



# **SOUTH AFRICAN NOTICE TO MARINERS JULY 2004 EDITION**

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

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## **IMPORTANT**

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

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

Notices to Mariners Web site :	Web :	<a href="http://www.sanho.co.za">http://www.sanho.co.za</a>
Urgent navigational information :	Fax :	021 787 2228
	Phone :	021 787 2445
Other navigational information :	Fax :	021 787 2233
	Phone :	021 787 2444
	E-mail :	<a href="mailto:hydrosan@iafrica.com">hydrosan@iafrica.com</a>
General information :	Phone :	021 787 2408

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

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### **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.**

**TEMPORARY NOTICES AND PRELIMINARY NOTICES**  
**In force 28 July 2004**

**TEMPORARY NOTICES**

**2001 Series**

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.  
111(T) RSA Saldanha Bay Oil Production Platform in position.

**2003 Series**

44(T) RSA Houtbaai North Mole dangerous.  
45(T) RSA Port Elizabeth Construction of Ngqura harbour.  
64(T) RSA Durban Oil Terminal SBM Buoy laid.  
70(T) RSA Houtbaai North Mole Light moved.  
72(T) RSA Lambert's Bay Scientific Buoy Mooring.  
73(T) RSA Cape Barracouta Wave Rider Buoy.

**2004 Series**

25(T) RSA Simon's Bay Submarine Mooring Buoy temporarily removed.  
49(T) RSA Table Bay Murray's Bay Harbour. Lights temporarily removed.  
50(T) RSA Table Bay Buoys temporarily out of position.

**PRELIMINARY NOTICES**

**2004 Series**

41(P) RSA Table Bay Murray's Bay Harbour. Works in progress (2004).

II

**ERRATUM**

1. Amend South African Notice to Mariners 56\* to read Previous Update 55/04 after SAN 1001 (INT 2611).
2. Notice to Mariners 59/04. Heading to read: SOUTH AFRICAN SAILING DIRECTIONS VOL III - SAN HO-23 - 4TH EDITION 2003.

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

76 (INT 2640)	79 (INT 2670)	87 (INT 7570)	90 (INT 2051)
1001 (INT 2611)	1012 (INT 2672)	1024 (INT 7531)	1025 (INT 7532)
1030 (INT 7561)	1032 (INT 7572)	1033 (INT 7571)	
113	114	125	126
132	133	134	1003
1015	1017	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.com 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.

**61\* SOUTH AFRICA, South West Coast - Port Nolloth - Buoy light characteristics**

Source : Lighthouse Services

**SAN 1003 [ Previous Update 109/02]**

1. Insert :

	in position	29°15'12".5 S	016°51'57".6 E
	in position	29°15'17".2 S	016°51'58".0 E
	in position	29°15'22".5 S	016°51'58".6 E
	in position	29°15'12".9 S	016°51'54".6 E
	in position	29°15'14".5 S	016°51'56".0 E
	in position	29°15'17".0 S	016°51'56".4 E
	in position	29°15'21".5 S	016°51'57".0 E
	in position	29°15'23".9 S	016°51'57".5 E
	in position	29°15'26".6 S	016°51'57".0 E
	in position	29°15'24".3 S	016°52'00".0 E

(SAN 1003)

**62\* SOUTH AFRICA, East Coast - Richards Bay - Shoal depth**

Source : SAS PROTEA

**SAN 1032 (INT 7572) [ Previous Update 109/02]**

1. Insert : 10m depth enclosed with the 15m depth contour                      in position                      28°48'.55 S                      032°07'.50 E

*(SAN 1032)*

**SAN 1033 (INT 7571) [ Previous Update 109/02]**

1. Insert : 10m depth enclosed with the 15m depth contour                      in position                      28°48'.55 S                      032°07'.50 E

*(SAN 1033)*

## 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.

#### 2003 Series

02MOZ(T)/03	Porto de Maputo	Buoys unlit.
03MOZ(T)/03	Baía de Inhambane	Barra Falsa unlit.
06MOZ(T)/03	Porto de Inhambane	Farol Da Barra unlit.
07MOZ(T)/03	Porto de Maputo	Buoys out of position.
09MOZ(T)/03	Porto de Maputo	Buoy unlit.

#### 2004 Series

MOZ 08/04(T)	Port of Maputo	Buoy 5 temporarily out of position.
MOZ 13/04(T)	Port of Maputo	Buoy 2N temporarily out of position.
MOZ 14/04(T)	Port of Maputo	Buoy 7 temporarily out of position.
MOZ 15/04(T)	Port of Quelimane	Buoy P temporarily out of position.
MOZ 20/04(T)	Port of Maputo	Cias de Bombagem temporarily unlit.
MOZ 22/04(T)	Port of Maputo	Buoy 5 temporarily unlit.
MOZ 23/04(T)	Port of Maputo	Inhaca temporarily unlit.
MOZ 25/04(T)	Port of Quelimane	Buoy 2 temporarily out of position.

#### MOZ 23/04(T) MOZAMBIQUE, Port of Maputo - Lighthouse temporarily unlit

Source : INAHINA

#### MOZ 496, 46659 and BA 644, 646

1. Insert : Legend (*Temp. Unlit*) adjacent to following lighthouse:

Inhaca	in position	25° 58'.50 S	032° 59'.30 E
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#### MOZ 25/04(T) MOZAMBIQUE, Port of Quelimane - Buoy temporarily out of position

Source : INAHINA

#### MOZ 49626 and BA 650

1. Insert : Legend (*Temp. Out of Position*) adjacent to following buoy:

Buoy 2	in position	18° 03'.36 S	036° 59'.11 E
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#### MOZ 27/04 MOZAMBIQUE, Port of Beira. - Buoys re-positioned

Source : INAHINA

#### MOZ 489, 49638 and BA 642, 1003

1. Re-position :

Buoy P	Red	to position	19° 52' 46".34 S	034° 57' 27".15 E	Fl R 3s
Buoy 1	Green	to position	19° 52' 15".81 S	034° 49' 33".16 E	Fl G 2s
Buoy 2	Red	to position	19° 53' 47".78 S	034° 55' 22".43 E	Fl (2)R 6s
Buoy 3	Green	to position	19° 53' 05".23 S	034° 51' 40".43 E	Fl G 5s
Buoy 3A	Green	to position	19° 53' 36".34 S	034° 50' 53".44 E	Fl G 3s
Buoy 3B	Green	to position	19° 53' 33".69 S	034° 51' 04".62 E	Spar Buoy
Buoy 4	Red	to position	19° 52' 39".00 S	034° 53' 44".00 E	Fl R 5s

IIA cont\

Buoy 5	Green	to position	19° 53' 39".06 S 034° 50' 25".56 E	Fl (2)G 6s
Buoy 5A	Green	to position	19° 53' 24".90 S 034° 50' 03".89 E	Fl G 2s
Buoy 6	Red	to position	19° 53' 28".38 S 034° 51' 17".29 E	Spar Buoy
Buoy 6A	Red	to position	19° 53' 15".04 S 034° 51' 24".99 E	VQR 0.6s
Buoy 7	Green	to position	19° 52' 56".74 S 034° 49' 47".21 E	Fl G 5s
Buoy 8	Red	to position	19° 53' 39".36 S 034° 50' 03".52 E	Fl (2)R 6s
Buoy 8A	Red	to position	19° 53' 42".54 S 034° 51' 08".75 E	Spar Buoy
Buoy 9	Green	to position	19° 52' 11".99 S 034° 49' 30".54 E	Fl G 3s
Buoy 10	Red	to position	19° 50' 41".01 S 034° 49' 13".18 E	Fl R 5s
Buoy 11	Green	to position	19° 51' 29".30 S 034° 49' 23".09 E	Fl (2)G 6s
Buoy W	Red	to position	19° 49' 42".66 S 034° 49' 42".07 E	Fl R 3s
Buoy T	Red	to position	19° 47' 47".19 S 034° 49' 31".37 E	Fl (2)R 6s

### III

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

### 63 NEW SAN HO PUBLICATION - NEW EDITION

**Catalogue and Indexes of SAN Charts and other Hydrographic Publications - SAN HO-3 - 2004 Edition.** Obtainable from the official agents for the sale of South African charts and Hydrographic Publications. Cancel 2000 Edition.

### IV

## CORRECTION TO SAN PUBLICATIONS

### 64 SOUTH AFRICAN SAILING DIRECTIONS VOL III - SAN HO-23 - 4TH EDITION 2003

Source : Hydrographer

#### 1. Page 7-14 para 25 DIRECTIONS FOR APPROACHING RICHARDS BAY

Insert : After...Two Mile Beach. A least depth of 10 meters exists in position 097°, 14.3 cables from North Breakwater Head.

### 65 ANNUAL SUMMARY OF NOTICES TO MARINERS - 2004 EDITION

Source : SAMSA

#### 1. Page 51 SOUTH AFRICAN NOTICES TO MARINERS NO 25 OF 2004

##### ADHERE TO GROUND RULES WHEN REPORTING para 3

Insert : After...international dialing code.) However, where a ship does not have telex, the master may send the pre-arrival or pre-entry information via e-mail to Cape Town Radio at maritimeradio@ixmail.co.za. *As Cape Town Radio does not monitor e-mails, the Master must arrange with Cape Town Radio shortly before transmission, to ensure its receipt.* The pre-arrival or pre-entry information must be in the body text of the e-mail and not as an attachment as the e-mail system strips e-mails of attachments. SAMSA cannot emphasize strongly enough the use of telex which assists in ensuring the proper transmission and receipt of the pre-arrival or pre-entry information. The format....

### 66 CATALOGUE AND INDEXES OF SAN CHARTS AND OTHER HYDROGRAPHIC PUBLICATIONS - SAN HO-3 - NEW 2004 EDITION

Source : National Ship Chandlers (PE)

#### 1. Page 4 NATIONAL AGENTS

Amend : Port Elizabeth Demas Bros  
9 Elizabeth Street, North End, Port Elizabeth, 6056  
or PO Box 1625, Port Elizabeth, 6000  
Tel : (041) 4847633/4  
Fax : (041) 4847651  
E-mail : demas@global.co.za

To read : Port Elizabeth National Ship Chandlers  
9 Elizabeth Street, North End, Port Elizabeth, 6056  
or PO Box 1625, Port Elizabeth, 6000  
Tel : (041) 4847633/4  
Tel : 082 3724233 (AH)  
Tel : 082 3256684 (AH)  
Fax : (041) 4847651  
E-mail : demas@global.co.za  
E-mail : natshippe@natship.co.za

## IV cont/

### 67 CUMULATIVE LIST OF SOUTH AFRICAN NOTICES TO MARINERS - JANUARY 2004 EDITION

Source : Hydrographer

1. Page 6 **PUBLICATION - HO-3**

Amend : Under Edition the following :

2000 to read 2004

Delete : All entries under Notices to Mariners

Insert : Under Notices To Mariners :

to read 2004.66

## V

### 68 CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS - SAN HO-1 2002 NEW EDITION

Source : SAMSA

1. After page 74 **SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA) REPORTING SYSTEM  
OPERATING PRINCIPLES** para 3

Insert : After... international dialing code.) However, where a ship does not have telex, the master may send the pre-arrival or pre-entry information via e-mail to Cape Town Radio at maritimeradio@ixmail.co.za. As Cape Town Radio does not monitor e-mails, the Master must arrange with Cape Town Radio shortly before transmission, to ensure its receipt. The pre-arrival or pre-entry information must be the body text of the e-mail and not as an attachment as the e-mail system strips e-mails of attachments. SAMSA cannot emphasize strongly enough the use of telex which assists in ensuring the proper transmission and receipt of the pre-arrival or pre-entry information. The format....

2. Page 33 **TABLE OF BROADCASTS OF NAVAREA VII- AND COASTAL NAVIGATIONAL  
WARNINGS VIA COASTAL RADIO STATIONS**

Amend : Under Frequencies (kHz or MHz) (Col 3) for Cape Town Radio

4435 to read 4375  
8800 to read 8740

3. Page 38 **WEATHER BROADCAST SCHEDULES FOR COAST RADIO STATIONS**

Amend : Under Frequencies (kHz) (Col 3) for Cape Town Radio

4435 to read 4375  
8800 to read 8740

4. Page 44 **CAPE TOWN RADIO (ZSC)**

**2. RADIO TELEPHONY (High Frequency)**

Amend : Under Transmit (Col 2)

4435 to read 4375  
8800 to read 8740  
4435 and 8800 kHz: to read 4375 and 8740 kHz:

**V cont\**

5. Page 45

**8. AUTOLINK**

Amend :	Under ITU Channel ( <i>Col 1</i> )		
	424	to read	403
	Under Transmits ( <i>Col 2</i> )		
	4426	to read	4363
	Under Receives ( <i>Col 3</i> )		
	4134	to read	4071

6. Page 51                   **AUTOLINK RT Diagram**

**HF FROM CAPE TOWN (Block)**

Amend :	Under Ch ( <i>Col 1</i> )		
	424	to read	403
	Under TX ( <i>Col 2</i> )		
	4426	to read	4363
	Under RX ( <i>Col 3</i> )		
	4134	to read	4071

**NAVAREA VII and Coastal Navigational Warnings Bulletin  
in force as at 28 July 2004**

See NM 3/2004. 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**

**2004 Series**

068	South Atlantic North Eastern Sector	Uncharted Wreck.
077	South Atlantic and Indian Ocean	Frequency changes affecting HF radio telephone weather and navigation broadcasts from Cape Town Radio.
078	Africa East Coast	Lighthouse Inhaca temporarily unlit.
081	RSA	Pre-arrival and pre-entry information into South African Ports. Marine Notice no19 of 2004.
085	Africa East Coast	Buoy 2 out of position.
092	Africa East Coast	New positions of buoys.
094	South Atlantic North Eastern Sector	Riglist.

**COASTAL NAVIGATIONAL WARNINGS**

**Nil Prior to these Messages**

**2004 Series**

274	Namibia	Lüderitz	Anchors with orange marker buoys abandoned.
290	RSA	Table Bay	Cardinal buoy out of position.
291	RSA	Elandsbaai	Scientific buoy moorings laid.
299	RSA	Cape St Francis	1 km rope with marker buoy attached.
300	RSA	Richards Bay	Pipe laying.
301	RSA	False Bay	Environmental buoys.
302	RSA	False Bay	Cofferdam marked with buoys.
311	Namibia	South Coast	1 Anchor left by MV Sakawe Miner.
316	RSA	Sandbaai	Yellow, red and white research buoys.
318	Namibia	Hottentot Point	4 Anchors left by MV Sakawe Miner.
325	RSA	Richards Bay	Shallow depth due to gypsum build-up.
326	RSA	Tugela River	Lighthouse operating on reduced power, character changed.
327	Namibia	Lüderitz	Swamped anchors.
328	RSA	Mossel Bay	Containers overboard. Spotted drifting.
329	RSA	Lamberts Bay	2 Mooring buoys deployed.
335	RSA	Saldanha Bay	North Head light removed.
339	Namibia	Bogenfels	Swamped mining tools abandoned.
341	Namibia	West Coast	White and red cylinder buoy.
342	RSA	Table Bay	Lifebouy overboard.
345	RSA	False Bay	Explosive firing.
349	Namibia	Chamais Bay	4 Anchors left by MV Namakwa.

**VI**  
**ANNEX A**

USA Government Special Warning in force 24 July 2003

**SPECIAL WARNING NUMBER 120 WORLDWIDE**

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

**VI**

USA Government Special Warning in force 24 July 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.

INTENTIONALLY  
BLANK

**HO-16 (July 2002)**

**HYDROGRAPHIC NOTE**

(for instructions, see overleaf)

Date .....

Ref. No .....

Name of ship or sender : .....

Address of sender : .....

.....

.....

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

General locality Subject : .....

Position : Lat : .....

.....

Long :

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

.....

Edition dated :

Position fixing system used : .....

.....

Datum set :

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

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

Details:

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

Signature of observer/reporter : .....

# HYDROGRAPHIC NOTE

## Forwarding information for South African Charts and Hydrographic Publications

### INSTRUCTIONS

1. Mariners are requested to notify the Hydrographer of the South African Navy, Private Bag X1, Tokai, 7966, or by Facimile 021 7872228 or E-mail *hydrosan@iafrica.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 .....