



Notice 73 – 85
July 2012
Supplied *Gratis*

SOUTH AFRICAN NOTICES TO MARINERS

July 2012 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 E-mail : ncom.cape@sanavy.co.za
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. Kampfer
Hydrographer, SA Navy
NAVAREA VII Co-ordinator**

I

INDEX OF CHARTS AND PUBLICATIONS AFFECTED

SAN Charts	Notices	Pages
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SAN Charts – New Charts / Editions	Notices	Pages
85 (INT 7550)	79	8
1004 (INT 2612)	79	8
1005 (INT 2613)	79	8

SAN Publications – New Publications / Editions	Notices	Pages
Nil.		

SAN Charts and Publications – Permanently Withdrawn	Notices	Pages
1001 (INT 2611)	80	9

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. This publication is maintained electronically for each monthly Notice to Mariners and can be downloaded from www.sanho.co.za/notices/xxxx_series.htm (xxxx being the current year).

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 07 August 2012

CANCELLED NOTICES

84(T)/10 Chart 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).

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.
76(T)/12 RSA False Bay Buoy deployed until latter part of 2012. Charts SAN 1016, 1017.

I cont/...

PRELIMINARY NOTICES

2012 Series

Nil.

SAN CHARTS PERMANENTLY WITHDRAWN

SAN 1001 (INT 2611).

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)	85 (INT 7550)	87 (INT 7570)				
90 (INT 2051)	1002 (INT 2631)	1004 (INT 2612)	1005 (INT 2613)	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	SC12				

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

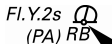
IMPORTANT: UPDATED VERSION (Latest update: March 2012 NTMs).

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.

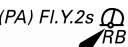
73* NAMIBIA – West Coast, Swakopmund – Buoy

Source: NAMPORT

SAN 52 [Previous Update – 67/12] CLARKE 1880 DATUM

1. Delete:  in approximate position 22° 41.0' S 14° 28.0' E

SAN 73 (INT 2610) [Previous Update – 76/11] CLARKE 1880 DATUM


2. Delete:  in approximate position 22° 41.0' S 14° 28.0' E

(SAN 52, 73)

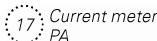
74* NAMIBIA – West Coast, West of Walvis Bay – Current meter

Source: Ministry of Fisheries & Marine Resources

SAN 52 [Previous Update – 73/12] CLARKE 1880 DATUM

1. Former NTM 84(T) of 2010 is cancelled.
2. Insert:  in approximate position 23° 00.0' S 14° 03.0' E

SAN 73 (INT 2610) [Previous Update – 73/12] CLARKE 1880 DATUM

3. Insert:  in approximate position 23° 00.0' S 14° 03.0' E


(SAN 52, 73)

II cont/...


75* NAMIBIA – West Coast, NW of Lüderitz Bay – Wreck

Source: NAMPORT

SAN 75 (INT 2630) [Previous Update – 28/11] CLARKE 1880 DATUM

1. Insert:  PA in approximate position 26° 34.5' S 15° 07.2' E

SAN 1002 (INT 2631) [Previous Update – 58/12] WGS 84 DATUM

2. Insert:  PA in approximate position 26° 34.54' S 15° 07.22' E


3. The wreck is that of M/V Jelly Fish, which caught fire in port and was towed out to sea where it sank.

(SAN 75, 1002)


76(T)/12 SOUTH AFRICA – South West Coast, False Bay – Buoy

Source: Institute for Maritime Technology (IMT) (Previously issued as CNW 287 of 2012)

SAN 1016 [Previous Update – 63/11] WGS 84 DATUM

1. Insert:  Fl(4)Y.15s in position 34° 11.33' S 18° 27.06' E

SAN 1017 [Previous Update – 79/11] WGS 84 DATUM

2. Insert:  Fl(4)Y.15s in position 34° 11.329' S 18° 27.056' E



(SAN 1016, 1017)

II cont/...



77* SOUTH AFRICA – South West Coast, Saldanha Bay – Wrecks, depth and Small Craft Sailing Directions

Source: SAS PROTEA and Hydrographer



SAN 1011 (INT 2673) [Previous Update – NIL] WGS 84 DATUM

- | | | | | |
|------------|--|-------------------------|---------------|---------------|
| 1. Delete: |  Wk | in approximate position | 33° 01.320' S | 17° 57.730' E |
| 2. Insert: |  Wk | in position | 33° 01.270' S | 17° 57.640' E |



SAN 1012 (INT 2672) [Previous Update – 53/11] WGS 84 DATUM

- | | | | | |
|------------|--|-------------------------|---------------|---------------|
| 3. Delete: |  Wk | in approximate position | 33° 01.320' S | 17° 57.730' E |
| 4. Delete: | depth 7 _g | in approximate position | 33° 01.517' S | 17° 57.717' E |
| 5. Insert: |  Wk | in position | 33° 01.270' S | 17° 57.640' E |

SAN SC 2 - Front [Previous Update – 42/12] CLARKE 1880 DATUM

- | | | | | |
|------------|--|-------------------------|--------------|--------------|
| 6. Delete: |  Wk | in approximate position | 33° 01.32' S | 17° 57.73' E |
| 7. Insert: |  Wk | in position | 33° 01.27' S | 17° 57.64' E |

SAN SC 2 – Rear Inset Panel [Previous Update – 42/12] CLARKE 1880 DATUM

- | | | | | |
|-------------|--|-------------------------|---------------|---------------|
| 8. Delete: |  Wk | in approximate position | 33° 01.320' S | 17° 57.730' E |
| 9. Delete: | depth 7 _g | in approximate position | 33° 01.517' S | 17° 57.717' E |
| 10. Insert: |  Wk | in position | 33° 01.270' S | 17° 57.640' E |

11. Small Craft Sailing Directions (Small Craft Harbour) Para 2


Insert: Accompanying block correction.

(SAN 1011, 1012, SC 2)



78* SOUTH AFRICA – East Coast – Wrecks

Source: Hydrographer

SAN 129 [Previous Update – 100/10] CLARKE 1880 DATUM

- | | | | | |
|------------|---|-------------------------|-------------|-------------|
| 1. Delete: |  | in approximate position | 31° 47.0' S | 29° 21.4' E |
|------------|---|-------------------------|-------------|-------------|

SAN 130 [Previous Update – 70/12] CLARKE 1880 DATUM

- | | | | | |
|------------|---|-------------------------|-------------|-------------|
| 2. Delete: |  | in approximate position | 31° 16.2' S | 30° 02.0' E |
| 3. Delete: |  | in approximate position | 31° 13.4' S | 30° 04.2' E |

(SAN 129, 130)

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
Mozambique

Tel: 43 01 86/8
Fax: (258)-(1)-43 01 85-42 86 70
Telex: 6-619-Maputo-Mozambique
E-mail: hidro@inahina.uem.mz

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.

2012 Series

Nil.

III

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

79/12

1. **SAN 1004 (INT 2612)** **WALVIS BAY HARBOUR**

New Chart Date : 31 July 2012

Scale : 1: 15 000

Limits : Latitudes : 22° 50' 00"S - 22° 57' 45"S Longitudes : 014° 25' 54"E - 014° 31' 42"E

Projection : Mercator

Spheroid : WGS 84

2. **SAN 1005 (INT 2613)** **APPROACHES TO WALVIS BAY**

New Chart Date : 31 July 2012

Scale : 1: 40 000

Limits : Latitudes : 22° 38' 00"S - 22° 58' 18"S Longitudes : 014° 18' 00"E - 014° 33' 30"E

Projection : Mercator

Spheroid : WGS 84

3. The above new international charts are the replacement of international chart SAN 1001 - INT 2611, which is hereby withdrawn. These charts provide improved coverage to the port of Walvis Bay. Changes include mainly the deepened and extended main navigation channel, added aids to navigation, anchorage areas and new proclaimed port limits. These charts are now available from official Chart Agents.

4. **SAN 85 (INT 7550)** **MBASHE POINT TO PORT SHEPSTONE**

New Chart Date : 31 July 2012

Scale : 1: 300 000

Limits : Latitudes : 30° 35' 00"S - 33° 04' 30"S Longitudes : 028° 44' 00"E - 030° 45' 00"E

Projection : Mercator

Spheroid : WGS 84

5. This chart is in the WGS 84 Datum and complies with international charting standards. It is included in the 1:300 000 International Chart Series and is now available from official Chart Agents.

III cont/...

**SAN HO CHARTS AND SAN HO PUBLICATIONS – PERMANENTLY
WITHDRAWN**

80/12

1. **SAN 1001 (INT 2611) WALVIS BAY**
2. This chart has been replaced by new charts SAN 1004 (INT 2612) and SAN 1005 (INT 2613).

IV

CORRECTIONS TO SAN HO PUBLICATIONS

81/12 SOUTH AFRICAN SAILING DIRECTIONS VOL II (SAN HO-22) – 2002 EDITION

Page vi

1. Insert: Accompanying block correction.

Page ix, para 9

2. Amend: *INT 2611 SAN 1001 and INT 2611 SAN 1001
to read: *INT 2631 SAN 1002 and INT 2631 SAN 1002 respectively

Page 1 – 1 to 1 - 2

3. Replace with accompanying pages.

See SANHO website: 07_JULY 12 NTM (SAN HO-22) 1.pdf.

Page 1 – 3 (Charts list)

4. Amend: *1001 (INT 2611)*
to read: *1004 (INT 2612), 1005 (INT 2613)*

Page 1 – 10 (Charts list)

5. Amend: *1001 (INT 2611)*
to read: *1004 (INT 2612), 1005 (INT 2613)*

Page 1 – 11 (Charts list)

6. Amend: *1001 (INT 2611)*
to read: *1004 (INT 2612), 1005 (INT 2613)*

Page 1 – 11 to 1 - 16

7. Amend: Original
to read: Amendment 3 – May 2012

Page 1 – 13 (Charts list)

8. Amend: *1001 (INT 2611)*
to read: *1004 (INT 2612), 1005 (INT 2613)*

Page 2 – 1 to 2 - 2

IV cont/...

9. Replace with accompanying pages.

See SANHO website: 07_JULY 12 NTM (SAN HO-22) 2.pdf.

Page 2 – 3 (Charts list)

10. Amend: 1001 (INT 2611)

to read: 1004 (INT 2612), 1005 (INT 2613)

Page 2 – 4 (Charts list)

11. Amend: 1001 (INT 2611)

to read: 1004 (INT 2612), 1005 (INT 2613)

Page P3 – 14 to P3 - 15

12. Amend: Original

to read: Amendment 1 – March 2005

Page P4 – 12 to P4 - 13

13. Amend: Original

to read: Amendment 2 – April 2005

Page 4 – 23, para's 8 and 9

14. Insert: Accompanying block correction.

LEP – 1

15. Insert: Replace with accompanying page.

See SANHO website: 07_JULY 12 NTM (SAN HO-22) 3.pdf.

82/12 SOUTH AFRICAN SAILING DIRECTIONS VOL III (SAN HO-23) – 2003 EDITION

Page P2 - 8

1. Insert at bottom right: Amendment 1 – November 2011

Page P4 – 4 to 4 - 18

2. Amend: Original

to read: Amendment 2 – May 2012

Page P5 - 14

3. Amend: Mngazi River Mouth (5.5.66) 116m hill...

to read: Mngazi River Mouth (5.5.66) 120m hill...

4. Amend: Western Green Peak (5.5.67) 168m hill centre.

to read: Western Green Peak (5.5.67) 161m hill centre.

Page P6 - 9

5. Amend: Damba River.

to read: Domba River.

IV cont/...

6. Amend: St Elmos Convent.

to read: St Elmo's Convent.

Pages 5 - 9 to 5 - 20 and 6 - 3 to 6 - 10

7. Replace with accompanying pages.

See SANHO website: 07_JULY 12 NTM (SAN HO-23).pdf.

**83/12 CATALOGUE AND INDEXES OF SAN CHARTS AND PUBLICATIONS (SAN HO-3)
– 2011 EDITION**

Page 2, columns 2 & 3

INDEX OF PAPER NAVIGATIONAL CHARTS

1. Delete: INT 2611 SAN 1001 16, 17 in toto.

2. Insert under: SAN 1003 10, 11, 12, 13

INT 2612 SAN 1004 16, 17

INT 2613 SAN 1005 16, 17

Page 14, INT 7550 SAN 85

3. Amend: Pecked line to solid line.

Page 15

4. Amend:

INT 7550 SAN 85 Mbashe Point to Port Shepstone

to read:

INT 7550 SAN 85 Mbashe Point to Port Shepstone 30°35'00" 33°04'30" 28°44'00" 30°45'00" Jul 2012

5. Amend footnote: **INT 7550 SAN 85**

to read: **INT 7560 SAN 86**

Page 16

6. Insert: Accompanying block correction.

Page 17

7. Amend:

INT 2611 SAN 1001	Approaches to Walvis Bay	37 500	22°45'24"	22°58'19"	14°20'00"	14°32'50"	Apr 2002
	Walvis Bay Harbour	15 000	22°52'36"	22°57'45"	14°28'30"	14°31'41"	

to read:

INT 2612 SAN 1004	Walvis Bay Harbour	15 000	22°50'00"	22°57'45"	14°25'54"	14°31'42"	Jul 2012
INT 2613 SAN 1005	Approaches to Walvis Bay	40 000	22°38'00"	22°58'18"	14°18'00"	14°33'30"	Jul 2012

8. Amend footnote: **INT 2611 SAN 1001**

to read: **INT 2631 SAN 1002**

IV cont/...

Page 45

9. Delete: INT 2611 SAN 1001 in toto.

10. Insert under SAN 1003:

INT 2612 SAN 1004 Walvis Bay Harbour

INT 2613 SAN 1005 Approaches to Walvis Bay

Page 46, INT 7550 SAN 85

11. Delete: †

84/12 CUMULATIVE LIST OF SA NOTICES TO MARINERS – 2012 EDITION

Page 3

1. Insert under INT 7540 - 84:

INT 7550 – 85	Jul 2012	NIL.
----------------------	----------	------

Page 4

2. Delete: INT 2611 - 1001 in toto.

3. Insert under 1003:

INT 2612 – 1004	Jul 2012	NIL.
INT 2613 – 1005	Jul 2012	NIL.

V

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

85/12 SECTION 3 – RADIO SERVICES

Page 37 **RADIO REPORTING POINTS**

1. Table, line 1, column 3 (Walvis Bay)

Amend: NNW
SSW

to read: SSE
NNE

VI

NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 07 August 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

082	Indian Ocean - SW Sector	Buoy deployed.
110	Indian Ocean - SW Sector	Survey operations.
136	South Atlantic Ocean – NE Sector	Survey operations.
157	Indian Ocean - SW Sector	Buoys and light unlit.
158	Indian Ocean - SW Sector	Port of Pemba light unlit.
163	Indian Ocean - SW Sector	Port of Quelimane buoys unlit.
166	South Atlantic Ocean – NE Sector	Rigmove.
169	South Atlantic Ocean – NE Sector	Riglist.
171	South Atlantic Ocean – NE Sector	Survey operations.
172	South Atlantic Ocean – NE Sector	Survey operations.
175	Indian Ocean - SW Sector	Port of Quelimane light unlit.
179	AFMET off the air.	
182	Messages in Force.	

COASTAL NAVWARNING MESSAGES

Nil Prior to these Messages

2012 Series

273	RSA	Port of Durban	Buoy deployed.
287	RSA	False Bay	Buoy deployed.
297	Namibia	Lüderitz	Vessel sunk.
299	Namibia	Orange River Mouth	Peace in Africa anchor spread.
300	RSA	North Sand Bluff	Mainlight unlit.
302	Namibia	Spencer Bay	Survey operations.
303	RSA	Dassen Island	Light unlit.
308	RSA	False Bay	Gunnery exercise.
309	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, 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 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 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			
<i>Latitude</i>	<i>Longitude</i>	<i>Position Method</i>	<i>Vertical datum</i>
		GPS/Radar/Sextant/other	
Position System Details			
Sextant Angle Details			
Echo Sounder used		Transducer Depth	
Accompanying plots and photographs <i>(if any)</i>	<i>(details)</i>		
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: hydrosan@iafrica.com	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.	

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

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: hydrosan@iafrica.com	Telex: 95 527946 (ANS BACK: NAVY SA)
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To accompany NTM 77 of 2012.

SMALL CRAFT HARBOUR

When navigating from Marcus Island to Smitswinkelbaai, vessels should remain to the NE of the cardinal buoys to clear the mussel culture area along the breakwater.

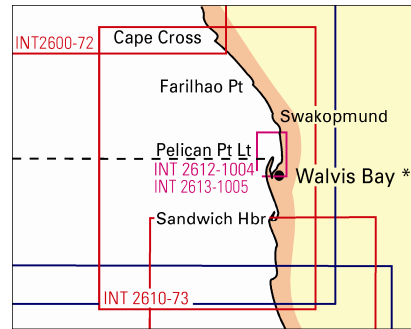
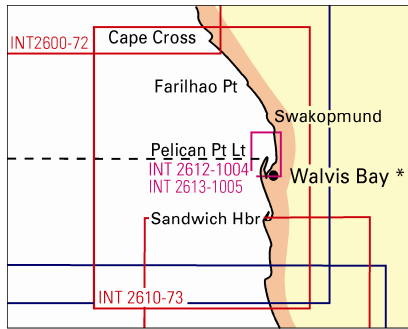
A **small-boat harbour** has been constructed in the small bay immediately to the westward of the curved breakwater. This bay is **well sheltered** from all directions except the north. A second breakwater, exhibiting a flashing **light**, runs 300 m NW from the root of the curved breakwater in order to protect the small boat harbour. The small craft quay runs 250 m in a SW direction and has a minimum depth of 5 m alongside. **Yachtport SA**, a small craft marina, has been established in the southern corner of the quay with a number of finger jetties protruding from the shore. **Government Jetty**, a concrete and wooden structure 343m in length, projects into the bay from a point close northward of Navy House. This has depths of from 5.5 to 7.3 m alongside it on both sides. A **light** is exhibited from the head of the jetty at an elevation of 6 m.

To accompany NTM 81 of 2012.

8. A **small-boat harbour** has been constructed in the small bay immediately to the westward of the curved breakwater. This bay is **well sheltered** from all directions except the north. A second breakwater, exhibiting a flashing **light**, runs 300 m NW from the root of the curved breakwater in order to protect the small boat harbour. The small craft quay runs 250 m in a SW direction and has a minimum depth of 5 m alongside. **Yachtport SA**, a small craft marina, has been established in the southern corner of the quay with a number of finger jetties protruding from the shore. **Government Jetty**, a concrete and wooden structure 343m in length, projects into the bay from a point close northward of Navy House. This has depths of from 5.5 to 7.3 m alongside it on both sides. A **light** is exhibited from the head of the jetty at an elevation of 6 m.

9. A **quay**, having depths of 6 m alongside, extends eastward from the root of the Government Jetty for a distance of 540 m.

To accompany NTM 81 of 2012.



To accompany NTM 83 of 2012.

