



SOUTH AFRICAN NOTICE TO MARINERS

December 2004 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 :	Telex : 95 527946 (ANS BACK: NAVY SA) Fax : +27 21 787 2228 Phone : +27 21 787 2445
Other navigational information :	Fax : +27 21 787 2233 Phone : +27 21 787 2444 E-mail : hydrosan@iafrica.com
General information :	Phone : +27 21 787 2408

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

INDEX OF CHARTS AND PUBLICATIONS AFFECTED

SAN Charts	Notices	Pages
78 (INT 2660)	97	1
117	97	1
127	99	1
128	100	1
1016	98	1

SAN Publications	Notices	Pages
Catalogue and Indexes of SAN Charts and other Hydrographic Publications - SAN HO-3 2004 Edition	102	4,5

SAN Charts - New Charts / Editions	Notices	Pages
1020 (INT 7521)	101	4
1027 (INT 7541)	101	4

SAN Charts - Permanently Withdrawn	Notices	Pages
NIL		

SANHO Publications - New / New Editions	Notices	Pages
NIL		

Spheroid / GPS Positions

All positions quoted in these Notices are referred to **Clarke 1880 (Mod) Spheroid** unless otherwise stated.

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

Temporary and Preliminary Notices

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

Permanent Notices

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

Chart Corrections

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

Provision of Notices to Mariners

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

Radio Navigational Warnings

See Note at the start of Section 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 29 November 2004**

TEMPORARY NOTICES

2002 Series

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

2003 Series

45(T)	RSA	Port Elizabeth	Construction of Ngqura harbour.
64(T)	RSA	Durban Oil Terminal SBM	Buoy laid.
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.
83(T)	Namibia	Lüderitz	Foul Area.
84(T)	RSA	Houtbaai	North Mole dangerous.

PRELIMINARY NOTICES

2004 Series

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

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)	1020 (INT 7521)	1024 (INT 7531)
1025 (INT 7532)	1027 (INT 7541)	1030 (INT 7561)	1032 (INT 7572)
1033 (INT 7571)			
1	113	114	125
126	132	133	134
1003	1015	1017	2004
SC3	SC5		

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 is available in PDF format on the internet at Website : <http://www.sanho.co.za>

97* SOUTH AFRICA, West Coast - Lambert's Bay - Special Marker buoys

Source : Marine & Coastal Management

SAN 78 (INT 2660) [Previous Update 43/03]


SAN 117 [Previous Update 41/03]


1. Insert :  in position 32° 04'.994 S 018° 16'.066 E
(SAN 78,117)

98* SOUTH AFRICA, South West Coast - False Bay - Buoy

Source : Hydrographer

SAN 1016 [Previous Update 42/03]


1. Delete :  in approximate position 34° 07'.3 S 018° 29'.0 E

2. Insert :  in position 34° 07' 07".8 S 018° 28' 59".5 E
(SAN 1016)

99* SOUTH AFRICA, East Coast - Kayser's Beach - Stranded wreck

Source : Hydrographer

SAN 127 [Previous Update 78/04]

1. Insert :  in position 33° 12'.76 S 027° 36'.76 E

2. This is the wreck of the CAPE ST FRANCIS, a 72 tonne trawler.
(SAN 127)

100* SOUTH AFRICA, East Coast - South of Mbashe Point - Stranded wreck

Source : Hydrographer

SAN 128 [Previous Update 28/03]

1. Delete :  in position 32° 17'.0 S 028° 52'.5 E
(SAN 128)

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

07MOZ(T)/03	Porto de Maputo	Buoys out of position.
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2004 Series

MOZ 20/04(T)	Port of Maputo	Cias de Bombagem temporarily unlit.
MOZ 25/04(T)	Port of Quelimane	Buoy 2 temporarily out of position.
MOZ 31/04(T)	Port of Quelimane	Buoy 3 temporarily out of position.
MOZ 45/04(T)	Port of Maputo	Lighthouse temporarily unlit.
MOZ 46/04(T)	Port of Maputo	Buoy 3N temporarily out of position.

MOZ 46/04(T) MOZAMBIQUE, Port of Maputo - Buoy temporarily out of position

Source : INAHINA

MOZ 496, 46659-M and BA 644, 646

1. Re-position :

3N	to position	25° 49'.79 S	032° 50'8.3 E
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III

NEW CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

101/04 NEW CHARTS

SAN 1020 (INT 7521) MOSSEL BAY AND APPROACHES

Publication Date : 26 November 2004
Scale : 1:10 000 ; 1: 40 000 (APPROACHES)
Limits Mossel Bay : Latitudes : 34° 07' 54"S - 34° 11' 19"S Longitudes : 22° 06' 12"E - 22° 09' 15"E
Limits Approaches to Mossel Bay : Latitudes : 34° 03' 01"S - 34° 16' 42"S Longitudes : 22° 04' 36"E - 22° 16' 54"E
Projection : Mercator
Spheroid : WGS 84

SAN 1027 (INT 7541) EAST LONDON AND APPROACHES

Publication Date : 26 November 2004
Scale: 1:12 000 ; 1: 40 000 (APPROACHES)
Limits East London : Latitudes : 32° 59' 49"S - 33° 02' 51"S Longitudes : 27° 53' 41"E - 28° 58' 44"E
Limits Approaches to East London : Latitudes : 32° 53' 48"S - 33° 06' 00"S Longitudes : 27° 48' 57"E - 28° 05' 54"E
Projection : Mercator
Spheroid : WGS 84

IV

CORRECTION TO SAN HO PUBLICATIONS

102/04 CATALOGUE AND INDEXES OF SAN CHARTS AND OTHER HYDROGRAPHIC PUBLICATIONS - SAN HO-3 - 2004 EDITION

Source : Hydrographer

1. Page 2 INDEX OF NAVIGATIONAL CHARTS

Amend : Under column 3 the following :

CHART NO

INT 7521 SAN 1020
INT 7541 SAN 1027

2. Page 24 MOSSEL BAY TO PLETTENBERG BAY

Amend :

1020 to read INT 7521
1020

3. Page 24 EAST LONDON

Amend :

1027 to read INT 7541
1027

IV cont/...

4. Page 25 Insert accompanying block correction.

5. Page 33 **SOUTH AFRICAN HYDROGRAPHIC OFFICE - SAN CHART FOLIO LIST No 2**

Amend : The following to read :

		CHART NUMBER	TITLE
SAN 1020	to read	INT 7521 SAN 1020	Mossel Bay and Approaches
SAN 1027	to read	INT 7541 SAN 1027	East London and Approaches

V

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

Nil

VI

NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 29 December 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

152	Africa E Coast S Atlantic	Mozambique NE Sector	Buoy 3N out of position. Riglist.
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COASTAL NAVIGATIONAL WARNINGS

Nil Prior to these Messages

2004 Series

537	RSA	Houtbaai	Environmental buoy deployed.
546	RSA	Richards Bay	Pipe laying.
547	RSA	Agulhas Bank	EM control buoy light, racon and foghorn inoperative.
564	RSA	Great Fish Point	Great Fish Point Light unlit.
565	RSA	East London	Fog Horn inoperative.
574	RSA	SW of Cape Point	F/V Lorraine reported fishing lines in water.
578	Namibia	Baker's Bay	M/V Ocean Dolphin left anchor spread.
583	RSA	Lambert's Bay	Yellow lit instrument buoy and marker buoy laid.
586	RSA	Durban	Fairway Buoy light and racon inoperative.
588	RSA	Elandsbaai	Scientific lit yellow buoy and unlit marker buoy laid.
590	RSA	SW of Mossel Bay	Wave rider buoy reported lost.
595	RSA	Port Elizabeth	Unmanned Hoby Cat craft washed into sea.
597	Namibia	South Coast	M/V Kovambo left anchor spread.
598	RSA	West of Hout Bay	Yellow kayak drifting in N direction.
600	RSA	Cape Agulhas	Large logs adrift close inshore.
603	Namibia	Baker's Bay	MV Namakwa left anchor spread and unlit marker buoys.
605	RSA	Tugela River	Lighthouse operating on reduced power, character changed.
606	Namibia	Lüderitz	Swamped anchors.
607	RSA	Saldanha Bay	North Head light removed.
608	RSA	Ystervarkpunt	Lighthouse out of order. Standby light operational.
609	Namibia	West Coast	White and red cylinder buoy.
610	Namibia	Bogenfels	Swamped mining tools abandoned.
611	RSA	Umhlanga Rocks	Standby light operational light.
612	RSA	Gordon's Bay	Charted depth unreliable due to silting.
613	RSA	Cape Hermes	Cape Hermes lighthouse not reliable landmark.

VI
ANNEX A

USA Government Special Warning in force 24 August 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 August 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.

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

SOUTHERN AFRICA
SOUTH AFRICA - SOUTH COAST

KNYSNA - PLETTENBERG BAY

CHART NO.	CHART TITLE	SCALE 1:	N LATITUDE(S)	S LATITUDE(S)	N LONGITUDE(S)	E LONGITUDE(S)	PUBLICATION DATE	NEW EDITION DATE
SAN 1021	Knysna,	10 000	34°01'30"	34°06'35"	23°01'00"	23°05'18"	May 1976	
SAN 1022	Plettenbergbaai,	25 000	33°57'00"	34°09'52"	23°19'06"	23°30'00"	Apr 1972	

LARGE SCALE NATIONAL CHARTS

SOUTHERN AFRICA
SOUTH AFRICA - SOUTH AND SOUTH EAST COASTS

MOSSEL BAY - ALGOA BAY - EAST LONDON

LARGE SCALE INTERNATIONAL CHARTS

WGS 84	INT 7521 SAN 1020	Approaches to Mosselbaai,	34°03'01"	34°16'42"	22°04'36"	22°16'54"	Nov 2004	
WGS 84	INT 7531 SAN 1024	Mosselbaai,	34°07'54"	34°11'19"	22°06'12"	22°09'15"	Sep 1980	Jul 2002
WGS 84	INT 7532 SAN 1025	Approaches to Port Elizabeth,	33°42'10"	34°07'36"	25°35'00"	25°56'25"	Jul 2002	
		Plans in Algoa Bay,						
		Port Elizabeth,	33°54'54"	33°58'48"	25°35'48"	25°42'14"		
		Bird Island Passage,	33°44'00"	33°53'44"	26°12'48"	26°29'55"		
WGS 84	INT 7541 SAN 1027	Approaches to East London,	32°53'48"	33°06'00"	27°48'57"	28°05'54"	Nov 2004	
		East London,	32°59'49"	33°02'51"	27°53'41"	28°58'44"		