



**Notice 63 - 67
May 2006
Supplied Gratis**

SOUTH AFRICAN NOTICE TO MARINERS May 2006 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 : 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
76 (INT 2640)	63	1
1017	64 (T)	1
1033 (INT 7571)	65 (T)	2

SAN Publications	Notices	Pages
Catalogue and Indexes of SAN Charts and other Hydrographic Publications - SAN HO-3 2004 Edition	66	4
Annual Summary of South African Notices to Mariners - 2006 Edition	67	4

SAN Charts - New Charts / Editions	Notices	Pages
Nil		

SAN Charts and Publications - Permanently Withdrawn	Notices	Pages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.

TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 31 May 2006

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.
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2004 Series

Nil

2005 Series

34(T)	RSA	Ystervarkpunt	Ystervarkpunt light out of order. Standby light operational.
35(T)	RSA	Umhlanga Rocks	Umhlanga Rocks light out of order. Standby light operational.
42(T)	RSA	Elandsbaai	Scientific buoy deployed.
83(T)	RSA	Port Alfred and Port Edward	Installation of Oceanographic Environmental Moorings until Sep 2006.

2006 Series

33(T)	RSA	Tugela Lighthouse	Temporary light and structure.
40(T)	RSA	Mossel Bay	Temporary buoys deployed.
50(T)	RSA	Gordon's Bay	Silting in Harbour.
64(T)	RSA	Simon's Town Harbour	Foul ground to the West of harbour entrance.
65(T)	RSA	Richards Bay Harbour	Pelican Island West Groyne North End light and East Groyne light unlit.

PRELIMINARY NOTICES

2005 Series

Nil

2006 Series

Nil

II

ERRATUM

Nil

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

27 (INT 204)	76 (INT 2640)	79 (INT 2670)	84 (INT 7540)
87 (INT 7570)	90 (INT 2051)	1001 (INT 2611)	1002 (INT 2631)
1012 (INT 2672)	1013 (INT 2681)	1020 (INT 7521)	1024 (INT 7531)
1025 (INT 7532)	1027 (INT 7541)	1030 (INT 7561)	1032 (INT 7572)
1033 (INT 7571)	2004 (INT 9056)		
1	113	114	115
125	126	132	133
134	1003	1015	1017
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>

63* SOUTH AFRICA, West Coast - Well Head abandoned

Source : Namcor

SAN 76 (INT 2640) [Previous Update 27/06]

1. Delete :  Well in position 28° 37' 58."30 S 14° 40' 29."21 E

64(T)/06 SOUTH AFRICA, South West Coast - Simon's Town Harbour - Foul Ground

Source : Hydrographer

SAN 1017 [Previous Update 109/02]

1. Insert : — — — — — as an area bounded by the following positions

a) 34° 11' 05".2 S 018° 26' 14".9 E

b) 34° 11' 10".7 S 018° 25' 44".7 E

c) 34° 11' 17".2 S 018° 26' 01".5 E

2. Insert : Legend *Foul Ground* in approximate position 34° 11' 10" S 018° 26' 04" E

II cont/...

65(T)/06 **SOUTH AFRICA, East Coast - Richards Bay Harbour - Pelican Island
West Groyne North End Light (Z6451) (D6483.53) and East Groyne
Light (Z6453) (D6483.54) - Unlit**

Source : Hydrographer

SAN 1033 (INT 7571) [*Previous Update 89/05*]

1. Insert : Legend	(Unlit)	in positions	a) 28° 47'.7 S	032° 05'.1 E
			b) 28° 48'.0 S	032° 05'.3 E

IIA

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

Important Notice : Mariners are advised that positions for Mozambique Notices are given in WGS 84 Datum. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not of the same datum.

Nil prior to these Notices.

2003 Series

MOZ 07/03 (T)	Porto de Maputo	Buoys out of position.
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2005 Series

MOZ 04/05 (T)	Port of Quelimane	Buoy 3 temporarily out of position.
MOZ 05/05 (T)	Port of Maputo	Cias de Bombagem temporarily unlit.
MOZ 06/05 (T)	Port of Quelimane	Buoy 2 temporarily out of position.
MOZ 13/05 (T)	Port of Quelimane	Buoy A temporarily unlit.
MOZ 14/05 (T)	Port of Quelimane	Buoy 4A temporarily out of position.
MOZ 15/05 (T)	Port of Quelimane	Buoy 2A temporarily out of position.
MOZ 17/05 (T)	Port of Quelimane	Spar Buoy 12 out of position.
MOZ 26/05 (T)	Port of Angoche	Mafamede Lighthouse characteristics.

2006 Series

MOZ 02/06 (T)	Port of Quelimane	Buoy 9 out of position.
MOZ 05/06 (T)	Port of Quelimane	Buoy 2A out of position.

III

NEW CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

Nil

IV

CORRECTION TO SAN HO PUBLICATIONS

66/06 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 (Col 3), CHART No :

SAN 1013 to read INT 2681 SAN 1013

2. Page 22 DIAGRAM OF ST HELENA BAY TO FALSE BAY

Amend : Limits of chart

SAN 1013 to read INT 2681 SAN 1013

3. Page 23

Insert : See accompanying block correction.

4. Page 32 SOUTH AFRICAN HYDROGRAPHIC OFFICE - SAN CHART FOLIO LIST NO 1

Amend : Under **CHART NUMBER**

SAN 1013 to read INT 2681 SAN 1013

67/06 ANNUAL SUMMARY OF SOUTH AFRICAN NOTICES TO MARINERS - 2006 EDITION

Source : Namcor

1. Page 31 SOUTH AFRICAN NOTICE TO MARINERS NO 16 OF 2006 - ABANDONED AND SUSPENDED WELLHEADS - Kudu Wellheads

Insert : See accompanying block correction.

V

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

Nil

VI

NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 31 May 2006

See NM 3/2006. 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

2006 Series

- 013 S Atlantic Ocean NE Sector - Angola - rig list.
- 073 S Atlantic Ocean NE Sector - vessel M/V Quorn reported large orange buoy adrift.
- 074 Indian Ocean SW Sector - vessel Alexandros T sunk.
- 078 Atlantic Ocean - SE Sector - M/V Mighty Deliverer lost tow (PXXI).

COASTAL NAVWARNING MESSAGES

Nil Prior to these Messages

2005 Series

- | | | | |
|-----|---------|---------------|---|
| 610 | Namibia | Elizabeth Bay | M/V Namakwa left anchor with floating rope. |
| 619 | Namibia | Bogenfels | Swamped mining tools. |
| 622 | Namibia | Lüderitz Bay | Floating ropes without unlit marker buoys. |
| 635 | RSA | Cape Recife | F/V Nkwanda reports drifting nets. |

2006 Series

- | | | | |
|-----|---------|-----------------|---|
| 020 | RSA | Port Elizabeth | VTS maintenance operations. |
| 027 | RSA | Cape Recife | Cape Recife lighthouse DGPS unmonitored. |
| 053 | RSA | Robben Island | Hazard to trawlers. Exposed cables. |
| 054 | RSA | Robben Island | Vessel Oceana Orion reports drifting net. |
| 055 | RSA | Elandsbaai | Yellow special marker buoy deployed. |
| 070 | RSA | Seal Island | Racon (X) Beacon (Z5669) out of commission. |
| 151 | RSA | Hondeklip Bay | Hondeklip Bay main light on temporary structure. |
| 189 | RSA | Knysna | Current meters deployed. |
| 192 | RSA | Mossel Bay | Vessel Sea Breeze has left anchor. |
| 200 | RSA | Cape Agulhas | F/V Lorraine abandoned fishing net. |
| 203 | Namibia | Elizabeth Bay | M/V Namakwa has new anchor spread. |
| 230 | Namibia | Cape Cross | Vessel Zogi spotted buoy. |
| 238 | RSA | Simon's Town | Foul ground to the West of harbour entrance. |
| 248 | RSA | Richards Bay | Pelican Island - West Groyne North End light and East Groyne light unlit. |
| 257 | RSA | Port Elizabeth | F/V Cape Flower lost anchor. |
| 258 | RSA | Algoa Bay | F/V Oresta left anchor. |
| 260 | RSA | Cape Barracouta | Rig Modu Pride South Seas in new position. |
| 264 | Namibia | Lüderitz | M/V DF Discoverer has anchors spread. |
| 271 | Namibia | Elizabeth Bay | M/V Kovambo has new anchor spread. |
| 272 | Namibia | Lüderitz | M/V Sakawe Miner has anchor spread. |
| 277 | Namibia | Boat Bay | R/V Anichab reported floating rope. |
| 279 | RSA | Agulhas Bank | M/V St Lucia reported five red buoys in line adrift. |
| 291 | RSA | False Bay | Gunnery exercise. |
| 293 | RSA | Richards Bay | South Breakwater racon not working. |
| 294 | RSA | Cape Agulhas | FPSO Dalia in tow to Cape Town. |

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).

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 May 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.

VI cont/...

USA Government Special Warning in force 11 November 2005

SPECIAL WARNING NUMBER 123 EAST AFRICA

1. Due to continuing conditions of armed conflict and lawlessness in Somalia and waters off its coast, mariners are advised to avoid the port of Muqdisho (Mogadishu) and to remain at least 200 nautical miles distant from the Somali coast. The US government does not have an embassy in Somalia and cannot provide services to US citizens.
2. Recent vessel hijackings off the east coast of Somalia demonstrate that pirates are able to conduct at sea hijackings from as far south as Kismaayo (Chisimayu) (00-22S), though vessels are advised to transit no closer than 02-00S, to as far north as Eyl (08-00N), and out to a distance of 170 miles. The first known attempt to hijack a cruise vessel occurred in May 2006. All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance. Pirates are reported to have used previously hijacked ships as bases for further attacks.
3. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap.
4. Victimized vessels have reported two to three (2-3) speedboats measuring six to nine meters (6-9M) in length. Each vessel has a crew of three to six (3-6) armed men with AK-47s and shoulder launched rockets, which are opening fire on vessels in broad daylight in order to intimidate them into stopping.
5. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.

HYDROGRAPHIC NOTE
(for instructions, see overleaf)

Date

Ref. No

Name of ship or sender :

Address of sender :

.....

.....

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

General locality Subject :

Position : Lat : Long :

SAN Chart(s) affected : Edition dated :

Position fixing system used : Datum set :

Latest Monthly Edition of Notice to Mariners held :

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

Details:

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

Signature of observer/reporter :

HYDROGRAPHIC NOTE

Forwarding Information for South African Charts and Hydrographic Publications

INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

HO-16a (May 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

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To accompany SA Notice to Mariners No 66 of 2006

SOUTHERN AFRICA
SOUTH AFRICA - SOUTH WEST COAST

ST HELENA BAY TO SALDANHA BAY

CHART No	CHART TITLE	SCALE 1 :	N LATITUDE (S)	S LATITUDE (S)	W LONGITUDE (E)	E LONGITUDE (E)	PUBLICATION DATE	NEW EDITION DATE	
LARGE SCALE NATIONAL CHARTS									
SAN 1009	St Helenabaai	30 000	32°37'24"	32°47'47"	17°57'00"	18°15'32"	Mar 1995		
SAN 1010	Approaches to Saldanha Bay	50 000	32°49'00"	33°14'27"	17°42'36"	18°03'49"	Apr 1978	Jul 1998	
SAN 1011	Entrance to Saldanha Bay	20 000	32°59'24"	33°06'20"	17°51'00"	18°03'24"	Nov 1977	Nov 1984	
WGS 84	INT 2672 SAN 1012	Saldanha Bay Harbour	10 000	32°59'36"	33°04'41"	17°56'45"	18°01'11"	Mar 1979	Mar 1999
	SAN 2052	Langebaan Lagoon Yachting Chart	25 000	33°03'24"	33°13'30"	17°58'48"	18°08'00"	May 1983	
	SAN SC 2	Saldanha Bay and Langebaan Lagoon	30 000	32°59'36"	33°10'38"	17°56'00"	18°05'15"	Oct 1995	

23

TABLE BAY TO FALSE BAY

LARGE SCALE INTERNATIONAL CHARTS

INT 2682 SAN 1014	Table Bay	10 000	33°51'49"	33°55'15"	18°23'12"	18°29'28"	Sep 1982	Oct 1998
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LARGE SCALE NATIONAL CHARTS

WGS 84	INT 2681 SAN 1013	Approaches to Table Bay	36 000	33°41'15"	33°59'30"	18°15'24"	18°30'54"	Aug 1978	Apr 2006
		Murray's Bay Harbour	6 000	33°47'42"	33°47'59"	18°22'24"	18°22'51"		
WGS 84	SAN 1015	Houtbaai	15 000	34°01'19"	34°08'56"	18°16'55"	18°23'21"	Nov 1997	
	SAN 1016	Valsbaai	50 000	34°04'15"	34°24'29"	18°25'00"	18°56'26"	Sep 1978	
		Gordon's Bay	7 500						
WGS 84	SAN 1017	Simon's Bay	10 000	34°07'25"	34°12'31"	18°25'27"	18°29'45"	Nov 1990	Mar 1998

**SOUTH AFRICAN NOTICE TO MARINERS
NO 16 OF 2006**

Former Notice No 16/2005 is cancelled. This is a repetition of the former notice.

SOUTH AFRICA, Offshore Underwater Obstructions.

1. Numerous underwater obstructions - equipment relating to abandoned or suspended well heads, anchors and other equipment - are situated on the seabed in areas between the Orange River and Stanger, North of Durban.

2. Permanent guide-bases at well heads are constructed of ferrous metal and extend up to a height of 4,75 m above the sea floor. See diagram on following page.

3. These obstructions do not constitute any hazard to surface vessels but present a potential threat to sea floor mining and to the nets of bottom trawlers. These obstructions are shown on charts of the 1: 150 000 and 1: 300 000 series.

4. Wellhead Status :

A=Abandoned Wellhead guide-base elevation is 4.57m above sea floor, 3,66m diameter, except :

- * Partially recovered (Temporary guide-base remains) : elevation 0,91m
- ** O-A1 and E-DS1 only : Wellhead elevations 1,5 m.

S=Suspended Wellhead guide-base (4,57 m high) remains on sea floor pending future action (e.g. Further drilling or production) except :

- * Guide-base has been removed and remaining capped casing stub is 2,5 m high.

5. The positions in the following tables are referred to the WGS84 Spheroid, Hartebeesthoek 94 datum. The accuracy of the positions are within 3m except for those positions marked with a † which are within 30m of position.

6. This information is supplied by Petroleum Agency SA.

ABANDONED AND SUSPENDED WELL HEADS

Name	S.	E.	Status	Name	S.	E.	Status	Name	S.	E.	Status
Kudu 1	28 32 54.51	14 34 42.17	S	C-B1	34 51 59.67	18 23 02.97	A	D-C1	34 43 48.71	20 49 27.17	A †
Kudu 2	28 29 02.44	14 34 24.34	S	Ha-F1	34 04 48.57	25 22 19.03	A*	E-B1	34 44 12.48	21 09 58.84	A
Kudu 3	28 34 55.70	14 35 52.19	S	Hb-H1i	34 09 11.95	25 54 15.93	A* †	Gb-M1	34 44 26.80	24 11 52.70	A †
Kudu 4	28 37 08.08	14 35 52.01	A	Hb-H1	34 09 12.00	25 54 18.00	A †	E-I1	34 50 10.13	21 45 43.14	A
Kudu 5	28 37 59.58	14 40 26.50	A	PB-A1	34 09 40.33	23 20 10.32	A †	F-D1	34 51 24.18	22 56 37.37	A
Kudu 6	28 16 28.85	14 36 07.89	A	Hb-G1	34 11 06.72	25 51 32.99	A †	E-S2	34 51 39.83	21 51 18.94	A
Kudu 7	28 34 56.92	14 33 41.16	A	Ha-N1	34 13 39.10	25 40 48.95	A	E-S5	34 52 31.99	21 51 02.38	A
A-F1	29 13 29.07	16 11 55.10	S	MB-A1	34 13 53.37	22 11 52.12	A †	E-S1	34 52 43.40	21 49 54.23	A
A-D1	30 20 37.03	16 51 35.39	A	Ha-D1	34 15 02.20	25 23 46.12	A	F-AH02P	34 52 45.94	22 00 02.37	S
A-H1	30 28 14.47	15 50 42.73	A	Ha-I1	34 15 22.29	25 42 30.15	A †	F-AH2	34 52 46.10	22 00 01.65	S
A-X1	30 29 12.44	16 40 19.62	S	Hb-Hart	34 16 38.87	25 55 18.14	A	E-S4	34 52 57.22	21 48 48.34	S
A-J1	30 36 08.90	17 09 59.47	A	Gb-H1	34 16 44.72	24 08 25.69	A	F-AH04P	34 52 59.52	22 01 51.89	S
K-E1	30 37 57.10	15 25 59.51	A	Hb-C1	34 16 51.00	26 12 05.27	A †	F-AH05P	34 52 59.43	22 01 51.22	S
K-B1	30 42 39.95	15 26 48.69	A †	Ga-D1	34 20 50.67	23 25 51.09	A †	E-S6	34 53 01.62	21 50 35.19	A
K-A1	30 48 28.73	16 00 56.53	A	Ha-A1	34 21 24.39	25 40 22.32	A †	F-AN1	34 53 10.62	22 16 33.15	A
A-V1	30 49 44.88	16 34 49.37	S*	Ga-B1	34 22 51.03	23 47 50.38	A †	E-S3	34 53 16.13	21 55 08.42	A
K-A2	30 50 04.46	16 00 29.43	A †	Ha-K1	34 23 45.25	25 41 12.64	A †	E-C1	34 53 16.94	21 25 29.32	A
A-Y1	30 50 48.94	16 39 03.79	S	Ha-B2	34 24 21.54	25 36 31.30	A	E-AG1	34 53 17.00	21 46 43.61	S
A-K1	30 51 31.95	16 35 47.62	A	F-B1	34 24 22.49	22 48 38.39	A	E-H1	34 53 44.53	21 43 13.23	A
A-K2	30 52 24.14	16 36 41.52	S*	Gb-C1	34 24 37.77	24 23 59.24	A	E-M5	34 54 00.22	21 41 38.06	A
K-H1	31 02 22.25	15 55 20.82	A	Ga-X1	34 24 50.95	23 26 10.84	A	F-AZ2	34 54 10.90	22 05 40.66	A
A-A1	31 13 10.35	16 55 13.26	A †	Gb-N1	34 26 10.52	24 39 21.64	A	E-M2	34 54 14.44	21 39 09.47	A
A-L1	31 18 05.44	16 45 11.06	A	Gb-Gem	34 29 03.38	24 14 34.32	A †	E-H01P	34 54 16.28	21 42 54.96	S
A-I1	31 18 58.51	16 22 47.14	A	Ha-J1	34 30 18.99	25 09 06.01	A*	F-AR3	34 54 43.41	22 03 20.67	A
A-U1	31 38 51.24	16 30 20.29	A	Ga-H1	34 31 04.33	23 45 44.36	A	E-M1	34 54 48.42	21 38 10.30	A
K-D1	31 43 53.76	16 20 10.84	A	Ga-A1	34 33 08.56	23 43 12.89	A †	E-BF01P	34 54 50.49	21 42 44.58	S
Ba-A1	31 52 01.60	17 36 34.39	A †	Ga-A4	34 33 36.43	23 43 15.27	S †	E-M03P	34 54 56.63	21 39 04.28	S
Ba-A2	31 54 31.02	17 41 10.51	A †	Ga-A3	34 33 47.13	23 46 15.78	A †	E-AF1	34 54 58.32	21 57 15.55	A
A-C2	32 19 56.44	16 49 22.37	A	Ga-A2	34 34 27.26	23 45 35.73	A †	E-BF1	34 55 00.98	21 43 19.09	S
A-C1	32 30 30.54	16 53 27.09	A	Ga-G1	34 34 39.69	23 26 58.79	A †	E-M01P	34 55 07.24	21 38 05.44	S
A-C3	32 32 44.05	16 47 35.36	A	Ga-G1a	34 34 40.86	23 26 58.98	A †	E-M02Pa	34 55 08.77	21 38 05.17	S
P-A1	32 41 22.83	17 13 56.46	A	Ga-W1	34 35 38.72	23 15 09.98	A	E-M02P	34 55 08.93	21 38 05.50	A
P-F1	32 44 53.30	17 24 13.18	A	Ga-Q2	34 36 05.55	23 42 52.72	A	F-AR2	34 55 16.40	22 05 39.19	S
O-A1	33 09 41.54	16 49 20.66	A**	Gb-Spr	34 37 06.74	24 17 06.85	A †				