



Notice 37 – 51  
March 2012  
*Supplied Gratis*

# **SOUTH AFRICAN NOTICES TO MARINERS**

## **March 2012 EDITION**

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

### **CONTENTS**

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- III SAN Charts and SAN HO Publications - New Charts / Editions
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- 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, is available on [www.sanho.co.za](http://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 :

<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>E-mail :</b> <a href="mailto:ncom.cape@sanavy.co.za">ncom.cape@sanavy.co.za</a>
<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**

<b>SAN Charts</b>	<b>Notices</b>	<b>Pages</b>
1	38, 39	3
3	37, 38	3
28 (INT 700)	37	3
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<b>International Charts</b>	<b>Notices</b>	<b>Pages</b>
700	37	3
2611	40	4
7510	44	5
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<b>SAN Publications</b>	<b>Notices</b>	<b>Pages</b>
Catalogue and Indexes of SAN Charts and Publications (SAN HO-3) – 2011 Edition	46	9
South African Sailing Directions Vol I (SAN HO-21) – 2001 Edition	47	10
South African Sailing Directions Vol II (SAN HO-22) – 2002 Edition	48	10
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Cumulative List of South African Notices To Mariners - 2012 Edition	50	10, 11
Symbols and Abbreviation (SAN HO-6)	51	12

<b>SAN Charts – New Charts / Editions</b>	<b>Notices</b>	<b>Pages</b>
1011 (INT 2673)	45	9

<b>SAN Publications – New Publications / Editions</b>	<b>Notices</b>	<b>Pages</b>
Nil.		

<b>SAN Charts and Publications – Permanently Withdrawn</b>	<b>Notices</b>	<b>Pages</b>
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.**

## I cont/...

### Temporary and Preliminary Notices

These are indicated by (T) or (P) after the notice number. These are printed on one side of the paper in order that they may be cut and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt.

### Permanent Notices

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

### Chart Corrections

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

### Provision of Notices to Mariners

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

### Radio Navigational Warnings

See Note at the start of Section 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:

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 April 2012**

**CANCELLED NOTICES**

102(T)/08      Charts SAN 73 (INT 2610).

**TEMPORARY NOTICES**

**2009 Series**

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. Chart SAN 1013 (INT 2681).

84(T)/10      Namibia          Walvis Bay              Current meters deployed. Chart SAN 73 (INT 2610).

**2011 Series**

65(T)/11      RSA              Danger Point          Foghorn out of operation. Charts SAN 56, 80 (INT 2680), 120.

**2012 Series**

29(T)/12      RSA              False Bay              Buoy placed. Charts SAN 1016, 1017.  
30(T)/12      RSA              Cape Agulhas to Cape Morgan      Current meters deployed until latter part of 2012. Charts SAN 56, 57, 58, 59, 80 (INT 2680), 81 (INT 7510), 82 (INT 7520), 83 (INT 7530), 120, 124, 125, 128, 129, SC 5, SC 9.

31(T)/12      RSA              Hamburg to Port Edward      Current meters deployed until latter part of 2012. Charts SAN 57, 58, 59, 82 (INT 7520), 83 (INT 7530), 84 (INT 7540), 124, 127.

34(T)/12      RSA              Cape Morgan          Current meters deployed until latter part of 2012. Charts SAN 128, 129.

**I cont/...**

**PRELIMINARY NOTICES**

**2012 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)	1011 (INT 2673)	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	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>

## II cont/...

### GENERAL: SA NAVY HYDROGRAPHIC OFFICE CONTACT DETAILS

1. Mariners and interested parties are advised to take note of the SA Navy Hydrographic Office **24 hour 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**.

### 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 15 and 16** of this Notice to Mariners.

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

#### **IMPORTANT: UPDATED VERSION (Latest update: March 2012 NTMs)**

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 16 and 17** of this Notice to Mariners.

## II cont/...

### 37\* INDIAN OCEAN – Mozambique Channel, Île Europa North-westwards – Depth

Source: UKHO (Wk 09/12)

#### SAN 3 [Previous Update – 76/11] CLARKE 1880 DATUM

1. Insert: Depth 759 enclosed by 1000m and 2000m contours in position 21° 59.4' S 40° 06.0' E

#### SAN 28 (INT 700) [Previous Update – 43/11] CLARKE 1880 DATUM

2. Insert: Depth 759 enclosed by 1000m and 2000m contours in position 21° 59.4' S 40° 06.0' E

(SAN 3, 28)

### 38\* INDIAN OCEAN – Madagascar Southwards, Madagascar Plateau – Depths

Source: UKHO (Wk 11/12)

#### SAN 1 [Previous Update – 76/11] CLARKE 1880 DATUM

1. Insert: Depth 623 and extend 1000m contour N to enclose in position a. 27° 23.8' S 46° 23.5' E

2. Insert: Depth 587 in position 33° 15.7' S 44° 20.8' E

3. Insert: Depth 683 in position b. 33° 28.4' S 44° 45.8' E

4. Delete: Depth 1395 close E of: (a) above

#### SAN 3 [Previous Update – 37/12] CLARKE 1880 DATUM

1. Insert: Depth 623 and extend 1000m contour N to enclose in position a. 27° 23.8' S 46° 23.5' E

2. Insert: Depth 587 in position 33° 15.7' S 44° 20.8' E

3. Insert: Depth 683 in position b. 33° 28.4' S 44° 45.8' E

4. Delete: Depth 1395 close E of: (a) above

5. Delete: Depth 914 close NW of: (b) above

#### SAN 28 (INT 700) [Previous Update – 43/11] CLARKE 1880 DATUM

1. Insert: Depth 623 and extend 1000m contour N to enclose in position a. 27° 23.8' S 46° 23.5' E

2. Insert: Depth 587 in position 33° 15.7' S 44° 20.8' E

3. Insert: Depth 683 in position b. 33° 28.4' S 44° 45.8' E

4. Delete: Depth 1395 close E of: (a) above


5. Delete: Depth 914 close NW of: (b) above

(SAN 1,3, 28)

### 39\* INDIAN OCEAN – Kerguelen Plateau, Île Kerguelen South-eastwards – Depths

Source: UKHO (Wk 11/12)

#### SAN 1 [Previous Update – 38/12] CLARKE 1880 DATUM

1. Insert:  Rep (2012) in position 51° 51.5' S 74° 27.5' E

(SAN 1)

**II cont/...**

**40\* NAMIBIA – Port of Walvis Bay – Block correction**

Source: NAMPORT


**SAN 1001 (INT 2611) (Harbour Panel) [Previous Update – 33/12] WGS 84 DATUM**

1. Insert: Accompanying block correction in approximate position 22° 55.45' S 14° 31.00' E  
(SAN 1001)

**41\* SOUTH AFRICA – West Coast, Port Nolloth – Foul area**

Source: De Beers Marine (M/V Seasafe Salvo)



**SAN 1003 [Previous Update – 92/11] CLARKE 1880 DATUM**

1. Insert:  in position 29° 15.570' S 16° 50.360' E  
(SAN 1003)

**42\* SOUTH AFRICA – South West Coast, Saldanha Bay – Buoys**

Source: West Coast National Park


**SAN SC 2 [Previous Update – 53/11] CLARKE 1880 DATUM**

1. Delete:  in approximate position 33° 04.87' S 18° 01.11' E  
2. Delete:  in approximate positions  
a. 33° 05.12' S 18° 01.46' E  
b. 33° 05.27' S 18° 01.58' E  
(SAN SC 2)


**43\* SOUTH AFRICA – South Coast, Mossel Bay – Well**

Source: Hydrographer

**SAN 1020 (INT 7521) [Previous Update – 72/11] WGS 84 DATUM**

1. Insert:  Well in position a. 34° 13.89' S 22° 11.87' E  
2. Delete: depth 59 close NE of: (a) above

**SAN 123 [Previous Update – 82/11] CLARKE 1880 DATUM**

3. Insert:  Well in position 34° 13.88' S 22° 11.90' E  
(SAN 123, 1020)




## II cont/...


### 44\* SOUTH AFRICA – South Coast, South of Cape Barracouta – Buoy

Source: PetroSA

#### SAN 81 (INT 7510) [Previous Update – 82/11] CLARKE 1880 DATUM

1. Delete: <sup>F(5)Y.10s</sup>  in approximate position 35° 13.8' S 21° 18.6' E

#### SAN 122 [Previous Update – 82/11] WGS 84 DATUM

2. Delete: <sup>F(5)Y.10s</sup>  in approximate position 35° 13.8' S 21° 18.6' E

(SAN 81, 122)

## **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.**

**2012 Series**

Nil.

**IIB**

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

Mariners are advised to consult the monthly Notices to Mariners as published by INAHINA.

**Contact details:**

Instituto Nacional De Hidrografia E Navegação  
Av. Karl Marx 153-5/12  
P.O. Box 2089  
Maputo  
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Tel: 43 01 86/8  
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**HC**

**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.**

**2012 Series**

Nil.

### III

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

45/12

### 1. SAN 1011 (INT 2673) ENTRANCE TO SALDANHA BAY

New Edition Date : 16 March 2012

Scale : 1: 20 000

Limits : Latitudes : 32° 59' 24"S - 33° 06' 21"S Longitudes : 017° 51' 00"E - 018° 03' 24"E

Projection : Mercator

Spheroid : WGS 84

2. The new edition of this chart includes new bathymetry and all corrections to date, as well as some additional information not covered previously in Notices to Mariners (NTMs) and are available from all official chart agents. Previous editions of the chart are cancelled.

### IV

## CORRECTIONS TO SAN HO PUBLICATIONS

### 46/12 CATALOGUE AND INDEXES OF SAN CHARTS AND PUBLICATIONS (SAN HO-3) – 2011 EDITION

Page 19

#### **LARGE SCALE INTERNATIONAL CHARTS**

#### **INT 2673 SAN 1011**

1. Amend: Column 5

to read: 33° 06' 21"S

2. Insert: Column 8

Nov 1977

3. Insert: Column 9

Mar 2012

#### **LARGE SCALE NATIONAL CHARTS**

SAN 1011

4. Delete in toto.

NOTES (Para 2, bottom of page19)

#### **INT 2673 SAN 1011**

5. Delete in toto.

**IV cont/...**

**47/12 SOUTH AFRICAN SAILING DIRECTIONS VOL I (SAN HO-21) – 2001 EDITION**

Page 1-27, para 5

1. Amend to read: **Deep Sea Rescue Tug**: The Emergency Response tug, Smit Amandla, is on standby to respond to vessels in difficulty to prevent pollution or grounding.

**48/12 SOUTH AFRICAN SAILING DIRECTIONS VOL II (SAN HO-22) – 2002 EDITION**

Page 1-13, para 22, line 2

1. Insert after: ...marked by **light buoys**. A new **jetty**, 204 metres in length and 16.5 metres wide has been built in the NE corner of the harbour. A new **slipway** lies just east of this jetty.

Page 3-17, para 144, line 6

2. Insert after: ...familiar with the port. Due to the occasional snagging of anchors, **foul ground** has been identified in the area **1.3 miles WSW** of **Robbe Island**. It is therefore **not recommended** to anchor in this area.

**49/12 SOUTH AFRICAN SAILING DIRECTIONS VOL III (SAN HO-23) – 2003 EDITION**

Page 1-9, para 50, line 3

1. Insert after: ...in previously deep water. Due to ongoing fishery research operations being conducted in the Breërivier, a number of sensors and related equipment has been moored at various intervals along the river as far as approximately 10 miles upstream. The equipment is marked by unlit buoys and is in some positions moored in pairs opposite each other on both sides of the river. Further reports have indicated that other potentially dangerous random objects like tree trunks, etc being washed downstream have also been marked by unlit buoys.

**50/12 CUMULATIVE LIST OF SOUTH AFRICAN NOTICES TO MARINERS  
– 2012 EDITION**

Page 1

1. SAN 51

Amend columns 2 and 3

to read: Jun 2011 and 2011.74.77. respectively.

Page 4

2. SAN 1011

Delete in toto.

3. INT 2673 SAN 1011

Amend columns 2 and 3

to read: Mar 2011 and NIL respectively.

**IV cont/...**

4. INT 7521 SAN 1020

Amend columns 2 and 3

to read: Nov 2011 and NIL respectively.

5. SAN 1021

Amend columns 2 and 3

to read: Jun 2011 and NIL respectively.

Page 5

6. SAN 2053

Amend columns 2 and 3

to read: Aug 2011 and NIL respectively.

7. SAN SC 12

Amend column 3

to read: 2002.105.106.2005.53.2006.32.59.122.2007.52.105.2008.35.  
2009.66.78.79.111.2010.40.66.100.

Page 6

8. Replace table

<b>PUBLICATIONS</b>		
<b>Publication</b>	<b>Edition</b>	<b>Notices to Mariners</b>
<b>Annual Summary of SAN Notices</b>	2012	NIL.
<b>HO-1</b>	2011	2011.89.95.2012.36.
<b>HO-2</b>	2012	NIL.
	2013	NIL.
<b>HO-3</b>	2011	2011.88.2012.46.
<b>HO-6 - INT 1</b>	2011	NIL.
<b>HO-15</b>	2005	2006.72.2010.27
<b>HO-21</b>	2005	2006.35.113.2008.93.2009.54.2010.55.
<b>HO-22</b>	2002	2004.80.2005.43.48.55.69.104.2006.36.54.102. 2007.40.54.62.124.2008.36.73.101.112.2009.36.43.60. 2010.56.79.95.2011.61.2012.47.
<b>HO-23</b>	2003	2004.37.59.64.94.2005.56.70.84.96.2006.55.103.114.2007.41.48. 55.2008.44.53.63.84.94.117.2009.44.2010.34.57.80.2011.73.87. 2012.48.
<b>HO-28</b>	2007	2008.118.

6. Mariners are advised that this publication is maintained electronically for each monthly Notice to Mariners and can be downloaded from [www.sanho.co.za/notices/xxxx series.htm](http://www.sanho.co.za/notices/xxxx series.htm) (xxxx being the current year).

**IV cont/...**

**51/12            SYMBOLS AND ABBREVIATIONS (SAN HO-6) – 2011 EDITION**

Page 2, para 4, line 3

1. Amend: 30 metres

to read: 31 metres

**V**

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

Nil.



## VI

### NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 02 April 2012

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

##### 2012 Series

006	South Atlantic Ocean - NE Sector	Survey operations.
016	South Atlantic Ocean - NE Sector	Survey operations.
021	South Atlantic Ocean - NE Sector	Survey operations.
033	Indian Ocean - SW Sector	Buoys out of position and unlit.
046	South Atlantic Ocean - NE Sector	Survey operations.
056	South Atlantic Ocean - NE Sector	Wires stored.
057	South Atlantic Ocean - NE Sector	Survey operations.
072	Indian Ocean - SW Sector	Survey operations.
077	Indian Ocean - SW Sector	Survey operations.
078	ECDIS display failure.	
081	South Atlantic Ocean - NE Sector	Riglist.
082	Indian Ocean - SW Sector	Buoy deployed.
084	South Atlantic Ocean - NE Sector	Survey operations.
086	Indian Ocean - SW Sector	Current meters deployed.
088	Messages in Force.	

#### COASTAL NAVWARNING MESSAGES

##### Nil Prior to these Messages

##### 2012 Series

065	RSA	Alexander Bay	Survey operations.
066	RSA	Port Nolloth	Anchor lost.
076	Namibia	Conception Bay	Gear left.
082	RSA	Port of Richards Bay	Buoys out of position.
083	Namibia	Orange River Mouth	Peace of Africa anchor spread.
084	RSA	Simon's Bay	Underwater construction work.
087	RSA	Simon's Bay	Phoenix Shoal Buoy off station.
096	RSA	Slangkoppunt Light	Reduced visibility.
107	RSA	Cape Infanta	Survey operations.
111	Namibia	Lüderitz	Survey operations.
121	RSA	Port of Durban	Temporary buoy deployed.
126	Messages in Force.		

**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.

6. Display Anomalies in some ECDIS. Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website [www.iho.int](http://www.iho.int), to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode. Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly.

7. See [www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html](http://www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html) for further information.

## **VISUAL INSPECTION OF PASSAGE PLANS**

8. 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.

9. 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.

10. 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)

## 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.	



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

**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**

<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)
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