



Notice 76 – 89
November 2011
Supplied Gratis

SOUTH AFRICAN NOTICE TO MARINERS

November 2011 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 SAN HO-16, which is a convenient form on which to send in a report, is available on www.sanho.co.za and from any Official Chart Agent or the reproduction at the end of Section VI of the monthly edition of Notices to Mariners.

In addition to postal methods, the following additional communication facilities are available:

Notices to Mariners Web site:

Web: <http://www.sanho.co.za>

**Urgent navigational information:
(24 Hour Service)**

Telex: 95 527946 (ANS BACK: NAVY SA)
Fax: +27 21 787 2228

**Other navigational information:
(0730 - 1600 Mon - Fri)**

Fax: +27 21 787 2233
Phone: +27 21 787 2445/2444
E-mail: hydrosan@iafrica.com

**General information:
(0730 - 1600 Mon - Fri)**

Phone: +27 21 787 2408

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

I

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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.

I cont/...

Permanent Notices

Permanent corrections in Section II are marked by a star adjacent to the notice number to indicate that the notice is based on original information. Periodic lists of permanent corrections pertaining to affected navigational charts and publications are published annually and copies may be obtained from the Hydrographic Office or through a Chart Agent.

Chart Corrections

Further details are contained in NP100 The Mariner's Handbook which should be consulted for the correct procedures of filing, inserting and noting all types of corrections on nautical charts and other hydrographic publications. The Handbook may be obtained from Admiralty Chart Agents in Cape Town and Durban. Consult SAN HO-6 for Symbols and Abbreviations used on SAN Charts and NP735 for an illustrated explanation of the IALA Maritime Buoyage System.

Provision of Notices to Mariners

These Notices are *gratis* and may be obtained on request from the Hydrographic Office or through the approved Chart Agents. Additional copies required of "block" chart corrections can also be obtained through the above procedure.

Radio Navigational Warnings

See Note at the start of Section VI.

I cont/...

**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:

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 06 December 2011

CANCELLED NOTICES

38(P)/10 Charts SAN 1013 (INT 2681).

TEMPORARY NOTICES

2007 Series

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

2008 Series

102(T)/08 Namibia Swakopmund Unlit buoys deployed. Charts SAN 73
(INT 2610).

2009 Series

28(T)/09 RSA Simon's Bay Buoys laid. Charts SAN 1017, 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).
104(T)/10 RSA False Bay Research equipment deployed. Charts SAN 119,
120, 150, 1016, 1017, SC 4, SC 5.

2011 Series

36(T)/11 RSA False Bay Buoy placed. Charts SAN 1016, 1017.
64(T)/11 RSA South West/South Coast Current meters deployed until December 2011.
Charts SAN 57, 58, 83 (INT 7530), 125, 150,
SC 9.
65(T)/11 RSA Danger Point Foghorn out of operation. Charts SAN 56,
80 (INT 2680), 120.
67(T)/11 RSA Hamburg to Port Edward Current meters deployed until December 2011.
Charts SAN 59, 83 (INT 7530), 84 (INT 7540),
127.

I cont/...

PRELIMINARY NOTICES

2010 Series

Nil.

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)				

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133	134	1003	1015	1016	1017	1021	2051	2053
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 24 hours service contact details. This will assist to prevent late action being taken on important navigational information.

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.

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 23 and 24 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 24 of this Notice to Mariners.

76* SOUTH AFRICA – West Coast - Submarine cable, Note

Source: Hydrographer, ALDA Marine

SAN 1 [Previous Update - 73/10] CLARKE 1880 DATUM

1. Insert: ~~~~~ joining the following positions:

a.	4° 00.0' S	7° 30.6' E	b.	5° 52.6' S	8° 21.3' E	c.	6° 46.0' S	9° 13.1' E
d.	8° 27.4' S	10° 18.6' E	e.	8° 43.3' S	10° 47.7' E	f.	9° 29.8' S	11° 20.2' E
g.	10° 32.5' S	11° 31.1' E	h.	19° 07.2' S	9° 49.0' E	i.	20° 18.6' S	10° 06.2' E
j.	23° 08.2' S	12° 08.6' E	k.	26° 39.3' S	12° 33.6' E	l.	29° 47.3' S	13° 34.5' E
m.	32° 00.7' S	14° 54.1' E	n.	32° 56.7' S	15° 49.6' E	o.	33° 35.3' S	17° 04.5' E
p.	33° 20.4' S	18° 09.7' E						

as well as

a.	6° 46.0' S	9° 13.1' E	b.	5° 31.1' S	10° 42.5' E	c.	5° 01.8' S	10° 42.9' E
d.	4° 37.8' S	11° 49.5' E						

as well as

a.	5° 31.1' S	10° 42.5' E	b.	5° 56.9' S	12° 21.1' E
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as well as

a.	9° 29.8' S	11° 20.2' E	b.	9° 33.8' S	13° 11.9' E
----	------------	-------------	----	------------	-------------

as well as

a.	23° 08.2' S	12° 08.6' E	b.	22° 43.1' S	13° 29.3' E	c.	22° 40.5' S	14° 31.4' E
----	-------------	-------------	----	-------------	-------------	----	-------------	-------------

II cont/...

SAN 2 [Previous Update - 46/10] CLARKE 1880 DATUM

2. Insert: ~~~~~ joining the following positions:

- | | | | | | |
|----------------|-------------|----------------|-------------|----------------|-------------|
| a. 15° 00.0' S | 10° 42.2' E | b. 19° 07.2' S | 9° 49.0' E | c. 20° 18.6' S | 10° 06.2' E |
| d. 23° 08.2' S | 12° 08.6' E | e. 26° 39.4' S | 12° 33.6' E | f. 29° 47.3' S | 13° 34.5' E |
| g. 32° 00.7' S | 14° 54.1' E | h. 32° 56.7' S | 15° 49.6' E | i. 33° 35.3' S | 17° 04.5' E |
| j. 33° 37.0' S | 17° 26.3' E | k. 33° 20.4' S | 18° 09.7' E | | |

as well as

- | | | | | | |
|----------------|-------------|----------------|-------------|----------------|-------------|
| a. 23° 08.2' S | 12° 08.6' E | b. 23° 00.9' S | 12° 14.6' E | c. 22° 43.1' S | 13° 29.3' E |
| d. 22° 40.5' S | 14° 31.4' E | | | | |

SAN 3 [Previous Update - 97/10] CLARKE 1880 DATUM

3. Insert: ~~~~~ joining the following positions:

- | | | | | | |
|----------------|-------------|----------------|-------------|----------------|-------------|
| a. 33° 33.3' S | 17° 00.0' E | b. 33° 37.0' S | 17° 26.3' E | c. 33° 20.4' S | 18° 09.7' E |
|----------------|-------------|----------------|-------------|----------------|-------------|

SAN 4 [Previous Update - 43/11] CLARKE 1880 DATUM

4. Insert: ~~~~~ joining the following positions:

- | | | | | | |
|----------------|-------------|----------------|-------------|----------------|-------------|
| a. 32° 06.8' S | 15° 00.0' E | b. 32° 56.7' S | 15° 49.6' E | c. 33° 09.8' S | 16° 08.5' E |
| d. 33° 35.3' S | 17° 04.5' E | e. 33° 38.0' S | 17° 18.9' E | f. 33° 29.7' S | 17° 46.5' E |
| g. 33° 21.8' S | 17° 57.3' E | h. 33° 20.4' S | 18° 09.7' E | | |

SAN 27 (INT 204) [Previous Update - 43/11] CLARKE 1880 DATUM

5. Insert: ~~~~~ joining the following positions:

- | | | | | | |
|----------------|-------------|----------------|-------------|----------------|-------------|
| a. 22° 15.1' S | 11° 28.4' E | b. 23° 08.2' S | 12° 08.6' E | c. 26° 39.4' S | 12° 33.6' E |
| d. 29° 47.3' S | 13° 34.5' E | e. 32° 00.7' S | 14° 54.1' E | f. 32° 56.7' S | 15° 49.6' E |
| g. 33° 35.3' S | 17° 04.5' E | h. 33° 37.0' S | 17° 26.3' E | i. 33° 29.7' S | 17° 46.5' E |
| j. 33° 21.8' S | 17° 57.3' E | k. 33° 20.4' S | 18° 09.7' E | | |

as well as

- | | | | | | |
|----------------|-------------|----------------|-------------|----------------|-------------|
| a. 23° 08.2' S | 12° 08.6' E | b. 23° 00.9' S | 12° 14.6' E | c. 22° 43.1' S | 13° 29.3' E |
| d. 22° 40.5' S | 14° 31.4' E | | | | |

SAN 73 (INT 2610) [Previous Update - 74/11] CLARKE 1880 DATUM

6. Insert accompanying block correction in approximate position 21° 50.0' S 14° 17.0' E




(SAN 1, 2, 3, 4, 27, 73)

II cont/...


77* NAMIBIA, Kunene River to Oranjemund – Racons

Source: NAMPORT


SAN 51 [Previous Update - 74/11] WGS 84 DATUM

1. Insert:  Racon(C) in position 17° 16.1' S 11° 45.7' E
2. Amend:  Racon(C) to read  Racon(Y) in position 18° 17.8' S 11° 57.5' E




SAN 53 [Previous Update - 74/11] CLARKE 1880 DATUM

3. Insert:  Racon(M) in position 25° 09.4' S 14° 50.7' E


SAN 54 [Previous Update - 74/11] CLARKE 1880 DATUM

4. Insert:  Racon(O) in position 28° 37.2' S 16° 26.0' E


SAN 71 (INT 2590) [Previous Update - 27/11] CLARKE 1880 DATUM

5. Insert:  Racon(C) in position 17° 16.1' S 11° 45.7' E
6. Amend:  Racon(C) to read  Racon(Y) in position 18° 17.8' S 11° 57.5' E




SAN 74 (INT 2620) [Previous Update - 92/09] CLARKE 1880 DATUM

7. Insert:  Racon(M) in position 25° 09.4' S 14° 50.7' E


SAN 76 (INT 2640) [Previous Update - 60/11] WGS 84 DATUM

8. Insert:  Racon(O) in position 28° 37.2' S 16° 26.0' E

SAN 90 (INT 2051) [Previous Update - 33/08] WGS 84 DATUM

9. Insert:  Racon(C) in position 17° 16.1' S 11° 45.7' E
10. Amend:  Racon(C) to read  Racon(Y) in position 18° 17.8' S 11° 57.5' E

SAN 113 [Previous Update - 38/09] WGS 84 DATUM

11. Insert:  Racon(O) in position 28° 37.2' S 16° 26.0' E



(SAN 51, 53, 54, 71, 74, 76, 90, 113)

II cont/...


78* SOUTH AFRICA, South Coast, Robben Island, Murray's Bay – Leading lights

Source: TNPA Lighthouse Services

SAN 1013 (INT 2681) [Previous Update - 71/10] WGS 84 DATUM

- | | | | | |
|------------|--|---------------------------------|-----------------|--------------|
| 1. Insert: |  Q.R.2M | in position | 33° 47.78' S | 18° 22.56' E |
| 2. Insert: |  Q.3M | in position | 33° 47.63' S | 18° 22.33' E |
| 3. Insert: | — — — — — | between the following positions | a. 33° 47.63' S | 18° 22.33' E |
| | | | b. 33° 47.90' S | 18° 22.74' E |
| 4. Insert: | ————— | between the following positions | a. 33° 47.90' S | 18° 22.74' E |
| | | | b. 33° 48.70' S | 18° 23.95' E |
| 5. Insert: | Q&Q.R \neq 309° | in approximate position | 33° 48.40' S | 18° 23.50' E |

SAN 1013 (INT 2681) (Harbour Panel)




- | | | | | |
|------------|--|---------------------------------|------------------|---------------|
| 6. Insert: |  Q.R.2M | in position | 33° 47.777' S | 18° 22.559' E |
| 7. Insert: | — — — — — | between the following positions | a. 33° 47.703' S | 18° 22.450' E |
| | | | b. 33° 47.903' S | 18° 22.747' E |
| 8. Insert: | ————— | between the following positions | a. 33° 47.903' S | 18° 22.747' E |
| | | | b. 33° 47.975' S | 18° 22.855' E |
| 9. Insert: | Q&Q.R \neq 309° | in approximate position | 33° 47.830' S | 18° 22.650' E |

(SAN 1013)

79* SOUTH AFRICA, South West Coast, False Bay – Buoys

Source: False Bay Yacht Club (FBYC)

SAN 1017 [Previous Update - 69/10] WGS 84 DATUM

- | | | | | |
|------------|---|-------------------------|---------------|---------------|
| 1. Delete: |  Flukes Buoy | in approximate position | 34° 09.8' S | 18° 26.2' E |
| 2. Insert: |  | in position | 34° 09.770' S | 18° 26.190' E |
| 3. Insert: |  | in position | 34° 10.500' S | 18° 25.860' E |


(SAN 1017)

II cont/...

80* SOUTH AFRICA, South Coast, Vleesbaai – Buoy

Source: Smit Amandla Marine (Pty) Ltd


SAN 122 [Previous Update - 93/09] WGS 84 DATUM

1. Insert:  in position 34° 13.80' S 21° 59.00' E
(SAN 122)


81* SOUTH AFRICA, South Coast, Ystervarkpunt – Buoy

Source: CSIR


SAN 57 [Previous Update - 53/11] CLARKE 1880 DATUM

1. Delete:  FI(5)Y20s in position 34° 25.0' S 22° 00.0' E


SAN 81 (INT 7510) [Previous Update - 42/11] CLARKE 1880 DATUM

2. Delete:  FI(5)Y20s in position 34° 25.0' S 22° 00.0' E

SAN 82 (INT 7520) [Previous Update - 42/11] CLARKE 1880 DATUM

3. Delete:  FI(5)Y20s in position 34° 25.0' S 22° 00.0' E

SAN 122 [Previous Update - 80/11] WGS 84 DATUM

4. Delete:  FI(5)Y20s in position 34° 25.0' S 22° 00.0' E



(SAN 57, 81, 82, 122)

II cont/...



82* SOUTH AFRICA, South Coast, Port of Mossel Bay – Radio reporting lines

Source: CSIR



SAN 81 (INT 7510) [Previous Update - 81/11] CLARKE 1880 DATUM

1. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 6nm radius in approximate position 34° 10.5' S 22° 08.9' E
2. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 12nm radius in approximate position 34° 10.5' S 22° 08.9' E



SAN 82 (INT 7520) [Previous Update - 81/11] CLARKE 1880 DATUM

3. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 6nm radius in approximate position 34° 10.5' S 22° 08.9' E
4. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 12nm radius in approximate position 34° 10.5' S 22° 08.9' E

SAN 122 [Previous Update - 81/11] WGS 84 DATUM

5. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 6nm radius in approximate position 34° 10.5' S 22° 08.9' E
6. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 12nm radius in approximate position 34° 10.5' S 22° 08.9' E

SAN 123 [Previous Update - 93/09] CLARKE 1880 DATUM




7. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 6nm radius in approximate position 34° 10.5' S 22° 08.9' E
8. Insert:  seaward centered on Mossel Bay Harbour East Breakwater light with a 12nm radius in approximate position 34° 10.5' S 22° 08.9' E

(SAN 81, 82, 122, 123)




83* SOUTH AFRICA, South Coast, Cape Recife – Wrecks

Source: Hydrographer

SAN 83 (INT 7530) [Previous Update - 41/11] CLARKE 1880 DATUM




1. Substitute:  for  in approximate position 34° 02.5' S 25° 42.0' E
2. Delete:  in approximate position 34° 01.2' S 25° 42.3' E

SAN 125 [Previous Update - 66/11] WGS 84 DATUM



3. Substitute:  for  in approximate positions
 - a. 34° 01.2' S 25° 42.3' E
 - b. 34° 02.5' S 25° 42.0' E
4. Insert:  in position 34° 00.57' S 25° 41.68' E

II cont/...

SAN 126 [Previous Update - 41/11] WGS 84 DATUM

5. Substitute:  for  in approximate positions
a. 34° 01.2' S 25° 42.3' E
b. 34° 02.5' S 25° 42.0' E
6. Insert:  in position
34° 00.57' S 25° 41.68' E

SAN 1024 (INT 7531) [Previous Update - 66/11] WGS 84 DATUM



7. Substitute:  for  in approximate positions
a. 34° 00.6' S 25° 41.9' E
b. 34° 01.2' S 25° 42.3' E
c. 34° 02.5' S 25° 42.0' E

(SAN 83, 125, 126, 1024)



84* SOUTH AFRICA, South Coast, Ngqura Harbour – Racon

Source: TNPA Lighthouse Services

SAN 1024 (INT 7531) [Previous Update - 83/11] WGS 84 DATUM

1. Delete:  in position 33° 51.40' S 25° 42.60' E
2. Insert:  in position 33° 51.91' S 25° 42.58' E

SAN 1026 (INT 7533) [Previous Update - 47/11] WGS 84 DATUM

3. Delete:  in position 33° 51.400' S 25° 42.600' E
4. Insert:  in position 33° 51.907' S 25° 42.580' E

(SAN 1024, 1026)

85* GENERAL MARITIME INFORMATION CHART (SAN 3001) – NSRI stations

Source: Hydrographer

SAN 3001 [Previous Update - Nil]

1. Insert: Accompanying block correction.

(SAN 3001)

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.
MOZ 12/11	Port of Beira	Buoys new positions.
MOZ 13/11	Port of Beira	Buoy new position.
MOZ 15/11(T)	Port of Quelimane	Buoy out of position.

MOZ 15/11 (T) MOZAMBIQUE, Port of Quelimane – Buoy out of position

Source : INAHINA

Chart MOZ 485

1. Buoy No 1 out of position

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

86/11 SAN HO CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

1. SA List of Lights and Radio Signals (SAN HO-1) 2011 Edition.
2. South African Tide Tables (SAN HO-2) 2013 Edition.
3. Catalogue and Indexes of SAN Charts and Publications (SAN HO-3) 2011 Edition.
4. Symbols and Abbreviations (SAN HO-6) (INT 1) 2011 Edition.

5. SAN 1020 (INT 7521) MOSSEL BAY

New Edition Date : 30 November 2011

Harbour Plan

Scale : 1: 10 000

Limits : Latitudes : 34° 07' 54"S - 34° 11' 19"S Longitudes : 022° 06' 12"E - 022° 09' 15"E

Projection : Mercator

Spheroid : WGS 84

Approaches to Mossel Bay

Scale : 1: 40 000

Limits : Latitudes : 34° 03' 01"S - 34° 16' 42"S Longitudes : 022° 04' 36"E - 022° 16' 54"E

Projection : Mercator

Spheroid : WGS 84

6. The new editions of charts and publications include all corrections to date, as well as some additional amendments not covered previously in Notices To Mariners (NTMs) and are available from all official chart agents. Previous editions of the relevant publications are cancelled.

IV

CORRECTIONS TO SAN HO PUBLICATIONS

87/11 SOUTH AFRICAN SAILING DIRECTION VOL III (SAN HO-23) – 2003 EDITION

2.4 CAPE ST BLAIZE TO CAPE SEAL

MOSSEL BAY HARBOUR

1. Page 2-6, Para 8, Line 4

Amend: ...when within range, **establish radio contact with the Harbour Master on VHF Channel 16**. Other ships wishing to enter the harbour must give at least **3 hours notice on VHF Channel 12**. **VHF Channel 16** is to be used in **emergencies** only. All vessels, including commercial and pleasure craft are required to **report to Port Control** prior to any movements within port limits. **Port Control Centre is manned 24 hours, 7 days a week**.

to read: ...when within range (first call at 12nm and second call at 6nm), **establish radio contact with the Harbour Master on VHF Channel 16**. All vessels, including commercial and pleasure crafts are required to **report to Port Control** prior to any movement within the port limits. **Port Control** is manned 24 hours, 7 days a week. A good radio watch must be kept for any updates or instructions from Port Control. The Pilot and shore personnel attending to the vessel will board the vessel at Pilot Station in a position **2 nautical miles east of the breakwater** or as instructed. The Pilot ladder and manila manropes are to be prepared on both the port and starboard side, **2 metres above the water** as per the SOLAS regulations. The tanker baskets will be loaded onboard at the Port Manifold. The ship's crane is to be prepared and ready for this operation on arrival at the **Pilot Station**. In the event that the vessel is required to anchor to await daylight or the berth, it is recommended to anchor in a position within the demarcated area (**1st bearing North (000°T) at a range of 3 to 4 nautical miles; 2nd bearing NNE (025°T) at a range of 3 to 5 nautical miles from Cape St Blaize Lighthouse**), which is sheltered from most weather conditions.

2. Page 2-6, Para 9, Line 2

Delete: The **recommended anchorage** for ships larger than fishing trawlers is in 20 m of water with **Seal Island bearing 276°** distant 15 cables. Only fishing trawlers and smaller craft may anchor within 15 cables of the shore.

3. Page 2-8, Para 34, Line 10

Insert after: The maximum draught at the CBM is 12m. For more information regarding the CBM mooring arrangements, refer to Figure 1.

4. Page P 2-8 CBM MOORING DIAGRAM

Insert: Accompanying page adjacent to page 2-8.

3.4 CAPE ST FRANCIS TO CAPE RECIFE

5. Page 3-10, Para 61, Line 7

Delete: In calm weather some parts of the stern section were still visible in 1996.

3.5 CAPE RECIFE TO CAPE PADRONE

6. Page 3-15, Para 59

Delete: Para 59 in toto.

7. Insert after para 58:

IV cont/...

NGQURA HARBOUR

59. The Port of Ngqura has established itself as the 3rd largest container port in South Africa and was officially put into operation on 1 October 2009. Its location and capability to handle large, deep drafted vessels makes the port an extremely attractive option to be used as a hub. The port is ideally suited for handling transshipment container cargo. The Container Terminal Area is 60 Hectares with a two Million TEU capacity.

60. The **entrance channel**, width 300m, will be maintained at a minimum depth of **18m** at Chart Datum. The Approach to the channel is marked with an IALA **Safe Water Mark (Fairway Buoy) and East Cardinal Buoy**, and it is 1.5 miles apart at its seaward end. The Safe Water Mark is a **red and white pillar buoy** with an **Isophase white light** and a **red sphere topmark**. The entrance to the buoyed channel is marked with an **East Cardinal buoy** with a Q(3)10s **white light**. The **Fairway Buoy** (Safe Water Mark) is located approximately 3 miles SSE of the **Eastern Breakwater Light** and is also the allocated **Pilot Boarding Area** for vessels entering the channel. **Leading lights** are situated on the foreshore. They indicate the approach course to the channel and when in line bear **343°**. Once in the channel, **leading lights** indicate the center of the channel at bearing **09.5°** and approach into the port.

61. **Three islands** lie to the east of Coega River. **Jaheel Island** (14m high) is the closest and lies 2.5 cables east of the Eastern Breakwater of the Port of Ngqura. **Brenton Island** (15m high) lies 3 miles E by S of Jaheel Island. **St Croix Island** (59m high and 12 hectares in extent) is the largest of the three and lies 1 mile North of Brenton Island. All three islands consist mainly of bare rock, but St Croix Island has patches of stunted vegetation. This island is a bird sanctuary for an estimated 12000 penguins and small numbers of gannets and other sea birds. A **shoal** with a depth of **13.2m** over it lies nearly 3.5 miles SE of St Croix Island.

62. There is **good holding ground** in Algoa Bay and the **recommended anchorage** areas is as indicated on the chart. **Anchorage is Prohibited** in the Approach Channel.

63. **Tug assistance and pilotage is compulsory**. Ships may anchor outside the port in Algoa Bay provided the approaches to the entrance channel are kept clear. The entrance to the harbour lies just outside the mouth of the **Coega River**. It is marked by a **Western, Inner Breakwater** and long **Eastern, Outer Breakwater**. A flashing **red light** at the extremity of the **Western Breakwater** and a quick flashing **green light** on the extremity of the **Eastern Breakwater**. The extremities of most of the quays are marked by lights and **leading lights** have been erected to indicate the **mid channel** between the two breakwaters. Ships entering the port will approach the Fairway Buoy and pass it on the **starboard side**. From that position a ship will steer a course of **343°**, keeping the **East Cardinal Buoy** fine on the **port side**. That course will be maintained until the vessel can alter to an approach course of **09.5°** through the center of the buoyed channel. The **VTS Control Tower** is situated on top of a hill situated on the NE corner of the port (33°47'.4 S, 25°41'.3 E). **Traffic signals** are displayed as follows:

Fixed green – A vessel is **docking**.

Fixed red – A vessel is **sailing**.

64. The following table contains information regarding berthing.

BERTH	LENGTH	DRAUGHT
B 100	300	16.5
C 100	300	14.5
C 101	300	14.5
D 100	310	14.5
D 101	310	14.5
D 102	120	14.5
FIN Q	100	14.5

65. The westerly wind experienced mostly in the winter months, generally make navigation inside the port difficult during the docking of vessels. Vessels in the port experience severe surge on occasions, especially if the westerly winds have been blowing continuous for a period of time. In November the wind is often from the east. The easterly wind generally assists docking and would keep vessels on the container terminal and liquid bulk terminal (B100) alongside. Sailing vessels in strong easterly winds are generally troublesome. These strong winds make the sea rough and navigation in the port difficult. Strong winds may cause a delay to the docking and undocking of large vessels and cargo handling, however, this is only on exceptional occasions.

IV cont/...

**88/11 CATALOGUE AND INDEXES OF SAN CHARTS AND PUBLICATIONS (SAN HO-3)
– 2011 EDITION**

Page 21

1. LARGE SCALE INTERNATIONAL CHARTS

INT 7521 SAN 1020

Insert under: *NE DATE*

to read: Nov 2011

2. Page 44

3. SAN HO-1, Column 3, Line 4

Amend: 2008 Edition.

to read: 2011 Edition.

4. SAN HO-6 (INT 1), Column 3, Line 2

Amend: Third Edition 2009.

to read: Fifth Edition 2011.

INTENTIONALLY
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V

**CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS - SAN HO-1
2011 Edition**

89/11 SECTION 1 – LIGHTS AND FOG SIGNALS

Page 15 **ROBBEN ISLAND LEADING LIGHTS**

1. Amend to read:

Leading Lights 309°

Z5745 (D5884)	Front	33 47.8 18 22.6	Q.R. 16 000	..	2	Grey pole (10)	<i>f1 0.3, ec 0.7</i>
Z5745.1 (D5884.1)	Rear 447 m from front	33 47.6 18 22.3	Q.W. 36 000	..	3	Grey pole (20)	<i>f1 0.3, ec 0.7</i>

SECTION 2 – RADIO NAVIGATIONAL AIDS

Page 29 to 30 **RACON LISTING**

2. Amend: **RACON LISTING**

to read: **RACON LISTING (WGS 84 Positions)**

3. Amend to read:

NAMIBIA

73450	<i>Kunene River</i>		360°	12 n miles	17°16'.05 S	11°45'.73 E
	(3 & 10 cm)	<i>C</i>				
73490	<i>Fria Cove</i>		360°	12 n miles	18°17'.75 S	11°57'.51 E
	72s (3 & 10 cm)	<i>Y</i>				
73650	<i>Pelican Point</i> (Z5500)		360°	12 n miles	22°53'.52 S	14°26'.12 E
	72s (3 cm)	<i>D</i>				
73720	<i>Sylvia Hill</i>		360°	12 n miles	25°09'.38 S	14°50'.70 E
	(3 & 10 cm)	<i>M</i>				
73790	<i>Oranjemund</i>		360°	12 n miles	28°37'.22 S	16°26'.03 E
	(3 & 10 cm)	<i>O</i>				

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V cont/...

SOUTH AFRICA

73800	Port Nolloth (Z5580.1) (3 & 10 cm) Z	360°	12 n miles	29°14'.99 S	16°52'.11 E
73820	Great Berg River Mouth (Z5643) (3 & 10 cm) B	360°	12 n miles	32°46'.16 S	18°08'.67 E
73830	Great Berg River (3 & 10 cm) M	360°	12 n miles	32°46'.64 S	18°09'.11 E
73840	Seal Island (Z5669) (3 & 10 cm) X	360°	12 n miles	32°44'.33 S	17°52'.25 E
73880	Table Bay (Fairway Buoy) (3 & 10 cm) NW	360°	12 n miles	33°51'.90 S	18°25'.47 E
73890	Whittle Rock (3 & 10 cm) B	360°	12 n miles	34°14'.75 S	18°34'.29 E
73900	Roman Rocks (Z5880) 48 s (3 cm) Q	360°	12 n miles	34°10'.88 S	18°27'.61 E
73910	E.M. Control Buoy (Z6031) (3 & 10 cm) X	360°	12 n miles	34°54'.77 S	21°42'.55 E
				Note: Fitted with a 9.5kHz Submarine Warning Pinger Beacon	
73920	FA Platform (Z6030) 72 s (3 cm) M	360°	12 n miles	34°58'.24 S	22°10'.19 E
73925	Port Elizabeth (Fairway Buoy) (3 & 10 cm) C	360°	12 n miles	33°55'.58 S	25°40'.40 E
73926	Ngqura (Fairway Buoy) (3 & 10 cm) T	360°	12 n miles	33°51'.91 S	25°42'.58 E
73930	Scottburgh (3 & 10 cm) G	360°	12 n miles	30°17'.20 S	30°45'.36 E
73940	Widenham (3 & 10 cm) K	360°	12 n miles	30°13'.29 S	30°47'.53 E
73950	Durban Harbour (Fairway Buoy) (3 cm) B	360°	12 n miles	29°50'.02 S	31°05'.58 E
73960	Durnford (Z6340) 72 s (3 & 10 cm) O	360°	12 n miles	28°54'.96 S	31°55'.30 E
73970	Richards Bay (Z6354) 60 s (3 & 10 cm) N	360°	12 n miles	28°48'.86 S	32°05'.86 E

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V cont/...

3. Page 31 LOCATION OF RACONS

Insert: Replace with accompanying block correction.

VI

NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 06 December 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

119	Indian Ocean - SW Sector	Drilling operations.
180	South Atlantic Ocean - NE Sector	Wires stored.
193	South Atlantic Ocean - NE Sector	Survey operations.
199	Indian Ocean - SW Sector	Buoy out of position.
202	South Atlantic Ocean - NE Sector	Survey operations.
206	MSI Survey Questionnaire.	
207	South Atlantic Ocean - NE Sector	Survey operations.
213	South Atlantic Ocean - NE Sector	Survey operations.
218	Indian Ocean - SW Sector	Towing operations.
223	South Atlantic Ocean - NE Sector	Riglist.
224	Messages in Force.	
226	Indian Ocean - SW Sector	Drilling operations.

COASTAL NAVWARNING MESSAGES

Nil Prior to these Messages

2011 Series

357	RSA	Port of Richards Bay	Buoy out of position.
399	RSA	Port of Richards Bay	Buoy out of position.
442	RSA	Durban	Cooper Light no day markings.
489	Namibia	Kunene River to Hondeklipbai	Survey operations.
503	Namibia	Walvis Bay	Survey operations.
504	RSA	Simon's Bay	Underwater construction work.
530	RSA	Cape Infanta	Survey operations.
548	RSA	Robben Island	Buoy out of position.
550	RSA	False Bay	Gunnery exercise.
555	RSA	Hondeklipbai	Underwater operations.
557	RSA	S of Cape Point	Towing operations.
558	RSA	W of Island Point	Rig in tow.

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

(ver 2011.1)

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

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)

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

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

VESSEL AND OBSERVER DETAILS

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

PLEASE RETURN THIS COMPLETED FORM TO

<p><i>The Hydrographer, SA</i> Navy Private Bag X1 TOKAI, RSA 7966</p>	<p>Telephone: +27217872408 Fax: +27217872233</p>	<p>E-mail: <i>hydrosan@iafrica.com</i></p>	<p>Telex: 95 527946 (ANS BACK: NAVY SA)</p>
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SEE SEPERATE PDF FILE OF BLOCK CORRECTIONS TO ACCOMPANY THESE NOTICES:

11_NOV11_BLOCKS.pdf