



Notice 82 - 85
September 2005
Supplied Gratis

SOUTH AFRICAN NOTICE TO MARINERS

September 2005 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
79 (INT 2670)	82	1
83 (INT 7530)	83(T)	1
118	82	1
126	83(T)	1
130	83(T)	2

SAN Publications	Notices	Pages
South African Sailing Directions Vol III - SAN HO-23 - 2003 Fourth Edition	84	3
South African List of Lights and Radio Signals (SAN HO-1) - 2005 New Edition	85	4

SAN Charts - New Charts / Editions	Notices	Pages
Nil		

SAN Charts - Permanently Withdrawn	Notices	Pages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 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

**TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 30 September 2005**

TEMPORARY NOTICES

2002 Series

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

2003 Series

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

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.

2005 Series

30(T)	RSA	Ystervarkpunt	Ystervarkpunt light out of order. Standby light operational.
31(T)	RSA	Umhlanga Rocks	Umhlanga Rocks light out of order. Standby light operational.
42(T)	RSA	Elandsbaai	Scientific buoy deployed.
47(T)	RSA	Danger Point	Salmon dams placed in Kleinbaai area.
83(T)	RSA	Port Alfred and Port Edward	Installation of Oceanographic Environmental Moorings until Sep 2006.

PRELIMINARY NOTICES

2004 Series

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

2005 Series

Nil

III

NEW CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

Nil

IV

CORRECTION TO SAN HO PUBLICATIONS

84/05 SOUTH AFRICAN SAILING DIRECTIONS VOL III (SAN HO-23) 4th EDITION - 2003

Source : Hydrographer

1. Page 2-6 para 8 **MOSSELBAAI HARBOUR**

Amend to read :

Pilotage is compulsory for all ships entering Mosselbaai harbour and also for tankers mooring off the **Oil Terminal**. It is important that **tankers** and their accredited agents **should give the Harbour Master at least three days notice of their ETA** at the terminal and, when within range, **establish radio contact with the Harbour Master on VHF Channel 16 or on R/T 2182 kHz**. Other ships wishing to enter the harbour must give at least **3 hours notice on VHF Channel 12**. **VHF Channel 16** is to be used in **emergencies** only. All vessels, including commercial and pleasure crafts are required to **report to Port Control** prior to any movement within the port limits. **Port Control is manned 24 hours, 7 days a week**.

**85/05 CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS (SAN HO-1)
2005 New Edition**

1. Page 14

SALDANHA BAY

Amend : Under Description (*Col 7*)

Z5680 (D5830)	North Head	33 03.0	Fl(3)W.20s	33	23	White concrete structure, vertical spiral black band, white lantern (21)	<i>fl 0.3, ec 3, fl 0.3, ec 3, fl 0.3, ec 13,1</i>
------------------	-------------------	---------	------------	----	-----------	--	--

1. Page 22

EAST LONDON

Amend : Under Description (*Col 7*)

Z6228 (D6446)	South Sand Bluff	31 19.6 29 57.7	Fl.W.10s 30 770	82	16	White round concrete structure (10)	<i>fl 0.5</i>
------------------	-------------------------	--------------------	--------------------	----	-----------	--	---------------

VI

**NAVAREA VII and Coastal Navigational Warnings Bulletin
in force as at 30 September 2005**

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

2005 Series

- 092 S Atlantic Ocean NE Sector - large orange mooring buoy sighted with object attached.
- 095 S Atlantic Ocean NE Sector - DP drilling ship KIZOMBA - drilling operations.
- 107 S Atlantic Ocean NE Sector - MV Cape Maleas reported black floating drum.
- 119 Indian Ocean - Mozambique - North of Maputo - derelict cylindrical tank sighted.
- 121 S Atlantic Ocean - NE Sector - DP drilling ship SAIPEM - drilling operations.
- 122 S Atlantic Ocean - NE Sector - Angola - riglist.

COASTAL NAVWARNING MESSAGES

Nil Prior to these Messages

2005 Series

- | | | | |
|-----|---------|----------------------|---|
| 254 | Namibia | | 2 Floating ropes with unlit marker buoys attached reported. |
| 257 | RSA | Agulhas Bank | FA Platform racon beacon not transmitting. |
| 277 | RSA | Umkomaas River | Buoys place on effluent pipeline. |
| 279 | RSA | Durban Approaches | New buoy marking demolished caisson. |
| 289 | Namibia | | MV Lady S left 4 anchors. |
| 290 | RSA | East London Harbour | Fog Horn inoperative. |
| 319 | Namibia | Lüderitz | Swamped anchors with 4 unlit red marker buoys. |
| 320 | Namibia | Bogenfels | Swamped mining tools. |
| 369 | RSA | Richards Bay Harbour | Pelican Island west east groyne lights unlit. |
| 373 | Namibia | Chamais Bay | MV Excalibur left 4 anchors. |
| 382 | RSA | False Bay | Target structure erected. |
| 398 | RSA | Wreck Pt | Megadrill sampling operations. |
| 417 | Namibia | Orange River Mouth | FRS Algoa sighted stationery unlit red and yellow drum. |
| 418 | RSA | Robben Island | Starboard light Murray's Bay harbour unlit. |
| 419 | Namibia | Lüderitz | MV DF Discoverer to resume operations. |
| 422 | RSA | Port Nolloth Harbour | 2 basin buoys out of position. |
| 434 | Namibia | Elizabeth Bay | M/V Namakwa lost one anchor. |
| 435 | Namibia | Lüderitz | F/V Ohamba left anchor behind. |
| 441 | RSA | Robben Island | 4m cylindrical object floating unlit. |
| 447 | Namibia | Hottentot Point | M/V Kovambo anchor spread |
| 452 | RSA | Cape Barracouta | Wave rider buoy lost in position. |
| 460 | RSA | Durban Harbour | Fairway buoy out of order till further notice. |
| 466 | Namibia | Elizabeth Bay | M/V Ivan Prinsep mining operations. |
| 473 | RSA | Table Bay | F/V Kathleen Louise III sunk. |
| 476 | RSA | Kaap Hangklip | Floating cylinder sighted. |
| 477 | RSA | Vulcan Rock | Missing diver. |
| 478 | RSA | Algoa Bay | F/V Canan has lost anchor. |
| 481 | RSA | Keiskamma River | Kiperousa logs drifting from wreck. |
| 483 | RSA | Simons Bay | Wave buoy deployed. |
| 485 | RSA | Great Fish Point | Pentow service towing unlit barge. |
| 489 | Namibia | Chamais Bay | M/V Sakawe Miner new centre spread. |
| 490 | Namibia | Elizabeth Bay | M/V Namakwa new centre spread. |

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.

USA Government Special Warning in force 12 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.

HO-16 (August 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

.....