

5. In accordance with *IMO Resolution A.858(20)* the Maritime Safety Committee adopted the following routing measures which come into force on 0000UTC 1 December 1998.

6. Laden tankers, when **westbound**, when off the South African coasts, should adhere to the following :

a. Laden tankers should maintain a **minimum distance of 20 (twenty) nautical miles** off the following landmarks:

- i. South Sand Bluff (Z6228) (D6446)
- ii. Mbashe Point (Z6222) (D6438)
- iii. Hood Point (Z6170) (D6420)
- iv. Cape Recife (Z6100) (D6390)

b. These tankers should then steer to pass through the westbound or northern lanes of the traffic separation schemes off the FA Platform and the Alphard Banks and then maintain a minimum distance of 20 (twenty) nautical miles from the following landmarks:

- i. Cape Agulhas (Z5980) (D6370)
- ii. Quoin Point (Z5972) (D6332)
- iii. Cape Point (Z5873) (D6120)
- iv. Slangkop Point (Z5870) (D6110)
- v. Cape Columbine (Z5670) (D5810)

7. Laden tankers when **eastbound** off the South African coast, should similarly maintain a **minimum distance of 25 (twenty five) nautical miles** when passing the points listed in 6.(a) and 6.(b) and when between Cape Agulhas and Cape Recife, steer a course to pass through the eastbound or southern lanes of the traffic separation schemes off the Alphard Banks and FA platform.

## EXEMPTIONS

8. The following exemptions to the laden tanker rules apply:

a. Vessels calling at Cape Town (Table Bay) to rendezvous with service craft or helicopters should follow the recommended routes until, in the case of laden tankers, when proceeding Westbound, Cape Point Light bears 000°(T) at 20 nautical miles, thence altering course to position, Slangkop Point Light 250°(T) at 20 nautical miles. From this position course may be altered to the rendezvous area 6 nautical miles westward of Green Point Light (Z5834) (D5900) (replenishment area shown on charts SAN 118, 119, 1013 - INT 2681).

b. Laden tankers engaged on voyages solely between ports in the Republic of South Africa are exempted from the provisions of paragraphs 6 and 7 of these regulations and are to maintain a distance of 10 nautical miles off salient points of the coast subject to weather, sea and current conditions, when setting courses to their ports of loading and discharging.

c. During the winter season (16 April to 15 October) westbound laden tankers should maintain the minimum distance of 20 nautical miles off the appropriate landmarks in paragraph 6.a. However, on approaching the winter zone, they may remain within the summer zone as close to the separation line as possible, and for the minimum period necessary, to ensure that they can remain on their summer loadline throughout. In the vicinity of the FA Platform and Alphard Banks, they are to adjust their course to pass through the westbound traffic lanes.

Source : SAMSA

## 1.20 REGULATIONS FOR THE COMBATting OF OIL POLLUTION

1. Since 1 October 1985 the Department of Environmental Affairs and Tourism (DEA&T) has been responsible for matters relating to the combating of oil pollution with the Department of Transport (DOT) retaining responsibility for prevention. This arrangement applied to functions in terms of the Prevention and Combating of Pollution of the Sea by Oil Act 6 of 1981 (as it was originally called). With the establishment of the South African Maritime Safety Authority (SAMSA) on 1 April 1998, the administration of this Act [now called the Marine Pollution (Control and Civil Liability) Act 6 of 1981] was transferred to SAMSA in terms of the South African Maritime Safety Authority Act 5 of 1998. However, section 52 of the latter Act continues DEA&T's responsibility for combating oil pollution.
2. SAMSA, DEA (Department of environmental affairs) and Smit Amandla Marine (the managers of the standby tug "Smit Amandla") are all concerned with the prevention, containment and cleaning up of oil spills at sea. These organizations should be informed as soon as possible whenever there is an oil spill or a threat of an oil spill.
3. Oil spills and threatened spills should be reported immediately to the nearest SAMSA Principal Officer, failing which (and in the following order) SAMSA's Regional Managers, SAMSA's Chief Executive Officer (CEO), any of the other SAMSA officials, the DEA officials, or the managers of Smit Amandla Marine.
4. For ships at sea, the South African coastal maritime radio stations will connect the responsible ship's officer to the South African Maritime Rescue Coordination Centre (MRCC), which will alert the appropriate Principal Officer.
5. A ship in port can report to the duty officer in the control tower of the Transnet National Ports Authority (TNPA), who will forward the communication to the Principal Officer of the port. Alternatively, the ship, or the ship's agent, can communicate directly with the Principal Officer.
6. The SAMSA official receiving the initial report will immediately place the organisation on alert by informing the responsible persons at DEA and Smit Amandla Marine. He or she will then inform SAMSA's Regional Manager about the incident and any action taken. The Regional Manager will inform higher authority, as appropriate, and, if necessary, activate SAMSA's Casualty Response Unit.
7. If for any reason the above procedure fails, any person in the organisations mentioned in paragraph 6 should carry forward the procedure by alerting other relevant persons and organisations.
8. Agreement has been reached with TELKOM that radiotelephone or radiotelegraphy reports of this nature passed through South African Coast Radio Stations, depending on the locality, radio reports may be addressed to The Principal Officer of SAMSA via Port Control (VHF Channel 16) at the following ports: Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town and Saldanha Bay.
9. As the prevention of the pollution of the sea by oil is of international importance it is considered that vessels on passage along the coastline of the Republic of South Africa or lying in an anchorage off the various ports can be of invaluable assistance to the Department by reporting:
  - a. Oil slicks sighted;
  - b. Oil accidentally discharged;
  - c. Oil discharged in the interests of Safety of Life at Sea;
  - d. Vessels in distress likely to cause oil pollution.
10. Article 8 and Protocol I of MARPOL 73/78 establishes reporting requirements for pollution incidents. Reports should contain as much of the following information as possible:
  - a. Name of the person reporting the incident;
  - b. Telephone number (work/home) or other means of contact;
  - c. Date and time of observation;
  - d. Details of observation;
  - e. Location (e.g. latitude and longitude or the position relative to the coastline);
  - f. Source and cause of pollution (e.g. name and type of vessel, collision or grounding);
  - g. Type and estimated quantity of oil spilled and the potential and probability of further pollution;
  - h. Weather and sea conditions;
  - i. Action taken or intended to respond to the incident.
11. The following is a guide as to the appearance of oil on the sea and the method of reporting such oil:
  - a. Effect of oil on appearance of the water:
    - i. Condition 1 :Barely visible under most favourable light conditions.

- ii. Condition 2 :Visible as a silvery sheen on the water surface.
- iii. Condition 3 :First trace of colour may be observed.
- iv. Condition 4 :Bright bands of colour.
- v. Condition 5 :Colours begin to turn dull natural to colour of oil.
- vi. Condition 6 :Colours natural to colour of oil.

**Note: Conditions 4, 5 and 6 would require immediate action by the Oil Pollution Organisation.**

b. Information required in the text of a report of an oil sighting:

- i. Condition as stated above.
- ii. Position.
- iii. Extent of oil slick.
- iv. Weather or wind direction.
- v. Vessel involved.

12. Thus a typical message could read as follows:

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CAPT I.M. SPILLER  
SPILLER@C-OIL.COM.AU  
17 APR 12 1020UTC  
OIL SIGHTED  
35-03 S 020-31 E  
M/V OIL CARRIER STOP POSSIBLE SPILLAGE  
CONDITION 6 STOP 3 BY 3 MILES  
FORCE 3 SE  
SAMSA CAPE TOWN INFORMED VIA E-MAIL
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**Note :** Insert word STOP between phrases only when confusion may occur.

13. No Master or member of the crew making or associated with a report of this nature would be called upon to give evidence in a court of law if his vessel is due to sail before the trial.

#### **Reporting discharge of oil and/or damage to a vessel.**

14. The following information is required from the Master for a radio report of discharge of oil and/or damage to his vessel when navigating within 50 nautical miles off the coasts of South Africa:

- a. Name and Call sign, Official Number and Port of Registry.
- b. Position, Course and Speed.
- c. Nature of Damage (See Note below).
- d. Prevailing weather and sea conditions.
- e. If bound for a port in the Republic of South Africa.

15. If applicable, the particulars contained in the certificate issued in terms of *Article VII of the International Convention on Civil Liability for Oil Pollution, 1969*, is required to be carried on board.

**Note : Damage to a vessel shall be deemed to have created the likelihood of a discharge of oil if it is of such a nature as to detrimentally affect in any way the vessel's seaworthiness or efficient working.**

16. Up to date telephone lists of persons responsible for combatting oil spills are issued regularly by SAMSA in MARINE NOTICES. The Principal Officer (PO) stationed closest to the incident should be the first contact.

Marine Notices are obtainable from:

The South African Maritime Safety Authority  
161 Lynnwood Road  
Brooklyn, Pretoria  
PO Box 13186  
Hatfield 0028  
South Africa

Tel: +27 12 366 2600  
Telefax: +27 12 366 2601  
e-mail: marinenotices@samsa.org.za  
Website : www.samsa.org.za

## 1.21 FORMATIONS OF WARSHIPS AND CONVOYS

1. The attention of mariners is drawn to the danger to all concerned if a single vessel approaches a formation of warships or convoy of merchant ships so closely as to involve risk of collision, or attempts to pass ahead of, or through, such a formation or convoy.
2. Although a single vessel is advised to keep out of the way of a formation or convoy, this does not entitle vessels sailing in company to proceed without due regard to the movements of the single vessel. Vessels sailing in company should be ready, in case the single vessel does not keep out of the way, to take such action as will best avoid a collision.

## 1.22 SHIPS OPERATING HELICOPTERS

1. Attention is drawn to the uncertainty of movements of ships when helicopters are operating to or from their decks. While so operating these ships will display the "Restricted in ability to manoeuvre" signals as prescribed by Rule 27 of the *International Regulations for Preventing Collisions at Sea, 1972 (as amended) (COLREGS)*. Ships operating helicopters at night use red or white flood lighting on the flight deck.

## 1.23 REPLENISHMENT AT SEA

1. South African warships, in conjunction with auxiliaries, frequently exercise replenishment-at-sea. While doing so the two or more ships taking part are connected by jackstays and/or hoses. They also display the "Restricted in ability to manoeuvre" signals.

**Note** : Mariners are warned that, while carrying out exercises, the ships are severely restricted both in manoeuvrability and speed. Other vessels are therefore advised to keep well clear in accordance with Rule 27 of *COLREGS*.

## 1.24 POSITIONS OF STEAMING LIGHTS ON CERTAIN WARSHIPS

1. Certain warships which cannot comply fully with Part C of *COLREGS* concerning the number and positioning of lights, comply as closely as possible.

**Note** : The following Vessels of 45 m in length or over cannot be fitted with a second steaming light owing to their special construction:- destroyers, frigates, ocean and coastal minesweepers, boom working vessels and survey vessels.

## 1.25 MINESWEEPING AND SURVEYING OPERATIONS

1. The signals shown by South African Naval vessels, when engaged in minesweeping operations, are as prescribed in *COLREGS*, Rules 23 and 27f. The same signals will also be shown by South African surveying vessels when sweeping for underwater obstructions. When employed on surveying operations, these vessels will display the lights and shapes as for a vessel "Restricted in ability to manoeuvre". Other ships should keep well clear of vessels showing these signals.

## 1.26 INFORMATION CONCERNING SUBMARINES

### Part I - SUBMARINE WARNING SIGNALS

1. Mariners are warned that considerable hazard to life may result from disregarding the following warning signals, which denote the presence of submarines:

#### Visual Signals

2. South African warships fly the **International Code Group NE2** to denote that submarines, which may be submerged, are in the vicinity. Other vessels are cautioned to steer a course so as to give a wide berth to any vessel flying this signal. If, for any reason, it is necessary to approach her, a good lookout must be kept for submarines, whose presence may be indicated only by their periscopes or snort masts showing above water.
3. A submarine submerged at periscope depth at night, may sometimes indicate her position by means of an underwater lantern, which will illuminate the sea surface from below.