



SOUTH AFRICAN NOTICE TO MARINERS MAY 2003 EDITION

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

CONTENTS

- I Explanatory Notes and Index
- II SAN Notices to Mariners. Updates to Standard Navigational Charts
- III SAN Charts and SAN HO Publications - New Charts / Editions
- IV Corrections to SAN HO Publications
- V Corrections to SA List of Lights and Radio Services
- VI Reprints of Radio Navigational Warnings

IMPORTANT

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

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

Notices to Mariners Web site : Web : <http://www.sanho.co.za>

Urgent navigational information : Fax : 021 787 2228
Phone : 021 787 2445

Other navigational information : Phone : 021 787 2444
E-mail : hydrosan@iafrica.co.za

General information : Phone : 021 787 2408

**N.M. Smit, Rear Admiral (JG)
Hydrographer, SA Navy
NAVAREA VII Co-ordinator**

I

INDEX OF CHARTS AND PUBLICATIONS AFFECTED

SAN Charts	Notices	Pages
1030	46	1
1031(INT 7562)	46	1

SAN Publications	Notices	Pages
South African List of Lights and Radio Signals SAN HO-1 (2002 Edition)	50/03	3
Catalogue and Indexes of SAN Charts and other Hydrographic Publications SA HO-3 (2000 Edition)	48/03	2
South African Sailing Directions Volume III SAN HO-23 (2001 Edition)	49/03	2

SAN Charts - New Charts / Editions	Notices	Pages
126 (New Edition)	47	2

I

Spheroid / GPS Positions

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

Temporary and Preliminary Notices

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

Permanent Notices

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

Chart Corrections

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

Provision of Notices to Mariners

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

Radio Navigational Warnings

See Note at the start of Section IV.

GUIDANCE NOTES FOR VIEWING AND PRINTING NOTICES USING ADOBE ACROBAT

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

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

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

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

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

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

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

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

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

I

TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 26 May 2003

TEMPORARY NOTICES

2001 Series

82(T)	Namibia	Walvis Bay	Unlit vessel at anchor.
95(T)	Namibia	Lüderitz	Tiger Reef Buoy missing.

2002 Series

71(T)	Namibia	Lüderitz seawards	Foul Area.
78(T)	Namibia	Baker's Bay	Foul Area.
89(T)	Namibia	Bogenfels	Anchor Obstructions, Foul Area.
99(T)	RSA	South Sand Bluff	Light unlit.
111(T)	RSA	Saldanha Bay	Oil Production Platform in position.

2003 Series

38(T)	Namibia	Walvis Bay	Spit Bell Buoy missing.
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PRELIMINARY NOTICES

Nil prior to these Notices.

2002 Series

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

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

The following is the current list of SAN charts of South Africa and Namibia that are referred to the WGS 84 spheroid.

76(INT 2640)	79(INT 2670)	87(INT 7570)	113
125	126	132	133
1001(INT 2611)	1003	1012(INT 2672)	1015
1017	1024(INT 7531)	1025(INT 7532)	1032(INT 7572)
1033(INT 7571)	2004	SC3	SC5

MISCELLANEOUS

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

Website : <http://www.sanho.co.za>

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

46* SOUTH AFRICA, East Coast - Durban Harbour - South Breakwater Light (D6464).

Source : National Ports Authority

Chart SAN 1030 [Previous update 37/03]

Amend :	Characteristics of South Breakwater Light to read :	Fl(2)5s14m17M	
	in approximate position	29°51'.9 S	031°03'.9 E

Chart SAN 1031(INT 7562) [Previous update 37/03]

Amend :	Characteristics of South Breakwater Light to read :	Fl(2)5s14m17M	
	in approximate position	29°51'.9 S	031°03'.9 E

(SAN 1030, 1031)

IIA

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

Nil prior to these Notices.

III

SAN CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS / EDITIONS

SOUTH AFRICAN SAILING DIRECTIONS Volume 2 SAN HO-22 and Volume 3 SAN HO-23 are, unfortunately, out of print. New editions are currently undergoing major revision and upgrading with the intention of eventually making them available on the website. It is anticipated that the new editions will be available during the early part of 2003. South African Maritime Safety Authority (SAMSA) has been informed of the present situation regarding these publications.

SOUTH AFRICAN HYDROGRAPHIC PUBLICATION - NEW EDITION CHART

47/03 SAN 126 PORT ELIZABETH TO GREAT FISH POINT

New Edition Date : 25 April 2003
Scale: 1 : 150 000 (34°00' S)
Limits : Latitudes : 33°30'00" S - 34°21'34" S Longitudes : 25°35'00" E - 27°09'00" E
Projection : Mercator
Spheroid : WGS 84

This chart using the WGS 84 spheroid, shows the Vessel Traffic Service for Port Elizabeth, and includes updated Sailing Direction information for the area. This chart is available from the official Chart Agents. This chart complies with International charting standards. It replaces the chart of the same number which is now cancelled.

IV

CORRECTION TO SAN PUBLICATIONS

48/03 CATALOGUE AND INDEXES of SAN CHARTS and other HYDROGRAPHIC PUBLICATIONS. SAN HO-3 (2000 Edition)

Page 17 **1 : 150 000 NATIONAL SERIES**

Insert : WGS 84 before SAN 126, (Column 1) and Apr 2003 under New Edition Date, (Column 9)

49/03 SOUTH AFRICAN SAILING DIRECTIONS VOLUME III - SAN HO-23 (New Edition 2001)

1. Page 1-13 : line 19

Amend 247° to read 244°

V

**50/03 CORRECTION TO SA LIST OF LIGHTS AND RADIO SERVICES - SAN HO-1
(New Edition 2002)**

Source : National Ports Authority

Page 6 :

INFORMATION RELATING TO FOG SIGNALS

Insert : New paragraph 10.

10. Where applicable, fog signals are activated automatically by fog detectors when the visibility of the sample volume of the atmosphere in the close proximity of the detector falls below the set parameters.

REGIONAL INFORMATION

Fog detector lights

Delete : All reference to Fog detector lights

Activation of Fog Signals

Replace : Existing paragraph with the following;

At those lighthouses where fog signals are still operational, these signals are activated by fog detectors when fog is detected within the detection range of that fog detector. The fog signals that are operational at the end of breakwaters within Ports are activated by Port Control.

Page 13 :

PORT NOLLOTH

Fog Signal

Amend : Remarks column to read:

Activated manually when fog is sighted.

Page 19 :

MOSELBAAI

Mossel Bay Harbour
Breakwater

Delete : All reference to Fog signal in the Remarks column.

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-defence 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.

HO-16 (July 2002)

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No

Name of ship or sender :

Address of sender :

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

General locality Subject :

Position : Lat :

Long :

SAN Chart(s) affected :

Edition dated :

Position fixing system used :

Datum set :

Latest Monthly Edition of Notice to Mariners held :

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

Details:

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

Signature of observer/reporter :

HYDROGRAPHIC NOTE

Forwarding information for South African Charts and Hydrographic Publications

INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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