South African Airways (SAA), Defence, Police, Dept of Constitutional Development (Civil Protection) (DOCD), National Ports Authority and TELKOM. The Director-General : Transport appoints the Chairman for the Executive Committee and provides secretarial services to the Executive Committee and its sub-committees.

7. In addition to the Executive Committee two sub-committees exist:

- a. **SASAR - Aviation Sub-committee:** This consists of representatives of the SAMSA, SAA, South African Air Force (SAAF), DOCD, TELKOM.
- b. **SASAR - Marine Sub-committee:** This consists of representatives of SAMSA, National Ports Authority, SAAF, South African Navy (SAN), National Sea Rescue Institute (NSRI), DOCD, Court Helicopters and Pentow Marine.

SOUTH AFRICAN AREA OF SAR RESPONSIBILITY

8. The RSA's area of responsibility for SAR embraces the sea and land areas as indicated in *Diagram 1* on the following page, including the independent states situated therein, and corresponds to that as laid down by the International Civil Aviation Organisation (ICAO).

SAR REGIONS AND ASSOCIATED RESCUE CO-ORDINATION CENTRES

9. The Southern African area is divided into two SAR Regions (SRRs) with the control of SAR operations in each region being centered at Rescue Co-ordination Centres (RCCs) namely (*see Diagram 1*):

- a. **Inland SRR** - Aeronautical Rescue Co-ordination Centre (ARCC), located at Johannesburg International Airport; and
- b. **Maritime SRR** - Maritime Rescue Co-ordination Centre (MRCC), located at Platteklouf, near Cape Town.

Note : Cape Town MRCC is primarily concerned with ocean SAR missions and air searches over the sea.

10. For maritime purposes SAR missions may be classed as:

- a. **OCEAN :** An incident in which only ships and long range aircraft may be available although, in the more remote ocean areas, only ships may be available.
- b. **COASTAL :** Incidents in which some or all of the following may be available to assist: ships, aircraft, helicopters and shore based lifesaving facilities.

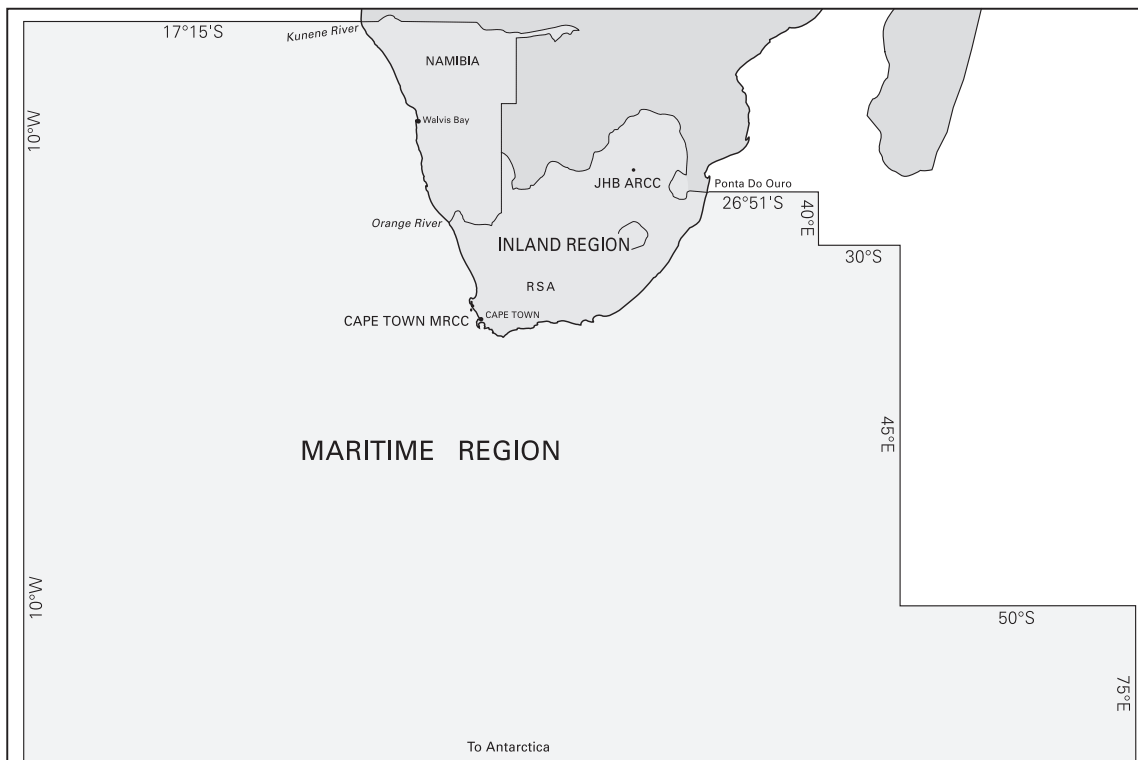


Diagram 1

GEOGRAPHICAL BOUNDARIES OF THE SRRs

11. The coastal area of the Maritime SRR as well as the seaward extension of the Inland SRR is sub-divided into seven sub-areas for SAR purposes (see Diagram 2), each under the control of a Harbour Master (HbrM).

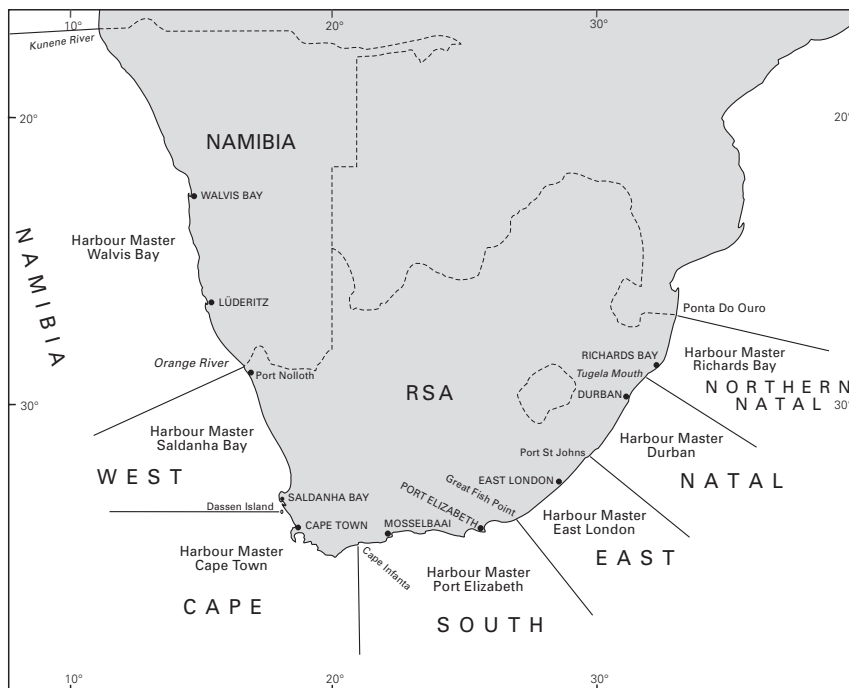


Diagram 2

12. These sub-areas are:

Sub-area	From	To	Co-ordinating HbrM
Namibia	Kunene River	Orange River	Walvis Bay
West	Orange River	Dassen Island	Saldanha Bay
Cape	Dassen Island	Cape Infanta	Cape Town
South	Cape Infanta	Great Fish Pt	Port Elizabeth
East	Great Fish Pt	Port St Johns	East London
Natal	Port St Johns	Tugela River	Durban
North Natal	Tugela River	Ponta Do Ouro	Richards Bay

13. The Harbour Master of a sub-area is the authority for co-ordinating a search and rescue operation in that sub-area. Therefore, any distress signal in a region must be relayed to the Harbour Master of that sub-area. His office will relay the message on to the MRCC.

14. As the above sub-areas are large, each primary co-ordinating Harbour Master has within his zone one or more Secondary Authorities to whom SAR responsibilities can be delegated. This delegation of responsibility may only take place after the co-ordinating Harbour Master has consulted the Secondary Authority concerned and is satisfied that the latter is more suited to handle the particular SAR incident.

15. It must be remembered that finite seaward boundaries to the above sub-areas are difficult to lay down. Close liaison between Harbour Masters and Cape Town MRCC is therefore done on a regular basis.

AIRCRAFT, VESSELS, VEHICLES AND EQUIPMENT AVAILABLE FOR SEARCH AND RESCUE PURPOSES

16. **Aircraft** : The South African Air Force, South African Airways and Court Helicopters provide suitable aircraft on request.

17. **Vessels Owned or Chartered by the State** : The Department of Transport has two oil pollution combat vessels. These vessels patrol between Saldanha Bay and Richards Bay. They can be called upon by the Harbour Master(s) concerned, or through Pentow - Special Ships Division. Their daily positions are supplied to Cape Town MRCC.

18. **The SA Navy** will provide suitable vessels and personnel where and when required. Requests for assistance may be initiated by the Harbour Master(s) through the Cape Town MRCC or local Naval Area Commander.

19. **National Ports Authority** will provide tugs and other suitable vessels on the instructions of the Harbour Master(s) concerned.

20. **Deep Sea Rescue Tugs** : Two large, fast (20 knot) rescue tugs are operated by Smit Pentow Marine. These craft are ideally suited for OCEAN type missions. Due to their extensive communications equipment, hospital facilities and speed they are also well suited for COASTAL missions. Survivor capacity is + 200.

21. **National Sea Rescue Institute (NSRI) Stations** : The NSRI operates Stations at the following locations:- Club Mykonos, Table Bay, Bakoven, Hout Bay, Kommetjie, Simon's Town, Strandfontein, Gordon's Bay, Hermanus, Mossel Bay, Wilderness, Knysna, Plettenberg Bay, St Francis Bay, Port Elizabeth, Port Alfred, East London, Port St Johns, Shelly Beach, Durban and Richards Bay. Auxiliary Stations at St Helena Bay, Melkbosstrand, Coffee Bay, Kleinmond and Struisbaai. In addition there is one inland operation station on the Vaal Dam at Deneyville.

22. **NSRI Fleet** : The fleet consists of some 50 boats varying from 13 meter vessels used for deep sea operations, to 3 meter inshore rescue vessels. The majority of these are either 5 or 7 meter semi rigid inflatable and 8 meter longer range craft.

23. **NSRI Coast Watching Auxiliary** : The NSRI Stations are assisted by volunteer "Coast Watchers" who report on incidents observed off shore.


24. **Other Vessels** : Shipmasters are obliged by custom, as well as National and International Statute, to render assistance to persons in distress at sea. In such cases assisting vessels are expected to report their intentions and actions to the nearest Harbour Master via a Coastal Radio Station.

THE NATIONAL SEA RESCUE INSTITUTE

25. The South African Society of Master Mariners, in 1966, brought into being an inshore sea rescue service similar to that of the Royal National Lifeboat Institution of Great Britain. This service was called the South African Inshore Sea Rescue Service.

26. In June 1967 the name was formally changed to the National Sea Rescue Institute of South Africa (NSRI). The Institute's Parton is the State President.

27. The NSRI is officially recognized internationally and by the SAMSA as an organization undertaking Search and Rescue. Operationally it comes under the control of the SASAR Organization through the Harbour Masters of the sea areas concerned. It operates in conjunction with other means of search and rescue at the Harbour Masters' disposal.

28. The Headquarters are in Cape Town. The NSRI provides an inshore rescue service from Saldanha Bay to Richards Bay. The positions of NSRI Stations are indicated on SAN charts by the NSRI symbol . In addition to launches and boats, the NSRI operates "Landrover" type vehicles fitted with radio and rescue equipment.

29. The main objectives for which the NSRI was formed are briefly:

- a. To provide efficient life-saving craft at various locations in specific zones along the coast of The RSA.
- b. To establish centres at such locations for the training of crews capable of manning the life-saving craft at all times.
- c. To encourage all boat owners to accept adequate safety standards and to adhere to recognized rules of conduct and seamanship.

30. All NSRI boats are equipped with VHF radios and some with HF radios. They are controlled by the NSRI's own shore-based radio transmitters operating on a frequency exclusive to NSRI which ensures uninterrupted contact during search and rescue missions. For joint operations other frequencies are used as appropriate.

31. NSRI crews are all unpaid volunteers but are adequately insured at the Institute's expense.

32. Whilst the main centres of boating activity are adequately covered other centres will be covered in due course when the need has been established.

33. Reports of boats or persons in distress should be made direct to the Harbour Masters, when possible, otherwise to the SA Police who will alert the Harbour Masters, or whoever else may be responsible for alerting the rescue services in the area concerned.

34. Control of NSRI Units is normally exercised by its own co-ordinators but is always under the overall control of the Harbour Masters.

35. A sea rescue service, similar to the South African NSRI, exists in Namibia. It is called **Sea Rescue of Namibia** and has one station at Walvis Bay.

DISTRESS ALERTING

36. In the event of distress at sea, any one of the following authorities should be alerted :

- Coast Radio Stations
- Cape Town MRCC
- Other vessels at sea
- Port Control Offices
- Police Stations
- Naval Bases
- Lighthouses
- NSRI Bases
- The Sea Rescue telephone number in any major coastal city's telephone directory.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 16 OF 2008**

Former Notice No 16/2007 is cancelled.

SOUTH AFRICA, Offshore Underwater Obstructions.

1. Numerous underwater obstructions - equipment relating to abandoned or suspended well heads, anchors and other equipment - are situated on the seabed in areas between the Orange River and Stanger, North of Durban.

2. Permanent guide-bases at well heads are constructed of ferrous metal and extend up to a height of 4,75 m above the sea floor. See diagram on following page.

3. These obstructions do not constitute any hazard to surface vessels but present a potential threat to sea floor mining and to the nets of bottom trawlers. These obstructions are shown on charts of the 1: 150 000 and 1: 300 000 series.

4. Wellhead Status :

A=Abandoned Wellhead guide-base elevation is 4.57m above sea floor, 3,66m diameter, except :

- * Partially recovered (Temporary guide-base remains) : elevation 0,91m
- ** O-A1 and E-DS1 only : Wellhead elevations 1,5 m.

S=Suspended Wellhead guide-base (4,57 m high) remains on sea floor pending future action (e.g. Further drilling or production) except :

- * Guide-base has been removed and remaining capped casing stub is 2,5 m high.

5. The positions in the following tables are referred to the WGS84 Spheroid, Hartebeesthoek 94 datum. The accuracy of the positions are within 3m except for those positions marked with a † which are within 30m of position.

6. This information is supplied by Petroleum Agency SA.

ABANDONED AND SUSPENDED WELL HEADS

ATLANTIC OCEAN - SOUTHERN NAMIBIA

AND WEST COAST OF SOUTH AFRICA

(In order of increasing Latitude)

Name	S.	E.	Status
Kudu 6	28 16 28.85	14 36 07.89	A
Kudu 2	28 29 02.44	14 34 24.34	S
Kudu 1	28 32 54.51	14 34 42.17	S
Kudu 3	28 34 55.70	14 35 52.19	S
Kudu 7	28 34 56.92	14 33 41.16	A
Kudu 8	28 35 08.76	14 24 08.13	S
Kudu 4	28 37 08.08	14 35 52.01	A
Kudu 5	28 37 59.58	14 40 26.50	A
A-F1	29 13 29.07	16 11 55.10	S
A-D1	30 20 37.03	16 51 35.39	A
A-H1	30 28 14.47	15 50 42.73	A
A-X1	30 29 12.44	16 40 19.62	S
A-J1	30 36 08.90	17 09 59.47	A
K-E1	30 37 57.10	15 25 59.51	A
K-B1	30 42 39.95	15 26 48.69	A †
K-A1	30 48 28.73	16 00 56.53	A
A-V1	30 49 44.88	16 34 49.37	S*
K-A2	30 50 04.46	16 00 29.43	A †
A-Y1	30 50 48.94	16 39 03.79	S
A-K1	30 51 31.95	16 35 47.62	A
A-K2	30 52 24.14	16 36 41.52	S*
K-H1	31 02 22.25	15 55 20.82	A
A-A1	31 13 10.35	16 55 13.26	A †
A-L1	31 18 05.44	16 45 11.06	A
A-I1	31 18 58.51	16 22 47.14	A
A-U1	31 38 51.24	16 30 20.29	A
K-D1	31 43 53.76	16 20 10.84	A
Ba-A1	31 52 01.60	17 36 34.39	A †
Ba-A2	31 54 31.02	17 41 10.51	A †
A-C2	32 19 56.44	16 49 22.37	A
A-C1	32 30 30.54	16 53 27.09	A

INDIAN OCEAN - SOUTH AND EAST

COAST OF SOUTH AFRICA

(In order of increasing Latitude)

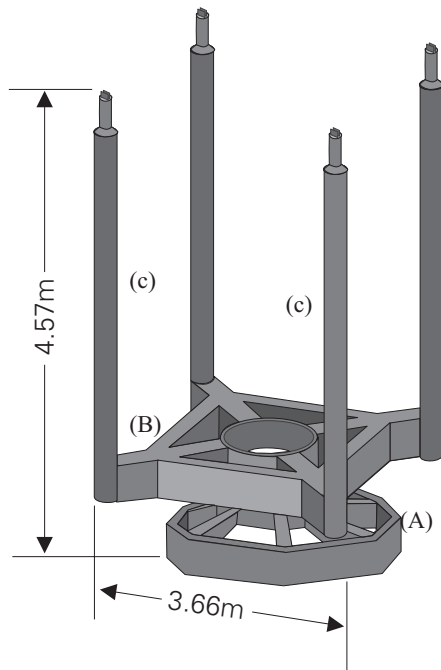
Name	S.	E.	Status	Name	S.	E.	Status
A-C3	32 32 44.05	16 47 35.36	A	Ga-X1	34 24 50.95	23 26 10.84	A
P-A1	32 41 22.83	17 13 56.46	A	Gb-N1	34 26 10.52	24 39 21.64	A
P-F1	32 44 53.30	17 24 13.18	A	Gb-Gem	34 29 03.38	24 14 34.32	A †
O-A1	33 09 41.54	16 49 20.66	A**	Ha-J1	34 30 18.99	25 09 06.01	A*
C-B1	34 51 59.67	18 23 02.97	A	Ga-H1	34 31 04.33	23 45 44.36	A
				Ga-A1	34 33 08.56	23 43 12.89	A †
				Ga-A4	34 33 36.43	23 43 15.27	S †
				Ga-A3	34 33 47.13	23 46 15.78	A †
				Ga-A2	34 34 27.26	23 45 35.73	A †
Jc-A1	29 27 42.66	31 35 38.79	A †	Ga-G1	34 34 39.69	23 26 58.79	A †
Jc-B1	29 30 26.65	31 37 27.48	A	Ga-G1a	34 34 40.86	23 26 58.98	A †
Jc-C1	29 44 09.35	31 18 34.36	A	Ga-W1	34 35 38.72	23 15 09.98	A
Hb-D1	34 00 50.90	26 11 14.81	A	Ga-Q2	34 36 05.55	23 42 52.72	A
Hb-P1	34 01 32.01	26 05 14.90	A	Gb-Spr	34 37 06.74	24 17 06.85	A †
Ha-F1	34 04 48.57	25 22 19.03	A*	Ga-Q1	34 37 10.35	23 46 51.83	A
Hb-H1i	34 09 11.95	25 54 15.93	A* †	D-B1	34 38 30.32	20 55 07.27	A †
Hb-H1	34 09 12.00	25 54 18.00	A †	E-1	34 39 46.65	21 15 04.02	A
PB-A1	34 09 40.33	23 20 10.32	A †	Ga-E2	34 41 13.92	23 46 04.91	A †
Hb-G1	34 11 06.72	25 51 32.99	A †	F-N1	34 41 56.13	22 49 23.82	A
Ha-N1	34 13 39.10	25 40 48.95	A	Ga-E1	34 42 03.47	23 49 54.84	A †
MB-A1	34 13 53.37	22 11 52.12	A †	Ga-V1	34 43 02.27	23 25 19.53	A*
Ha-D1	34 15 02.20	25 23 46.12	A	Ga-C1	34 43 03.08	23 02 55.18	A †
Ha-I1	34 15 22.29	25 42 30.15	A †	D-C1	34 43 48.71	20 49 27.17	A †
Hb-Hart	34 16 38.87	25 55 18.14	A	E-B1	34 44 12.48	21 09 58.84	A
Gb-H1	34 16 44.72	24 08 25.69	A	Gb-M1	34 44 26.80	24 11 52.70	A †
Hb-C1	34 16 51.00	26 12 05.27	A †	E-I1	34 50 10.13	21 45 43.14	A
Ga-D1	34 20 50.67	23 25 51.09	A †	F-D1	34 51 24.18	22 56 37.37	A
Ha-A1	34 21 24.39	25 40 22.32	A †	E-S2	34 51 39.83	21 51 18.94	A
Ga-B1	34 22 51.03	23 47 50.38	A †	E-S5	34 52 31.99	21 51 02.38	A
Ha-K1	34 23 45.25	25 41 12.64	A †	E-S7	34 52 41.31	21 49 28.56	A
Ha-B2	34 24 21.54	25 36 31.30	A	E-S1	34 52 43.40	21 49 54.23	A
F-B1	34 24 22.49	22 48 38.39	A	F-AH02P	34 52 45.94	22 00 02.37	S
Gb-C1	34 24 37.77	24 23 59.24	A	F-AH2	34 52 46.10	22 00 01.65	S

ABANDONED AND SUSPENDED WELL HEADS cont./

INDIAN OCEAN - SOUTH AND EAST								Name	S.	E.	Status	Name	S.	E.	Status
COAST OF SOUTH AFRICA cont./								F-A4	34 59 39.63	22 16 00.68	A	E-BD9	35 12 11.48	21 17 26.91	S
(In order of increasing Latitude)								E-K1	34 59 45.50	21 36 12.76	A*	E-AR1	35 12 14.13	21 32 40.39	S
Name	S.	E.	Status	F-A1	35 00 04.56	22 14 31.99	A †	E-BD1	35 12 20.87	21 17 47.15	S				
E-S4	34 52 57.22	21 48 48.34	S	F-A7	35 00 24.27	22 11 59.19	A	E-BD3	35 12 23.82	21 17 15.39	S				
F-AH04P	34 52 59.52	22 01 51.89	S	E-AS1	35 00 32.43	21 52 48.80	A	E-BD4	35 12 37.46	21 16 34.70	S				
F-AH05P	34 52 59.43	22 01 51.22	S	F-A9	35 00 33.78	22 14 17.09	A	E-CJ1	35 12 43.40	22 01 06.56	A				
E-S6	34 53 01.62	21 50 35.19	A	F-A8	35 01 01.54	22 18 06.17	A	E-BD2	35 12 58.00	21 16 02.85	A				
F-AN1	34 53 10.62	22 16 33.15	A	F-A3	35 01 45.07	22 16 36.69	S	E-BD8	35 12 58.37	21 17 25.64	S				
E-S3	34 53 16.13	21 55 08.42	A	F-AF1	35 03 22.07	22 13 37.49	A	E-BD6	35 12 58.42	21 17 26.79	S				
E-C1	34 53 16.94	21 25 29.32	A	E-AT1	35 03 58.68	22 00 18.09		E-BX1	35 13 21.52	21 25 06.39	A*				
E-AG1	34 53 17.00	21 46 43.61	S	E-BO1	35 05 06.32	22 01 58.88	A	E-AK1	35 13 35.17	21 12 13.23	A				
E-H1	34 53 44.53	21 43 13.23	A	D-A1	35 05 31.28	20 55 05.80	A	E-BT5	35 13 38.20	21 31 20.44	S				
E-M5	34 54 00.22	21 41 38.06	A	E-L1	35 06 08.64	21 11 41.35	A	E-BT1	35 13 59.05	21 29 54.44	S				
F-AZ2	34 54 10.90	22 05 40.66	A	E-CN1	35 06 51.51	21 46 34.10	A	E-BT01P	35 13 59.79	21 29 52.51	S				
E-M2	34 54 14.44	21 39 09.47	A	F-O4	35 06 59.71	22 32 25.50	S	E-BB3	35 14 14.74	21 41 40.08	S				
E-H01P	34 54 16.28	21 42 54.96	S	F-O2	35 07 11.34	22 33 31.46	S	E-BB1	35 14 15.73	21 41 39.07	S				
F-AR3	34 54 43.41	22 03 20.67	A	E-Z1	35 07 37.93	21 23 12.38	A	E-BB2	35 14 17.93	21 41 20.48	S				
E-M1	34 54 48.42	21 38 10.30	A	F-O3	35 08 15.89	22 33 30.57	S	E-G2	35 15 58.42	21 28 19.78	A				
E-BF01P	34 54 50.49	21 42 44.58	S	E-BA3	35 08 34.47	21 28 48.17	S	E-G1	35 16 48.44	21 27 38.35	A				
E-M03P	34 54 56.63	21 39 04.28	S	E-BW1	35 09 12.48	21 11 23.74	A	E-CR1	35 19 26.01	21 54 52.27	S				
E-AF1	34 54 58.32	21 57 15.55	A	E-CA1	35 09 20.51	21 33 32.92	S	F-F2	35 19 38.59	22 17 48.12	A				
E-BF1	34 55 00.98	21 43 19.09	S	E-CA2a	35 09 21.33	21 33 30.69	S	E-BK1	35 21 20.08	21 53 02.76	S				
E-M01P	34 55 07.24	21 38 05.44	S	E-CA2	35 09 21.35	21 33 31.17	S	E-P2	35 21 50.57	21 23 47.21	A*				
E-M02Pa	34 55 08.77	21 38 05.17	S	E-BA4	35 09 23.30	21 28 30.17	S	E-CB2	35 21 53.64	21 46 45.41	S				
E-M02P	34 55 08.93	21 38 05.50	A	F-R1	35 09 25.61	22 36 00.09	S †	E-CB1	35 22 25.54	21 47 53.53	S				
F-AR2	34 55 16.40	22 05 39.19	S	F-S1	35 09 29.46	22 41 44.02	S	E-BL1	35 23 19.71	21 59 12.75	A				
F-AR01P	34 55 17.06	22 05 39.68	S	E-BA1	35 09 30.09	21 28 29.14	S	E-T1	35 24 01.62	21 32 00.54	A				
F-E1	34 55 30.65	22 22 01.32	A	E-BH1	35 09 41.98	21 43 11.11	S	F-P2	35 26 01.52	22 04 14.83	A †				
E-M3	34 55 45.65	21 38 11.53	A	E-CC1	35 09 45.30	21 22 31.89	A	E-R1	35 26 25.49	21 39 22.11	A				
F-AR1	34 56 12.29	22 10 08.27	A	E-N1	35 10 11.27	21 17 52.31	A	E-P1	35 27 07.99	21 29 12.16	A				
E-E1	34 56 16.79	21 50 36.20	A*	E-AA2	35 10 24.19	21 33 30.69	A †	E-D1	35 27 12.36	21 50 32.05	A				
F-E2	34 56 24.28	22 20 39.50	A	E-AM1	35 10 42.64	21 48 46.25	A* †	E-D2	35 28 10.64	21 52 06.74	A				
F-AV1	34 56 26.18	22 19 15.50	A	E-AA3	35 11 08.79	21 35 32.06	S	F-P1	35 28 21.42	22 10 55.68	A †				
E-AB1	34 56 29.52	21 38 13.80	A	E-AA1	35 11 09.21	21 35 34.15	S	E-D4	35 28 37.07	21 46 36.24	A				
E-V1	34 56 48.81	21 25 27.02	A	E-CE1	35 11 09.77	21 19 50.69	S	E-D3	35 28 46.27	21 56 14.23	A				
F-AD1	34 57 31.85	22 05 29.60	S	E-CE2	35 11 25.76	21 20 32.55	S	E-O1	35 30 09.77	21 46 01.74	A				
F-A11	34 57 44.89	22 12 17.37	A	E-BD7	35 11 28.99	21 18 07.29	S	E-DQ1	35 31 11.07	21 43 50.33	S*				
E-BR1	34 57 45.01	21 34 55.97	A †	E-CE5	35 11 30.03	21 18 07.37	S	E-F1	35 31 19.57	21 45 54.14	A				
F-AD01P	34 57 47.15	22 05 50.09	S	E-CE3	35 11 32.31	21 18 31.95	S	E-DS1	35 32 48.24	21 42 26.68	A**				
F-A10	34 58 06.09	22 08 58.47	A	E-CE4	35 11 32.63	21 20 02.87	S	F-L2	35 33 48.64	22 13 31.81	A				
E-AP1	34 58 08.11	21 10 29.00	A †	E-AR2	35 11 33.63	21 32 15.25	S	F-L1	35 34 17.95	22 13 16.66	A †				
F-BE1	34 58 19.09	22 07 34.95	S	E-AR03P	35 11 55.82	21 32 17.94	S	E-Q1	35 43 21.04	21 45 20.34	A				
F-BE01P	34 58 19.09	22 07 34.95	S	E-AR01P	35 11 56.32	21 32 18.58	A	F-Q1	35 44 41.83	22 13 50.23	A †				
F-A5	34 59 01.53	22 10 59.22	S	E-AR02P	35 11 56.95	21 32 18.32	S	E-Q2	35 47 50.23	21 58 57.58	A				
F-AX1	34 59 12.47	22 19 06.55	A	E-AD2	35 11 58.57	21 38 54.62									
F-A2	34 59 14.36	22 12 36.86	S	E-AD1	35 11 59.49	21 38 56.23	S †								

LIST OF LOST EQUIPMENT and ANCHORS (12 to 20 tonnes)

Name	Object	Lat (S)	Long (E)	Error Radius
A-V1	anchor : 12 ton	30 49 22.85	16 35 20.00	± 20m
A-AA2	anchor : 12 ton	30 33 02.20	16 42 42.22	± 10m
E-AA3	anchor : 12 ton	35 11 06.40	21 35 29.34	± 50 m
E-AJ2	anchor : 15 ton	35 19 35.82	21 58 02.04	± 10m
E-AP1	anchor : 15 ton	34 58 09.99	21 10 14.84	± 10m
E-CB1	anchor No.8 : 15 ton	35 23 05.08	21 47 35.94	± 50m
E-BD3	anchor # 6	35 12 33.17	21 17 44.61	± 50 m
E-BD3	anchor # 8	35 12 55.26	21 17 01.42	± 50 m
E-BD7	casing joint	35 11 27.87	21 18 09.32	± 50 m
E-CE5	anchor	35 11 35.29	21 18 10.34	± 50 m
E-DC1	anchor : 15 ton	35 33 56.03	21 46 08.64	± 30m
E-DQ2	anchor 6 : 12 ton	35 31 41.50	21 43 07.70	± 15m
E-DQ2	anchor 8 : 12t (flukes only)	35 31 37.80	21 42 23.08	± 15m
E-G3	BOP stack : 210 ton (5.5x3.5m)	35 17 29.51	21 30 27.96	± 15m
ORCA	anchor : 12 ton	35 14 28.89	21 30 52.32	± 100m
F-A Platform	anchor : 20 ton	34 58 14.84	22 09 25.95	± 25m
F-A12	anchor S1 : 20 ton	34 59 45.45	22 09 48.69	± 15m
F-AH3	anchor No.7 :	34 52 32.26	21 56 35.19	± 200m
F-O1	anchor P2 :15ton & 1300m chain	35 09 14.02	22 47 12.74	± 10m
F-O4	anchor No.3 : 15 ton.	35 08 22.28	22 32 11.63	± 20m
Ga-H1	anchor S3 : 15 ton.	34 31 34.97	23 45 30.83	± 40m
Ga-Q2	anchor S1: 15 ton.	34 36 22.65	23 44 50.23	± 100m
Ga-W1	anchor : 15 ton	34 35 42.03	23 15 17.90	± 30 m
Ga-W1	anchor : 15 ton	34 35 35.14	23 15 06.45	± 50 m
Hb-H1i	27 ft of 9" drillcollars (steel pipe)	34 09 11.95	25 54 15.93	± 20m
K-A2	anchor 1 : 15 ton	30 50 39.45	16 00 46.66	± 200m
K-A2	anchor 3 : 15 ton	30 50 22.65	15 59 53.00	± 200m
K-A3	anchor 3 : 15 ton	30 48 44.46	16 04 07.89	± 200m



Wellhead Structure

- (A) Temporary Guide Base
- (B) Permanent Guide Base
- (c) Guide Posts

**SOUTH AFRICAN NOTICE TO MARINERS
NO 17 OF 2008**

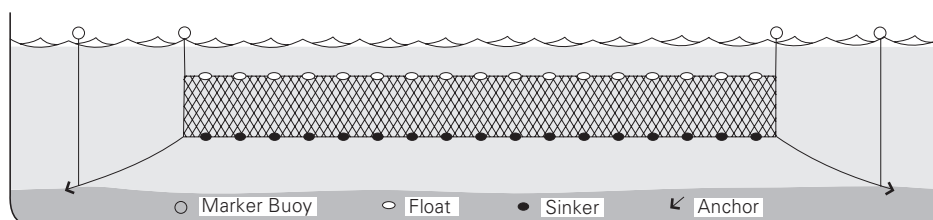
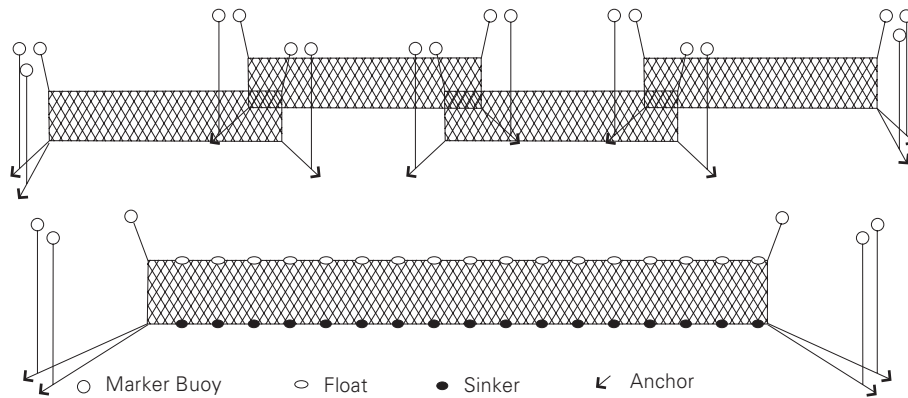
Former Notice No 17/2007 is cancelled. This is a repetition of the former notice.

KWAZULU-NATAL COAST, Shark Nets

1. The Sharks Board presently deploys nets at 38 beaches along the coastline of KwaZulu-Natal.
2. Historically these nets comprised of panels of 106 meters in length with a 6.2 meter drop and are referred to as “single nets”. However, as it has been found that “double nets” (213.5 meters) and, in some cases “triple nets” (304.8 meters) are more stable in certain areas. Various configurations are used.
3. Single nets are secured by 2 x 35kg anchors (one on each end of the net), double nets by 4 x 35kg anchors (two on each end), and triple nets by 6 x 35kg anchors (three on each end).
4. All nets are manufactured from polyethylene rope and twine and are indicated by orange marker buoys.
5. Yellow buoys indicate the anchor positions at either end of the nets which are laid approximately 20 meters apart and parallel to the coastline between 200 and 300 meters offshore in approximately 11 to 15 meter water depth.
6. Vessels passing these beaches are advised to sail at least 1 nautical mile offshore to allow for safe passage.
7. Following is a list of netted beaches from north to south :

NORTH COAST	UPPER SOUTH COAST	LOWER SOUTH COAST
Richards Bay (N of Harbour Entrance) 5 x D, 1 x T	Isipingo Beach 4 x D	Hibberdene 2 x D
Zinkwazi 5 x D	Amanzimtoti 13 x D	Umzumbe 2 x D
Blythedale 2 x D	Warner Beach 4 x D	Banana Beach 2 x D
Salt Rock 3 x D	Winklespruit 3 x D	Sunwich 2 x D
Thompsons Bay 2 x D	Karridene 3 x D	Southport 1 x D
Ballito Bay/Clark Bay 5 x D	Scottburgh 4 x D	Umtentweni 2 x D
Westbrook 2 x D	Park Rynie 2 x D	St Michael's 3 x D
Umdloti 2 x D		Uvongo 3 x D
Umhlanga Rocks 6 x D		Margate 8 x D
		Ramsgate/Skiboat Bay 5 x D
		Southbroom 2 x D
		Umkobi/Marina Beach 3 x D
		San Lameer 3 x D
		Trafalgar 2 x D
		Glenmore 2 x D
		Leisure Bay 3 x D
		T O Strand 3 x D
		Port Edward 3 x D

DURBAN	
Durban (North of Harbour Entrance) 21 x T	D = Double
Ansteys Beach 2 x T	T = Triple
Brighton Beach 2 x T	



**SOUTH AFRICAN NOTICE TO MARINERS
NO 18 OF 2008**

Former Notice No 18/2007 is cancelled. This is a repetition of the former notice.

VESSEL TRAFFIC SERVICE (VTS)

GENERAL NOTES.

Navigation around the South African Coast which takes place in areas covered by a Vessel Traffic Service will be obliged to comply with the provisions of the *South African Marine Traffic Act, 1981 (Act No. 2 Of 1981) Marine Traffic (Inshore Vessel Traffic Services) Regulations 1999.*

1. **Listening Watch:** All vessels in South African waters are to maintain a constant listening watch on VHF Ch 16, unless in the area of a VTS System when the watch should be on the appropriate designated frequency.

2. **Navigational Safety Calls:** Safety calls, comprising vessels name, position and intended course of action, are to be made on the frequency in (1) above, in the event of any of the following;

- a. Risk of collision.
- b. A call from another vessel indicating that a close quarters situation is developing.
- c. Overtaking, or being overtaken, in a narrow channel.
- d. Doubt about another vessels intentions.
- e. An obstruction or bend in the channel which may obscure approaching vessels.
- f. In restricted visibility, approaching charted routes or groups of vessels.
- g. If vessel is restricted in its ability to manoeuvre.
- h. Approaching dredgers and floating plant in restricted waters, which are not covered by a VTS system.
- i. Leaving a berth, anchorage, mooring area, etc.
- j. Any other occasion when a call could contribute to safe navigation.

3. **Vessel Traffic Services:** The following information applies to all South African Inshore VTS systems (as distinct from the offshore system i.e. for Laden Tankers off the Alphard Bank), unless otherwise stated:

- a. **DESCRIPTION:** Participation in these VTS systems is **mandatory** for the following;
 - i. Vessels of 15 m or more in length.
 - ii. Towing vessels where the tow is 15 m or more in length, or the overall length of vessel and tow is 30 m or more.
 - iii. Any passenger carrying vessels.
 - iv. All vessels carrying dangerous or pollutant cargoes.
- b. **PROCEDURE:** Vessels may be required to report the following information :
 - i. Vessels Name.
 - ii. Call sign.
 - iii. Position.
 - iv. ETA of vessel entering the VTS zone.
 - v. Destination.
 - vi. ETA at destination.
 - vii. Whether any pollutant or dangerous goods cargo is carried on board, or carried on any Vessel or object being towed or pushed.
 - viii. ETD from a berth.
 - ix. ETA at a location requiring a report (such as a reporting system).

The above information must be reported as follows, when;

- (1) **Entering a VTS Zone.** Fifteen minutes before entering a VTS zone, a vessel must apply for Traffic Clearance, stating: (I), (ii), (iii), (iv), (v), (vi), (vii) above.
- (2) **Arriving at a Reporting in Point (RP).** On arriving at a Reporting Point a vessel must report: (I), (iii), (ix) above.

- (3) **Arriving at a berth.** As soon as practicable after arriving a vessel must report: (i), (iii) above.
- (4) **Departing a berth.** 5 min prior to departing a berth a vessel must apply for Traffic Clearance stating: (i), (ii), (iii), (v), (vi), (vii), (viii) above.
- (5) **Immediately prior to departing a berth** a vessel must report: (i), (iii), (ix) above.
- (6) **Manoeuvres. Fifteen min prior to commencing any man oeuvre listed below, vessels must apply for Traffic Clearance stating: (i), (iii) above plus a description of their intended man oeuvre.**

Listed Manoeuvres

- (a) Compass adjustment.
- (b) The calibration and servicing of navigational aids.
- (c) A sea trial.
- (d) A dredging operation.
- (e) The laying, picking up and servicing of a submarine cable or navigation mark.
- (f) Or any other man oeuvre that may be detrimental to safe navigation.

As soon as possible after the manoeuvre is completed, a description of the manoeuvre (just completed) must be communicated to the VTS Centre.

4. **INCIDENT REPORTS:** Vessels should Immediately report any of the following and include (i) and (iii) as specified under Procedure.
 - a. An on board fire, that may impair safe navigation.
 - b. The involvement of the vessel in a collision, grounding or striking that may impair safe navigation.
 - c. Any defect to the vessels hull, main propulsion equipment, steering, radars, compass, radio equipment, anchors or cables that may impair safe navigation.
 - d. Any discharge or threat of discharge of a pollutant from the vessel.
 - e. Another vessel in apparent difficulty.
 - f. The presence of any other vessel which may impede the movement of other vessels.
 - g. Any obstruction to navigation.
 - h. Any aid to navigation that is functioning improperly, damaged, off position or missing.
 - i. The presence of any pollutant in the water.
 - j. Any weather condition which may impair safe navigation.

Items (f), (g), and (h) need not be reported if the information has been previously reported by Notices to Mariners or Coastal NavWarnings.

5. **VHF EQUIPMENT FAILURE:** In the event of VHF radio failure, the VTS Centre should be alerted as soon as possible, by sending a message by MF, RT or WT through a Coast Radio Station (CRS) or another vessel, or by other means, stating that there is a failure and giving the vessel's position and destination.

6. **NOTE:** All times should be given in local time (UTC +2).

For further details and working frequencies for each port see *SA List of Lights and Radio Signals (SAN HO-1)*.

APPENDIX A - SALDANHA BAY AND APPROACHES

1. NOTE. This VTS was established on 1st November 1998 to ensure the safe and efficient entry and exit for deep draft ore vessels to the Port of Saldanha Bay.
2. DESCRIPTION. Radar and VHF radio Stations are installed at the National Ports Authority Office and on Malgaskop to improve the navigational safety within the Port Control Limits. The radars cover a radius of about 20nm offshore.
3. CALL. Saldanha Bay Port Control.
4. LOCATION. VTS Control Centre is situated in the Port Office at Hoedjies Point 33°01'.7 S., 17°57'.8 E.
5. FREQUENCY. Channel 12.
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Saldanha Bay Port Control on Ch 12.
- a. 15 minutes before arrival at the TSS.
 - b. 15 minutes before departure from her berth.
 - c. At the designated Reporting in Points.

8. REPORTING POINTS.

a. INBOUND.

i. Vessels Approaching from the South.

1B.	In	33°21'.0 S.,	17°53'.9 E.
2B.	In	33°10'.6 S.,	17°49'.3 E.
3.	In	33°06'.7 S.,	17°50'.1 E.
4.	In	33°04'.1 S.,	17°55'.5 E.
5.	In	33°03'.3 S.,	17°58'.3 E.
2A.	In	33°05'.9 S.,	17°45'.0 E.
3.	In	33°06'.7 S.,	17°50'.1 E.
4.	In	33°04'.1 S.,	17°55'.5 E.
5.	In	33°03'.3 S.,	17°58'.3 E.

ii. Vessels Approaching from the North.

1A.	In	32°59'.1 S.,	17°38'.2 E.
2A.	In	33°05'.9 S.,	17°45'.0 E.
3.	In	33°06'.7 S.,	17°50'.1 E.
4.	In	33°04'.1 S.,	17°55'.5 E.
5.	In	33°03'.3 S.,	17°58'.3 E.

iii. Vessels Approaching from the West.

1C(N).	In	33°06'.8 S.,	17°34'.8 E.
1C(M).	In	33°13'.4 S.,	17°36'.3 E.
1C(S).	In	33°19'.5 S.,	17°43'.0 E.
2C.	In	33°06'.7 S.,	17°50'.1 E.
4.	In	33°04'.1 S.,	17°55'.5 E.
5.	In	33°03'.3 S.,	17°58'.3 E.

b. OUTBOUND

i. Vessels Departing to the South.

5.	Out	33°03'.3 S.,	17°58'.3 E.
4.	Out	33°04'.1 S.,	17°55'.5 E.
3.	Out	33°06'.7 S.,	17°50'.1 E.
2B.	Out	33°11'.3 S.,	17°47'.1 E.
1B.	Out	33°21'.7 S.,	17°51'.6 E.

ii. Vessels Departing to the North.

5.	Out	33°03'.3 S.,	17°58'.3 E.
4.	Out	33°04'.1 S.,	17°55'.5 E.
3.	Out	33°06'.7 S.,	17°50'.1 E.
2A.	Out	33°04'.6 S.,	17°46'.8 E.
1A.	Out	32°57'.8 S.,	17°40'.1 E.

iii. Vessels Departing to the West

5.	Out	33°03'.3 S.,	17°58'.3 E.
4.	Out	33°04'.1 S.,	17°55'.5 E.
3.	Out	33°06'.7 S.,	17°50'.1 E.
2C.	Out	33°09'.0 S.,	17°45'.3 E.

c. INSHORE ROUTES: INBOUND OR OUTBOUND.

1D.	In/Out	32°53'.7 S.,	17°45'.9 E.
2D.	In	33°02'.2 S.,	17°50'.1 E.
1E.	In/Out	33°20'.8 S.,	18°01'.8 E.
2E.	In	33°09'.1 S.,	17°54'.3 E.
4.	In/Out	33°04'.1 S.,	17°55'.5 E.
5.	In/Out	33°03'.3 S.,	17°58'.3 E.

9. PILOT BOARDING PLACE. 33°06'.4 S., 17°49'.9 E.

10. INFORMATION REQUIRED.

a. The following information relating to vessels entering the harbour will be transmitted to the Centre:

- i. Particulars of cargo on board.
- ii. Last and next Port of Call.
- iii. GRT, LOA, Draft, or any other information as requested.

b. The Control Centre will provide the vessel with more accurate information of other vessel's positions and the density of traffic converging on the same positions.

11. NOTE. The System is linked to the Cape Town VTS Centre, the Maritime Rescue Coordination Centre the Port Control, Pilots Offices and the local Coast Radio Station.

APPENDIX B - CAPE TOWN AND APPROACHES

1. NOTE. This VTS was established on 1st November 1998 to ensure the safe and efficient entry and exit for vessels to the Port of Cape Town.
2. DESCRIPTION. Radar and VHF radio Stations are installed at the National Ports Authority Office and on Robben Island to improve the navigational safety within the Port Control limits. The radars cover a radius of about 20 nm offshore.
3. CALL. Cape Town Port Control.
4. LOCATION. VTS Control Centre is situated in the Port Office at 33°54'.3 S., 18°25'.9 E.
5. FREQUENCY. Channel 14.
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Cape Town Port Control on Ch 14;
 - a. 15 minutes before arrival at the TSS.
 - b. 15 minutes before departure from her berth.
 - c. At the designated Reporting Points.
 - d. Pilot boarding and berthing instructions will be given and vessels will be assigned to an anchorage, if necessary.
8. REPORTING POINTS.
 - a. INBOUND.
 - i. Vessels Approaching from the South;

1B.	In	34°00'.8 S.,	18°15'.1 E.
2B.	In	33°53'.9 S.,	18°19'.8 E.
3.	In	33°52'.5 S.,	18°24'.0 E.
 - ii. Vessels Approaching from the North ;

1A.	In	33°41'.4 S.,	18°07'.8 E.
2A.	In	33°50'.7 S.,	18°17'.1 E.
3.	In	33°52'.5 S.,	18°24'.0 E.
 - b. OUTBOUND
 - i. Vessels Departing to the South.

4.	Out	33°53'.9 S.,	18°26'.3 E.
3.	Out	3°51'.3 S.,	18°24'.0 E.
2B.	Out	33°52'.9 S.,	18°17'.7 E.
1B	Out	33°59'.4 S.,	18°13'.2 E.
 - ii. Vessels Departing to the North.

4.	Out	33°53'.9 S.,	18°26'.3 E.
3.	Out	33°51'.3 S.,	18°24'.0 E.
2A.	Out	33°49'.4 S.,	18°19'.0 E.
1A.	Out	33°40'.1 S.,	18°09'.6 E.
 - c. INSHORE ROUTES: INBOUND OR OUTBOUND.

1D.	In/Out	34°01'.9 S.,	18°17'.3 E.
1C.	In/Out	33°36'.8 S.,	18°14'.4 E.
2C.	In/Out	33°48'.9 S.,	18°24'.3 E.
4.	Out	33°53'.9 S.,	18°26'.3 E.
9. PILOT BOARDING PLACE. 33°52'.4 S., 18°24'.0 E.
10. INFORMATION REQUIRED.
 - a. The following information relating to vessels entering the harbour will be transmitted to the Centre:
 - i. Particulars of cargo on board.
 - ii. Last and next Port of Call.
 - iii. GRT, LOA, Draft, or any other information as requested.
 - b. The Control Centre will provide the vessel with more accurate information of other vessel's positions and the density of traffic converging on the same positions.
11. NOTE. The System will be linked to the Saldanha Bay VTS Centre, the Maritime Rescue Coordination Centre, the Port Control, Pilots Offices and the local Coast Radio Station.

APPENDIX C - PORT ELIZABETH AND APPROACHES

1. NOTE. This VTS was established during July 2000 to ensure efficient entry and exit for vessels to the Port of Port Elizabeth.
2. DESCRIPTION. Radar and VHF radio stations installations on the Port Control Office are installed to improve the Navigation safety within the Port Control Limits. Radar coverage, out to a radius of 30nm, is expected.
3. CALL. Port Elizabeth Port Control.
4. LOCATION. The VTS Control Centre at Port Control Building Office is at 33° 57'.3 S., 025° 38'.3 E.
5. FREQUENCY. Channel 12 .
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Port Elizabeth Port Control on CH 12 when;
 - a. 15 minutes from the Entry points for the Approach Traffic Lanes.
 - b. 15 minutes before departure from her berth.
8. REPORTING POINTS.
 - a. VESSEL APPROACHING FROM THE WEST / SOUTH.
 - i. When 15 minutes from Reporting Point 1A
 - ii When passing Reporting Points

1A.		34°01'.7 S.,	25°47'.4 E.
2A .		33°57'.3 S.,	25°42'.3 E.
 - b. VESSEL APPROACHING FROM THE EAST.
 - i. When 15 minutes away from Reporting Point 1B
(approximately when crossing the 25° 55' E meridian.)
 - ii. When passing Reporting Points

1B.	In	33°54'.3 S.,	25°50'.0 E.
2B.	In	33°55'.8 S.,	25°43'.7 E.
 - c. VESSEL DEPARTING FOR THE HIGH SEAS.

When passing Reporting Points

3.	Out	33°57'.2 S.,	25°38'.5 E.
2A.	Out	33°57'.3 S.,	25°42'.3 E.
1A.	Out	34°01'.7 S.,	25°47'.4 E.
2B.	Out	33°55'.8 S.,	25°43'.7 E.
1B.	Out	33°56'.3 S.,	25°50'.0 E.
 - d. INSHORE TRAFFIC.

When passing Reporting Points

1C.	In/Out	34°01'.7 S.,	25°43'.7 E.
1D.	In/Out	33°49'.5 S.,	25°47'.3 E.
3.	Out	33°57'.2 S.,	25°38'.5 E.
9. PILOT BOARDING PLACE. 33°55'.6 S., 25°40'.9 E.
10. INFORMATION.
 - a. The following information relating to the vessel shall be passed when making the initial report ;
 - i. Name.
 - ii. Callsign, GRT, LOA, Draught.
 - iii. Position.
 - iv. ETA of Vessel when entering the VTS Zone.
 - v. Destination
 - vi. ETA at Destination.
 - vii. Whether any Hazardous Cargo is carried on board.
 - b. The VTS will provide the vessel with up to date information on berthing arrangements, Pilots, and relevant traffic movements in the area.
11. NOTE. The VTS is linked to the Port Control and Administration Offices, MRCC, Pilot Station, and the local Coast Radio Station.

APPENDIX D - DURBAN AND APPROACHES

1. NOTE. This VTS was established during April 2002 to ensure efficient entry and exit for vessels to the Port of Durban.
2. DESCRIPTION. Radar and VHF installations on the Port Control/VTS Centre are installed to improve the Navigation safety within the Port Control Limits. Radar coverage out to a 25nm radius is expected.
3. CALL. "Durban Port Control".
4. LOCATION. The Port Control/VTS centre is situated in the millennium building at 29°52'.54 S, 031°03'.45 E.
5. FREQUENCY. VHF Channel 9 and 16. Helicopters work VHF Channel 13.
6. HOURS. H24.
7. PROCEDURE : Vessels should call Durban Port Control on Ch 9 and 16.
 - i. 15 minutes before crossing the 12 nm Reporting Line.
 - ii. 15 minutes before departure from her berth
 - iii. When crossing the 12 nm Reporting Line.
 - iv. When crossing the 6 nm Reporting Line.

8. REPORTING POINTS

INBOUND

1. Vessels should call Durban Port Control on Ch 9 and 16 at the following Reporting Points;

- a. VESSEL APPROACHING FROM ANY DIRECTION
 - In 15 minutes before crossing the 12 nm Reporting Line.
 - In When crossing the 12 nm Reporting Line.
 - In When crossing the 6 nm Reporting Line.
- b. VESSEL ENTERING OR LEAVING THE HARBOUR

9. INFORMATION REQUIRED

1. The following information relating to the vessel shall be passed when making the initial report;

- i. Name
- ii. Callsign, GRT, LOA, Draught.
- iii. Position.
- iv. ETA of Vessel when entering the VTS zone.
- v. Destination.
- vi. ETA at Destination.
- vii. Whether any Hazardous Cargo is carried on board.
- viii. Suitability of vessel for the transfer of Pilot by Helicopter.

2. The VTS will provide the vessel with up to date information on berthing arrangements, Pilot, Helicopter Service and relevant traffic movement in the area.

Note: The system is linked to the Port Control and Administration Offices, MRCC, Pilot Station and Helicopter Service.

APPENDIX E - RICHARDS BAY AND APPROACHES

1. NOTE. This VTS was established during April 2002 to ensure efficient entry and exit for vessels to the Port of Richards Bay.
2. DESCRIPTION. Radar and VHF radio stations installations on the Port Control Office are installed to improve the Navigation safety within the Port Control Limits.
Radar coverage out to 30nm radius is expected.
3. CALL. Richards Bay Port Control.
4. LOCATION. The VTS Control Centre at Port Control Building Office is at 28° 47'.6 S, 032° 05'.9E.
5. FREQUENCY. Channel 12.
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Richards Bay Port Control on Ch 12;
 - i. 15 minutes before crossing the 15nm Reporting Line.
 - ii. 15 minutes before departure from her berth.
 - iii. When crossing the 15 nm Reporting Line.
 - iv. When crossing the 6 nm Reporting Line.
8. REPORTING POINTS.
 - a. VESSEL APPROACHING FROM ANY DIRECTION.
 - i. 15 minutes before crossing the 15 nm Reporting Line.
 - ii. When crossing the 15 nm Reporting Line.
 - iii. When crossing the 6 nm Reporting Line.
 - b. VESSEL ENTERING OR LEAVING THE HARBOUR.
 - i. At Reporting Point 3. (When entering/leaving the Deep Draught Route, 4 nm from the S Breakwater).
 - ii. At Reporting Point 4. (When passing the S Breakwater).
 - iii. On Departure when crossing the 6nm Reporting Line.
9. INFORMATION.
 - a. The following information relating to the vessel shall be passed when making the initial report ;
 - i. Name.
 - ii. Callsign, GRT, LOA, Draught.
 - iii. Position.
 - iv. ETA of Vessel when entering the VTS Zone.
 - v. Destination.
 - vi. ETA at Destination.
 - vii. Whether any Hazardous Cargo is carried on board.
 - b. The VTS will provide the vessel with up to date information on berthing arrangements, Pilots, Helicopter Service and relevant traffic movements in the area.
10. NOTE. The VTS is linked to the Port Control and Administration Offices, MRCC, Pilot Station Helicopter Services and the local Coast Radio Station.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 19 OF 2008**

Former Notice No 19/2007 is cancelled. This is a repetition of the former notice.

CRAYFISH TRAP FISHING

1. Following the fatal running down of a fishing craft by an unknown vessel it is deemed necessary to draw the attention of mariners to the situation existing within 3 nautical miles off the South African coast from a position abeam of the Orange River to a position South of Cape Agulhas, where small fishing vessels lay lines of, and/or individual, traps on the ocean bottom. These traps are marked by floating recovery lines and a marker buoy displaying a coloured flag.
2. The lines are serviced during the day when the fishing vessel can recognize her marker buoys and flags. During the night the crayfish are processed whilst the vessel remains at anchor or drifts with the current. During this period the lighting on board may be poor and a large vessel not keeping a good lookout could easily run down a small vessel without even being aware of it.
3. Crayfishing is carried out seasonally and these vary both annually and in different areas, but as a general rule it extends over the period;

PORT NOLLOTH Area

From 15 October until 30 June.

All Other Areas

From 1 November until 30 June.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 20 OF 2008**

Former Notice No 20/2007 is cancelled. This is a repetition of the former notice.

DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)

GENERAL NOTES

1. Unencrypted public Differential Global Positioning System (DGPS) is provided by the National Ports Authority (NPA) at certain light-houses along the South African Coast.

2. DGPS is provided as an aid to navigation, giving a 24 hour a day, all year round service and which is broadcasted from four land reference stations at the following locations :

	<i>Beacon</i>	<i>Beacon Listing</i>	<i>Light List number</i>
a.	Cape Columbine	1823	Z5670 (D5810)
b.	Cape Agulhas	1831	Z5980 (D6370)
c.	Cape Recife	1839	Z6100 (D6390)
d.	Cooper	1857	Z6245 (D6458)

3. The signal provides the mariner using a suitable receiver with both real time integrity monitoring of GPS derived positions and the capability of fixing their positions to better than 5 meters (95 % probability) in moving applications. Greater accuracy can be achieved in stationary applications. All the stations are operating on a trial basis. Details will be promulgated by Coastal NavWarning and/or Notice to Mariners. Such information will be amended as and when necessary.

4. Details of the DGPS stations are given in the accompanying table.

5. DGPS relies inherently on GPS, the operation and characteristics of which are out of the control of the NPA.

6. The DGPS service is being provided primarily for the use in monitoring the integrity of the GPS to enhance the safety of marine navigation. The provision of greater accuracy for marine navigation is a secondary feature.

7. Signal reception may become unreliable, under certain extreme environmental conditions, towards the limits of the geographical coverage.

8. All radio navigation systems are susceptible to interference (including jamming) and environmental effects, which can adversely affect their availability. No single aid to navigation system should be used in isolation and DGPS users should use all alternative means available to cross check the information received. Users should also ensure that they have a receiver which gives sufficient warning of the complete loss of the DGPS signal and conversion to GPS. Various DGPS receiver types are available, some of which may not provide appropriate or timely warnings in respect of the system.

9. These receivers will tune into the strongest available DGPS signal. The receiver should meet the technical standards of the International Telecommunications Union (ITU) for such receivers. A combined Beacon/GPS receiver with combined antennae incorporated can also be used. With a field strength throughout the coverage area designed to be at least 75 micro V per metre, the DGPS corrections will be updated at intervals of not more than 10 seconds.

Station Reference Number	Station Name	DGPS Corrections		Identification No. of		Range in Nautical Miles	Integrity Monitoring	Status	Transmitted Message Types	Station Position
		tx fx (in kHz)	tx rate (in bps)	Reference Station(s)	Transmit Station					
1823	Cape Columbine Lighthouse	310	100	221/241	201	150@ 75µV/m	YES	TRIAL	3, 6,7,9,16	32° 49' 39" S 017° 51' 20" E
1831	Cape Agulhas Lighthouse	301	100	223/243	203	120@ 75µV/m	YES	TRIAL	3, 6,7,9,16	34° 49' 46" S 020° 00' 35" E
1839	Cape Recife Lighthouse	291	100	225/245	205	150@ 75µV/m	YES	TRIAL	3, 6,7,9,16	34° 01' 44" S 025° 42' 02" E
1857	Cooper Lighthouse	292	100	228/248	208	100@ 100µV/m	YES	TRIAL	3, 6,7,9,16	29° 56' 08" S 031° 00' 18" E

**CORRECTIONS TO BE APPLIED TO POSITIONS OBTAINED FROM GPS SATELLITE RECEIVERS
(BASED ON THE GLOBAL POSITIONING SYSTEM (WGS84) SPHEROID)
FOR PLOTTING ON SAN NAUTICAL CHARTS BASED ON THE CLARKE 1880 (MOD) SPHEROID.**

1 : 150 000 AND LARGER SCALE CHARTS

CHART NUMBER	SHIFTS (m)	
	Latitude	Longitude
SAN 117	-33	65
SAN 118	-19	64
SAN 119	-8	63
SAN 120	-7	60
SAN 121	-7	56
SAN 123	-11	50
SAN 124	-11	46
SAN 128	-21	34
SAN 129	-25	31
SAN 130	-30	28
SAN 131	-35	26
SAN 135	-38	24
SAN 150	-10	62
SAN 1009	-16	64
SAN 1011	-15	64
SAN 1014	-11	62
SAN 1021	-12	49
SAN 1022	-12	48
SAN 1029	-37	26
SAN 2003	22	5
SAN 2052	-15	63

1 : 300 000 AND SMALLER SCALE CHARTS

Positions obtained from a GPS Receiver can be plotted directly on these charts as the shift is of such a small nature that it is not plottable.

SOUTH AFRICAN NOTICE TO MARINERS NO 21 OF 2008

Former Notice No 21/2007 is cancelled. This is a repetition of the former notice.

MARINE RESERVES

1. The information contained in this Notice is not complete, but comprises guidelines for the exploitation of marine organisms only, and may change from time to time. For full details of the Marine Living Resources Act (Act No 18 of 1998) and regulations promulgated thereunder, contact your local fishery control officer.
2. Special regulations govern river mouths, national parks, estuaries, and the KwaZulu-Natal coastline. These can be obtained from the Chief Directorate Environmental Management, Cape Nature Conservation, the KwaZulu-Natal Nature Conservation Service, and the South African National Parks.
3. Help us to look after our marine resources.
4. The national marine living resources of South Africa, as well as the marine environment, are national assets and the heritage of our people.
5. Our marine resources are limited. We must therefore manage them properly so that our people will be able to benefit from them in the future. To do this, we need two things: research on substantial utilization (how much we can take from a resource without damaging it), and control over-utilization.
6. In terms of the Marine Living Resources Act (Act 18 of 1998), the Department of Environmental Affairs and Tourism is responsible for the management of marine living resources and their environment. Part of this function is delegated to other authorities (e.g. KwaZulu Natal Nature Conservation Service), and research is sometimes contracted out to other institutions.
7. In terms of the above mentioned Act, each user must pay for the right to use a marine resource for commercial, subsistence or recreational purposes by buying a permit. These funds will be used for research, control and management - without which, South Africa's marine living resources cannot be managed effectively.

MARINE PROTECTED AREAS AND CLOSED AREAS (*See Diagram 1*)

1. A general marine protected area is an area proclaimed by the Minister of Environmental Affairs and Tourism where no marine organism may be disturbed, caught or killed, except in the case where an organism is specifically excluded.
2. The possession of a permit does not absolve the holder from the onus of obtaining permission from any controlling authority within whose area of jurisdiction they wish to operate.

a. **St Lucia Marine Protected Area**

From beacon **N3** (27°26'.75 S., 032°42'.13 E) north of Ngoboseleni Stream to beacon **N4** (28°08'.25 S., 032°33'.47E) south of Cape Vidal, extending three nautical miles seaward from the high-water mark. Shore anglers may catch fish, but skiboat anglers and spear fishers may respectively only catch or shoot pelagic bony fish.

b. **St Lucia Sanctuary Area**

From beacon **N5** (27°43'.40 S., 032°37'.50 E) at Red Cliffs to beacon **N6** (27°55'.30 S., 032°35'.63 E) at Leven Point, extending three nautical miles seawards from the high-water mark. This area is a general marine protected area.

c. **Maputaland Marine Protected Area**

From beacon **N7** (26°51'.30 S., 032°53'.28 E) at the Mocambique border to beacon **N3** (27°26'.75 S., 032°42'.13E) north of Ngoboseleni Stream, extending three nautical miles seawards from the high-water mark. Only skiboat anglers and spear fishers may respectively catch or shoot pelagic bony fish.

Maputaland Sanctuary Area

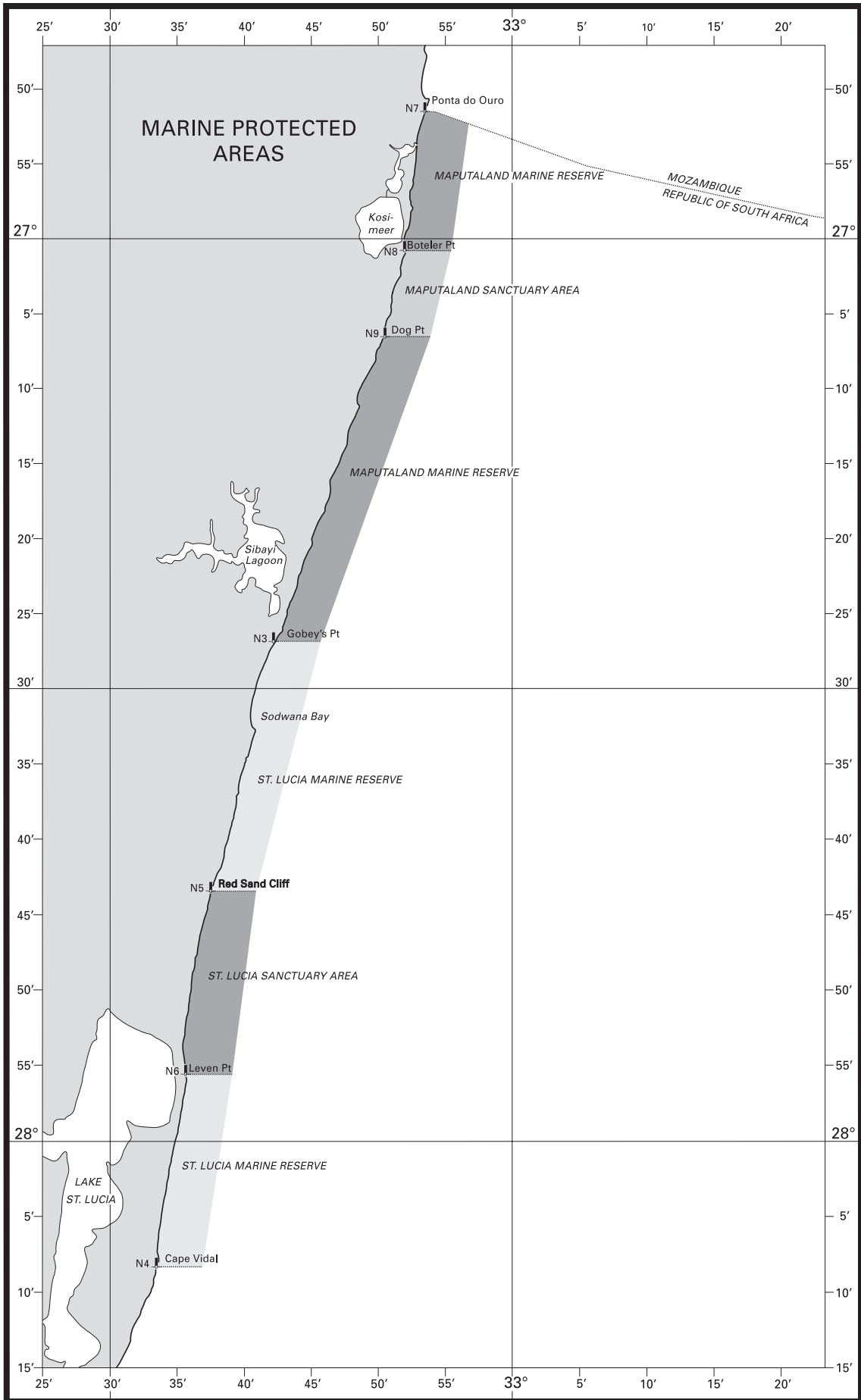
- d. From beacon **N8** (27°00'.46 S., 032°51'.55 E) at Boteler Point to beacon **N9** (27°06'.30 S., 032°50'.33 E) at Dog Point, extending three nautical miles seawards from the high-water mark. This area is a general marine protected area.

GENERAL REGULATIONS

1. No person may engage in recreational fishing or collect for recreational purposes and for own use of any marine living organisms without a permit.
2. No person shall use any artificial breathing apparatus (except a snorkel) for recreational fishing.
3. No person shall engage in the fishing, collection or disturbing of any fish by means of a gaff, spear, club, flail, stick, stone or similar instrument, but any person may, with the authority of a permit, catch (for own use) sole with a spear or similar implement in quantities not exceeding five per day.
4. No person shall engage in fishing, except for octopus, cuttlefish or squid, by the jerking of a hook or jig in the sea (jigging), with the intention of impaling the fish thereon.
5. No person shall engage in the fishing, collection or disturbing of any fish with a spear gun in a tidal river or tidal lagoon.
6. No person shall use any cast net for fishing from sunset to sunrise.
7. No person shall disturb, catch, kill or be in possession of any dolphin or any part or product derived thereof.

8. No person shall, except with the authority of a permit, disturb, catch or kill any whales at any time, or approach closer than 300 m to a whale.
9. No person shall, except with the authority of a permit, attract by using bait or any other means, any great white shark, or catch, attempt to catch, kill or attempt to kill any great white shark, or purchase, sell or offer for sale any part or product derived thereof.
10. No person shall, except with the authority of a permit, damage, uproot, collect or land or attempt to damage, uproot, collect or land any live or dead coral.
11. No person shall, except with the authority of a permit, engage in fishing, collecting or disturbing any live or empty pansy shell.
12. No person shall, except with the authority of a permit, engage in fishing, collecting or removing any aquatic plants, shells or shellgrit from the sea or the seashore, except for own use and in quantities not exceeding 10 kg aquatic plants, 1 kg dead shells or 50 kg shellgrit per day.
13. No person shall, except with the authority of a permit, damage, pick, uproot, collect or land or attempt to damage, pick, uproot, collect or land any live or dead sea fans or sea pens.
14. No person shall, without a permit issued by the Director-General, culture any marine organisms.
15. No person shall, except with the authority of a permit, catch any fish or collect any aquatic plants for commercial purposes.

Diagram 1. KwaZulu Natal Marine Reserves



**SOUTH AFRICAN NOTICE TO MARINERS
NO 22 OF 2008**

Former Notice No 22/2007. This is a repetition of the former notice.

MARINE INFORMATION

METEOROLOGICAL AND OCEANOGRAPHIC DATA BUOYS

1. The Data Buoy Cooperation Panel working under the auspices of the World Meteorological Organization and the Intergovernmental Oceanographic Commission maintains arrays of instrumented drifting and moored buoys in the world oceans. These automated buoys make routine measurements and transmit their data in real time through satellites. Such measurements include wind speed and direction, air humidity, atmospheric pressure, currents, sea surface temperature, but also water temperature at various depths to 500 meters. All buoys transmit their positions along with the data.
2. Both drifting and moored buoys provide valuable information to many communities, including fisherman and mariners.

What are the buoys used for?

Weather forecasts. Meteorological models routinely assimilate observations from various sources (including satellites, weather balloons, land stations, ships and data buoys) around the planet to make their national forecasts. Buoy data are crucial because they are deployed in ocean areas where no other source of valuable data is available.

Marine forecast. For similar reasons, buoy data are essential for producing improved marine forecasts.

Assistance to fisheries. Sea surface temperature is an important tool to find many different species of fish. The buoys provide further information to weather centers, which produce charts of sea surface temperature and distribute them to fisherman. Knowing where to look for fish saves both fuel and time. Using data buoys and other instruments such as subsurface floats, oceanographic models now permit the prediction of the impact of EL NINO events and other signals on the ocean environment, these predictions can help fisherman to plan their operation in advance.

Safety at sea. Several nations have successfully used wind and ocean current information from the buoys to help locate missing or overdue boats.

Climate predictions, meteorological and oceanographic research. Researches use the data from the buoys to learn how to predict future changes in the worlds climate. For example, buoys were deployed to learn how to predict the EL NINO / Southern Oscillation phenomenon which causes disruptions in the ocean surface winds and the upper ocean temperature pattern and leads to seasonal climate variations and changes in fish migration patterns in many areas of the world oceans.

ADVICE TO FISHERMEN AND MARINERS

DO NOT pick up drifting buoys. Buoy operators do not refurbish the drifting buoys once deployed. They would continue to transmit their position along with erroneous meteorological and oceanographic data from the deck of the ship.

DO keep watch for the moored buoys at sea, they should be visible on radar and can be avoided. During fishing operations **keep a safe distance from the buoys** in order to avoid entanglement of your net with the buoys.

DO NOT moor to, damage, or destroy any part of the buoys.

DO educate your fellow community about the use of data buoys.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 23 OF 2008**

Former Notice No 23/2007 is cancelled. This is a repetition of the former notice.

SUBMARINE CABLES AND PIPELINES - Avoidance of and Associated Dangers

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 meters. 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 African Sailing Directions Volume 1.

Source : TELKOM

**SOUTH AFRICAN NOTICE TO MARINERS
NO 24 OF 2008**

Former Notice No 24/2007 is cancelled. This is a repetition of the former notice.

INFORMATION CONCERNING MARINE MINING VESSELS

1. Diamonds were found on the Namibian coast in the Lüderitz area in 1908. In 1961 specially equipped barges started processing gravel recovered from the sea-bed. A considerable number of vessels, some of whom are very large, can be encountered working fairly close inshore from Saddle Hill (Approximate position 25° 55' S 014° 55' E) to Needle Point (Approximate position 27° 40'.5 S 015° 31'.5 E).
2. Mariners are warned of possible existence of lost mining gear, anchors and floating ropes which may be encountered within the area demarcated on the relevant charts. Extreme caution must be exercised when transiting and especially trawling through this area.
3. Marine Mining Vessels (Dredgers)(MMVs) are normally moored by a four anchors spread. These large anchors may be marked by unlit buoys. These vessels move up to five cables within the anchor spread, mariners are advised to keep at least 1500 meters clear of MMVs.
4. MMVs, when on station and working, are required to exhibit the lights and shapes as prescribed by Rule 27 of the International Regulations for Preventing Collisions at Sea, 1972 (as amended) (Colregs 72).

**SOUTH AFRICAN NOTICES TO MARINERS
NO 25 OF 2008**

Former Notice No 25/2007 is cancelled.

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 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 I 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//
X 1 - W (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//
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 CLASS 1.1//
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//

Source: SAMSA

Tel: +27 12 342 3049
Fax: +27 12 342 3160
E-mail: marinenotices@samsa.org.za

**SOUTH AFRICAN NOTICES TO MARINERS
NO 26 OF 2008**

Former Notice No 26/2007 is cancelled.

The Merchant Shipping (Maritime Security) Regulations, 2004

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

Summary

This marine notice gives guidance to the industry on the application of the *Merchant Shipping (Maritime Security) Regulations, 2004*, and the International Ship and Port Facility Security (ISPS) Code.

1. South Africa has implemented the Maritime Security requirements contained in Chapter XI-2 of the International Convention for the Safety of Life at Sea, 1974, and the International Ship and Port Facility Security (ISPS) Code through the *Merchant Shipping (Maritime Security) Regulations, 2004*. These regulations apply to South Africa's seven major ports, namely Saldanha Bay, Cape Town, Mossel Bay, Port Elizabeth, East London, Durban, and Richards Bay. They also apply to passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages. However, they 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.

Certification of South African ships

2. The South African Maritime Safety Authority (SAMSA) is responsible for approving ship security plans for South African ships, for verifying compliance with plans, and for issuing the International Ship Security Certificate (ISSC) and Continuous Synopsis Record (CSR).

Security Level in South African territorial waters

3. Security Level 1 applies in South Africa's territorial waters. Any change of security level or its area of application will be notified by Marine Notice, Navigational Warning and Notices to Mariners.

Port security

4. Security Level 1 is the default security level applying to South Africa's seven major ports (and the port facilities in these ports). Any change of security level will be declared by the Director-General: Transport, who is required to give proper notice of the declaration.

5. 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 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.

6. 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.

7. 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, landing an ill crew member, 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.

8. Reports are not required from ships making voyages between South African ports (i.e. coasting). If a ship makes a voyage to a port in another country (e.g. 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 **format and content of the pre-arrival/pre-entry information report is given in Annex A**. 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. It should be noted that in the format of the report field "B" is the time of making the report and field "J" is the ETA at the first port of call. There should be at least a 96 hours difference in the times.

10. **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.

11. 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, excluding those noted in 11.1.

12. The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the second 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 first point of contact).** The MRCC will only accept reports directly from the ship via Cape Town Radio; no reports by voice communication will be accepted. The role of the MRCC is to scrutinise reports for correctness and completeness.

13. The MRCC does not security-clear ships. Its function is to check pre-arrival/pre-entry information reports to ensure relevance and completeness. If MRCC has any queries regarding the ship's report, it will communicate with the ship via Cape Town Radio. 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. 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 dialing 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.

15. Transmission by means other than telex has resulted in communication difficulties which, in turn, have caused delays to ships. Only in exceptional cases such as faulty or unavailable satellite communication, will Cape Town Radio 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

16. 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. Masters and agents are advised to ensure that information for the MRCC is not confused with that required by the NPA.

17. Masters are cautioned that failure to timeously transmit complete and correctly formatted pre-arrival/pre-entry information may result in delays and, in appropriate cases, denial of port entry. Ships whose masters refuse to give pre-arrival/pre-entry information will be denied port entry.

18. The following table provides information about port security officers (PSOs) at the seven major ports. The contact number in **bold print** in the table is the 24-hour contact number for the PSO.

Port	Name	Telephone	Facsimile	Mobile
Saldanha Bay	Mr S. Gaika	(022) 703 5478	(022) 703 5484	083 285 3505
Cape Town	Mr T. Gagavu	(021) 449 4270	(021) 449 2274	083 376 8826
Mossel Bay	Ms D. Joyce	(044) 604 6273	0866 487 739	072 708 4378
Port Elizabeth	Mr M. Mwelase	(041) 507 1773	(041) 507 1963 / 56	083 652 4705
East London	Mr N. Sinxoto	(043) 700 2060 / 2313	(043) 700 2070	083 417 3920
Durban	Mr H. Strydom	(031) 361 3771	(031) 361 8393	083 387 1491
Richard's Bay	Mr W. Ndlanzi	(035) 905 3146	(035) 905 3126	083 286 2094

The international dialing code prefix for South Africa is +27. The local area code prefix is shown in brackets in the table above. When dialing from outside South Africa, dispense with the 0 in the local code prefix.

Information regarding port facility security officers (PFSOs) can be obtained from the PSO, the port facility operator or the local ship's agent.

19. The MRCC is also the contact point for ships seeking information on maritime security (excluding confirmation of receipt of the ISPS report) within South Africa's territorial waters. A ship under threat in the territorial waters can communicate with the MRCC, who will forward the alert to the appropriate authorities. The MRCC's Duty Officer can be contacted via Cape Town Radio or as follows:

Telephone: +27 (021) 938 3300

Facsimile: +27 (021) 938 3309

E-mail: mrcc.ct@samsa.org.za

20. A ship under threat at a South African port can communicate with the local Port Control, the PSO, PFSO or the MRCC.

21. A ship security alert signal from a foreign flagged ship will go to the ship owner or flag State and will only be received by the MRCC if the flag State or owner forwards the alert to the MRCC.

SAFREP

22. 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 information on shipping in the event of a maritime casualty. It is modelled on IMO Resolution A.851(20) regarding general principles for ship reporting requirements. It makes use of movement reports submitted to Cape Town Radio by ships within the South African search and rescue region. Participation in the system is voluntary. Information regarding SAFREP

may be found in the Admiralty List of Radio Signals.

Anchoring outside port limits

23. Masters, owners and operators are reminded that it is an offence in terms of the Marine Traffic Act, 1981, to anchor or stop a ship (for repairs or otherwise) in South Africa's territorial or internal waters outside port limits without permission from SAMSA. Permission to anchor or stop may be obtained by submitting to the MRCC a pre-arrival information report together with a request to anchor or stop. The MRCC will forward the request to the local Principal Officer for decision.

24. A ship that has to anchor or stop in an emergency must inform SAMSA as soon as possible, but at least within one hour after anchoring or stopping. Masters are reminded that SAMSA has the authority, even in an emergency, to set conditions for anchoring or stopping.

Source: SAMSA

Tel:	+27 12 366 2600
Fax:	+27 12 366 2601
E-mail:	marinenotices@samsa.org.za

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 Facsimile 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 recognized 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 meters or 15 fathoms may be of sufficient importance to justify a radio message.

Note: An acknowledgment 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.