



**Notice 38-44  
March 2009  
Supplied Gratis**

# **SOUTH AFRICAN NOTICE TO MARINERS March 2009 EDITION**

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

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## **IMPORTANT**

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

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

<b>Notices to Mariners Web site :</b>	<b>Web :</b> <a href="http://www.sanho.co.za">http://www.sanho.co.za</a>
<b>Urgent navigational information : (24 Hour Service)</b>	<b>Telex :</b> 95 527946 (ANS BACK: NAVY SA) <b>Fax :</b> +27 21 787 2228
<b>Other navigational information : (0730 - 1600 Mon - Fri)</b>	<b>Fax :</b> +27 21 787 2233 <b>Phone :</b> +27 21 787 2445/2444 <b>E-mail :</b> <a href="mailto:hydrosan@jafrika.com">hydrosan@jafrika.com</a>
<b>General information : (0730 - 1600 Mon - Fri)</b>	<b>Phone :</b> +27 21 787 2408

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

## INDEX OF CHARTS AND PUBLICATIONS AFFECTED

SAN Charts	Notices	Pages
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58	41	4
75 (INT 2630)	38	2
76 (INT 2640)	38	2
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SAN Charts and Publications - Permanently Withdrawn	Notices	Pages
Nil		

SANHO Publications - New / New Editions	Notices	Pages
Nil		

## I cont/...

### Spheroid / GPS Positions

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

### Temporary and Preliminary Notices

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

### Permanent Notices

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

### Chart Corrections

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

### Provision of Notices to Mariners

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

### Radio Navigational Warnings

See Note at the start of Section VI.

## GUIDANCE NOTES FOR VIEWING AND PRINTING NOTICES USING ADOBE ACROBAT

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

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

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

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

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

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

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

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

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

**I cont/...**

**TEMPORARY NOTICES AND PRELIMINARY NOTICES  
In force 31 March 2009**

**CANCELLED NOTICES**

Nil.

**TEMPORARY NOTICES**

**2002 Series**

89(T) Namibia Bogenfels Anchor Obstructions, Foul Area.

**2003 Series**

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

**2005 Series**

42(T) RSA Elandsbaai Scientific buoy deployed.

**2006 Series**

33(T) RSA Tugela Lighthouse Temporary light and structure.  
40(T) RSA Mossel Bay Temporary buoys deployed.  
65(T) RSA Richards Bay Harbour Pelican Island West Groyne North End light and East Groyne.  
light unlit.  
68(T) RSA Hondeklip Bay Temporary light and structure.  
69(T) RSA Gordon's Bay Silting in harbour.  
82(T) RSA Richards Bay LM2 front light unlit.  
96(T) RSA Table Bay Submarine cable.  
121(T) RSA East London Redeployment of Oceanographic Environmental Moorings.

**2007 Series**

27(T) Namibia Boat Bay Floating rope sighted.  
28(T) Namibia Lüderitz M/V Sakawe Miner lost anchor with wire attached.  
29(T) Namibia Lüderitz Floating ropes without markers.  
30(T) Namibia Bogenfels Swamped mining tools and floating ropes.  
31(T) RSA St Helena Bay R/V Africana deployed sub-sea buoy.  
43(T) RSA Gordon's Bay Orange and blue mooring buoys deployed.  
96(T) Namibia Lüderitz Lost anchor.  
99(T) Namibia Possession Island Anchor left.  
100(T) Namibia Oranjemund Mooring wire rope left.  
106(T) RSA Richards Bay Leading mark unlit.  
110(T) Namibia Possession Island Anchor left.  
111(T) Namibia Oranjemund Anchor left.  
118(T) RSA Mossel Bay Guard vessel.  
126(T) Namibia Shearwater Bay Anchor lost.  
128(T) Namibia Possession Island Anchor lost.

## I cont/...

### 2008 Series

27(T)/08	Namibia	Walvis Bay	Research equipment deployed.
38(T)/08	Namibia	Possession Island	Lost anchor.
39(T)/08	Namibia	Baker's Bay	Foul ground.
85(T)/08	Namibia	Shearwater Bay	Anchor lost.
87(T)/08	RSA	Port of Cape Town	Buoys relocated.
102(T)/08	Namibia	Swakopmund	Unlit buoys deployed.
105(T)/08	RSA	Simon's Bay	Trials.
113(T)/08	RSA	Elands Bay	Buoy deployed.

### 2009 Series

27(T)/09	RSA	Ben Schoeman Dock	Light temporarily replaced.
28(T)/09	RSA	Simon's Bay	Buoys laid.

## PRELIMINARY NOTICES

### 2007 Series

88(P)	RSA	Port of Durban	Dredging activities.
89(P)	RSA	Port of Durban	Construction buoy deployed.
90(P)	RSA	Port of Durban	Waverider buoy deployed.
91(P)	RSA	Port of Durban	Replacement of buoy.
92(P)	RSA	Port of Richards Bay	New channel buoys.
130(P)	RSA	Port of Durban	Sector light in operation.
131(P)	RSA	Port of Durban	Buoy placed.
132(P)	RSA	Port of Durban	Buoys placed.

### 2008 Series

108(P)	RSA	Port of Ngqura	Buoys placed.
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### 2009 Series

35(P)	RSA	Port of Durban	Leading lights not in operation.
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## II

### ERRATUM

Nil.

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

27 (INT 204)		76 (INT 2640)		79 (INT 2670)		84 (INT 7540)
87 (INT 7570)		90 (INT 2051)		1001 (INT 2611)		1002 (INT 2631)
1012 (INT 2672)		1013 (INT 2681)		1020 (INT 7521)		1024 (INT 7531)
1025 (INT 7532)		1027 (INT 7541)		1030 (INT 7561)		1031 (INT 7562)
1032 (INT 7572)		1033 (INT 7571)		2004 (INT 9056)		
113	114	115	122	125	126	127
132	133	134	1003	1015	1016	1017
1033	SC3	SC5	2051			

## II cont/...

### MISCELLANEOUS

1. Mariners are advised that the primary and most reliable means of communication with HYDROSAN for all messages is via Telex : 95 527946 (ANS BACK : NAVY SA) or alternatively via Facsimile number : +27 21 787 2228.
2. Current and archived South African Notices to Mariners are available in PDF format on the internet at Website: <http://www.sanho.co.za>

### GENERAL: SA NAVY HYDROGRAPHIC OFFICE CONTACT DETAILS

1. Mariners and interested parties are advised to take note of the SA Navy Hydrographic Office contact details as amended. This will assist in future to prevent late action being taken on important navigational information due to this office being contacted over weekends, public holidays and after hours.
2. The relevant contact details can be found on the front page of the monthly Notices to Mariners, as well as the website at [www.sanho.co.za](http://www.sanho.co.za).

### 38\* NAMIBIA – West Coast, Boat Bay to Oranjemund - Foul areas

Source: DE BEERS MARINE, NAMCO, NAMTRANS, NAMPORT, SAMICOR

#### SAN 75 (INT 2630) – [Previous Update - 76/08] CLARKE 1880 DATUM

- |            |   |                         |                |              |
|------------|---|-------------------------|----------------|--------------|
| 1. Insert: | # | in approximate position | a. 26° 51'.3 S | 015° 05'.1 E |
|            |   |                         | b. 26° 59'.2 S | 015° 09'.1 E |
|            |   |                         | c. 27° 30'.4 S | 015° 24'.4 E |
|            |   |                         | d. 27° 39'.8 S | 015° 30'.3 E |

#### SAN 76 (INT 2640) – [Previous Update - 83/08] WGS 84 DATUM

- |            |   |                         |                |              |
|------------|---|-------------------------|----------------|--------------|
| 2. Insert: | # | in approximate position | a. 28° 28'.9 S | 016° 07'.9 E |
|            |   |                         | b. 28° 35'.1 S | 016° 13'.9 E |

#### SAN 113 – [Previous Update - 57/07] WGS 84 DATUM

- |            |   |                         |             |              |
|------------|---|-------------------------|-------------|--------------|
| 3. Insert: | # | in approximate position | 28° 35'.1 S | 016° 13'.9 E |
|------------|---|-------------------------|-------------|--------------|

#### SAN 1002 (INT 2631) – [Previous Update - 58/08] WGS 84 DATUM

- |            |   |                         |             |              |
|------------|---|-------------------------|-------------|--------------|
| 4. Insert: | # | in approximate position | 26° 37'.7 S | 015° 06'.5 E |
|------------|---|-------------------------|-------------|--------------|

## II cont/...

5. The above positions indicate foul areas where mining equipment and anchors were lost that poses a danger to navigation and more specifically, to trawling operations. Vessels are advised to navigate with caution and to avoid these areas.

(SAN 75, 76, 113, 1002)

### 39\* SOUTH AFRICA – South West Coast, Saldanha Bay - Depths

Source: Hydrographer, SAS PROTEA

#### SAN 1011 – [Previous Update - 34/09] CLARKE 1880 DATUM

- |   |             |              |               |
|---|-------------|--------------|---------------|
| 1. Insert: Depth 13 metres enclosed with 15 metre depth contour | in position | 33° 02'.39 S | 017° 59'.13 E |
| 2. Delete: Depth 14.2 metres                                    | in position | 33° 02'.45 S | 017° 59'.27 E |
| 3. Insert   | in position | 33° 02'.46 S | 017° 59'.29 E |

extend 15 metre depth contour SE to enclose.

#### SAN 1012 (INT 2672) – [Previous Update - 32/07] WGS 84 DATUM

- |   |             |                 |                  |
|---|-------------|-----------------|------------------|
| 1. Amend: Depth 14.1 metres                                     | in position | 33° 02' 27".0 S | 017° 59' 13".0 E |
| to read: 14.2 metres  |             |                 |                  |
| 2. Insert: Depth 13 metres enclosed with 15 metre depth contour | in position | 33° 02' 24".5 S | 017° 59' 05".4 E |
| 3. Insert   | in position | 33° 02' 28".2 S | 017° 59' 14".9 E |

#### SAN SC 2 – [Previous Update - 34/09] CLARKE 1880 DATUM

- |   |             |              |               |
|---|-------------|--------------|---------------|
| 1. Insert: Depth 13 metres enclosed with 15 metre depth contour | in position | 33° 02'.39 S | 017° 59'.13 E |
| 2. Delete: Depth 14.2 metres                                    | in position | 33° 02'.45 S | 017° 59'.27 E |
| 3. Insert   | in position | 33° 02'.46 S | 017° 59'.29 E |

extend 15 metre depth contour NW and SE to enclose 1 and 3 above.

(SAN 1011, 1012, SC 2)

## II cont/...

### 40\* SOUTH AFRICA – South West Coast, False Bay - Rock

Source: Hydrographer

**SAN 1016** – [Previous Update - 97/08] WGS 84 DATUM  
(On certain copies only)

1. Insert: Accompanying block correction in approximate position 34° 16'.5 S 018° 29'.0 E

(SAN 1016)

### 41\* SOUTH AFRICA – South Coast, SE of Port Elizabeth - Wreck

Source: MRCC

**SAN 57** – [Previous Update - 29/09] CLARKE 1880 DATUM

**SAN 58** – [Previous Update - 87/07] CLARKE 1880 DATUM

**SAN 125** – [Previous Update - 78/06] WGS 84 DATUM

**SAN 126** – [Previous Update - 87/07] WGS 84 DATUM

**SAN 83 (INT 7530)** – [Previous Update - 87/07] CLARKE 1880 DATUM

1. Insert: ++ PA in approximate position 34° 17'.0 S 025° 42'.8 E

2. The wreck is that of the fishing vessel FV Monie Marine, which sunk in March 2009. The vessel is 49m in length and has a 606GRT.

(SAN 57, 58, 125, 126, 83)



## IIA

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

**Important Notice** : Mariners are advised that positions for Angolan Notices are referred to the WGS 84 Spheroid. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not based on the same spheroid.

**Nil prior to these Notices.**

**2007 Series**

Nil.

**2008 Series**

Nil.

## IIB

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

**Important Notice** : Mariners are advised that positions for Mozambique Notices are referred to the WGS 84 Spheroid. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not based on the same spheroid.

**Nil prior to these Notices.**

#### 2005 Series

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

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

#### 2007 Series

Nil.

#### 2008 Series

MOZ 14/08(T)	Port of Maputo	Lighthouse unlit.
MOZ 17/08(T)	Port of Mocimboa da Praia	Buoy out of position.
MOZ 19/08(T)	Port of Beira	Buoy unlit.
MOZ 22/08(T)	Port of Angoche	Lighthouse unlit.
	Port of Maputo	Buoy new position.

## HC

### **LIST OF TEMPORARY AND PRELIMINARY NOTICES TO MARINERS ISSUED FOR MADAGASCAR IN FORCE**

**Important Notice** : Mariners are advised that positions for Madagascar Notices are referred to the WGS 84 Spheroid. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not based on the same spheroid.

**Nil prior to these Notices.**

**2008 Series**

Nil.

### III

#### SAN HO CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

##### 42/09 NEW EDITION

<b>SAN 2004 (INT 9056)</b>	<b>ANTARCTICA - APPROACHES TO DRONNING MAUD LAND</b>
New Edition Date :	31 March 2009
Scale :	1:300 000
Limits :	Latitudes : 69° 10' 00"S - 71° 41' 00"S Longitudes : 00° 10' 00"W - 05° 30' 00"W
Projection :	Mercator
Spheroid :	WGS 84

This international (INT) chart has been revised using the latest 2008 Terra SAR - X satellite image available and other chart content updates. This chart is available from official Chart Agents on request from the SAN Hydrographic office on a Print on Demand (PoD) basis.

### IV

#### CORRECTION TO SAN HO PUBLICATIONS

##### 43/09 SOUTH AFRICAN SAILING DIRECTIONS VOL II (SAN HO-22) 4th EDITION - 2002

###### 1.4 KUNENE RIVER TO CAPE FRIO

1. Page 1-4 para 7, line 3

Insert after: ... direction to SE. A wreck of a fishing vessel, which stranded in May 1978, lies on the rocks in close proximity of this rocky point. A further ...

###### 6.7 CAPE POINT TO ROMAN ROCKS

2. Page 6-14 para 10, line 1

Insert after: ... **rocks, awash and submerged**, lie close to it ...

## IV cont/...

### 44/09 SOUTH AFRICAN SAILING DIRECTIONS VOL III (SAN HO-23) 4th EDITION - 2003

#### 3.4 CAPE ST FRANCIS TO CAPE RECIFE

1. Page 3-5 para 4 and 5

Amend: Paras 4 and 5

to read:

4. **Port St Francis.** (34° 11' S, 24° 51' E). The construction of this small craft harbour was completed in 1998 and built for the chokka industry and as a safe port for the St Francis Bay small recreational craft. It is situated directly north of Cape St Francis on the eastern side of the Cape St Francis Peninsula. It consists of a stone and rockfill breakwater of 230 metres curving from the shore in a northerly direction to encompass a basin with moorings for commercial vessels on the eastern side and the inner harbour, with a number of 'walk-on' type floating finger jetties. Arrangements can be made for visiting yachts and small vessels for short term mooring facilities.

5. The harbour entrance is 45 metres wide, **3.3 to 5 metres** deep with **green** and **red** flashing lights on the starboard and port sides of the harbour entrance. The **port hand light** on the south breakwater, displays a *quick flashing red light* at an elevation of 8m from a red pole 3m high. The **starboard hand light** on the north breakwater displays a *quick flashing green light* at an elevation of 6.5m from a green pole 3m high. Two all round red lights horizontally displaced, when switched on at night, indicates that the harbour is closed for traffic and by day two vertically displaced **black balls** hoisted up on a flagpole. The **NSRI Station 21** is situated in the harbour. A **fish loading and off loading quay** of 94 metres extending in NW direction from the base of the breakwater, behind which is the **concrete slipway** for launching small vessels. This slipway is fitted with an electrically powered winch for slipping vessels of up to 15 metres and up to 25 tonnes. Behind this jetty are the harbour office, shops, restaurant and hotel. All craft are warned that **abnormally steep and dangerous waves** can occur across the harbour entrance under easterly and south easterly wind conditions. This also creates a **sand bank** across the entrance of the harbour. Port Control operates daily from **08h00 to 17h00** with communications being monitored on **Channel 16**, working **Channel 12**.

2. Page 3-10 para 64 line 6

Amend: Section 1.30

to read: Section 1.29

#### 6.5 PORT SHEPSTONE TO GREEN POINT LIGHT

3. Page 6-12 para 48 line 6

Insert after ... at distances of 1.5 miles offshore. The shoal is a **Marine Protected Area (MPA)**, therefore anchoring on or in the vicinity of the shoal is strictly prohibited. A minimum clearance distance of 2 miles from the shoal must be maintained at all times.

## V

### CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS - SAN HO-1 2008 Edition

#### LIGHTS AND FOG SIGNALS

Nil.

## VI

### NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 31 March 2009

See Annual NM 3/2007. Broadcast Warnings are available at Port Offices and remain valid until cancelled or until superseded by this and/or other broadcast bulletins.

#### NAVAREA VII MESSAGES

##### Nil Prior to these Messages

##### 2009 Series

028	South Atlantic Ocean - NE Sector - Angola	Survey operations.
035	South Atlantic Ocean - NE Sector - Angola	Tanker terminal.
040	South Atlantic Ocean - NE Sector - Angola	Survey operations.
051	South Atlantic Ocean - NE Sector - Angola	Survey operations.
055	South Atlantic Ocean - NE Sector - Angola	Buoys positioned.
057	Riglist.	
059	AFMET off the air.	
068	Messages in Force.	

#### COASTAL NAVWARNING MESSAGES

##### Nil Prior to these Messages

##### 2009 Series

004	RSA	Port of Durban	Buoy deployed.
006	RSA	Port Nolloth	Survey operations.
007	RSA	Mossel Bay	Submerged wreck.
033	RSA	Port of Port Elizabeth	Buoy off station.
066	RSA	Port of Durban	Buoy position.
067	RSA	Port of Durban	Buoy position.
068	RSA	Port of Durban	Buoy position.
070	RSA	Richards Bay	Buoy removed.
073	RSA	Port of Durban	Buoy unlit.
074	RSA	Knysna	Current meter.
084	RSA	False Bay	Uncharted rock.
086	RSA	Mossel Bay	FA Platform radar.
093	RSA	Port of Durban	Light switched off.
094	RSA	Saldanha Bay	Cable operations.
095	RSA	Port Nolloth	Peace in Africa anchor spread.
126	RSA	Saldanha Bay	Shallow surveyed area.
127	RSA	False Bay	Buoy out of position.
138	RSA	Port Elizabeth	Vessel sunk.
141	Namibia	Conception Bay	Survey operations.
148	RSA	Alexander Bay	Survey operations.
152	RSA	Port of Durban	Racon out of operation.
157	RSA	Port of Durban	Fairway buoy unlit.
159	RSA	Cape Agulhas to Cape St Blaize	Missile firing.
166	RSA	Richards Bay	Cable operations.
176	RSA	Mossel Bay	PSS flaring operations.
187	RSA	Fish River to Durban	Current meters.

**VI**  
**ANNEX A**

USA Government Special Warning in force 18 December 2001

**SPECIAL WARNING NUMBER 120 WORLDWIDE**

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

USA Government Special Warning in force 20 March 2003

**SPECIAL WARNING NUMBER 121 PERSIAN GULF**

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

**VI**  
**ANNEX A/cont...**

USA Government Special Warning in force 11 March 2005

**SPECIAL WARNING NUMBER 122 EAST AFRICA**

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

USA Government Special Warning in force 11 November 2005

**SPECIAL WARNING NUMBER 123 EAST AFRICA**

1. Due to continuing conditions of armed conflict and lawlessness in Somalia and waters off its coast, mariners are advised to avoid the port of Muqdisho (Mogadishu) and to remain at least 200 nautical miles distant from the Somali coast. The US government does not have an embassy in Somalia and cannot provide services to US citizens.
2. Recent vessel hijackings off the east coast of Somalia demonstrate that pirates are able to conduct at sea hijackings from as far south as Kismaayo (Chisimayu) (00-22S), though vessels are advised to transit no closer than 02-00S, to as far north as Eyl (08-00N), and out to a distance of 170 miles. The first known attempt to hijack a cruise vessel occurred in November 2005. All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance. Pirates are reported to have used previously hijacked ships as bases for further attacks.
3. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap.
4. Victimized vessels have reported two to three (2-3) speedboats measuring six to nine meters (6-9M) in length. Each vessel has a crew of three to six (3-6) armed men with AK-47s and shoulder launched rockets, which are opening fire on vessels in broad daylight in order to intimidate them into stopping.
5. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.



## HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date .....

Ref. No .....

Name of ship or sender : .....

Address of sender : .....

.....

.....

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

General locality Subject : .....

Position : Lat : ..... Long : .....

SAN Chart(s) affected : ..... Edition dated : .....

Position fixing system used : ..... Datum set : .....

Latest Monthly Edition of Notice to Mariners held : .....

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

Details:

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

Signature of observer/reporter : .....

# HYDROGRAPHIC NOTE

## Forwarding Information for South African Charts and Hydrographic Publications

### INSTRUCTIONS

1. Mariners are requested to notify the Hydrographer of the South African Navy, Private Bag X1, Tokai, 7966, or by Facimile 021 7872228 or E-mail *hydrosan@iafrica.com* when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seen to be necessary. The *Mariner's Handbook (NP 100) Chapter 8* gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.

2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate. Copies of this Form may be obtained gratis from the SAN Hydrographic Office at the above address or principal Chart Agents (see *Annual Notice to Mariners No. 1*).

3. When a **position** is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar and the readings of Loran, Decca, etc., should be quoted. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum (where applicable) used should be given.

4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. When **soundings** are obtained *The Mariner's Handbook (NP 100)* should be consulted. The echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of set should also be given.

6. Modern **echo sounders** frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded,
- (b) the trace passing through the transmission line,
- (c) the feathery nature of the trace.

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

7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

8. Reports of **shoal soundings**, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.

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

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

**HO-16a (March 2004)**

**HYDROGRAPHIC NOTE FOR PORT  
INFORMATION**

**(To accompany Form HO-16)**

Name of ship or sender : .....

Address of sender : .....

Ref. No. ....

.....

Date : .....

.....

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

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

Signature of observer/reporter .....

To accompany NTM 40 of 2009

