



Notices 50 - 59  
May 2005  
*Supplied Gratis*

# **SOUTH AFRICAN NOTICE TO MARINERS**

## **May 2005 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 : <a href="http://www.sanho.co.za">http://www.sanho.co.za</a>
<b>Urgent navigational information :</b>	<b>Telex : 95 527946 (ANS BACK: NAVY SA)</b> <b>Fax : +27 21 787 2228</b> <b>Phone : +27 21 787 2445</b>
Other navigational information :	Fax : +27 21 787 2233 Phone : +27 21 787 2444 E-mail : <a href="mailto:hydrosan@iafrica.com">hydrosan@iafrica.com</a>
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
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77	50	1
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SAN Publications	Notices	Pages
South African Sailing Directions Vol II (SAN HO-22) 2002 - 4th Edition	55	4
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Catalogue and Indexes of SAN Charts and other Hydrographic Publications (SAN HO-3) 2004 Edition	58	5
South African List of Lights and Radio Signals (SAN HO-1) - 2005 New Edition	59	6

SAN Charts - New Charts / Editions	Notices	Pages
SAN 84 (INT 7540)	54	4

### **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 IV.

## **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 25 May 2005**

**TEMPORARY NOTICES**

**2002 Series**

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

**2003 Series**

45(T)	RSA	Port Elizabeth	Construction of Ngqura harbour.
64(T)	RSA	Durban Oil Terminal SBM	Buoy laid.

**2004 Series**

25(T)	RSA	Simon's Bay	Submarine Mooring Buoy temporarily removed.
49(T)	RSA	Table Bay	Murray's Bay Harbour. Lights temporarily removed.
84(T)	RSA	Houtbaai	North Mole dangerous.

**2005 Series**

29(T)	RSA	Saldanha Bay	North Head light out of order. Standby light operational.
30(T)	RSA	Ystervarkpunt	Ystervarkpunt light out of order. Standby light operational.
31(T)	RSA	Umhlanga Rocks	Umhlanga Rocks light out of order. Standby light operational.
42(T)	RSA	Elandsbaai	Scientific buoy deployed.
47(T)	RSA	Danger Point	Salmon dams placed in Kleinbaai area.

**PRELIMINARY NOTICES**

**2004 Series**

41(P)	RSA	Table Bay	Murray's Bay Harbour. Works in progress (2004).
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**2005 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)	<b>84 (INT 7540)</b>
87 (INT 7570)	90 (INT 2051)	1001 (INT 2611)	1012 (INT 2672)
1020 (INT 7521)	1024 (INT 7531)	1025 (INT 7532)	1027 (INT 7541)
1030 (INT 7561)	1032 (INT 7572)	1033 (INT 7571)	
1	113	114	125
126	132	133	134
1003	1015	1017	2004
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>

**50\*** WEST COAST, Port Nolloth to Island Point - Well

Source : Hydrographer

**SAN 77 (INT 2650)** [Previous Update 43/04]

1. Insert :  Well in position 30° 29'.21 S 016° 40'.33 E  
(SAN 77)

**51\*** WEST COAST, Bokpunt - Wreck

Source : Hydrographer

**SAN 118** [Previous Update 25/03]

1. Insert : *Wks* to the West of wreck in position 33° 29'.02 S 018° 15'.02 E  
(SAN 118)

**SAN 79 (INT 2670)** [Previous Update 41/03]


2. Insert : *Wks* to the East of wreck in position 33° 29'.02 S 018° 15'.02 E  
(SAN 79)

**52\*** EAST COAST, South West of Cape Recife - Wreck

Source : Hydrographer

**SAN 125** [Previous Update 36/03]

**SAN 83 (INT 7530)** [Previous Update 36/03]

1. Insert :  *Wk* centered in position 34° 10'.018 S 025° 26'.373 E

Note : Wreck of the FV LINDSAY that sank on 7 May 2005. The length of the vessel is 31.2 meters and the GRT is 74 tonnes.  
(SAN 125, 83)

## II cont/...

### 53\*                    Correction to Charts - Magnetic compass rose

Source : Hydrographer

**SAN 59** [*Previous Update 86/02*]

**SAN 114** [*No Previous Update*]

**SAN 125** [*Previous Update 36/03*]

**SAN 126** [*No Previous Update*]

**SAN 127** [*Previous Update 99/04*]

**SAN 128** [*Previous Update 100/04*]

**SAN 132** [*Previous Update 107/02*]

**SAN 133** [*Previous Update 88/02*]

**SAN 134** [*No Previous Update*]

**SAN 135** [*Previous Update 30/03*]

**SAN 84 (INT 7540)** [*No Previous Update*]

**SAN 87 (INT 7570)** [*Previous Update 48/04*]

**SAN 90 (INT 2051)** [*No Previous Update*]

**SAN 1001 (INT 2611)** [*Previous Update 56/04*]

**SAN 1020 (INT 7521)** [*No Previous Update*]

**SAN 1024 (INT 7531)** [*Previous Update 77/04*]

**SAN 1025 (INT 7532)** [*Previous Update 54/03*]

**SAN 1027 (INT 7541)** [*No Previous Update*]

**SAN 1030 (INT 7561)** [*No Previous Update*]

**SAN 2004** [*No Previous Update*]

**SAN SC 12** [*Previous Update 105/02*]

1. Amend magnetic compass rose :                    310°            to read            330°

(SAN 59, 114, 125, 126, 127, 128, 132, 133, 134, 135, 84, 87, 90, 1001, 1020, 1024, 1025, 1027, 1030, 2004, SC 12)

## 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

07MOZ(T)/03      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 07/05 (T)	Port of Maputo	Buoy 3N 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.

### III

#### NEW CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

##### 54/05 NEW CHART

###### SAN 84 (INT 7540) GREAT FISH POINT TO MBASHE POINT

Publication Date : 29 April 2005  
Scale : 1:300 000  
Limits : Latitudes : 32° 00' 00"S - 34° 27' 00"S Longitudes : 27° 00' 00"E - 29° 01' 00"E  
Projection : Mercator  
Spheroid : WGS 84

This chart is in the WGS 84 spheroid and is now available from official Chart Agents. This chart complies with International charting standards and forms part of the 1:300 000 International chart series.

### IV

#### CORRECTION TO SAN HO PUBLICATIONS

##### 55/05 SOUTH AFRICAN SAILING DIRECTIONS VOL II (SAN HO-22) 4th EDITION - 2002

Source : Hydrographer

###### 1. Page 4-11 para 18 4.6 ISLAND POINT TO OLIFANTSRIVIER MOUTH

Amend :

...**Viswaters** are conspicuous.... to read ...**Viswaters** are visible....

###### 2. Page 4-11 para 2 4.7 OLIFANTSRIVIER MOUTH TO CAPE DESEADA

Delete :

A **prominent** white **hotel** is situated on high ground behind the village.

###### 3. Page 4-11 para 6

Delete :

..., the headquarters of the North Bay Canning Company, ...

##### 56/05 SOUTH AFRICAN SAILING DIRECTIONS VOL III (SAN HO-23) 4th EDITION - 2003

Source : Hydrographer

###### 1. Page 6-18 para 65 6.6 GREEN POINT LIGHT TO SOUTH BREAKWATER, DURBAN

Amend :

...**red triangular topmarks**, .... to read ...fluorescent **orange triangular topmarks**, ....



**IV cont/...**

**57/05 ANNUAL SUMMARY OF SOUTH AFRICAN NOTICES TO MARINERS - 2005 EDITION**

Source : Hydrographer

1. Page 1 **NOTICE NO 1 OF 2005**

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

**NATIONAL AGENTS**

Insert new :

Durban **Cruising Connections** 7 Fenton Lane, Durban, 4001

Tel : 031 304 0108

Fax : 031 304 0108

E-mail:tony@cruisingconnections.co.za

Website:www.cruisingconnections.co.za

**58/05 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**

Insert new :

Durban **Cruising Connections** 7 Fenton Lane, Durban, 4001

Tel : 031 304 0108

Fax : 031 304 0108

E-mail:tony@cruisingconnections.co.za

Website:www.cruisingconnections.co.za

2. Page 2 **INDEX OF NAVIGATIONAL CHARTS**

Amend (Col 1) :

CHART No	PAGE
INT 7540 SAN 84 .....	18, 19

3. Page 17, 19

Insert : See accompanying block correction.

4. Page 16, 18

Amend : Limits of chart SAN 84 to be a solid line.

5. Page 33 **SOUTH AFRICAN HYDROGRAPHIC OFFICE - SAN CHART FOLIO LIST NO 2**

Amend (Col 1) :

INT 7540 SAN 84	Great Fish Point to Mbashe Point .....
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**59/05 CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS (SAN HO-1)  
2005 New Edition**

Source : Hydrographer

1. Page 23

**DURBAN HARBOUR**

Amend table : Under Description (*Col 7*)

Entrance Channel Leading Lights 215°30'						
Z6252 (D6472)	Front	29 53.1 31 02.8	Iso.R.2s	22	12	Fluorescent orange on grey tower $\triangle$
Z6252.1 (D6472.1)	Rear 1 040 m from front	..	Oc.W.4s	44	14	Fluorescent orange $\nabla$ on grey tower

## VI

### NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 25 May 2005

See NM 3/2004. Broadcast Warnings are available at Port Offices and remain valid until cancelled or until superseded by this and/or other broadcast bulletins.

#### NAVAREA VII MESSAGES

##### Nil Prior to these Messages

##### 2005 Series

051	S Atlantic Ocean	NE Sector	Red cylindrical steel mooring buoy adrift.
053	Africa E Coast	Maputo	Large cylindrical buoy adrift.
055	S Atlantic Ocean	NE Sector	Dangerous object adrift.
056	Indian Ocean	SW Sector	Rocket launch.
059	S Atlantic Ocean	NE Sector	Angola/Zaire - Riglist.
062	S Atlantic Ocean	NE Sector	Towing drill rig Pride South Seas.
064	S Atlantic Ocean	Tristan da Cunha	Large cylindrical object drifting.
067	S Atlantic Ocean	NE Sector	Black rubber fender adrift.

#### COASTAL NAVWARNING MESSAGES

##### Nil Prior to these Messages

##### 2005 Series

149	Namibia	Lüderitz	Swamped anchors left by M/V Anya.
150	Namibia	Bogenfels	Swamped mining tools abandoned.
151	RSA	Gordon's Bay	Charted depth unreliable due to silting.
154	RSA	Durban	Submerged obstruction in approach channel.
162	RSA	Richards Bay	Isolated danger marker buoy not flashing.
167	RSA	Mossel Bay Harbour	Breakwater light unlit.
173	Namibia	Lüderitz	F/V Meob Bay restricted zone.
179	RSA	Umkomaas River	Buoys place on effluent pipeline.
183	Namibia		Anchored floating rope sighted.
188	RSA	Durban Approaches	New buoy marking demolished carsoon.
189	RSA	Durban Harbour	Unreliable VTS radars.
191	Namibia		M/V Lady S left 4 anchors.
192	RSA	East London Harbour	Fog Horn inoperative.
195	RSA	Port Elizabeth	F/V Derrick left anchor gear.
205	Namibia	Hottentot Pt	M/V Kovambo has new anchor spread.
206	Namibia	Elizabeth Bay	M/V Kovambo has one anchor with rope.
207	RSA	Durnford Point	Durnford Point light unlit.
211	Namibia		M/V Ivan Prinsep conducting underwater mining operations.
212	Namibia	W of Possession Is.	MV Namakwa has 4 anchors in mining position.
213	RSA	Agulhas Bank	Wave rider buoy deployed.
214	Namibia	Orange River	Rubber duck lost from M/V Lucille.
219	RSA	East Coast	SAS PROTEA conducting hydrographic survey.
221	RSA	False Bay	Gunnery exercise.
222	RSA	East Coast	76/62mm ammunition firing.

**VI**  
**ANNEX A**

USA Government Special Warning in force 24 August 2003

**SPECIAL WARNING NUMBER 120 WORLDWIDE**

1. Due to recent events in the Middle East and the American Homeland, U.S. Forces worldwide are operating at a heightened state of readiness and taking additional defensive precautions against terrorists and other potential threats. Consequently, all aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces are requested to maintain radio contact with U.S Forces on bridge-to-bridge channel 16, international air distress (121.5 Mhz VHF) or MILAIR distress (243.0 Mhz UHF).
- 2.. U.S. Forces will exercise appropriate measures in self-defence if warranted by the circumstances. Aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces will, by making prior contacts as described above, help make their intentions clear and avoid unnecessary initiation of such defensive measures.
3. U.S. Forces, especially when operating in confined waters, shall remain mindful of navigational considerations of aircraft, surface vessels, and sub-surface vessels in their immediate vicinity.
4. Nothing in the Special Warning is intended to impede or otherwise interfere with the freedom of navigation or overflight of any vessel or aircraft, or to limit or expand the inherent self-defence rights of U.S. Forces. This Special Warning is published solely to advise of the heightened state of readiness of U.S. Forces and to request that radio contact be maintained as described above. (Issued 16 Nov 2001).

**VI**

USA Government Special Warning in force 24 August 2003

**SPECIAL WARNING NUMBER 121 PERSIAN GULF**

1. Coalition Naval Forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are, critical to avoid the inadvertent use of force.
2. All vessels are advised that coalition Naval Forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition Forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to 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 March 2005

**SPECIAL WARNING NUMBER 122 EAST AFRICA**

1. The US Government has received unconfirmed information that terrorists may attempt to mount a maritime attack using speedboats against a western ship - possibly in East Africa. No additional information is available on the planning, timing or intended targets of the maritime attack. This notice is effective immediately and will remain in effect until further notice.

**HYDROGRAPHIC NOTE**

(for instructions, see overleaf)

Date .....

Ref. No .....

Name of ship or sender : .....

Address of sender : .....

.....

.....

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

General locality Subject : .....

Position : Lat : ..... Long : .....

SAN Chart(s) affected : ..... Edition dated : .....

Position fixing system used : ..... Datum set : .....

Latest Monthly Edition of Notice to Mariners held : .....

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

Details:

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

Signature of observer/reporter : .....

# HYDROGRAPHIC NOTE

## Forwarding Information for South African Charts and Hydrographic Publications

### INSTRUCTIONS

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

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

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

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

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

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

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

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

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

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

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

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

**HO-16a (March 2004)**

**HYDROGRAPHIC NOTE FOR PORT  
INFORMATION**

**(To accompany Form HO-16)**

Name of ship or sender : .....

Address of sender : .....

Ref. No. ....

.....

Date : .....

.....

1. NAME OF PORT	
2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available.	
3. ANCHORAGES Designation, depths, holding ground, shelter afforded.	
4. PILOTAGE Authority for requests. Embarkation position. Regulations.	
5. DIRECTIONS Entry and berthing information. Tidal Streams. Navigational aids.	
6. TUGS Number available and max. hp.	
7. WHARVES Names, numbers or positions. Lengths. Depths alongside. Heights above Chart Datum. Facilities available.	
8. CARGO HOLDING Containers, lighters, Ro-Ro etc.	
9. CRANES Brief details and max. capacity.	

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

Signature of observer/reporter

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SOUTHERN AFRICA  
SOUTH AFRICA - SOUTH and SOUTH EAST COAST

TABLE BAY TO EAST LONDON

CHART No	CHART TITLE	SCALE 1 :	N LATITUDE (S)	S LATITUDE (S)	W LONGITUDE (E)	E LONGITUDE (E)	PUBLICATION DATE	NEW EDITION DATE
<b>1 : 1 000 000 INTERNATIONAL SERIES</b>								
†	SAN 93	Table Bay to East London. . . . .						
<b>1 : 600 000 NATIONAL SERIES</b>								
	SAN 55	Adam se baai to Table Bay . . . . .	30°35'45"	33°57'00"	13°05'57"	19°06'00"	Nov 1973	
	SAN 56	Cape Columbine to Cape Infanta . . . . .	32°49'00"	36°06'00"	15°00'00"	21°00'00"	Nov 1981	
	SAN 57	Cape Agulhas to Port Elizabeth . . . . .	33°40'00"	36°54'14"	19°54'00"	25°54'03"	Apr 1976	
	SAN 58	Cape St Francis to East London . . . . .	33°00'00"	36°15'48"	24°40'00"	30°40'00"	Jul 1977	
	SAN 59	Great Fish Point to Port St Johns. . . . .	31°30'00"	34°49'14"	27°00'00"	33°00'00"	Jul 1977	
<b>1 : 300 000 INTERNATIONAL SERIES</b>								
WGS 84	INT 2670 SAN 79	Cape Deseada to Table Bay. . . . .	32°10'00"	34°37'06"	16°58'44"	19°00'00"	Oct 1990	Nov 1999
	INT 2680 SAN 80	Table Bay to Cape Agulhas . . . . .	33°45'00"	35°23'00"	17°10'00"	20°10'02"	Aug 1990	Mar 1997
	INT 7510 SAN 81	Cape Agulhas to Cape St Blaize . . . . .	34°00'00"	35°37'42"	19°35'00"	22°35'00"	Mar 1997	
	INT 7520 SAN 82	Cape St Blaize to Cape St Francis . . . . .	33°45'00"	35°23'00"	22°00'00"	25°00'00"	Mar 1997	
	INT 7530 SAN 83	Cape St Francis to Great Fish Point . . . . .	33°25'00"	35°03'23"	24°38'00"	27°38'01"	Mar 1997	Nov 2000
WGS 84	INT 7540 SAN 84	Great Fish Point to Mbashe Point . . . . .	32°00'00"	34°27'00"	27°00'00"	29°01'00"	April 2005	
<b>1 : 150 000 NATIONAL SERIES</b>								
	SAN 119	Melkbospunt to Kaap Hangklip . . . . .	33°42'00"	34°58'16"	17°50'00"	18°54'33"	Jul 1979	Jul 1998
	SAN 120	Cape Point to Cape Agulhas . . . . . Gansbaai . . . . . 10 000	34°16'00"	35°07'34"	18°27'00"	20°01'51"	Sep 1980	Oct 1986
	SAN 121	Cape Agulhas to Cape Barracouta. . . . .	34°20'00"	35°11'31"	19°52'00"	21°26'51"	May 1980	Oct 1998
	SAN 122	Cape Barracouta to Cape St Blaize . . . . .	34°00'00"	35°16'18"	21°13'00"	22°17'49"	Nov 1975	Oct 1998
	SAN 123	Cape St Blaize to Cape Seal . . . . .	33°53'00"	34°44'35"	22°05'00"	23°39'28"	Feb 1976	
	SAN 124	Cape Seal to Cape St Francis. . . . .	33°53'00"	34°44'35"	23°20'00"	24°54'28"	Feb 1976	
WGS 84	SAN 125	Cape St Francis to Bird Island . . . . .	33°40'00"	34°31'28"	24°45'00"	26°19'00"	Apr 1975	Apr 2002
WGS 84	SAN 126	Port Elizabeth to Great Fish Point . . . . .	33°30'00"	34°21'34"	25°35'00"	27°09'00"	Apr 1975	Apr 2003
	SAN 127	Great Fish Point to East London. . . . .	32°55'00"	34°11'14"	26°58'00"	28°01'56"	Feb 1976	
<b>1 : 100 000 NATIONAL CHART</b>								
	SAN 150	Table Bay to Valsbaai. . . . .	33°43'09"	34°34'00"	18°09'16"	18°52'12"	Sep 1978	Nov 1999

SOUTHERN AFRICA  
SOUTH AFRICA - SOUTH EAST and EAST COAST

EAST LONDON TO RICHARDS BAY

CHART No	CHART TITLE	SCALE 1 :	N LATITUDE (S)	S LATITUDE (S)	W LONGITUDE (E)	E LONGITUDE (E)	PUBLICATION DATE	NEW EDITION DATE
<b>1 : 1 000 000 INTERNATIONAL SERIES</b>								
†	SAN 94	East London to Richards Bay .....						
<b>1 : 600 000 NATIONAL SERIES</b>								
	SAN 58	Cape St Francis to East London .....	33°00'00"	36°15'48"	24°40'00"	30°40'00"	Jul 1977	
	SAN 59	Great Fish Point to Port St Johns .....	31°30'00"	34°49'14"	27°00'00"	33°00'00"	Jul 1977	
	SAN 60	Port St Johns to Cape St Lucia .....	28°13'42"	31°40'00"	29°20'00"	35°20'03"	Feb 1976	
	SAN 61	Durban to Maputo .....	24°47'06"	30°00'00"	31°00'00"	35°06'15"	Nov 1976	
<b>1 : 300 000 INTERNATIONAL SERIES</b>								
	INT 7530 SAN 83	Cape St Francis to Great Fish Point .....	33°25'00"	35°03'23"	24°38'00"	27°38'01"	Mar 1997	Nov 2000
wgs 84	INT 7540 SAN 84	Great Fish Point to Mbashe Point .....	32°00'00"	34°27'00"	27°00'00"	29°01'00"	April 2005	
†	SAN 85	Mbashe Point to Port Shepstone .....						
†	SAN 86	Port Shepstone to Tugela River .....						
wgs 84	INT 7570 SAN 87	Tugela River to Ponta do Ouro .....	26°47'00"	29°22'31"	31°22'00"	33°23'16" E	Jul 2001	
<b>1 : 150 000 NATIONAL SERIES</b>								
	SAN 127	Great Fish Point to East London .....	32°55'00"	34°11'14"	26°58'00"	28°01'56"	Feb 1976	
	SAN 128	East London to Mbashe River .....	32°10'00"	33°26'15"	27°53'00"	28°56'23"	Nov 1976	
	SAN 129	Mbashe River to Port St Johns .....	31°27'00"	32°43'18"	28°42'00"	29°44'55"	Jul 1979	
	SAN 130	Port St Johns to Port Shepstone .....	30°42'00"	31°58'19"	29°31'00"	30°33'25"	Oct 1979	
	SAN 131	Port Shepstone to Cooper Light .....	29°55'00"	31°11'19"	30°20'00"	31°21'55"	Sep 1982	
wgs 84	SAN 132	Tongaat Bluff to Richards Bay .....	28°45'00"	29°36'34"	31°08'00"	32°37'17"	Sep 1982	Jul 2001
wgs 84	SAN 133	Durnford Point to Leven Point .....	27°54'42"	29°11'00"	31°53'19"	32°54'00"	Jun 1974	Jul 2002
	SAN 135	Aliwal Shoal to Tongaat Bluff .....	29°28'27"	30°20'00"	30°43'00"	32°12'56"	Sep 1982	Jul 2002