



Notice 68 - 72
June 2006
Supplied Gratis

SOUTH AFRICAN NOTICE TO MARINERS

June 2006 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
115	68(T)	1
1003	68(T)	1
SC 4	69(T)	1
SC 5	69(T)	1
1016	69(T)	1
1024 (INT 7531)	70	2
1025 (INT 7532)	70	2

SAN Publications	Notices	Pages
International Regulations for Preventing Collisions at Sea (SAN HO-15) - 2005 Edition	72	3

SAN Charts - New Charts / Editions	Notices	Pages
Nil		

SAN Charts and Publications - Permanently Withdrawn	Notices	Pages
Nil		

SANHO Publications - New / New Editions	Notices	Pages
South African Tide Tables (SAN HO-2) - 2008 Edition	71	3

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 30 June 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.
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.
68(T)	RSA	Hondeklip Bay	Temporary light and structure.
69(T)	RSA	Gordon's Bay	Silting in Harbour.

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>

68(T)* SOUTH AFRICA, West Coast - Hondeklip Bay Light (5600) (5704)

Source : National Ports Authority (NPA)

SAN 115 [Previous Update NIL]

SAN 1003 [Previous Update 27/06]

Main light on lower elevation and on temporary structure until completion of new lighthouse structure.

(SAN 115, 1003)

69(T)* SOUTH AFRICA, South West Coast - Gordon's Bay - Unreliable Depths

Source : Hydrographer

SAN 1016 - Gordon's Bay Inset Plan [Previous Update 98/04]

SAN SC 4 - Gordon's Bay Inset Plan [Previous Update 72/05]

SAN SC 5 - Gordon's Bay Inset Plan [Previous Update 57/06]

1. Cancel NM 50(T) of 2006.
2. Due to severe silting of Gordon's Bay harbour the depth information charted has become unreliable.
3. Dredging operations and maintenance on the breakwater and lights are currently taking place in the harbour.
4. Small craft entering and leaving the harbour are to proceed with caution.

(SAN 1016, SC4, SC5)

II cont/...

70* SOUTH AFRICA, South Coast - Approaches to Port Elizabeth - Depths

Source : Hydrographer

SAN 1024 (INT 7531) [Previous Update 53/05]

- | | | | | |
|------------|------|------------------|------------------|----------------|
| 1. Insert: | 14 | in position | a) 33°56'03".1 S | 025°39'44".6 E |
| 2. Delete | 14,9 | close east of a) | | |

SAN 1025 (INT 7532) [Previous Update 53/05]

- | | | | | |
|------------|------|---------------------------------|------------------|----------------|
| 1. Insert: | 14,6 | in position | a) 33°58'05".5 S | 025°40'45".8 E |
| | | enclosed with 15m depth contour | | |
| 2. Delete | 16,7 | close east of a) | | |

(SAN 1024, 1025)

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

71/06 NEW SAN HO PUBLICATION

South African Tide Tables (SAN HO - 2) - 2008 Edition is now available through approved Chart Agents.

IV

CORRECTION TO SAN HO PUBLICATIONS

72/06 INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA, 1972 (SAN HO-15) - 2005 EDITION

Source : Smit Amandla Marine

1. Page 31

Amend : Annex 1, para 2(i)(ii)

on a vessel of less than 20 meters in length such lights shall be spaced not less than 2 meters apart...

to read ...not less than 1 meter apart..

2. Page 32

Amend : Annex 1, para 3(a) 'stern' to read 'stem'

3. Page 36

Amend : Annex 1, para 13(b) $y = (a + 17\mu) C/1000 + 2$ to read $\frac{y = (a + 17\mu) C + 2}{1000}$

4. Page 39

Amend : Annex III, para 1(c) ... band centered on 259Hz and... to read ...band centred on 250Hz and...

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 3 July 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

086 S Atlantic Ocean NE Sector - Angola - rig list.

COASTAL NAVWARNING MESSAGES

Nil Prior to these Messages

2005 Series

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

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.
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.
305	Namibia	Lüderitz	M/V Sakawe Miner has lost anchor.
313	Namibia	Elizabeth Bay	M/V Ivan Prinsep has anchor spread.
314	RSA	False Bay	Whittle Rock Light (Z 5875) (D 6140) unlit.
319	RSA	Richards Bay	New position for buoy no.30.
323	RSA	Cape Town	No.1 channel buoy unlit.
324	RSA	Lüderitz	M/V Kovambo lost 2 anchors.
331	RSA	Cape St Blaize	FA Platform reported siting of liferaft adrift.
332	Namibia	Hottentot Point	F/V Southern Aquarius lost two liferafts.
333	RSA	False Bay	Gunnery Exercise.
337	Namibia	Lüderitz	M/V Sakawe Miner has anchor spread.
343	Namibia	Lüderitz	M/V Kovambo has anchor spread.
345	RSA	Gordon's Bay	Dredging operations and maintenance.
348	RSA	St Helena Bay	R/V Africana deployed sub-sea buoy.
353	RSA	Cape Barracouta	Rig Modu Pride South Seas has left wellheads.
356	RSA	False Bay	Gunnery Exercise.
357	RSA	Cape Barracouta	Pride South Seas to commence flaring operations.

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 June 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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