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August 2025
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SOUTH AFRICAN NOTICES TO MARINERS

August 2025 EDITION

PUBLISHED MONTHLY
BY THE
HYDROGRAPHIC OFFICE
CAPE TOWN

CONTENTS

IMPORTANT

Mariners are requested to inform the National 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 : www.sanho.co.za**
Urgent navigation information: **(24 Hour Service)**	**E-mail : navcomcen.cape@gmail.com** **Fax : +27 21 787 2228**
Other navigation information: **(0730 - 1600 Mon - Fri)**	**Fax : +27 21 787 2233** **Phone : +27 21 787 2445/2408** **E-mail : hydrosan@iafrica.com**
General information: **(0730 - 1600 Mon - Fri)**	**Phone : +27 21 787 2408**

Captain (SAN) N. le Roux
South African National Hydrographer
NAVAREA VII Co-ordinator

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INDEX OF CHARTS AND PUBLICATIONS AFFECTED

Charts	Notices	Pages
Nil	-	-

Publications	Notices	Pages
South African Sailing Directions Volume II (SAN HO-22) 2014 Edition	73/25	8
South African List of Lights and Radio Signals (SAN HO-1) 2025 Edition	74/25	9

Charts – New Charts / Editions	Notices	Pages
SAN 1004 (INT 2612)	72/25	8
SAN 1005 (INT 2613)	72/25	8

Publications – New Publications / Editions	Notices	Pages
Nil	-	-

Charts and Publications – Permanently Withdrawn	Notices	Pages
Nil	-	-

Spheroid / GPS Positions
All positions quoted in these Notices are referred to the **WGS Spheroid**, unless otherwise indicated.
On chart scales of **1: 150 000 and smaller**, positions from **GPS receivers** set to **WGS 84** may be plotted directly on these charts. Mariners are warned that **insertion of Clarke 1880 (or other) positions on Automatic Plotters which are set to WGS 84 Spheroid can result in inaccurate navigation practices.**

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

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

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 HO-6 for Symbols and Abbreviations used on Charts and NP735 for an illustrated explanation of the IALA Maritime Buoyage System.

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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 National Hydrographer does not accept any liability for the display and printing of these digital Notices to Mariners on the user's equipment.

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TEMPORARY NOTICES AND PRELIMINARY NOTICES
In force 0800 28 August 2025

CANCELLED NOTICES

2025 Series

29(T)/25	Namibia	Port of Walvis Bay	Spit Buoy Racon N. Chart 1004 (INT 2612), 1005 (INT 2613)
30(T)/25	Namibia	Port of Walvis Bay	Channel Buoys Removed. Chart 1004 (INT 2612), 1005 (INT 2613)

TEMPORARY NOTICES

2025 Series

28(T)/25	Namibia	Walvis Bay Approaches	Oyster Lines And Buoys. Chart 1005 (INT 2613)
31(T)/25	Namibia	Offshore Oranjemund	Wave Rider Buoys. Chart 76 (INT 2640), 113
32(T)/25	Namibia	Offshore Oranjemund	Buoy and Sub-surface Mooring Deployed Chart 92 (INT 2053)
33(T)/25	RSA	West Coast	Magnetic Anomaly. Chart 1, 2, 5, 27 (INT 204)
34(T)/25	RSA	Offshore Adam se Baai	Current Meter. Chart 77 (INT 2650), 115
37(T)/25	RSA	Lambert's Bay, St. Helena Bay	Dredging Operations. Chart 1003, 1009, SC 3
38(T)/25	RSA	Laaiplek	Temporary Aids to Navigation and Reported shoals. Chart SC 3
39(T)/25	RSA	Sandy Point Harbour	Buoys. Chart 1009, SC 3
40(T)/25	RSA	Saldanha Small Craft Harbour	Reported Shoals / Rocks. Chart 1012 (INT 2672), SC 2
41(T)/25	RSA	Port of Saldanha	Wreck. Chart 1011 (INT 2673), 1012 (INT 2672), SC 2
42(T)/25	RSA	Port of Saldanha	Shoals. Chart 1012 (INT 2672)
43(T)/25	RSA	Port of Saldanha	Buoys Placed Temporarily. Chart 1011 (INT 2673), 1012 (INT 2672), SC 2
44(T)/25	RSA	Langebaan	Rocks, Depths, Absent Aids to Navigation. Chart SC 2

I cont/…

45(T)/25	RSA	Saldanha, Hoek van Bobbejaan to Cape Maclear, Cape Point to Paulsberg, Smitswinkelbaai, Millers Point to Oatland Point, Roman Rocks, Mackerel Bay to Kalkbaai, Muizenberg to Swartklip, Seal Island, East Shoal and Macassar to Kleinmond, Mossel Bay to Plettenberg Bay	Octopus Lines. Chart 79 (INT 2670), 81 (INT 7510), 82 (INT 7520), 118, 119, 120, 122, 123, 124, 150, PEXA 150, 1010 (INT 2671), PEXA 1010, 1011 (INT 2673), 1012 (INT 2672), 1016, PEXA 1016, PEXA 1016A, 1017, 1020 (INT 7521), 1022
46(T)/25	RSA	Simon's Bay	Cardinal Buoys. Chart 1016, PEXA 1016A, 1017
47(T)/25	RSA	Simon's Bay	LiDAR Buoy. Chart 1017, SC 4, SC 5
48(T)/25	RSA	False Bay	Whittle Rock Buoy and Racon. Chart 79 (INT 2670), 80 (INT 2680), 119, 150, PEXA 150, 1016, PEXA 1016, PEXA 1016A, SC 4, SC 5
49(T)/25	RSA	Port of Cape Town	Depths. Chart 1014 (INT 2682)
50(T)/25	RSA	False Bay	Else Peak Mast Collapse. Chart 119, 150, PEXA 150, 1016, PEXA 1016, PEXA 1016A, 1017, SC 5
51(T)/25	RSA	False Bay	Buoy. Chart 1017
52(T)/25	RSA	Struisbaai	Directional Light Unlit. Chart SC 5
53(T)/25	RSA	Mossel Bay	Foul Ground. Chart 122, 123, 1020 (INT 7521)
54(T)/25	RSA	Mossel Bay	Mooring Buoy. Chart 81 (INT 7510), 82 (INT 7520), 122
55(T)/25	RSA	Knysna	Shoals, Aids to Navigation. Chart 1021
56(T)/25	RSA	Port of Port Elizabeth	Depth. Chart 1025 (INT 7532)
57(T)/25	RSA	Port of East London	Depths. Chart 1027 (INT 7541)
58(T)/25	RSA	East London	Nahoon Point Light Unlit. Chart 127, 128, 1027 (INT 7541)
59(T)/25	RSA	Port of Durban	Depths. Chart 1031 (INT 7562)
60(T)/25	RSA	Port of Durban	Reported Shoal. Chart 1030 (INT 7561), 1031 (INT 7562), SC12
61(T)/25	RSA	Port of Durban	Racon Not Operational. Chart 135, 1030 (INT 7561)

I cont/…

62(T)/25	RSA	Port of Richards Bay	Depths. Chart 1033 (INT 7571)
63(T)/25	RSA	Richards Bay	Temporary Light Established. Chart 87 (INT 7570), 132, 133, 1032 (INT 7572), 1033 (INT 7571), SC 12
64(T)/25	RSA	Cape St Lucia	Cape St Lucia Main Light Unlit. Chart 87 (INT 7570), 94 (INT 7051), 95 (INT 7052), 133
71(T)/25	RSA / Namibia		Cape Naval (NAVCOMCEN Cape) (ZSJ) SAN HO-1

PRELIMINARY NOTICES

2025 Series

Nil.

SUMMARY OF CHARTS AND PUBLICATIONS PERMANENTLY WITHDRAWN

Nil.

ERRATUM

Nil.

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

1	2	3	4	5
27 (INT 204)	28 (INT 700)	71 (INT 2590)	72 (INT 2600)	73 (INT 2610)
74 (INT 2620)	75 (INT 2630)	76 (INT 2640)	77 (INT 2650)	78 (INT 2660)
79 (INT 2670)	80 (INT 2680)	81 (INT 7510)	82 (INT 7520)	83 (INT 7530)
84 (INT 7540)	85 (INT 7550)	86 (INT 7560)	87 (INT 7570)	88 (INT 7580)
90 (INT 2051)	91 (INT 2052)	92 (INT 2053)	93 (INT 7050)	94 (INT 7051)
95 (INT 7052)	113	114	115	121
122	125	126	127	132
133	134	1002 (INT 2631)	1003	1004 (INT 2612)
1005 (INT 2613)	1010 (INT 2671)	1011 (INT 2673)	1012 (INT 2672)	1013 (INT 2681)
1014 (INT 2682)	1015	1016	1017	1020 (INT 7521)
1021	1024 (INT 7531)	1025 (INT 7532)	1026 (INT 7533)	1027 (INT 7541)
1029 (INT 7563)	1030 (INT 7561)	1031 (INT 7562)	1032 (INT 7572)	1033 (INT 7571)
2003 (INT 7745)	2004 (INT 9056)	2051	2053	2054
3001	SC 3	SC 5	SC 9	SC12

I cont/…

SA NAVY CHARTS OF SOUTH AFRICA AND NAMIBIA THAT IS REFERRED TO THE CLARKE 1880 SPHEROID

1. Corrections to be applied to positions obtained from GPS satellite receivers (based on the Global Positioning System (WGS 84) spheroid) for plotting on nautical charts based on the Clarke 1880 (mod) spheroid.

LARGE SCALE CHARTS

CHART NUMBER	SHIFTS (m) Latitude	Longitude
1009	-16	64
1022	-12	48

1 : 150 000 AND SMALLER SCALE CHARTS

Positions obtained from a GPS Receiver can be plotted directly on these charts as the shift is negligible.

MISCELLANEOUS

1. Mariners are advised that the primary and most reliable means of communication with the Hydrographic Office for all URGENT navigational correspondence is via facsimile to number : +27 21 787 2228.

2. Current and archived South African Notices to Mariners are available in PDF format on website **www.sanho.co.za**.

GENERAL: SA NAVY HYDROGRAPHIC OFFICE CONTACT DETAILS

1. Mariners and interested parties are advised to take note of the SA Navy Hydrographic Office **24 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 AND SECURITY RELATED INFORMATION TO MARINERS

IMPORTANT: UPDATED VERSION (Previous update: May 2013 NTMs).

1. Mariners and interested parties are advised to take note of the **NAVAREA IX Message 092** regarding the **Merchant Vessel Voluntary Reporting Scheme**. More detail is provided on **page 13 and 14** of this Notice to Mariners.

CAUTION REGARDING USE OF ECDIS IN STANDARD DISPLAY MODE AND OPERATING ANOMALIES IDENTIFIED WITHIN ECDIS

IMPORTANT: UPDATED VERSION (Previous update: October 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. This includes certain **display anomalies** with relevant **advice**. More detail is provided from **pages 15 to 19** of this Notices to Mariners.

II

SAN NOTICES TO MARINERS. UPDATES TO STANDARD NAVIGATIONAL CHARTS

Nil.

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.

2025 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 Navegacão
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.

IIIA

CHARTS AND PUBLICATIONS – NEW CHARTS/ EDITIONS ISSUED BY THE MOZAMBIQUE INSTITUTE OF HYDROGRAPHY AND NAVIGATION

Nil.

IIIB

CHARTS AND PUBLICATIONS – NEW CHARTS/ EDITIONS ISSUED FOR NAMIBIA

Nil.

IIIC

SAN HO CHARTS AND PUBLICATIONS - NEW CHARTS / EDITIONS

72/25 New Editions

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

Publication Date : 29 August 2025
Scale : 1: 15 000
Limits : Latitudes : 22°50’00" S - 22°57’45" S Longitudes : 14°25’54" E - 14°31’42" E
Projection : Mercator
Spheroid : WGS 84

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

Publication Date : 29 August 2025
Scale : 1: 40 000
Limits : Latitudes : 22°38’00" S - 22°58’18" S Longitudes : 14°18’00" E - 14°33’30" E
Projection : Mercator
Spheroid : WGS 84

3. The new editions of these charts incorporates substantial changes and includes the widening and deepening of the main channel as well as changes to buoyage and aids to navigation. The charts are now available from official Chart Agents. The previous editions of these charts of the same numbers are now cancelled.

SAN HO CHARTS AND HO PUBLICATIONS – PERMANENTLY WITHDRAWN

Nil.

IV

CORRECTIONS TO HO PUBLICATIONS

73/25 SOUTH AFRICAN SAILING DIRECTIONS VOLUME II (SAN HO-22) - 2014 EDITION

1. **Chapter 1**

Remove Pages 1-11 to 1-16

Insert Pages 1-11 to 1-16 (Amendment 2)

V

CORRECTIONS TO SA LIST OF LIGHTS AND RADIO SIGNALS - HO-1 - 2025 EDITION

74/25 SA LIST OF LIGHTS AND RADIO SIGNALS (SAN HO-1) 2025 EDITION

1. **Walvis Peninsula, Pelican Point – Z5500 *(D5520),* Page 12, Column 8**

Delete: **Racon (D)**

2. **Entrance Channel Lights, Precision Entry Light (PEL) – Z5506.1 (D5523), Page 12, Column 4**

Amend: *R 537 000*

To read: *G 630 000*

3. **Tanker Berth, N End – Z5531 (D5532), Page 12, Column 3**

Amend: 22 57.2
14 29.1

To read: 22 54.3
14 31.3

4. **RACON LISTING (WGS 84 Positions), Namibia, Page 29**

Delete: **73650** **Pelican Point** (Z5500)

72s (3 cm) **D**	360°	12 n miles	22°53′.52 S	14°26′.12 E

5. **Location of RACONS Diagram, Page 31**

Delete: Pelican Point □
73650

6. **PELICAN POINT, Page 97**

Delete: Racon 29

VI

NAVAREA VII Bulletins and Coastal Navigational Warning Messages in force as at 0800 29 August 2025

See Annual NM 3/2024. 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 website www.sanho.co.za. The website version is only updated during normal working hours. See front cover for contact information.

NAVAREA VII MESSAGES

2024 Series

063 South Atlantic Ocean - NE Sector - Angola - Unlit Buoy.
091 South Atlantic Ocean - NE Sector - Offshore Angola - Meteo Buoy Reinstalled.
097 Indian Ocean - SW Sector - Madagascar - Mahajanga Harbour - Buoy Missing.
099 South Atlantic Ocean - NE Sector - Angola - Mooring Buoys and FPSO.
100 South Atlantic Ocean - NE Sector - Port of Lüderitz - Bottom Seabed Flames Deployed.
268 South Atlantic Ocean - NE Sector - Namibia - Light Unlit.
368 South Atlantic Ocean - NE Sector - Survey Buoys Deployed.

2025 Series

194 South Atlantic Ocean and Indian Ocean Sectors - Rig list.
198 South Atlantic Ocean - NE Sector - Orange River Mouth - Mining Vessels List.
200 Indian Ocean -SW Sector - Port of Maputo - Buoy Missing.
217 South Atlantic Ocean - NE Sector - Angola - Unlit Structures.
221 South Atlantic Ocean - NE Sector - Namibia - Drilling.
231 South Atlantic Ocean - NE Sector to Indian Ocean - SW Sector - Cable Route Survey Operations.
234 South Atlantic Ocean - NE Sector - Namibia - Fishing Gear Left.
236 South Atlantic Ocean - NE Sector - Angola - Seismic Survey.
238 Message in Force.

COASTAL NAVWARNING MESSAGES

2024 Series

142 South Coast - Offshore Cape Infanta - Buoy.
143 Namibia - Port of Lüderitz - Seabed Flames Deployed.
144 West Coast - Saldanha Bay - Off the Air.
449 West Coast - Port of Lüderitz - Light Unlit.

2025 Series

29 West Coast - Offshore Lamberts Bay - Mooring Deployed.
280 Namibia and RSA West Coast - Offshore Orange River Mouth - Mining List.
356 South Coast - Cape Agulhas - Munitions Firing.
378 Namibia - Offshore Conception Bay - Fishing Gear Left.
380 South Coast - Offshore Port of Port Elizabeth - Buoy Deployed.
383 West Coast - Offshore Alexander Bay - Mining Operations.
384 East Coast - Offshore Durban - Diving Operations.
385 South Coast - Cape Recife - Pyrotechnics Firing.
387 South Coast - Offshore Cape Recife - Anchor Gear Left.
388 South Coast - Offshore Cape Recife - Buoys Sighted.
389 Message 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).

VI
ANNEX A/cont...

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.

SPECIAL WARNING NAVAREA II 193 OF 2016

MARITIME SECURITY IN West Africa GULF OF GUINEA

1. MDAT-GOG is a virtual reporting mechanism supporting the interregional architecture defined by the Yaoundé code of conduct. The primary output from the MDAT-GOG is to contribute by maintaining coherent maritime situational awareness in the Central and Western African maritime space, with the ability to inform and support industry, contributing to the safety and security of the mariner in the regional maritime domain. All vessels are encouraged to report to the MDAT-GOG using the existing reporting formats. The information supplied by vessels will be treated as commercially confidential.

2. The e-mail address for MDAT-GOG (h24) is: watchkeepers@mdat-gog.org. In emergency, vessels should telephone at the following number: +33 (0)2 98 22 88 88. The maritime security chart for the Gulf of Guinea in digital format, the reporting forms and the active security related information to mariners are available online in French version (http://diffusion.shom.fr/surete-golfe-guinee) and English version (www.ukho.gov.uk/productsandservices/martimesafety/pages/q6114.aspx).

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 metres (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 11weeks.

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.

SECURITY RELATED INFORMATION TO MARINERS

About Admiralty Security Related Information to Mariners

1. Admiralty Maritime Security Planning Charts (Q Series) should be maintained so that they are fully up-to-date with the latest security-critical navigational information. The Admiralty Security Related Information to Mariners (SRIM) service provides all of the data you need to maintain the Q Series charts as well as additional security related information which will aid passage planning.

Promulgation of Corrections to Q Series Planning Charts

2. These charts will be updated/corrected using the established United Kingdom Hydrographic Office Notices to Mariners process.

Promulgation of Security Related Information to Mariners (SRIM)

3. New threats, embargo, exclusion zones and specific advice will be promulgated using the Security Related Information to Mariners (SRIM) and can be viewed by clicking on the relevant Q Chart Tab. The SRIM for each chart will be sequentially numbered and identified by a unique title as follows: Q6XXX/yr/zzz (e.g.Q6011/12/001) meaning the first SRIM of 2012 for chart Q6011.

Data assurance

4. The data and information within the Security Related Information to Mariners (SRIM) is compiled and validated by government and military officials directly involved within the operation and often trained by the UK Fleet AWNIS Unit. Where possible any safety critical information will be promulgated by the World Wide Navigational Warning System (WWNWS).

Availability

5. Admiralty Security Related Information to Mariners is provided free of charge on this website http://www.ukho.gov.uk/ProductsandServices/MartimeSafety/Pages/SRIM.aspx

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 ENCs produced by SANHO have been corrected where such soundings occur in navigable waters, beyond the first safety depth contour depicted in these ENCs.

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 ENCs 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.

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ANNEX A/cont...

OPERATING ANOMALIES IDENTIFIED WITHIN ECDIS

1. The Sub-Committee on Safety of Navigation, at its fifty-eighth session (2 to 6 July 2012), was tasked by the Maritime Safety Committee at its ninetieth session to circulate further guidance or information that becomes available on operating anomalies identified within ECDIS to supplement the guidance in MSC.1/Circ.1391, and has developed the attached information for the guidance of all concerned.

2. Member Governments are invited to bring the attached information, in the annex and appendix, to the attention of all concerned and, in particular:

a. ensure that mariners are aware of the potential for some ECDIS to exhibit display and alarm behaviour anomalies;

b. alert mariners to the characteristics of these anomalies;

c. note the list of the currently identified anomalies and related advice;

d. alert the maritime community to the existence and use of the International Hydrographic Organization (IHO) Data Presentation and Performance Check (DPPC) dataset and to ensure that all installed ECDIS and training equipment is checked; and

e. continue to observe the guidance in MSC.1/Circ.1391 dated 7 December 2010 in particular to encourage vessels under their flag to report anomalies with sufficient detail on the ECDIS equipment and ENCs to allow analysis.

Introduction

1. The following information and guidance is provided to assist all those involved in the use of ECDIS.

ECDIS anomalies

2. A number of ECDIS operating anomalies have been identified. Due to the complex nature of ECDIS, and in particular because it involves a mix of hardware, software and data, it is possible that further anomalies may exist.

3. These anomalies are particularly apparent in ECDIS units that have been built and type-approved to ECDIS Performance Standards (resolution A.817(19), as amended), (i.e. before 2009). However, ECDIS units type-approved to the revised ECDIS Performance Standards (resolution MSC.232(82)) are still vulnerable to the limitations in appendix, item 5(a).

4. An ECDIS anomaly is an unexpected or unintended behaviour of an ECDIS unit which may affect the use of the equipment or navigational decisions made by the user.

5. Examples include, but are not limited to:

a. failure to display a navigational feature correctly, such as:

- navigation areas recently recognized by IMO such as PSSA (Particularly Sensitive Sea Area) and ASL (Archipelagic Sea Lanes);
- lights with complex characteristics; and
- underwater features and isolated dangers;

b. failure to detect objects by "route checking" in voyage planning mode;

c. failure to alarm correctly; and

d. failure to manage a number of alarms correctly.

VI
ANNEX A/cont...

6. The existence of such anomalies highlights the importance of maintaining ECDIS software to ensure that operational capability and reliability are maintained in accordance with SN.1/Circ.266/Rev.1. 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.

7. A list of the known anomalies with advice, and information on whether or not the DPPC dataset checks for each anomaly, is in the appendix.

IHO ECDIS Data Presentation and Performance Check (DPPC) dataset

8. IHO has produced an ECDIS DPPC dataset that allows mariners to check some important aspects of the operation of their ECDIS. This dataset contains two fictitious ENC cells which navigating officers can load into their ECDIS units to assess operating performance and to determine whether there may be any display anomalies that either need to be remedied or otherwise managed in the way that the ECDIS is operated. If the check highlights a problem, the accompanying guidance notes with the check dataset offer suggested courses of action. The check dataset and accompanying instructions can be obtained from ENC service providers, or can be downloaded from the IHO website at:
www.iho.int/srv1/index.php?option=com_content&view=article&id=585:news&catid=166:1news-links&Itemid=828.

LIST OF ECDIS APPARENT OPERATING AND DISPLAY ANOMALIES (NOT IN PRIORITY ORDER)

In the following list, items 1, 2, 3, 4, 5(b), 6, 7, and 11 are checked by the IHO DPPC dataset dated November 2011:

1. Inability to correctly display symbols for recently-approved IMO features such as ASLs or PSSAs (SN.1/Circ.266/Rev.1 refers) – ECDIS equipment that does not have the latest version of the IHO Presentation Library installed will, instead of displaying the correct symbol, either show question marks (?) or nothing at all. In some cases the ECDIS may fail to load an ENC that includes such data. An ECDIS retains its type approval certificate regardless of the version of the Presentation Library installed.

Workaround – interrogate any "?" symbol displayed using the "pick report" or refer to paper charts and/or publications.

2. Incorrect display of foul areas and obstructions in some ECDIS equipment – some ECDIS models do not show some underwater features in Standard display mode as expected (however they do activate appropriate alarms). These features are only displayed when the "All" or "Other" display mode is used. Also in some cases different symbols are used to depict these features.

Workaround – use Mode "All" or "Other".

3. On some occasions some stranded/dangerous wrecks and obstructions may not display in any mode; it is believed that this is limited to some ECDIS versions from a single manufacturer who has now produced a software amendment to resolve the problem.

Workaround – use paper charts.

4. An object that falls on a contour line may fail to display in "Standard" Mode in some ECDIS equipment.
Workaround – use Mode "All" or "Other".

5. Small (point) land areas, especially those depicted only on small scale (usage band 1 and 2) ENCs may not always be clearly displayed and do not always activate alarms in route planning or route monitoring modes in some ECDIS equipment:

a. it is possible for small land features to be obscured by other chart detail such as names or contour labels; and

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ANNEX A/cont...

b. some ECDIS equipment may not conduct route checks on small scale ENCs and may not therefore provide an appropriate warning. Where this is the case the land area may not be detected by the "look-ahead" function during route monitoring.

Workaround – careful manual inspection of the largest scale ENC available.

Due to the limitations of ECDIS referred to in 5(a) above, mariners (even those using the most modern systems) 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, are clear of dangers.

6. Incorrect display of the coloured arcs of light sectors – some ECDIS may not display the coloured arcs of complex lights as intended. This is especially prevalent where the sectors straddle 0/360deg (North).

Workaround – use "pick report" function to check light sectors.

7. Some early models of ECDIS are unable to display correctly time-variable data encoded in ENCs. For example features with Date Start and Date End attributes used for the implementation of new Traffic Routeing measures in ENCs may not be depicted correctly; the result being that both old and new instances are displayed simultaneously. Tests for this were not included in IEC61174 Ed1.

Workaround – use "pick report" function to determine Start/End date/time.

8. Tidal stream data not available in usable form – some early models of ECDIS only provide a comma-separated list of values which is difficult to interpret and use.

Workaround – use Tidal Stream Atlases external to ECDIS.

9. Display of anchorage, berth and channel names may not be easily visible to the mariner and the radius of a maximum swinging circle may not be shown.

Workaround – use "All" or "Other" display mode and "pick report" function to obtain swinging circle information; VTS/Port Authority communications will be able to clarify any necessary names.

10. Three hundred and sixty degree landfall lights not always prominent in comparison to shorter range sector lights.

Workaround – mariners to be aware – use "pick report" to verify light characteristic.

11. ENCs may include certain shoal soundings, especially reported depths, which have been encoded in such a way that they do not display in "Standard" Mode and might not activate an alarm even where the depth is less than the safety contour setting. Most Hydrographic Offices have reported to the IHO that they have updated the relevant ENCs to ensure that significant depths are displayed in Standard Mode.

Workaround – operate in a display Mode where all soundings are shown.

12. Areas of foul ground that have no known depth value may be depicted in some ECDIS as isolated dangers and shown in "Standard" mode; this can result in unnecessary screen clutter.

Workaround – no workaround for clutter problem, mariners to be aware and use "pick report" function to determine if the feature is a danger.

13. Where ECDIS includes an option to show isolated dangers in waters shoaler than the safety contour value the symbology used may vary between manufacturers.

Workaround – mariners to be aware and to use "All" or "Other" Mode when operating in such areas.

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ANNEX A/cont...

14. Screen clutter can be a problem when displaying smaller scale ENCs for areas where larger scale coverage is also loaded in ECDIS. This can be more apparent when the user zooms out. This is due to a combination of each manufacturer's ENC loading strategy and the individual ENC producer's encoding policy. Where HOs use SCAMIN (scale minimum) attributes on chart features then this problem is minimized. The intention of the IHO standard is that ECDIS should not display ENC data which has a compilation scale significantly different from the display scale in use. Improvements could be made, in future, by adopting a standardized ENC loading strategy based on a scale range defined within the ENC.

Workaround – the situation can be improved through use of the standard display mode during voyage monitoring and appropriate (but not over) use of the zoom function. This technique has been included in the IMO 1-27 Model Course syllabus.

15. In some ECDIS equipment the text for some notes in the ENC may be truncated or not displayed at all, and therefore is not available to the mariner.

Workaround – no workaround available; mariners should advise ENC service providers where they observe this problem.

16. Unnecessary alarms and indications – feedback from mariners shows that ECDIS can produce excessive and distracting alarms. This is due to a combination of the interpretation of the requirements of the ECDIS Performance Standards and the ENC encoding. Some control over the number of alarms and indications is available to the mariner in ECDIS built to the revised Performance Standards (resolution MSC.232(82)) but this is not always recognized.

Workaround – the methods available to minimize alarms are included in the IMO 1-27 Model Course syllabus

SOUTH AFRICAN NAVY HYDROGRAPHIC OFFICE

HYDROGRAPHIC NOTE HO-16

For the reporting of navigational dangers and changes observed at sea by mariners navigating beyond harbours (ver 2011.1)

GENERAL LOCALITY			
CHART(s) AFFECTED		**Edition Date**	
ENC(s) AFFECTED		**Edition/ Update Number**	

DETAILS OF CHANGES/ DANGERS OBSERVED

Changes in navigational aids or dangers or useful new aids

……

……

……

……

Date of Observation		**Time observed (UTC)**	

POSITION OF DANGER OR FEATURE DESCRIBED ABOVE

Latitude	*Longitude*	*Position Method*	*Vertical datum*
		GPS/Radar/Sextant/other	

Position System Details	
Sextant Angle Details	

Echo Sounder used		**Transducer Depth**	
Accompanying plots and photographs *(if any)*	*(details)*		

VESSEL AND OBSERVER DETAILS

Vessel Name		**Vessel Type**	
Master/ Observer's Name		**Signature**	
E-mail		Telephone	
Fax		Other	

PLEASE RETURN THIS COMPLETED FORM TO

The National Hydrographer, SA Navy Private Bag X1 TOKAI, RSA 7966	Telephone: +27217872408	Fax: +27217872233	E-mail: hydrosan@iafrica.com

SOUTH AFRICAN NAVY HYDROGRAPHIC OFFICE

HYDROGRAPHIC NOTE HO-16

For the reporting of navigational dangers and changes observed at sea by mariners navigating beyond harbours (ver 2011.1)

INSTRUCTIONS

1. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate. Form *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 National 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 *HO-16a* together with Form *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 HO-16a

For the reporting of navigational dangers and changes observed at sea by mariners concerning ports and harbours (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 *(if avail)*.	
Anchorages 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. *(Give size of vessels handled or dimensions.)* Divers.	

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, and 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 National Hydrographer, SA Navy Private Bag X1 TOKAI, RSA 7966	Telephone: +27217872408	Fax: +27217872233	E-mail: hydrosan@iafrica.com

Ships anchoring in the roadstead are strongly advised to keep outside the charted 15 metre contour.

10. **Swakop Reef** extends for some 5 cables from the coast southward of the jetty and is generally indicated by **breakers**. A wreck lies 1.75 miles offshore SSW from Swakopmund Lighthouse.

11. **Swakopmund Light** is exhibited at an elevation of 35 metres from a 28 metres high **granite tower banded** *red* and *white*.

12. In the southern part of the town close to the lighthouse are **two radio masts**, 32 and 70 metres high respectively. The taller exhibits *red* **air obstruction lights** midway up and at the top of the mast.

Chart SAN 52, 73(INT 2610), 1004(INT 2612), 1005(INT 2613)

1.12 SWAKOPMUND TO PELICAN POINT LIGHT

(Reference points 9 to 10)

1. Close southward of the town of Swakopmund is the **mouth of the Swakop River**. It can be identified from seaward by the **bridge** which carries the road from Walvis Bay. To seaward of this bridge can be seen the pylons which supported the original railway bridge which was destroyed during exceptionally heavy floods in 1934. *Dark green* vegetation occurs near the mouth and the south side is rocky. The river is generally dry except for occasional short periods during the summer.

2. **Caution Reef**, with several **above-water rocks**, extends 3 cables offshore from a point 4.5 miles south of Swakopmund Light. There is a **tripod beacon** near the extremity of the point.

3. **Bird Rock** lies about 8 miles SSW of Caution Reef.

4. **Pelican Point Light** lies 14 miles SSW of Swakopmund Light.

5. The landscape between the Swakop River and the town of Walvis Bay consists of sand hills 90 - 105 metres high behind the coastal sand dunes, which are 3 - 25 metres high and sparsely covered with scrub vegetation.

Charts SAN 1004(INT 2612), 1005(INT 2613)

1.13 WALVIS BAY

1. **Walvis Bay** lies to the eastward of the low, sandy **Walvis Peninsula**, which is subject to continual change, and which terminates in Pelican Point. It forms an approximate quarter circle of 5 miles radius with the peninsula running north and south, and the entrance between the point and Bird Rock running east and west.

2. **Pelican Point is extending NNE**. In 1953 the high water line was some 860 metres further from the lighthouse than in 1928. Between 1953 and 2000 it had extended a further 400 metres. By 2025 further extensions north-east of approximately 3 cables were noted. Deep draught vessels are strongly advised not to navigate between the **Spit Buoy** and the shore line as shallower water is suspected. *Diagram 1.1* illustrates how the shape of the peninsula has changed since 1894. To the west of the peninsula, the 20-metre depth contour has shown change in recent years, and a **sandy spit** has been reported to be developing northwards from the western base of the peninsula. Mariners are strongly advised to remain in a depth of more than 30 metres as shoaling is possible.

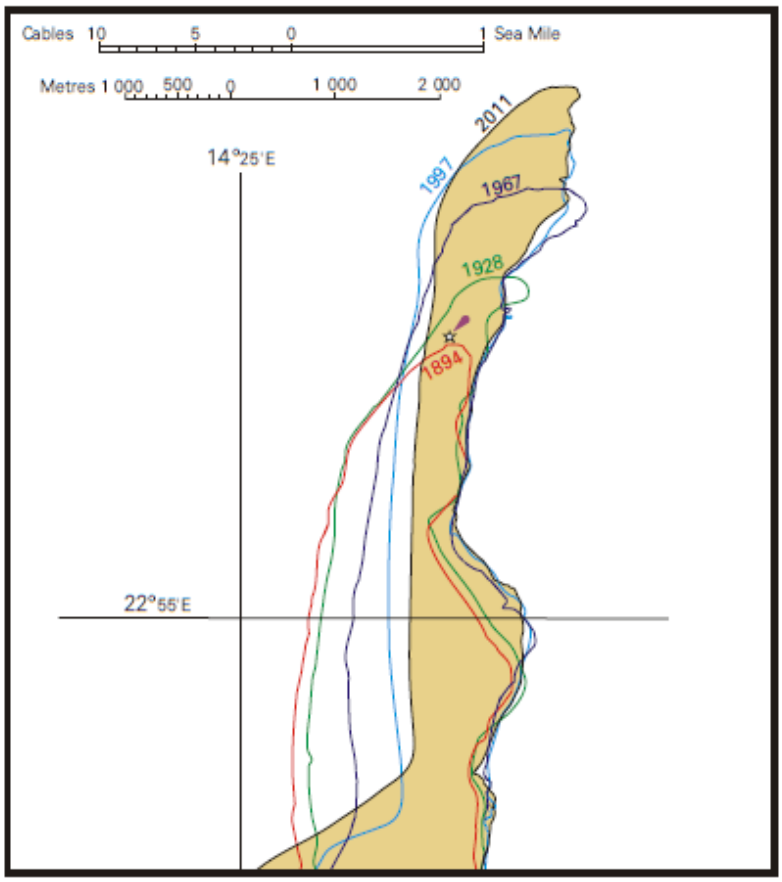

Diagram 1.1 : Extension of Pelican Point in a NNE direction.

3. **Mud islands**, thought to be of volcanic origin, appeared off the point in June 1900 and March 1951, and **may well appear again without warning**. The first mentioned was 4.6 metres high and approximately 46 metres long by 9 metres wide. It remained for a week before disappearing completely, when soundings indicated that the previous depth of 15 metres had been restored. The appearance of these islands was accompanied by strong concentrations of sulphuretted hydrogen.

4. Another phenomenon occurring in this region is the **periodic mortality of fish** which probably happens to some extent every year during the months of December and January, when northerly winds are most frequent. On occasions the beaches have become piled with dead or dying fish and seals. It was especially bad in December 1924 when thousands upon thousands were washed ashore between Walvis Bay and Swakopmund, presenting a serious disposal problem.

5. An area, bounded approximately by the parallels of 21°30'S and 24°30'S and the 50 and 150 metre contours, is known as the **Azoic Zone**, because it is devoid of benthic life. The bottom in this area consists of *dark green*, foul smelling mud, a broad tongue of which extends into Walvis Bay.

6. The cold **Benguela Current** is rich in plankton which supplies food for the prolific surface fish in the area. When northerly winds blow, the flow of this current tends to become retarded or reversed, and under certain meteorological conditions the stagnant bottom water is forced up. This mixes with the surface water and by reducing the oxygen content, effectively kills off the fish, at the same time liberating sulphuretted hydrogen.

7. It is probable that the occurrence of poisonous plankton (the notorious **"red tide"**) is also a contributory cause of mass mortality of fish.

8. Sulphuretted hydrogen that is constantly generated from the bottom of the bay, causes serious deterioration of ships' paintwork, as well as to that on the exterior and interior of houses in the town. In addition to this, **Walvis Bay** is reputed to have the **second highest metal corrosion factor in the world**, which plays havoc with the bodywork of cars and other metal structures. Plastic road signs have been substituted for metal ones in the town because of this problem.

9. **Pelican Point Lighthouse** is a *black* circular tower, 34 metres high, with two *white* bands, situated approximately 1,5 miles SSW of the point *(see photo page P1-1)*. The **light** is exhibited at an elevation of 35 metres. **Radar reflectors** disposed around the tower provide **good radar contact** in the form of a **star pattern**. ENE of the lighthouse at approximately 3.3 cables is a radar reflector situated at the end of a **wooden jetty**. When a ship is approaching from the southward it should be borne in mind, however, that the **mobile tower crane**, *(see photo page P1-3)*, 65 metres high, and the **ship to shore cranes on the new container terminal in Walvis Bay harbour give good radar pictures**, which usually appear first on the screen. These should not be confused with the lighthouse pattern.

10. A **Racon** beacon that was installed at the lighthouse, which caused the **morse code letter "D"** to be exhibited beyond the station on radar screens, has been removed.

11. An **Aquaculture Fish Farm Area** has been established 2 nautical miles SE of Pelican Point Lighthouse as indicated on the charts. The aquaculture areas are demarcated by means of **navigation buoys displaying flashing *yellow* lights**. One aquaculture area is situated to the **W of the Peninsula, and another NNE of the Walvis Bay port limits.** The aquaculture area **E of Anchorage Area No.1 is demarcated by non-IALA *yellow* navigation buoys**. Navigation in these areas are prohibited, especially for small vessels.

12. **Bird Rock**, also known as Winter's Folly", which lies some 5 miles east of Pelican Point and 2 cables offshore, is a **reef** upon which an enterprising man named Adolf Winter built a **solid wooden platform** in 1930. Five 15 metre high pylons support a cableway between the island and the mainland. One pylon is close to a landing stage on the island, one is on the mainland and the remaining three are in the water. In 1932 flights of birds started using the platform for nesting and, since then, eight to eleven hundred tonnes of guano have been gathered from it every year.

13. Several modern **holiday resorts** have been built along the beaches between Swakopmund and Walvis Bay, especially at **Long Beach**, **Dolphin Beach and Aphrodite Beach**, which are **conspicuous** from seaward.

14. The **town of Walvis Bay** faces NW on to the bay and its frontage begins where a **breakwater** *(see photo page P1-1)* extends in a WSW direction for 4.5 cables. This breakwater provides protection for the NE end of the **Fishing Harbour Wharf** *(see photo page P1-1)* which stretches for a further 1.5 miles to the synchrolift site. **Several fish factories** all with their **own jetties**, face this wharf *(see photo page P1-2)*. Towards the SW end of this wharf a **conspicuous radio mast** 30 metres high, *(see photo page P1-2)*, is situated on top of a security company building. The **Tanker Berth**, *(see photo pages P1-1/2)*, eleven numbered berths and a marina jetty, leading to the Walvis Bay Yacht Club, follow for 1.3 miles. The **Walvis Bay Yacht Club (WBYC)** buildings are situated on the eastern side of the entrance to the shallow lagoon at the head of the bay *(see photo page P1-1)*.

15. The **Marina Jetty** is constructed at the **Waterfront**, to accommodate the small boats. There is also a wooden jetty at the Waterfront which could be utilised to embark and disembark passengers. **All tourist catamarans and pleasure craft operate from the Waterfront**. There is also an **anchorage area** N of the **Walvis Bay Yacht Club**.

16. In the center of the town the **Roman Catholic Church tower**, *(see photo page P1-2/3)*, 38 metres high, is **conspicuous**. It is surmounted by a **cross which is illuminated** at night. Close north-west of the tower there is a **micro-wave lattice mast**, *(see photo pages P1-2/3)*, 70 metres high, exhibiting *red* **air obstruction lights** half way up and at the top of the mast. (This should not be confused with the 65 metre mobile tower crane or Ship to Shore cranes). Two **conspicuous *white* water towers**, *(see photo page P1-2)*, are situated approximately 7.5 cables SE and 2 cables NW respectively of the Roman Catholic Church.

17. The old **Tanker Berth**, 235 metres long, lies in a north-south direction and is connected to the shore by a catwalk 320 metres long *(see photo pages P1-1/2)*. Tankers up to 192 metres in length can use it but their displacement is limited to about 45 000 tonnes and 35 000 Gross Tonnage. The depth alongside is 10 metres, and in the dredged approach channel it is 16 metres as indicated on the chart.

18. The **new Tanker Berth** is situated 2.7 miles NNE of Walvis Bay Port Control, which can accommodate a maximum of two 60 000 DWT tankers and small floating craft. The 600 metre dolphin berth is connected to the shore with a drive way. The depth alongside is 16 metres, and in the dredged approach channel it is 16 metres as indicated on the chart.

19. There are **three floating docks** NNE of the Small Craft Harbour which Namdock operates, with a lifting capacity of 8 500 to 15 000 tonnes.

20. A **Synchrolift** is situated at the SW end of the fishing harbour quay. It is capable of handling vessels whose dimensions do not exceed the following:

a. Length overall - 79 metres

b. Beam - 12 metres

c. Draught - 6 metres

d. Displacement - 2 000 tonnes

e. Maximum concentrated loading - 45 tonnes per metre of keel length

21. The **Repair Jetty** is associated with the synchrolift and lies close NE of it, and this area is now being used by small tourist boats. The **SRIN (Sea Rescue Institute of Namibia)** call sign **DZS** has relocated to the Walvis Bay Yacht Club.

22. A **Small Craft Harbour** *(see photo page P1-2)*, to accommodate tugs, pilot boats and other harbour craft, is situated close NE of the Main Quay. There is a dredged depth of 6 metres in this harbour.

23. An old **Container Terminal** which could be used as a general cargo berth is located at the NE end of the **Main Quay**, consisting of numbers 1, 2 and 3 Berths, which is 504 metres long with a depth alongside of 14 metres for Berths 1 and 2 and Berth 3, and Berths 4 to 8, which is 926 metres long with a clear depth of 10.6 metres alongside. A **turning basin** of 400 metres diameter is located 130 metres off Berths 4 to 8 where virtual navigation buoys (V-AIS) distinguish the difference in depth from 16.0 to 10.6 metres depth. Mariners are advised to **exercise caution** if the vessel draft exceeds 10.6 metres.

24. The **Fishing Harbour** flanking the fish factories NE of the Tanker Berth, and the approach channel thereto, have been maintained to 6.5 metres. The seaward **edges of the harbour** and the **channel** are marked by **light buoys**.

CURRENTS

25. During periods of strong SSW winds, a counter current sets into the bay in a clockwise direction. The normal flow of the **Benguela Current** is increased and it sweeps past Pelican Point towards Swakopmund, recurving towards the coast, continuing southward past the harbour, finally dissipating on the northward run along the eastern shore of the peninsula. It is strongest in the vicinity of the Spit Buoy.

26. A **tidal stream** of between a half and one knot runs in a SW direction on the flood across the approach channel and past the old Tanker Berth. On the **ebb**, the stream is reversed in direction and may occasionally attain a rate of 4 knots at springs when running out from the lagoon when it is flooded.

27. During northerly blows a **surge and lift** is sometimes experienced along the main quay. This occurs mostly in winter time from May to July. The swell is seldom more than 0.6 metres in height, but the range action can be troublesome for ships moored alongside, causing them to part their moorings. Berths 4 to 8, the new container berth 10 and 11 are affected by these conditions more than Berths 1 to 3. The Tanker Berth is also subject to range action under northerly weather conditions. Mariners are cautioned to monitor their moorings during these periods.

Chart SAN 73(INT 2610), 1004(INT 2612), 1005(INT 2613)

1.14 DIRECTIONS FOR ENTERING HARBOUR

1. The entrance to Walvis Bay is not easily distinguished from seaward.

2. Ships **approaching from the northward** are advised to **sight Swakopmund first**, as this town is **conspicuous**. The sun shining on the roofs of its buildings frequently makes them visible before the land is sighted if the weather is at all misty. In foggy weather the buildings and the two piers provide a good radar target. **Swakopmund Lighthouse** can be seen from 18 miles from seaward.

3. Ships **approaching from the southward** will, if the weather is clear, **see the town buildings** over the peninsula, and no trouble should be experienced. In foggy weather these buildings and the **cranes on the wharf give a strong radar echo** which, as previously stated, should not be confused with the pattern given by the lighthouse complex. **Pelican Point Lighthouse** is clearly visible and radar fitted vessels should detect the radar reflector when rounding the Peninsula.

4. Owing to the possibility of the mud island phenomenon recurring and the probability that **Pelican Point** is extending, **ships should not pass between it and the Spit Buoy**. They should **pass to about 7 cables to the north of the Spit buoy.** Vessels approaching from south and west are to enter the traffic separation scheme from the west. Vessels approaching from north and north west are to enter the traffic separation scheme from the north.Small fishing vessels and small boats are to use the inshore traffic zones within the port limits when calling port. There is a yellow navigation buoy in the inshore traffic zone that should be used as a reporting point.

5. The entrance to both **Main Channels** are indicated by the **lit fairway buoy** 7 cables to the north of it. After 0.8 mile past the virtual navigation buoys before the traditional navigation buoys, the navigable channel splits into two. In the channel leading to the main port, which is maintained to a depth of 16.0 metres, most of the navigation buoys are fitted with radar reflectors. After the buoys have been on station for any length of time, they all tend to assume a *white* appearance from the droppings of seabirds.

6. In addition to the buoys, the **Approach Channel** is marked by **PEL sector leading lights**. The **centre light** exhibits a **fixed white light**, the **starboard side exhibits a fixed green light** and the **port side exhibits a fixed red light**.

7. The **new tanker main navigation channel** is 4.5 miles from fairway buoys, and dredged depth of 16 metres is maintained. Recommended true course to steer on approach is **151°**. Leading lights are 18.5 and 41.0 metres in elevation and visible for 17 miles. They have *red* and *white* striped day marks. The channel has a turning basin of 450 metres diameter.

8. The **Fishing Channel** is marked by port and starboard hand **buoys** and is maintained to a depth of 6.5 metres, and vessel to steer on true course **169°** degrees.

9. **Anchoring is prohibited** inside a circle with radius of 7 cables round the **fairway buoy**.

10. During the winter months, as there is a chance of fog or mist, if wanting to proceed up the **Main Channel**, where **pilotage is compulsory**, ships should contact **Walvis Bay Port Control** on VHF Channel 16, working Channel 12, giving at least one hour's confirmation of arrival. In addition, ships should contact Port Control when 12 miles north or south of Pelican Point Lighthouse depending on their direction of approach. When approaching, all vessels are to follow the **traffic separation scheme and report to Port Control** as per **reporting points** laid down on the navigation charts. The **pilot boarding place** is 6 cables NNW of the fairway buoy.

11. The **limits of the port** are as indicated on the relevant charts. This port area together with the foreshore therein and the jetties, harbour works and harbour lands are controlled by the **Namibian Ports Authority (NAMPORT)**.

12. **Anchorage:** Vessels may anchor at **Anchorage areas No.1, No.2, No.3 and No.4**, as indicated on the charts, and as advised and directed by Port Control. The holding ground of mud is generally considered to be good, but it has been known for vessels to drag in a 25 – 30 knot westerly wind. Ships should avoid anchoring in the vicinity of the **spoil** ground 1.7 miles north of the Spit Buoy. A further **spoil ground** exists 2 cables S of anchorage No.4.

1.15 PORT FACILITIES

1. There is a plentiful supply of **fresh water** for all purposes. This originates from a well sunk to the underground bed of the Kuiseb River. It can be **supplied to ships alongside** at the somewhat slow rate of 15 tonnes an hour. In an emergency or on request it can be supplied to ships at anchor by launches/vessel up to a maximum of 100 tonnes an hour. At the tanker berth, water can be taken aboard at the rate of 10 tonnes an hour.

2. Fresh, frozen and dry **provisions** are readily available, and fish is plentiful. All supplies can be taken alongside berth or at anchorage areas by launches.

3. There are six tugs, three large of 2x 60 T BP and 1 x 45 T BP and one medium 32 tonnes bollard pull respectively, and 2 small tugs of 11 tonnes bollard pull, as well as 1 pilot launch. The sea-going tugs are equipped with radar, GMDSS radio, and salvage and fire-fighting appliances.

4. **Fuel bunker points** are available through pipelines at Berths 1 to 6. Berths that does not have fuel pipeline can be supplied by bunker barge. The ship-to-ship fuel bunkering service is available by bunker barge on request.

5. Normal **running repairs** for deep sea vessels can be undertaken.

6. There are ample **storage facilities** for cargoes, as well as **refrigerated** storage, in the harbour area.

7. **Cranes.** Berths 1 and 2 have two 140-ton mobile cranes, while Berth 3 has one 104-ton mobile crane. Berths 4 and 5, mainly servicing fishing vessels, utilize wharf cranes and outsourced rigid mobile cranes with capacities between 12 and 40 tons. Berths 6 to 8 are supported by two 80-ton mobile cranes. Berths 10 and 11 at the New Container Terminal have no mobile harbor cranes but are serviced by four 65-ton Ship-to-Shore (STS) cranes and six Rubber-Tyred Gantry (RTG) cranes. Additional mechanical equipment such as forklifts, shunting tractors, haulers and trailers, front-end loaders and reach stackers are available throughout the port to facilitate cargo operations.

8. **De-ratting** exemption certificates can be issued on request.

9. In 2018 the port was used by **1 002 vessels** with a total of **18 052 997 grt and pilot services of 3 730 moves**.

1.16 TOWN OF WALVIS BAY

1. The harbour was first discovered by Bartolomeu Dias in 1486, who named it the Bay of our Lady Immaculate. Early in the 16th century it was called Bahia da Baleas (Bay of Whales). After this it became progressively known as Walfisbaai (Dutch), Walwich Bay (British), Whale Bay (American), Walfisch Bucht (German) and various others until finally the present English and Afrikaans names were adopted. The enclave of Walvis Bay, 969 square kilometres, was annexed by Britain in 1879, and formed an integral part of the RSA until 28 February 1994 when it was handed over to Namibia.

2. The town had, in 2023, a **population** of just over 103 000. It is the centre of a large **fishing industry**.

3. There is a large **modern hospital**. The climate is healthy and there is no malaria.

4. The principal **exports** are salt, copper, lead, lithium and vanadium ores and fish products.

5. The main **imports** are wheat, maize, sugar, foodstuffs, plant and machinery, chemicals, fuel, gas, oil and other petroleum products.

6. The town is connected to the Trans Namib Railway system, and there are good roads to Swakopmund and Windhoek.

7. There is an international airport within 17 kilometres of the town.