



Notice 58 – 61  
July 2011  
*Supplied Gratis*

# **SOUTH AFRICAN NOTICE TO MARINERS**

## **July 2011 EDITION**

**PUBLISHED MONTHLY  
BY THE  
HYDROGRAPHIC OFFICE  
CAPE TOWN**

### **CONTENTS**

- I Explanatory Notes and Index
- II SAN Notices to Mariners. Updates to Standard Navigational Charts
- III SAN Charts and SAN HO Publications - New Charts / Editions
- IV Corrections to SAN HO Publications
- V Corrections to SA List of Lights and Radio Services
- VI Reprints of Radio Navigational Warnings

### **IMPORTANT**

Mariners are requested to inform the Hydrographer, Private Bag X1, Tokai 7966, immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in South African charts or publications. Copies of form SAN 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 :

<b>Notices to Mariners Web site :</b>	<b>Web :</b> <a href="http://www.sanho.co.za">http://www.sanho.co.za</a>
<b>Urgent navigational information : (24 Hour Service)</b>	<b>Telex :</b> 95 527946 (ANS BACK: NAVY SA) <b>Fax :</b> +27 21 787 2228
<b>Other navigational information : (0730 - 1600 Mon - Fri)</b>	<b>Fax :</b> +27 21 787 2233 <b>Phone :</b> +27 21 787 2445/2444 <b>E-mail :</b> <a href="mailto:hydrosan@iafrica.com">hydrosan@iafrica.com</a>
<b>General information : (0730 - 1600 Mon - Fri)</b>	<b>Phone :</b> +27 21 787 2408

**Captain A. Kampfer  
Hydrographer, SA Navy  
NAVAREA VII Co-ordinator**

I

**INDEX OF CHARTS AND PUBLICATIONS AFFECTED**

SAN Charts	Notices	Pages
72 (INT 2600)	58	2
73 (INT 2610)	58	2
76 (INT 2640)	60	4
77 (INT 2650)	60	4
78 (INT 2660)	60	4
1001 (INT 2611)	59	3

International Charts	Notices	Pages
2600	58	2
2610	58	2
2611	59	3
2640	60	4
2650	60	4
2660	60	4

SAN Publications	Notices	Pages
SA Sailing Directions Vol II (SAN HO-22) – 2002 Edition	61	8, 9, 10, 11

SAN Charts – New Charts / Editions	Notices	Pages
Nil		

SAN Publications – New Publications / Editions	Notices	Pages
Nil		

SAN Charts and Publications – Permanently Withdrawn	Notices	Pages
Nil		

**Spheroid / GPS Positions**

All positions quoted in these Notices are referred to the **Datum** indicated next to the chart number. 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.

## I cont/...

### **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 gms paper. (The same paper as used for NM Blocks in the NM Monthly). 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 user's equipment.**

**TEMPORARY NOTICES AND PRELIMINARY NOTICES**  
**In force 02 August 2011**

**CANCELLED NOTICES**

Nil.

**TEMPORARY NOTICES**

**2007 Series**

31(T)/07	RSA	St Helena Bay	R/V Africana deployed sub-sea buoy. Charts SAN 55.
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**2008 Series**

102(T)/08	Namibia	Swakopmund	Unlit buoys deployed. Charts SAN 73 (INT 2610).
105(T)/08	RSA	Simon's Bay	Degaussing trials. Charts SAN 1017.

**2009 Series**

28(T)/09	RSA	Simon's Bay	Buoys laid. Charts SAN 1017, SC 4, SC 5.
62(T)/09	RSA	False Bay	Whittle Rock Buoy off station. Charts SAN 79 (INT 2670), 80 (INT 2680), 119, 150, 1016, SC 4, SC 5.
63(T)/09	RSA	False Bay	Whittle Rock extended foul area. Charts SAN 79 (INT 2670), 80 (INT 2680), 119, 150, 1016, SC 4, SC 5.

**2010 Series**

78(T)/10	RSA	Bloubergstrand	Special marker buoy deployed. Charts SAN 1013 (INT 2681).
84(T)/10	Namibia	Walvis Bay	Current meters deployed. Chart SAN 73 (INT 2610).
89(T)/10	RSA	Algoa Bay	Buoy deployed until August 2011. Charts SAN 83 (INT 7530), 125, 126, 1024 (INT 7531).
92(T)/10	RSA	Hamburg to Port Edward	Current meters deployed until September 2011. Charts SAN 59, 83 (INT 7530), 84 (INT 7540), 127.
104(T)/10	RSA	False Bay	Research equipment deployed. Charts SAN 119, 120, 150, 1016, 1017, SC 4, SC 5.

**2011 Series**

33(T)/11	RSA	Great Fish Point	Anchor left. Charts SAN 58, 83 (INT 7530), 126.
36(T)/11	RSA	False Bay	Buoy placed. Charts SAN 1016, 1017.
54(T)/11	RSA	South West/South Coast	Current meters deployed until October 2011. Charts SAN 57, 58, 83 (INT 7530), 125, 150, SC 9.

**I cont/...**

**PRELIMINARY NOTICES**

**2010 Series**

38(P)/10      RSA                      Robben Island                      New leading lights erected. Charts SAN 1013 (INT 2681).

**2011 Series**

Nil.

**SAN CHARTS PERMANENTLY WITHDRAWN**

Nil.

**II**

**ERRATUM**

Nil.

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

76 (INT 2640)	79 (INT 2670)	84 (INT 7540)	87 (INT 7570)	90 (INT 2051)
1001 (INT 2611)	1002 (INT 2631)	1010 (INT 2671)	1012 (INT 2672)	1013 (INT 2681)
1014 (INT 2682)	1020 (INT 7521)	1024 (INT 7531)	1025 (INT 7532)	1026 (INT 7533)
1027 (INT 7541)	1030 (INT 7561)	1031 (INT 7562)	1032 (INT 7572)	1033 (INT 7571)
2004 (INT 9056)				

51	113	114	115	122	125	126	127	132
133	134	1003	1015	1016	1017	1021	2051	3001
SC3	SC5	SC9						

**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 are available in PDF format on the internet at Website: <http://www.sanho.co.za>

**GENERAL: SA NAVY HYDROGRAPHIC OFFICE CONTACT DETAILS**

1. Mariners and interested parties are advised to take note of the SA Navy Hydrographic Office contact details. This will assist in future to prevent late action being taken on important navigational information due to this office being contacted over weekends, public holidays and after hours.

2. The relevant contact details can be found on the front page of the monthly Notices to Mariners, as well as at website [www.sanho.co.za](http://www.sanho.co.za).

**II cont/...**

**MERCHANT VESSEL VOLUNTARY REPORTING SCHEME**

1. Mariners and interested parties are advised to take note of the **NAVAREA IX Message** regarding the Merchant Vessel Voluntary Reporting Scheme. More detail is provided on page 14 and 15 of this Notice to Mariners.

**CAUTION REGARDING USE OF ECDIS IN STANDARD DISPLAY MODE**



**IMPORTANT: UPDATED VERSION**

1. Mariners and interested parties are advised to take note of the **caution** regarding the use of ECDIS in standard display mode, the IHO notice regarding the importance of the visual inspection of passage plans and important issues regarding displayed information of certain versions. More detail is provided on page 15 of this Notice to Mariners.








**58\* NAMIBIA, Cape Cross Bay to Walvis Bay – Charted information**

Source: NAMPORT

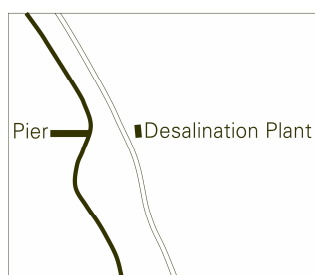
**SAN 72 (INT 2600) [Previous Update - 112/08] CLARKE 1880 DATUM**

- |            |  |                         |             |             |
|------------|--|-------------------------|-------------|-------------|
| 1. Delete: |   | in approximate position | 21° 45.0' S | 13° 58.0' E |
| 2. Insert: |  | in position             | 21° 45.3' S | 13° 58.3' E |

**SAN 73 (INT 2610) [Previous Update - 92/09] CLARKE 1880 DATUM**

- |                       |   |                         |             |             |
|-----------------------|---|-------------------------|-------------|-------------|
| 3. Delete:            |  | in approximate position | 21° 45.0' S | 13° 58.0' E |
| 4. Insert:            |  | in approximate position | 22° 16.0' S | 14° 22.8' E |
| 5. Insert:            |  | in position             | 21° 45.3' S | 13° 58.3' E |
| 6. Delete and insert: |  | in position             | 22° 51.4' S | 14° 29.7' E |
| 7. Delete and insert: |  | in position             | 22° 51.8' S | 14° 30.1' E |
| 8. Insert:            |  | in position             | 21° 52.8' S | 14° 04.3' E |
| 9. Delete:            |  | in approximate position | 22° 34.0' S | 14° 31.0' E |

10. Insert: Pier and desalination plant as per example below



in approximate position 22° 34.4' S 14° 30.6' E












(SAN 72, 73)

II cont/...

59\* NAMIBIA, Port of Walvis Bay – Buoys and anchorage areas

Source: NAMPORT

SAN 1001 (INT 2611) (Harbour Plan) [Previous Update - 57/08] WGS 84 DATUM

- |   |  |                 |               |
|---|--|-----------------|---------------|
| 1. Amend maintained depth: <i>12.8m</i>   | in approximate position                        | 22° 55.5' S     | 14° 29.8' E   |
| to read: <i>14m</i>   |  |                 |               |
| 2. Insert legend: <i>Maintained depth 14.4m</i>   | parallel to centre line                        |                 |               |
|   | in approximate position                        | 22° 53.20' S    | 14° 29.95' E  |
| 3. Delete:   | in approximate position                        | 22° 52.9' S     | 14° 30.0' E   |
| 4. Delete:   | in approximate position                        | 22° 52.8' S     | 14° 30.0' E   |
| as well as relevant circular prohibited anchorage area.   |  |                 |               |
| 5. Amend:    | in approximate position                        | 22° 53.4' S     | 14° 29.9' E   |
| to read:    |  |                 |               |
| 6. Amend:    | in approximate position                        | 22° 53.4' S     | 14° 30.0' E   |
| to read:   |  |                 |               |
| 7. Insert:   | in position                                    | 22° 52.980' S   | 14° 29.951' E |
| 8. Insert:   | in position                                    | 22° 52.984' S   | 14° 30.029' E |
| 9. Insert: — — — —  | between buoys 1 and 2 in approximate positions | a. 22° 53.9' S  | 14° 29.9' E   |
|   |  | b. 22° 53.9' S  | 14° 30.0' E   |
| 10. Insert: <i>No 2</i>    | in approximate position                        | 22° 53.4' S     | 14° 28.8' E   |
| 11. Insert: — — — —   | in positions                                   | a. 22° 54.0' S  | 14° 28.5' E   |
|   |  | b. 22° 54.0' S  | 14° 29.2' E   |
|   |  | c. 22° 52.7' S  | 14° 29.2' E   |
|   |  | d. 22° 52.6' S  | 14° 28.9' E   |
| 12. Extend: Pecked lines from  and  | northward to the chart limit                   | a. 22° 52.60' S | 14° 29.98' E  |
|   |  | b. 22° 52.60' S | 14° 30.05' E  |
| 13. Extend: Solid bearing line (183°) between buoys E and F to position   |  | 22° 52.60' S    | 14° 30.01' E  |
| 14. Insert: Accompanying block correction   | in approximate position                        | 22° 52.5' S     | 14° 29.0' E   |

(SAN 1001)

**II cont/...**

**60\* SOUTH AFRICA, West Coast – Legends and note**

Source: Hydrographer

**SAN 76 (INT 2640) [Previous Update - 28/11] WGS 84 DATUM**

1. Delete: Note on Marine Mining Vessels in approximate position 28° 10.0' S 16° 33.0' E

**SAN 77 (INT 2650) [Previous Update - 49/10] CLARKE 1880 DATUM**

2. Delete: Legend *Marine Mining Vessels* in approximate positions a. 29° 25.0' S 16° 45.0' E  
(see Note) b. 30° 09.0' S 17° 05.0' E  
c. 30° 44.0' S 17° 18.0' E

**SAN 78 (INT 2660) [Previous Update - 70/09] CLARKE 1880 DATUM**

3. Delete: Legend *Marine Mining Vessels* in approximate positions a. 30° 54.0' S 17° 24.0' E  
(see Note) b. 31° 34.0' S 17° 53.0' E  
c. 32° 08.0' S 18° 04.0' E

4. Delete: Note on Marine Mining Vessels in approximate position 31° 26.0' S 18° 10.0' E

(SAN 76, 77, 78)



## **IIA**

### **LIST OF TEMPORARY AND PRELIMINARY NOTICES TO MARINERS ISSUED BY THE ANGOLAN MINISTRY OF TRANSPORT IN FORCE**

**Important Notice :** Mariners are advised that positions for Angolan Notices are referred to the WGS 84 Spheroid. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not based on the same spheroid.

**Nil prior to these Notices.**

**2011 Series**

Nil.

**IIB**

**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 referred to the WGS 84 Spheroid. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not based on the same spheroid.

**Nil prior to these Notices.**

**2008 Series**

MOZ 17/08(T)	Port of Mocimboa da Praia	Buoy out of position.
MOZ 19/08(T)	Port of Beira	Buoy unlit.

**2009 Series**

MOZ 03/09	Port of Beira	Buoys repositioned.
MOZ 04/09	Port of Quelimane	Buoy unlit.
MOZ 07/09	Port of Quelimane	Buoy out of position.
MOZ 08/09	Port of Quelimane	Buoy out of position.
MOZ 11/09(T)	Port of Pemba	Buoys positioned.
MOZ 12/09(T)	Port of Pemba	Drilling operations.

**2010 Series**

MOZ 09/10(T)	Rovuma Basin	Underwater operations.
MOZ 94/10(T)	Port of Inhambane	Buoy A out of position.
MOZ 95/10(T)	Port of Inhambane	Buoy 9 out of position.

**2011 Series**

MOZ 08/11(T)	Bay of Maputo	Buoys removed.
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## **IIC**

### **LIST OF TEMPORARY AND PRELIMINARY NOTICES TO MARINERS ISSUED FOR MADAGASCAR IN FORCE**

**Important Notice :** Mariners are advised that positions for Madagascar Notices are referred to the WGS 84 Spheroid. Caution is therefore advised when plotting positions on large scale British Admiralty charts that are not based on the same spheroid.

**Nil prior to these Notices.**

**2011 Series**

Nil.

### III

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

Nil.

### IV

#### CORRECTIONS TO SAN HO PUBLICATIONS

##### 61/11 SOUTH AFRICAN SAILING DIRECTION VOL II (SAN HO-22) – 2002 EDITION

##### 1.3 GENERAL

Page 1-4, Para 1

Add after: ...on *Chart SAN 71 (INT 2590)*. The landscape includes sand dunes, canyons and mountain ranges, all of which are synonymous with Namibia. The climatic conditions are not necessarily what you would expect in a desert country like Namibia – dense fog and cold breezes – and this is caused by the cold **Benguela Current**, which flows offshore, meeting with the extreme heat of the **Namib Desert**. Although the entire coastline of Namibia was formerly called The Skeleton Coast, more commonly today it refers only to the **Skeleton Coast National Park**. The park stretches from the **Kunene River** in the north for approximately 500km to the **Uqab River** in the south, and protects about one-third of Namibia's coastline.

Page 1-4, Para 2

Amend: ...the **Skeleton Coast** with very good reason. Inhospitable, bleak and barren, it has been the scene of many wrecks.

to read: ...the **Skeleton Coast** with very good reason. It is normally associated with famous shipwrecks and stories abound of sailors walking for hundreds of kilometers through this barren Namibian landscape in search of food and water. The name came from the bones that lined the beaches from whaling operations and seal hunts, but more than a few of the skeletons were human. The Bushmen called it The Land God Made in Anger and the Portuguese knew it as The Gates to Hell. Ever since European navigators first discovered it, ships have wrecked on its off-shore rocks, or run aground in the blinding fog. While small boats could land, the strong surf made it impossible to launch, hence the stories of sailors walking through the murderous terrain.

##### 1.4 KUNENE RIVER TO CAPE FRIO

Page 1-4, Para 1

Add after: ...unbroken line of surf. The **Kunene River** rises in the remote Angolan highlands and is one of Namibia's few perennial rivers and forms one of the country's two permanent estuaries. The crocodile population is still as large and aggressive as ever, even though the wildlife population has declined over the centuries. The strong flow of the Kunene resists tidal excursion and the fresh water pushes several kilometers out to sea.

Page 1-8, Para 9

Amend: 1 mile off the village of Cape Cross.

to read: 1 mile off the hotel at Cape Cross.

## IV cont/...

Monthly Edition  
July 2011

Page 1-8, Para 10

Amend: Para 10.

to read: The most conspicuous building is a **hotel complex**, which is situated on the shore at **Cape Cross Bay**. A *red and white* **radio mast** approximately 50m in height and surmounted with a *red* light is sited at the rear of the hotel complex.

Delete: Para 11 in toto.

Page 1-9, Para 12

Amend: ...barren spit extending some 3 miles SW from the general direction of the coast, has low black cliffs...

to read: ...barren coast, curves to the WSW for 3 miles to form **Cape Cross Bay**, has low black cliffs...

Amend: A modern replica stands on the site. Permission to visit the area must be obtained from the magistrate at Swakopmund.

to read: Two modern replicas stand on the site. Cape Cross is home to a large fur seal colony, which is used as a visitor attraction.

Page 1-9, Para 14

Delete: Para 14 in toto.

### 1.10 CAPE CROSS TO FARILHAO POINT

Page 1-9, Para 2

Add after: ...difficult to distinguish. A conspicuous **water tower** 15m in height is situated at the camping site south of the point.

### 1.11 FARILHAO POINT TO SWAKOPMUND LIGHT

Page 1-9, Para 1

Add after: ...Swakopmund runs close to the shore. A **wreck** lies approximately 8.5 miles SE from Farilhao Point. The wreck, given the very extensive low lying coastal fringe, is likely to be **radar conspicuous**.

Page 1-10, Para 6

Delete: The **Pump House** of an extensive saltworks forms a conspicuous mark at the head of the bay, and white salt dumps can be seen further inland.

Add after: ...**rocky and foul**. The pier at the desalination plant water intake is clearly visible and white salt dumps can be seen further inland.

Page 1-10, Para 10

Amend and add: ...southward of the amusement pier. This pier extends out from the shore bordering Swakopmund Road approximately in the centre of Swakopmund. This too is generally indicated by **breakers**. A wreck lies 1¼ miles offshore SSW from Swakopmund Lighthouse.

## IV cont/...

*Monthly Edition*  
*July 2011*

### 1.13 WALVIS BAY

Page 1-12, Para 17

Amend: ...dredged approach channel it is 12.8m...

to read: ...14.4m and 14m respectively as indicated on the chart.

Page 1-13, Para 21

Amend: ...with a depth alongside of 12.8m,...

to read: ...with a depth alongside of 14m,...

### 1.14 DIRECTIONS FOR ENTERING HARBOUR

Page 1-13, Para 4

Amend: ...the Roman Catholic Church Tower bears 173°.

to read: ...the Roman Catholic Church Tower bears 175°.

Page 1-13, Para 5

Delete: Para 5 in toto.

Page 1-14, Para 6

Amend: ...the **lit Fairway buoy** 6 cables to the north of it. The channel, maintained to a depth of 12.8 m,

to read: ...the **lit Fairway buoy** 7 cables to the north of it. The channel, maintained to a depth of 14.4 m and 14 m respectively,

Page 1-14, Para 9

Amend: **Anchoring is prohibited** inside a circle with radius of 6 cables round the **Fairway buoy**.

to read: **Anchoring is prohibited** inside a circle with radius of 7 cables round the **Fairway buoy**.

Page 1-14, Para 13

Amend: Para 13.

to read: **Anchorage:** Vessels may anchor at **Anchorage areas No.1 and No.2**, as indicated on the chart, and as advised and directed by Port Control. The holding ground of mud is generally considered to be good, but it has been known for vessels to drag in a 20 – 25 knot westerly wind. Ships should **avoid anchoring** in the vicinity of the **spoil ground** 1.3 miles N of the Spit buoy and the **spoil and foul ground** SSE of the **Fairway buoy**, where there is a **wreck** with 6 m of water over it. A further **spoil ground** 3.5 miles SSW of the Fairway buoy also exists.

## IV cont/...

*Monthly Edition  
July 2011*

### 1.15 PORT FACILITIES

Page 1-14, Para 9

Amend paragraph to read: In 2010 the port was used by **1 556 vessels** with a total of **16 959 390 grt**.

Page 1-14, Para 10

Delete: Para 10 in toto.

### 1.16 TOWN OF WALVIS BAY

Page 1-15, Para 7

Delete: Para 7 in toto.

### 2.10 PORT FACILITIES

Page 2-13

Insert under paragraph 10 new paragraph 11: In 2010 the port was used by **1 090 vessels** with a total of **1 326 186 grt**.

## V

### **CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS - SAN HO-1 2008 Edition**

Nil.

## VI

### NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 02 August 2011

See Annual NM 3/2011. Broadcast Warnings are available at Port Offices and remain valid until cancelled or until superseded by this and/or other broadcast bulletins. These are also available in digital format on our website. The website version is only updated during normal working hours.

#### NAVAREA VII MESSAGES

##### Nil Prior to these Messages

##### 2011 Series

110	South Atlantic Ocean - NE Sector	Survey operations.
114	South Atlantic Ocean - NE Sector	Buoys moored.
115	Indian Ocean - SW Sector	Buoys removed.
119	Indian Ocean - SW Sector	Drilling operations.
121	South Atlantic Ocean - NE Sector	Riglist.
124	South Atlantic Ocean - NE Sector	Drilling operations.
131	South Atlantic Ocean - NE Sector	Restricted area.
135	Messages in Force.	
136	South Atlantic Ocean - NE Sector	Drilling operations.

#### COASTAL NAVWARNING MESSAGES

##### Nil Prior to these Messages

##### 2011 Series

176	Namibia	Orange River Mouth	Peace in Africa anchor spread.
177	Namibia	Orange River Mouth	Coral Sea anchor spread.
178	RSA	Mossel Bay	Construction operations.
227	RSA	Arniston	Harbour light unlit.
281	Namibia	Port of Walvis Bay	Buoy placed.
343	RSA	Durban	Anchor left.
344	RSA	Durban	Anchor left.
352	Messages in Force.		
353	RSA	Durban	Diving operations.



**VI**  
**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).

USA Government Special Warning in force 20 March 2003

**SPECIAL WARNING NUMBER 121 PERSIAN GULF**

1. Coalition Naval Forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are, critical to avoid the inadvertent use of force.
2. All vessels are advised that coalition Naval Forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition Forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition Naval Forces will be subject to defensive measures, including boarding, seizure, disabling or destruction, without regard to registry or location. Consequently, surface vessels, sub-surface vessels and all aircraft approaching Coalition Naval Forces are advised to maintain radio contact on Bridge-to-Bridge channel 16, International Air Distress (121.5 MHZ VHF) or Military Air Distress (243.0 MHZ UHF).
3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying Naval mines are subject to detention, seizure and destruction. This notice is effective immediately and will remain in effect until further notice.

**VI**  
**ANNEX A/cont...**

USA Government Special Warning in force 11 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.

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 November 2005. All merchant vessels transiting the coast of Somalia, no matter how far offshore, should increase anti-piracy precautions and maintain a heightened state of vigilance. Pirates are reported to have used previously hijacked ships as bases for further attacks.

3. Another reported pirate tactic has been to issue a false distress call to lure a ship close inshore. Therefore, caution should be taken when responding to distress calls keeping in mind it may be a tactic to lure a vessel into a trap.

4. Victimized vessels have reported two to three (2-3) speedboats measuring six to nine meters (6-9M) in length. Each vessel has a crew of three to six (3-6) armed men with AK-47s and shoulder launched rockets, which are opening fire on vessels in broad daylight in order to intimidate them into stopping.

5. To date, vessels that increase speed and take evasive maneuvers avoid boarding while those that slow down are boarded, taken to the Somali coastline, and released after successful ransom payment, often after protracted negotiations of as much as 11 weeks.

**NAVAREA IX 092 OF 2009**

1. A Merchant Vessel Voluntary Reporting Scheme has been established to increase security, provide anti-piracy support and to maintain the freedom of navigation to all vessels in the Indian Ocean, Arabian Sea, Persian Gulf, Gulf of Aden and the Red Sea.

2. Merchant vessels operating in these areas are strongly encouraged to liaise with the military authorities below. Any vessel or owner/operator/manager, which chooses not to report may delay any military assistance in the event of an incident and will not receive an updated threat assessment.

3. All vessels should send position reports to both:

- a. UK Maritime Trade Operation, Dubai  
E-mail: ukmto@eim.ae  
Tel: +971 50 552 3215  
Fax: +971 4 306 5710  
Telex: (51) 210473

## NAVAREA IX 092 OF 2009/cont...

b. Maritime Liaison Office, Bahrain (Marlo)  
E-mail: marlobahrain@me.navy.mil  
Tel: +973 3940 1395

4. In return, vessels will receive passage guidance, recommended routing, as well as the latest threat assessment from MTO, Dubai.
5. All masters are advised to ensure that prior to sailing through or entering the region, that the owners/operators/managers have registered the vessel with the Maritime Security Centre, Horn of Africa (MSCHOA), <http://www.mschoa.eu>.
6. The website offers group transit information in the Gulf of Aden and best management practice for vessel self protection.  
Tel: +44 1923 958545.

### Caution regarding use of ECDIS in standard display mode

1. Mariners are advised of a potentially serious issue that has come to light relating to the way ECDIS displays and operates with some shoal soundings, marked as "reported" on paper charts that will not be visible when operating in the base or standard display modes and that may not trigger automatic grounding alarms in any display mode, even if their depth is less than the vessel safety depth set in the ECDIS. This is due to a specific manner of encoding these particular shoal soundings within S-57.
2. All ENC's produced by SANHO have been corrected where such soundings occur in navigable waters, beyond the first safety depth contour depicted in these ENC's.
3. As a precaution, mariners are alerted to this issue via NAVAREA warnings that have been transmitted in most regions. The text of the warning as broadcasted is as below. Updated information on this issue will be provided as it becomes available.
4. Mariners navigating beyond South African ENC coverage must consult the various promulgated notifications released by the ENC producer nations, covering this issue.
5. Mariners are advised that ECDIS may not display some isolated shoal depths when operating in "base or standard" mode. Route planning and monitoring alarms for these shoal depths may not always be activated. To ensure safe navigation and to confirm that a planned route is clear of such dangers, mariners should visually inspect the planned route and any deviations from it using ECDIS configured display "all data". The automated voyage planning check function should not be solely relied upon. The International Hydrographic Organisation (IHO) is leading technical action to resolve this matter. Further information will be available through Notices to Mariners.

### VISUAL INSPECTION OF PASSAGE PLANS

6. As previously notified by NAVAREA warning, mariners using ECDIS are reminded not to rely solely on automated voyage planning and monitoring checks and alarms. Some ECDIS appear only to undertake route check functions on larger scale ENC's and therefore alarms might not activate. This may not be clearly indicated on the ECDIS display. Mariners should always undertake careful visual inspection of the entire planned route using the 'other / all' display mode to confirm that it, and any deviations from it, is clear of dangers.
7. Recent preliminary investigation indicates that some ECDIS may not display certain combinations of chart features and attributes correctly and on rare occasions may fail to display a navigationally significant feature. This appears to be caused by anomalous behaviour in some ECDIS software, especially early versions. The existence of such anomalies highlights the importance of maintaining ECDIS software to ensure that operational capability and reliability are maintained. It is recommended that appropriate checks are made with the equipment manufacturer. This is of particular importance where ECDIS is the only source of chart information available to the mariner.
8. The International Hydrographic Organization (IHO) is investigating these matters in consultation with ECDIS equipment manufacturers. Further information will be made available through Notices to Mariners and within the UK element of the README.TXT file included on ENC service media.

**HYDROGRAPHIC NOTE**For the reporting of navigational dangers and changes  
observed at sea by mariners navigating beyond harbours**SAN HO-16**

(ver 2011.1)

<b>GENERAL LOCALITY</b>			
<b>CHART(s) AFFECTED</b>		<b>Edition Date</b>	
<b>ENC(s) AFFECTED</b>		<b>Edition/ Update Number</b>	
<b>DETAILS OF CHANGES/ DANGERS OBSERVED</b> <i>Changes in navigational aids or dangers or useful new aids</i>			
<p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>			
<b>Date of Observation</b>		<b>Time observed (UTC)</b>	
<b>POSITION OF DANGER OR FEATURE DESCRIBED ABOVE</b>			
<i>Latitude</i>	<i>Longitude</i>	<i>Position Method</i>	<i>Vertical datum</i>
		GPS/Radar/Sextant/other	
<b>Position System Details</b>			
<b>Sextant Angle Details</b>			
<b>Echo Sounder used</b>		<b>Transducer Depth</b>	
<b>Accompanying plots and photographs</b> <i>(if any)</i>	<i>(details)</i>		
<b>VESSEL AND OBSERVER DETAILS</b>			
<b>Vessel Name</b>		<b>Vessel Type</b>	
<b>Master/ Observer's Name</b>		<b>Signature</b>	
E-mail		Telephone	
Fax		Other	
<b>PLEASE RETURN THIS COMPLETED FORM TO</b>			
<b>The Hydrographer, SA</b> Navy Private Bag X1 TOKAI, RSA 7966	Telephone: +27217872408 Fax: +27217872233	E-mail: <b>hydrosan@iafrica.com</b>	Telex: <b>95 527946</b> (ANS BACK: NAVY SA)

**HYDROGRAPHIC NOTE**

For the reporting of navigational dangers and changes  
observed at sea by mariners navigating beyond harbours

**SAN HO-16**

(ver 2011.1)

**INSTRUCTIONS**

1. 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. Form *SAN HO-16a* lists the information required for South African Sailing Directions and should be used as an aide memoir to this form if necessary. Mariners are requested to notify the Hydrographer of the South African Navy, 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. 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 should be quoted if available. 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.

3. 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.

4. When **soundings** are obtained and a paper echo sounding trace is available, 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 the echo sounder should also be given.

5. 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 recognized 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.

6. Reports which can not 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.

7. 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 may be of sufficient importance to justify a radio message.

8. **Port information** should be forwarded on Form *SAN HO-16a* together with Form *SAN HO-16*. 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. Further communication should only be expected when the information is of outstanding value or has unusual features.

SOUTH AFRICAN NAVY HYDROGRAPHIC OFFICE  
**HYDROGRAPHIC NOTE**

For the reporting of navigational dangers and changes  
observed at sea by mariners concerning ports and harbours

**SAN HO-16a**  
(ver 2011.1)

<b>Name of Port/Harbour</b>	
<b>General Remarks</b> Principle 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 ( <i>if avail</i> ).	
<b>Anchorage</b> Designation, depths, holding ground, shelter afforded.	
<b>Pilotage</b> Authority for requests.  Embark position.  Regulations	
<b>Directions</b> Entry and berthing information.  Tidal streams.  Navigational aids.	
<b>Tugs</b> Number available.	
<b>Wharves and Quays</b> Names, numbers or positions & lengths.  Depths alongside.	
<b>Cargo Handling</b> Containers, lighters, Ro-Ro etc.	
<b>Repairs</b> Hull, machinery and underwater.  Shipyards.  Docking or slipping facilities. ( <i>Give size of vessels handled or dimensions.</i> )  Divers.	
<b>Rescue and Distress</b> Salvage, Lifeboat, Coastguard, etc.	

<p><b>Supplies</b>  Fuel (with type, quantities and methods of delivery)</p> <p>Fresh water (with method of delivery and rate of supply)</p> <p>Provisions.</p>	
<p><b>Services</b>  Medical.</p> <p>De-ratting.</p> <p>Garbage and slops.</p> <p>Ship chandlery, compass adjustment, tank cleaning, hull painting.</p>	
<p><b>Communication</b>  Nearest airport or airfield.</p> <p>Port radio and information service. (with frequencies and hours of operating)</p>	
<p><b>Port Authority</b>  Designation, address, telephone, e-mail address and website.</p>	
<p><b>Views</b>  Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc.</p>	
<p><b>Additional Information</b></p>	

**VESSEL AND OBSERVER DETAILS**

<b>Vessel Name</b>		<b>Vessel Type</b>	
<b>Master/ Observer's Name</b>		<b>Signature</b>	
E-mail		Telephone	
Fax		Other	

**PLEASE RETURN THIS COMPLETED FORM TO**

<p><b>The Hydrographer, SA</b>  Navy  Private Bag X1  TOKAI,  RSA  7966</p>	<p>Telephone: +27217872408  Fax: +27217872233</p>	<p>E-mail:  <b>hydrosan@iafrica.com</b></p>	<p>Telex:  <b>95 527946</b>  (ANS BACK: NAVY SA)</p>
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To accompany NTM 059/11.

