

Notices 65 - 73
July 2002
Supplied Gratis



SOUTH AFRICAN NOTICE TO MARINERS

JULY 2002 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://hydro.imt.za/hydronet/Ho/
Urgent navigational information :	Fax : 021 787 2228 Phone : 021 787 2445
Other navigational information :	Phone : 021 787 2444 E-mail : hydrosan@iafrica.co.za
General information :	Phone : 021 787 2408

L.D. Reeder, Captain
Hydrographer, SA Navy
NAVAREA VII Co-ordinator

INDEX OF CHARTS AND PUBLICATIONS AFFECTED

SAN Charts	Notices	Pages
53	65	1
57	70	3
58	70	3
1002	72(T)	4
1003	71(T)	4
1011	66	1
1012 (INT 2672)	66	1
1020	68	2
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SA List of Lights and Radio Services - SAN HO-1	73	6

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. A cumulative list 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 III

GUIDANCE NOTES FOR VIEWING AND PRINTING NOTICES USING ADOBE ACROBAT

For optimum results when viewing and printing material from the PDF digital files please note the following:

The minimum specification is a 486 PC with Windows 3.1 and 4MB of RAM.

When printing data from the files, ensure the Fit to Page icon in the Adobe Acrobat print menu is switched off before printing. Otherwise large text pages will be compressed, or large size Blocks may not fit the chart.

If printing text or monochrome NM Blocks, the minimum specification is an Inkjet or good quality Laser Postscript printer with at least 6 MB of memory. (NB. If using a Postscript printer, ensure the Postscript printer driver is installed).

For printing Colour NM Blocks the minimum specification of printer is a good quality Ink Jet/Laser printer with 300 dpi resolution or greater.

If using certain types of Ink Jet printer ensure the setting is set to Dithered screening not Pattern screening.

Printed colour copies should be compared with the colour image on screen to ensure that all the colours have reproduced correctly. Printer property resolution and ink density may need to be increased or adjusted to obtain the best results.

Ensure the Colour Ink Cartridge is in accordance with the printer manufacturers specifications. Minimum paper specification for printing Colour NM Blocks is International paper size A4, thickness/weight 80 gsm paper. (The same paper as used for NM Blocks in the NM Weekly). NB. (Ensure the paper quality is in accordance with the Printer manufacturers specifications).

The Hydrographer does not accept any liability for the display and printing of these digital Notices to Mariners on the users equipment.

I

TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 24 July 2002

TEMPORARY NOTICES

1999 Series

74(T)	RSA	East Coast	Current Meter laid.
93(T)	Namibia	South Coast	Buoy and Current Meters laid.

2000 Series

59(T)	RSA	South Coast	Current Meter - Buoy laid.
75(T)	RSA	South Coast	Current Meters laid.
88(T)	Namibia	South Coast	Current Meters laid.

2001 Series

82(T)	Namibia	Walvis Bay	Unlit vessel at anchor.
86(T)	RSA	St Helenabaai	Telemetry Marker Buoy laid.
94(T)	Namibia	Lüderitz	Bell Buoy unlit.
95(T)	Namibia	Lüderitz	Tiger Reef Buoy missing.
109(T)	Namibia	Walvis Bay	Wave Meter Buoys laid.

2002 Series

26(T)	Namibia	Lüderitz	Diaz Point Fog Signal inoperative.
34(T)	Namibia	Walvis Bay	Waverider Buoy laid.
71(T)	RSA	Port Nolloth	Channel Buoy no 1 unlit.

PRELIMINARY NOTICES

Nil prior to these Notices.

2001 Series

61(P)	RSA	South & East Coasts	Underwater cable laying.
81(P)	RSA	South & West Coasts	Underwater cable laying.
113(P)	RSA	East Coast, Durban	Vessel traffic Services.

II

SA NAVY SAN CHARTS OF SOUTH AFRICAN AND NAMIBIA THAT ARE REFERRED TO THE WGS84 SPHEROID.

The following is the current list of SAN charts of South Africa and Namibia that are referred to the WGS84 spheroid.

76(INT 2640)	79(INT 2670)	87(INT 7570)	113
125	132	1001(INT 2611)	1003
1012(INT 2672)	1015	1017	1024(INT 7531)
1032(INT 7572)	1033(INT 7571)	2004	SC3
SC5			

MISCELLANEOUS:

1. Mariners are advised that South African Notices to Mariners is available in PDF format on the internet at

Website : <http://hydro.imt.za/hydronet/Ho/>.

2. Mariners attention is invited to the fact that the Hydrographic Office E-Mail address hydrosan@iafrica.co.za is only manned during office hours, Mondays to Friday, between the hours of 0600 UTC and 1400 UTC. Only matters of a routine nature must be forwarded by this method.

65* NAMIBIA, Lüderitz - Seaward - Non-dangerous Wreck

1. Insert : ++ PA in position 26°39'.68 S 013°42'.72 E

2. Wreck is that of Fishing Vessel B.R. BANKS, GRT 92, 24.6m sunk in depth of approximately 500m.

3. Originally issued as Coastal Navwarning 262 of 2002.

SAN Chart: 53 (50/00)

Source : Hydrographer

(SAN 53)

66* SOUTH AFRICA, South West Coast - Saldanha Bay Harbour - Mussel Culture Area

1. Insert : ----- between following positions :

Charts SAN 1011 & SAN SC 2	a.	33°00'32" S	017°58'04" E
	b.	33°00'32" S	017°58'42" E
	c.	33°00'48" S	017°58'42" E
	d.	33°00'48" S	017°58'04" E (closed area)

Chart SAN 1012(INT 2672) (WGS 84)	a.	33°00'32".29 S	017°58'01".00 E
	b.	33°00'32".61 S	017°58'39".52 E
	c.	33°00'48".84 S	017°58'39".34 E
	d.	33°00'48".52 S	017°58'00".81 E (closed area)

2. Insert : legend

MUSSEL CULTURE AREA

(marked by four lit buoys)

(see Note)

Centered on approximate position 33°00'42" S 017°58'24" E

SAN Charts : 1011 (110/01)

1012(INT 2672) (49/01)

SC 2 (49/01)

Source : National Ports Authority

(SAN 1011, 1012, SC 2.)

II

67* SOUTH AFRICA, South West Coast - Harbour Island - Directional Sector Light

1. Insert : the accompanying block corrections for Harbour Island inset.
2. Replace : Existing Sailing Directions text for Harbour Island.

SAN Chart : SC 4 (51/01)
SC 5 (50/02)

Source : National Ports Authority

(SAN SC 4, SC 5)

68* SOUTH AFRICA, South Coast - Mosselbaai - Entry Prohibited Area


1. Insert :  at 500 metres radius centred on the yellow spar buoy
in approximate position 34°08'38".5 S 022°07'47" E

Chart SAN 1020 (Plan & Approaches Panels)

2. Insert : Legend *ENTRY PROHIBITED*
in approximate position 34°08'35" S 022°07'47" E

3. Reposition : Legend *Pilotage*
(see Note)
in approximate position 34°08'44" S 022°07'36" E
to 34°08'39" S 022°09'06" E

Chart SAN 1020 (Plan)

4. Insert : Legend *Entry Prohibited*
in approximate position 34°08'30" S 022°07'47" E

5. Reposition : Legend *Pilotage*
(see Note)
in approximate position 34°08'24" S 022°07'30" E
to 34°08'12" S 022°08'30" E

Chart SAN 1020 (Approaches Panel)

SAN Chart : 1020 (95/00)

Source : National Ports Authority

(SAN 1020)

69* SOUTH AFRICA, South Coast - Port Elizabeth - Berth 9 - No 2 Quay Light (Z6128)(D6408.2)

1. Amend : Light characteristics to read : F.R.9m2M
in position 33°57'.7 S 025°38'.2 E

SAN Chart : 1025 (43/02)

Source : National Ports Authority

SAN 1025

II

70* SOUTH AFRICA, South Coast - Port Elizabeth - Submerged Dangerous Wrecks

1. Delete : Submerged dangerous wreck symbols
in approximate positions 33°55' S 025°40' E
and 33°56' S 025°38' E

SAN Chart : 57 (83/01)
58 (36/02)

Source : Hydrographer

(SAN 57)

II

71(T)/02 NAMIBIA, South Coast - Lüderitz Seawards - Foul Area

1. Insert : ----- joining following positions
- | | | |
|----|----------|-----------|
| a. | 26°39' S | 015°03' E |
| b. | 26°41' S | 015°03' E |
| c. | 26°39' S | 015°00' E |
| d. | 26°41' S | 015°00' E |
- (closed area)

2. Insert : legend *Foul*
(Floating ropes and unlit buoys)

Centered on approximate position 26°39'.8 S 015°01'.5 E

SAN Chart : 1002 (INT 2631) (60/02)

Source : Namibian Ports Authority

(SAN 1002)

72(T)/02 SOUTH AFRICA, South West Coast - Port Nolloth - No 1 Channel Buoy - Unlit

1. Insert : *Unlit* next to No1 Buoy in approx. position 29°15'13" S 016°51'55" E

2. Originally issued as Coastal Navigation Warning 300 of 2002.

SAN Chart : 1003 (97/01)

Source : National Ports Authority

(SAN 1003)

IIA

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

Nil prior to these Notices.

2002 Series

04MOZ(P)/02	Baía de Maputo	Underwater Cable Laying.
05MOZ(P)/02	Vilanculos	Underwater Cable Laying.
06MOZ(P)/02	Porto da Beira	Underwater Cable Laying.
11MOZ(T)/02	Porto de Pebane	Ponta Matirre Light (D6576) Temporarily unlit.
12MOZ(T)/02	Porto de Pebane	Ilha Epidendron Light (D6582) Temporarily unlit.
13MOZ(T)/02	Porto de Mozambique	Ilha de Goa Light (D6598.1) Temporarily unlit.
14MOZ(T)/02	Porto de Nacala	Ponta Namuaxi Light (D6614) Temporarily unlit.
15MOZ(T)/02	Porto de Nacala	Ponta Zuani Light (D6613) Temporarily unlit.

III

SAN CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS / EDITIONS

SYMBOLS AND ABBREVIATIONS SAN HO-6 (INT 1) and SOUTH AFRICAN SAILING DIRECTIONS Volume 2 SAN HO-22 are both, unfortunately, out of print. New editions are currently undergoing major revision and upgrading with the intention of eventually making them available on the website. It is anticipated that the new editions will be available during the latter part of 2002. South African Maritime Safety Authority (SAMSA) has been informed of the present situation regarding these publications.

IV

CORRECTIONS TO SAN PUBLICATIONS

Nil

V

73 **CORRECTION TO SA LIST OF LIGHTS AND RADIO SERVICES - SAN HO-1**
(New Edition 2001)

Page 21 :

Amend characteristic of Berth 9 - Quay (Z6128)(D6408.2) to read

F.R.

VI

**NAVAREA VII and Coastal Navigational Warnings Bulletin
in force as at 26 July 2002**

See Annual Notice No. 3/2002. 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.

2002 Series

066 S. Atlantic/NE Sector, Angola Rig list.

COASTAL NAVIGATIONAL WARNINGS

Nil Prior to these Messages

2002 Series

290	RSA	South Coast	Solo Kayaker.
299	RSA	Port Elizabeth	Berth 9 - Quay light now F.R.
300	RSA	Port Nolloth	No 1 Channel Buoy unlit.
308	RSA	Houtbaai	Lit Marine Management Bouy laid.
312	RAS	Saldanha Bay	Mussel Culture Area established.
313	RSA / Namibia		Rig list.
323	Namibia	Lüderitz	Wreck "B.R. BANKS".
324	Namibia	Lüderitz	Unlit marker buoys over wreck "MEOB BAY".
344	RSA / Namibia		Marine mining vessels.

ANNEX A

USA Government Special Warning in force 18 December 2001

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)

HO-16 (July 2002)

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref. No

Name of ship or sender :

Address of sender :

.....

.....

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

General locality Subject :

Position : Lat : Long :

SAN Chart(s) affected : Edition dated :

Position fixing system used : Datum set :

Latest Monthly Edition of Notice to Mariners held :

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

Details:

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

Signature of observer/reporter :

HYDROGRAPHIC NOTE

Forwarding information for South African Charts and Hydrographic Publications

INSTRUCTIONS

1. Mariners are requested to notify the Hydrographer of the South African Navy, Private Bag X1, Tokai, 7966, or by Facimile 021 7872228 or E-mail *hydrosan@iafrica.co.za* 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.

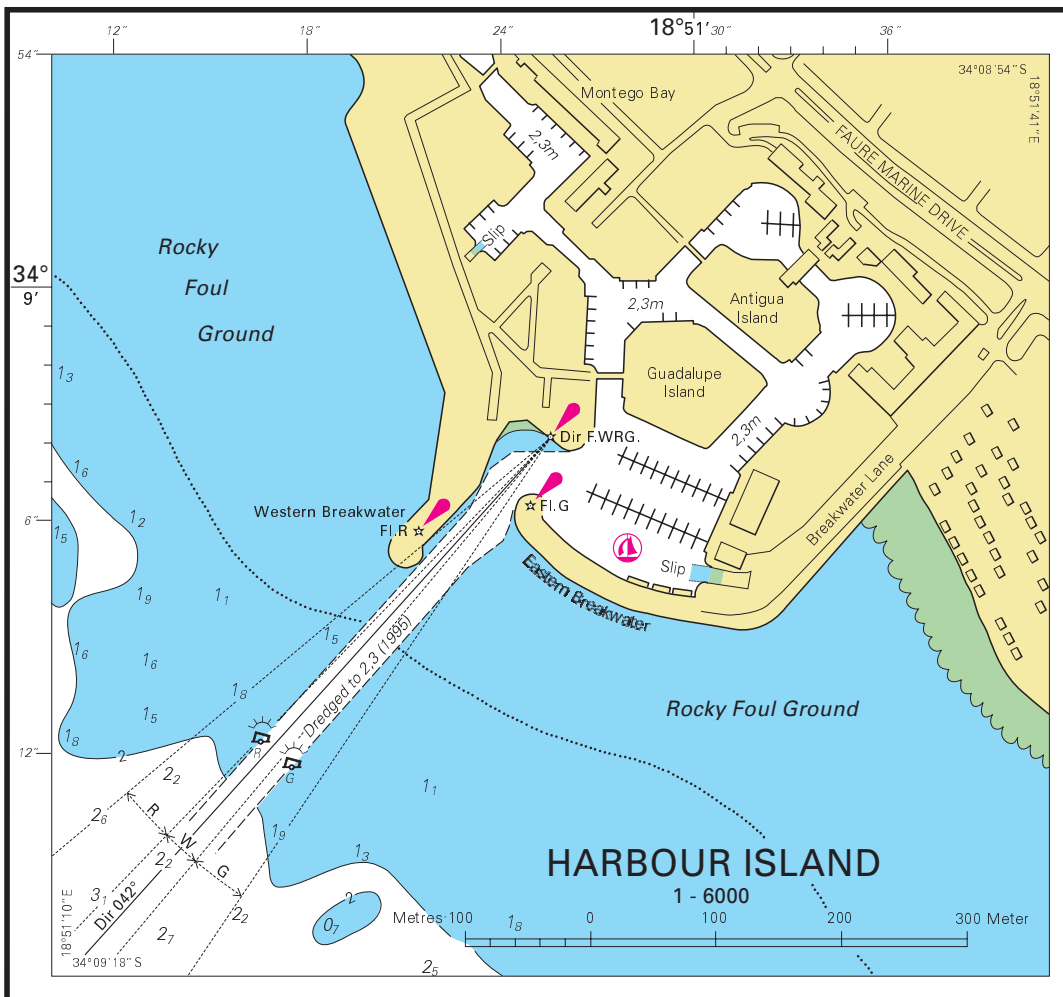
8. Reports of **shoal soundings**, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance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

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.

To accompany Notice to Mariners 67 of 2002
SAN SC 4

HARBOUR ISLAND is a private marina development midway between Strand and Gordon's Bay. The seaward entrance is via a curved breakwater to the E and S and a doglegged breakwater to the W. The entrance channel, 30m wide, with at least 2,3m water, runs along a line of bearing 042°/222°(T) from the harbour mouth. It is marked by a pair of unlit can buoys, coloured red and green and fitted with radar reflectors. There are red and green flashing lights exhibited on the Western and Eastern breakwaters. The channel is marked by a fixed Red/White/Green directional light.

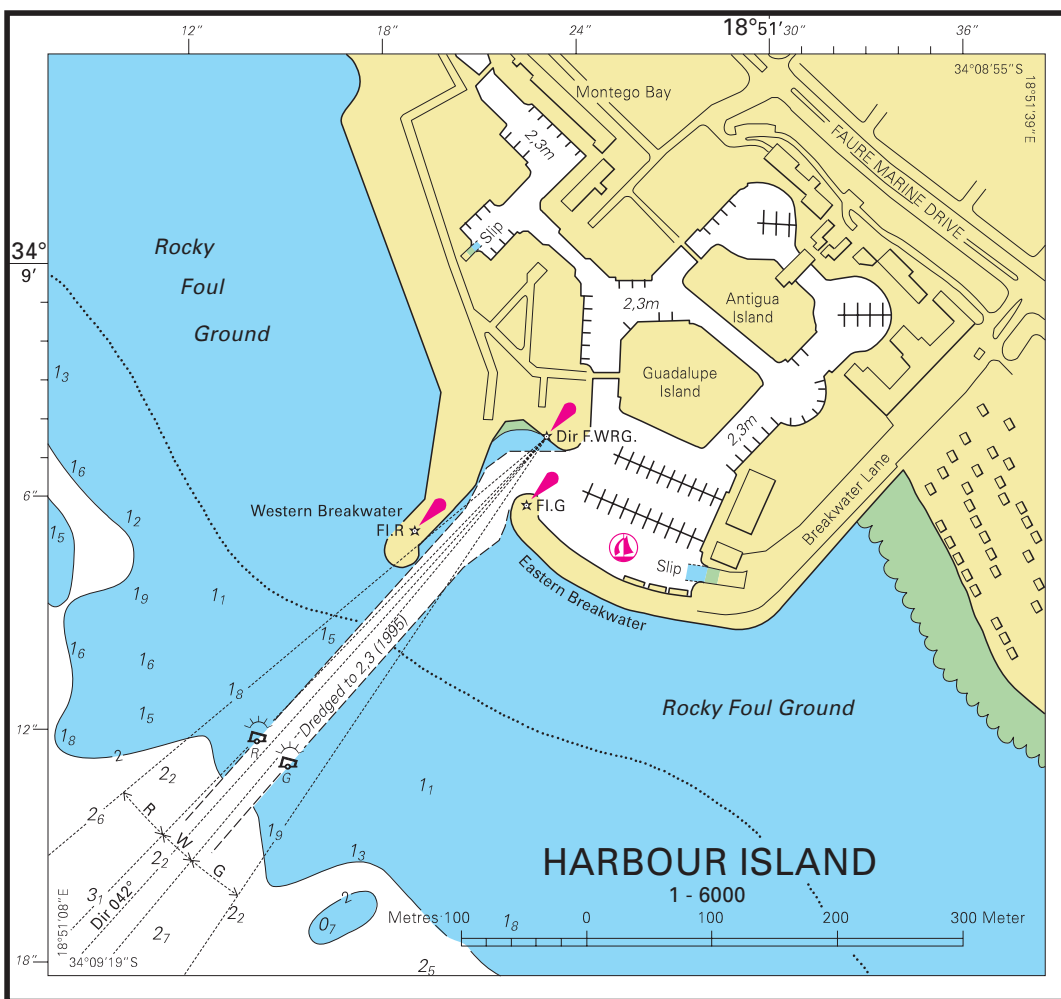
The harbour comprises tidal walk-on moorings, distributed in a public basin immediately adjacent to the entrance, as well as in 2 inner basins and the connecting channels around 2 islands centred in the harbour complex, all of which are private. A public slipway for the launch and recovery of ski boats, is located inside the SE Breakwater. The harbour is dredged to a depth of 2,3m below Chart Datum. Visiting yachts can obtain temporary moorings by arrangement with the Marina Operators. Harbour Island maintains a 24 hour radio watch on VHF Channel 71.



Note: The neatline size of this graphic should be 122 x 132 mm

To accompany Notice to Mariners 67 of 2002
SAN SC 5

HARBOUR ISLAND is a private marina development midway between Strand and Gordon's Bay. The seaward entrance is via a curved breakwater to the E and S and a doglegged breakwater to the W. The entrance channel, 30m wide, with at least 2,3m water, runs along a **line of bearing 042°/222°(T)** from the harbour mouth. It is marked by a pair of unlit can buoys, coloured **red** and **green** and fitted with **radar reflectors**. There are **red** and **green flashing lights** exhibited on the Western and Eastern breakwaters. The channel is marked by a fixed **red/white/green directional light**. The harbour comprises **tidal walk-on moorings**, distributed in a **public basin** immediately adjacent to the entrance, as well as in **two inner basins** and the connecting **channels** around **two islands** centred in the harbour complex, all of which are **private**. A **public slipway** for the launch and recovery of ski boats, is located inside the SE Breakwater. The harbour is dredged to a depth of 2,3m below Chart Datum. **Visiting yachts** can obtain **temporary moorings** by arrangement with the Marina Operators. Harbour Island maintains a 24 hour radio watch on VHF Channel 71.



Note : The neatline size of this graphic should be 122 x 132 mm