Notice 73 - 85
July 2006
Supplied Gratis

SOUTH AFRICAN NOTICE TO MARINERS

July 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 :** **Phone :**	 **+27 21 787 2228** **+27 21 787 2445**
Other navigational information :	Fax : Phone : E-mail :	+27 21 787 2233 +27 21 787 2444 *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

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Nil		

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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. I**nformation 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 26 July 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.

2004 Series

Nil

2005 Series

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.
74(T)	RSA	Seal Island	Racon out of commission.
75(T)	RSA	False Bay	Whittle Rock Buoy light unlit.
77(T)	RSA	Cape Recife	Lighthouse DGPS unmonitored.
80(T)	RSA	Richards Bay	South Breakwater Racon out of order.
81(T)	RSA	Richards Bay	Buoy No 30 in new position.
82(T)	RSA	Richards Bay	LM2 front light unlit.

PRELIMINARY NOTICES

2005 Series

Nil

2006 Series

Nil

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*

73* NAMIBIA, West Coast, Walvis Bay - Marine Farm - Floating Dock

Source : Namibian Ports Authority (NAMPORT)

SAN 1001 (INT 2611) - Harbour Panel *[Previous Update 61/05]*

1. Insert : *(to scale)* centred in position 22° 56' 49".2 S 014° 29' 56".7 E
bearing 048°/228° direction (TN)

2. Delete : *No18* east of buoy in position a) 22° 56'.8 S 014° 29'.9 E

3. Insert : *18* to west of buoy in position a)

4. Insert : in position a)

5. Insert : Characteristic of light *Q(3)R.5s* west of buoy in position a)

6. Insert : *VQ(6)+LFl.10s* *YB* in position 22° 56' 51".9 S 014° 29' 55".8 E

SAN 1001 (INT 2611) - Approaches Panel *[Previous Upate 61/05]*

1. Delete existing Marine Farm limit.

2. Insert : — — — — — — — — — — — - joining the following positions (closed area)

a) 22° 53' 54" S	014° 26' 24" E
b) 22° 55' 06" S	014° 28' 30" E
c) 22° 56' 06" S	014° 28' 30" E
d) 22° 57' 16" S	014° 26' 45" E
e) 22° 53' 54" S	014° 26' 24" E

II cont/...

3. Insert :	*(see Note)*	in the following approximate positions		
			a) 22° 54'.3 S	014° 26'.8 E
			b) 22° 55'.0 S	014° 28'.0 E
			c) 22° 56'.0 S	014° 28'.1 E
			d) 22° 56'.5 S	014° 27'.3 E
4. Amend *Marine Farm* note		in approximate position	22° 48'.3 S	014° 21'.0 E
	to read	Navigation within the Marine Farm area is restricted to Marine Farm support craft only.		
5. Insert :		centred in position	22° 56' 49".2 S	014° 29' 56".7 E
		bearing 048°/228° direction (TN)		

(SAN 1001)

74(T)* **SOUTH AFRICA, West Coast - Seal Island Racon**

Source : National Ports Authority (NPA)

SAN 79 (INT 2670) *[Previous Update 28/06]*

SAN 117 *[Previous Update 38/06]*

SAN 118 *[Previous Update 31/06]*

Seal Island Racon (X) out of commission	in position	32° 44'.3 S	017° 52'.3 E

(SAN 79, 117, 118)

75(T)* **SOUTH AFRICA, South Coast, False Bay - Whittle Rock Light**

Source : National Ports Authority (NPA)

SAN 119 *[Previous Update 31/06]*

SAN 150 *[Previous Update 31/06]*

SAN 1016 *[Previous Update 98/04]*

Whittle Rock Buoy light unlit	in position	34° 14'.8 S	018° 34'.2 E

(SAN 119, 150, 1016)

76* **SOUTH AFRICA, South Coast - Ystervarkpunt Lighthouse**

Source : National Ports Authority (NPA)

SAN 81 (INT 7510) *[Previous Update 68/05]*

SAN 122 *[Previous Update 68/05]*

1. Amend light characteristic: Elev 51m	in approximate position	34° 23'.6 S	021° 43'.7 E
	to read 50m		

(SAN 81, 122)

II cont/...

77(T)* **SOUTH AFRICA, South Coast, Cape Recife Lighthouse**

Source : National Ports Authority (NPA)

SAN 83 (INT 7530) *[Previous Update 52/05]*

SAN 125 *[Previous Update 53/05]*

SAN 126 *[Previous Update 53/05]*

SAN 1024 (INT 7531) *[Previous Update 70/06]*

Cape Recife lighthouse DGPS unmonitored	in position	34° 01'.7 S	025° 42'.1 E

(SAN 83, 125, 126, 1024)

78* **SOUTH AFRICA, South Coast, Cape St Francis to Bird Island - Ngqura Harbour**

Source : Hydrographer

SAN 125 *[Previous Update 53/05]*

SAN 126 *[Previous Update 53/05]*

1. Insert : The accompanying block correction in approximate position	33° 48'.6 S	025° 41'.4 E

(SAN 125, 126)

79* **SOUTH AFRICA, South Coast, Approaches to Port Elizabeth - Ngqura Harbour**

Source : Hydrographer

SAN 1024 (INT 7531) *[Previous Update 70/06]*

1. The Ngqura Harbour East breakwater is complete.

2. Amend: Legend Works in Progress 2004 in approximate positions	a) 33° 48'.1 S	025° 41'.5 E
	b) 33° 49'.1 S	025° 41'.1 E
to read Works in Progress 2006		

(SAN 1024)

80(T)* **SOUTH AFRICA, East Coast, Richards Bay Harbour - South Breakwater Racon**

Source : National Ports Authority (NPA)

SAN 1032 (INT 7572) *[Previous Update 43/06]*

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

South Breakwater Racon (N) out of order	in position	28° 48'.9 S	032° 05'.9 E

(SAN 1032, 1033)

81(T)* **SOUTH AFRICA, East Coast, Richards Bay Harbour - Buoy position**

Source : National Ports Authority (NPA)

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

Buoy No 30	in new position	28° 47'.66 S	032° 01'.76 E

(SAN 1033)

II cont/...

82(T)* **SOUTH AFRICA, East Coast, Richards Bay Harbour - Leading light**

Source : National Ports Authority (NPA)

SAN 1032 (INT 7572) *[Previous Update 43/06]*

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

LM2 (front) light unlit	in position	28° 47'.6 S	032° 03'.7 E

(SAN 1032, 1033)

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.

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.
MOZ 10/06 (T)	Port of Maputo	Lighthouse Cais de Pesca unlit.
MOZ 11/06 (T)	Port of Inhambane	Buoy A out of position.
MOZ 12/06 (T)	Port of Inhambane	Buoy 9 out of position.
MOZ 13/06 (T)	Port of Beira	Buoy A out of position.

MOZ 10/06(T) MOZAMBIQUE, Port of Maputo - Lighthouse unlit

Source : INAHINA

MOZ 49659

1. Insert : Legend *(Unlit)* adjacent to Cais de Pesca:

in position	25° 58’ 37".9 S	032° 34’ 10".3 E

MOZ 11/06(T) MOZAMBIQUE, Port of Inhambane - Buoy A out of position

Source : INAHINA

MOZ 493, 46646 and BA 2931, 2939

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

Buoy A	in position	23° 39’ 52".0 S	035° 29’47".1 E

MOZ 12/06(T) MOZAMBIQUE, Port of Inhambane - Buoy 9 out of position

Source : INAHINA

MOZ 493, 46646 and BA 2931, 2939

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

Buoy 9	in position	23° 51’ 09".5 S	035° 21’42".7 E

IIA cont/...

MOZ 13/06(T) MOZAMBIQUE, Port of Beira - Buoy A out of position

Source : INAHINA

MOZ 489, 49638 and BA 1003, 2934

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

Buoy A	in position	19° 52’ 46".3 S	034° 57’27".2 E

III

NEW CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

NEW SAN HO PUBLICATION

Nil

IV

CORRECTION TO SAN HO PUBLICATIONS

83/06 ANNUAL SUMMARY OF SOUTH AFRICAN NOTICES TO MARINERS - 2006 EDITION

Source : Hydrographer

1. Page 1 **AGENTS FOR THE SALE OF SOUTH AFRICAN CHARTS AND HYDROGRAPHIC PUBLICATIONS**

NATIONAL AGENTS

Amend to read :

Durban	**The Tyneside**	Shop 1, John Ross House, 22 Victoria Embankment, Durban, 4001	Tel : 031 337 7005 Fax : 031 332 8139 E-mail : tyneside@global.co.za Website:www.tyneside.co.za

2. Page 21-23 **SOUTH AFRICAN NOTICE TO MARINERS NO 11 OF 2006 - INFORMATION CONCERNING SUBMARINES**

Insert : See accompanying block corrections.

84/06 **CATALOGUE AND INDEXES OF SAN CHARTS AND OTHER HYDROGRAPHIC PUBLICATIONS (SAN HO-3) 2004 EDITION**

Source : Hydrographer

1. Page 4 **AGENTS FOR THE SALE OF SOUTH AFRICAN CHARTS AND HYDROGRAPHIC PUBLICATIONS**

NATIONAL AGENTS

Amend to read :

Durban	**The Tyneside**	Shop 1, John Ross House, 22 Victoria Embankment, Durban, 4001	Tel : 031 337 7005 Fax : 031 332 8139 E-mail : tyneside@global.co.za Website : www.tyneside.co.za

V

85/06 **CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS (SAN HO-1) 2005 New Edition**

Source : National Ports Authority (NPA)

Amend : Under Elev *(Col 5)*, and Description *(Col 7)*

1. Page 19 **STILBAAI HARBOUR**

Z6000 *(D6374)*	**Ystervarkpunt**	34 23.6 21 43.7	Fl.W.10s *605 000*	50	**24**	White round concrete structure, with vertical spiral red band, red lanternhouse (22)	*fl 0.3* Daytime Lt.	By day 5M.

VI

NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 26 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.
088 Africa East Coast - Mozambique Channel - Inhambane - buoy A out of position.
089 Africa East Coast - Mozambique Channel - Beira - buoy A out of position.
090 Africa East Coast - Mozambique Channel - Maputo - lighthouse Cais de Pesca unlit.
091 Africa East Coast - Mozambique Channel - Inhambane - buoy 9 out of position.
095 Angola - Port of Lobito - Pacific Conqueror commencing towing.
099 Africa East Coast - Mozambique Channel - Quelimane - buoy A out of position.
100 Indian Ocean SW sector - rocket carrier elements.

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.

2006 Series

027	RSA	Cape Recife	Cape Recife lighthouse DGPS unmonitored.
053	RSA	Robben Island	Hazard to trawlers. Exposed cables.
055	RSA	Elandsbaai	Yellow special marker buoy deployed.
070	RSA	Seal Island	Racon (X) Beacon (Z5669) out of commission.
189	RSA	Knysna	Current meters deployed.
192	RSA	Mossel Bay	Vessel Sea Breeze has left anchor.
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.
277	Namibia	Boat Bay	R/V Anichab reported floating rope.
293	RSA	Richards Bay	South Breakwater racon not working.
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.
337	Namibia	Lüderitz	M/V Sakawe Miner has anchor spread.
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.
360	RSA	Port Durnford	Racon out of order.
367	RSA	Port Nolloth	M/V Algoa conducting mining survey.
379	RSA	Mossel Bay	Green light unlit on quay no 4.
380	RSA	Cape Infanta	Main light unlit.
383	RSA	Hout Bay	Fuel tank adrift.
385	Namibia	Lüderitz	M/V Kovambo new anchor spread.
387	RSA	Richards Bay	Front light LM2 unlit.
389	RSA	South West Coast	Containers sighted.
390	RSA	South West Coast	20 foot white container sighted.
397	RSA	Cape Columbine	Container found.
398	RSA	Mossel Bay	Cape St Blaize main light unlit.

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 actvities that are detemined to be threats to Coalitin 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/Coalision 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 July 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 isssue 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 1 1weeks.

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 (May 2004)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(To accompany Form HO-16)

Name of ship or sender : .....

Address of sender : ..... Ref. No. .....

..... Date : .....

.....

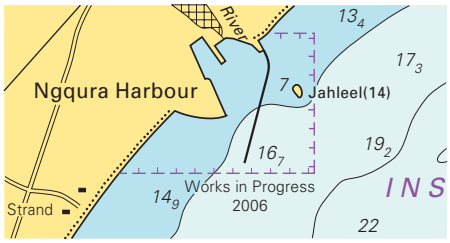
1. NAME OF PORT	
2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available.	
3. ANCHORAGES Designation, depths, holding ground, shelter afforded.	
4. PILOTAGE Authority 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.	

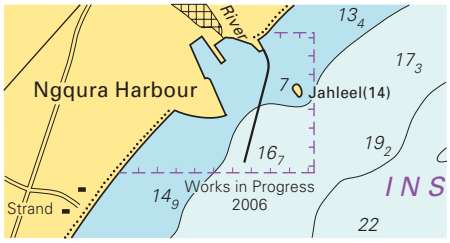
10. REPAIRS Hull, machinery and underwater. Ship and boat yards. Docking or slipping facilities. Give size of vessels handled or dimensions. Hards or ramps. Divers.	
11. RESCUE AND DISTRESS Salvage, lifeboat, NSRI, etc.	
12. SUPPLIES Fuel with type and quantities available. Fresh water with rate of supply. Provisions.	
13. SERVICES Medical. De-ratting. Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.	
14. COMMUNICATIONS Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.	
15. PORT AUTHORITY Designation, address and telephone number.	
16. SMALL CRAFT FACILITIES Information and facilities for small craft (eg yachts) visiting the port. Yacht Clubs, berths, etc.	
17. VIEWS Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc. Picture postcards may also be useful.	

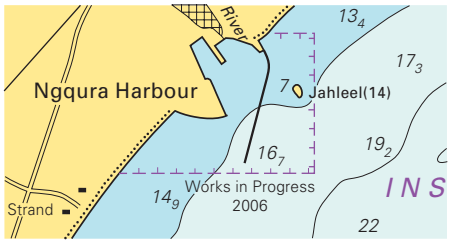
Signature of observer/reporter

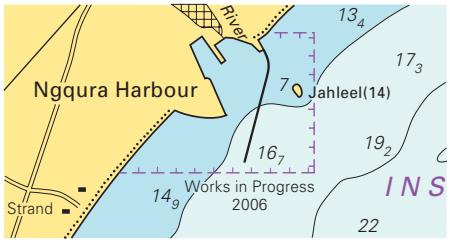
.....

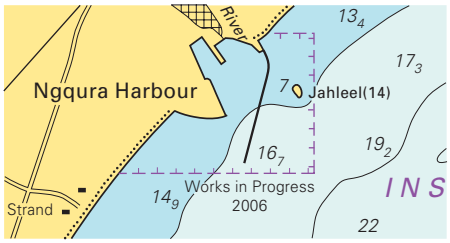
To accompany Notice to Mariners No 78 of 2006

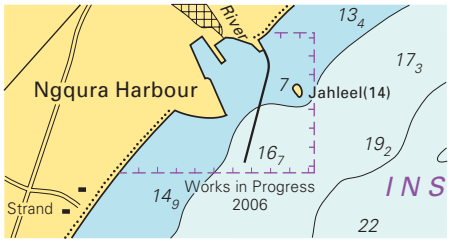












SOUTH AFRICAN NOTICE TO MARINERS NO 11 OF 2006

Former Notice No 11/2005 is cancelled. This is a repetition of the former notice.

INFORMATION CONCERNING SUBMARINES

Part I - SUBMARINE WARNING SIGNALS

1. Mariners are warned that considerable hazard to life may result from disregarding the following warning signals, which denote the presence of submarines:

Visual Signals

2. South African warships fly the *International Code Group* ***NE2*** to denote that submarines, which may be submerged, are in the vicinity. Other vessels are cautioned to steer a course so as to give a wide berth to any vessel flying this signal. If, for any reason, it is necessary to approach her, a good lookout must be kept for submarines, whose presence may be indicated only by their periscopes or snort masts showing above water.

3. A submarine submerged at periscope depth at night, may sometimes indicate her position by means of an underwater lantern, which will illuminate the sea surface from below.

Pyrotechnics and Smoke Candles

4. The following signals are used by submerged submarines:

a. *Yellow smoke signal (with flame)* - indicates position in response to a request from a ship or as required.

b. *Green smoke signal (with flame)* - used to indicate the position from which a practice torpedo has been fired. All vessels are requested to keep clear as the submarine may want to surface after the firing.

c. *Red smoke signals (with flame)* - which may be accompanied by smoke candles repeated as often as possible, mean - "Keep clear. I am carrying out an emergency surfacing procedure, Do not stop propellers. Clear the area immediately. Stand by to render assistance".

Note: If the *red pyro flare* is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted, after which action in accordance with Part IV should be taken.

d. Two *yellow smoke signals* released 3 minutes apart mean - "Keep clear. I am preparing to surface. Do not stop propellers. Clear the immediate vicinity."

5. It must not be inferred from the above that submarines exercise only when in company with escorting vessels.

6. In certain circumstances warnings that submarines are exercising in specified areas may be broadcast by a Coast Radio S tation.

Part II - NAVIGATION LIGHTS

7. Submarines may be encountered on the surface by night, particularly in the vicinity of the following ports: Saldanha Bay, Cape Town, Simon's Town, Hout Bay, Port Elizabeth, East London and Durban.

8. The steaming and side lights of South African submarines appear to be placed well forward and very low above the water in proportion to the length and tonnage of these vessels. South African submarines are fitted with an *amber quick flashing light* situated abaft of the steaming light as an aid to identification. It will also be used when snorting. While at anchor or at a buoy by night submarines display normal anchor lights.

9. The overall arrangements of submarines lights are therefore unusual and may well give the impression of being markedly smaller and shorter vessels than they are. Their vulnerability to collision when proceeding on the surface dictates particular caution when approaching them.

Part III - COLLISIONS WITH SUBMARINES

10. Most submarine losses during peace time have been caused by collision with other vessels. Submarines, with their low buoyancy factor, if involved in a collision, may sink or be unable to surface because of their buoyancy (ballast) tanks having been ruptured.

11. Because of their size and low profile, surfaced submarines are often difficult to see. Submarines operating at periscope depth are obviously even more difficult to detect.

12. Collision or suspected collision, with a submarine must be reported by the fastest means available to the nearest Coast Radio Station. The position of the collision together with the estimated current, wind force and sea state, as well as any other relevant particulars, must be included in the report.

13. The report should be sent by radio using Emergency Clearance Procedure on distress or normal frequencies. The message can be passed direct to NAVCOMCENCAPE, via a Coast Radio Station or harbour radio network, whichever is considered the faster, as speed of handling is essential. The message will then be sent to the Chief of the Navy, Navy Office, Pretoria, or, signals address, Force Preparation Operation Centre, telephone (Cape Town) +27 21 787 4126/4129, fax (Cape Town) +27 21 787 4002.

Part IV - SUNKEN SUBMARINES

14. A bottomed submarine which is unable to surface will try to indicate its position by the following methods:

a. Releasing two life rafts, which are equipped with EPIRBS, as soon as the incident occurs. The life rafts are described in Part V.

b. On the approach of surface vessels, and at regular intervals, by firing the smoke signals described in Par 4 under Part 1.

c. Pumping out oil fuel or lubricating oil.

d. Blowing out air.

e. Activating her Sonar Beacon. The Sonar Beacon is described in Part V.

f. Transmitting on her underwater telephone. The underwater telephone is described in Part V.

15. It is vitally important that surface ships refrain from discharging any oil or debris which might appear to have come from a submarine. Searching ships and aircraft can waste valuable time investigating such false contacts.

16. Some submarine pyrotechnics may carry messages. These may be recovered as soon as they have finished burning and the contents of messages together with the position and time of recovery of the pyrotechnic must be passed to :

a. Any Naval vessel in the vicinity, or

b. NAVCOMCENCAPE, Private Bag X1, TOKAI, 7966, telephone (Cape Town) 021 787 2911, or

c. COMFLEET, Naval Base, Simon's Town.

d. the nearest branch of the South African Police Service.

Messages should be passed by the most rapid means of communication available.

17. South African submarines are fitted with two life rafts, each fitted with its own EPIRB which can be released from inside in case of emergency or if the submarine is unable to surface.

18. In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and, as the sighting of life rafts may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action.

19. The sighting of any smoke signals and/or life rafts answering the description should be reported at once to the Naval authorities or a Port Office. But if a vessel is unable to establish communication without leaving the vicinity of the sunken submarine, she should stand by to rescue survivors and not leave the scene of the accident.

20. South African submarines are equipped with smoke signals and life rafts. It is therefore of the utmost importance that the position, together with the estimated current and the strength and direction of the wind at the position, and the time of first sighting of the smoke signals and/or life rafts be accurately and speedily reported to any of the authorities mentioned in *para 16* above.

21. At any time after a submarine accident survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until :

a. rescue vessels are known to be standing by, or

b. conditions inside the submarine deteriorate to such an extent that an attempt at escape must be made.

c. it is determined whether or not a DSRV rescue is possible. The DSRV is described in Part V.

22. It should be noted that the air supply in a sunken submarine may last for several days, in which case situation b. may not arise for a considerable time after the sinking. However, if the submarine is badly damaged, survivors may have to make an immediate escape attempt. Any ship finding smoke signals and/or life rafts answering the description should stand by well clear of it ready to pick up survivors who will probably surface at a distance from it depending on the effect of wind and current. On arrival on the surface men may be exhausted or ill, and the presence of a boat already lowered is very desirable should weather conditions permit. Some men may require a decompression chamber and the Naval authorities will try to get such a chamber to the scene as soon as possible.

23. In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. It is vital that they are not dropped too close since men in the process of making ascents are particularly vulnerable to underwater explosions, and may easily be fatally injured. A distance of 0.25 mile is considered safe. If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the water-line is likely to be heard in the submarine, and such banging and/or sounding should be carried out at frequent intervals.

24. Submarines may at any time release pyrotechnic signals which, on reaching the surface, burn with flames and/or smoke, thus serving to mark the position. They are likely to acknowledge sound signals by this means.

25. Summing up, the aims of a Submarine Rescue Operation are:

a. To fix the exact position of the submarine.

b. To get a ship standing by to pick up survivors, if practicable, with boats already lowered.

c. To get medical assistance to survivors picked up.

d. To get a diver's decompression chamber to the scene in case this is required by those seriously ill after being exposed to great pressure.

e. To inform the trapped men that help is at hand.

f. To get a DSRV to the scene of the submarine incident.

26. There is a Naval organization designed to fulfill these aims, which is always kept at instant readiness for action. It is clear, however, that any ship may at any time find evidence of a submarine disaster, and if she takes prompt and correct action as described above, she may be in a position to play a vital part.

Part V - SUBMARINE RESCUE DEVICES

27. The submarine is fitted with two life rafts, which can be released from inboard in case of an emergency (*See Figure 1*). They have the following characteristics:

a. The life rafts pop out of pressure proof GRP containers. These GRP containers will be visible on the surface.

b. Each life raft can carry 25 persons.

c. The life raft is tethered to the submarine with 600m of rope.

d. Each life raft is fitted with:

i. EPIRB. The Emergency Position Indicating Radio Beacon is tethered to the life raft and is activated as soon as it comes into contact with the seawater. The EPIRB transmits a signal of warbling notes on 121.5 and 406 MHz. Ships hearing this signal should report the fact giving their position and if possible, an indication of signal strength.

ii. SART . The Search and Rescue Radar Transponder is used to locate survival craft or distressed vessels by creating a series of dots on a rescuing ship's radar display. The response frequency is 9.2 – 9.5 GHz.

iii. Portable VHF radio.

28. The Sonar Beacon serves to alert rescue authorities to the submarines position and to provide a homing signal for the DSRV. It operates at a frequency of 3,5 and 12 kHz.

29. The submarine is fitted with an underwater telephone, which is capable of voice and Morse communications.

30. The DSRV (deep sea rescue vessel) is a mini submersible capable of rescuing personnel from the submarine should the submarine have bottomed or have fouled underwater (See Figure 2). The submarines forward hatch is configured to receive the DSRV skirt and form a watertight connection. This allows the forward hatch to be opened and for the trapped personnel to be transferred to the DSRV.

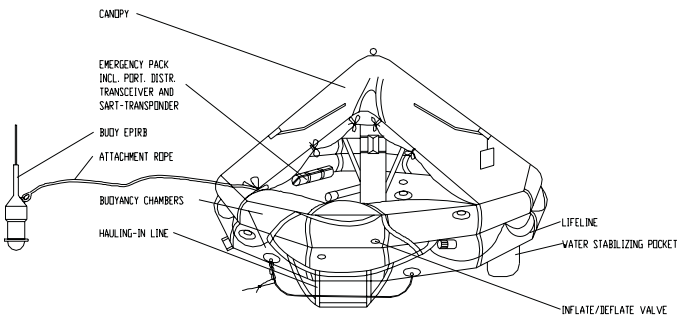


Figure 1

Figure 2