



ANNUAL SUMMARY OF
SOUTH AFRICAN NOTICES TO MARINERS
2026 EDITION

IN FORCE ON 1 JANUARY 2026



Published by the SA NAVY Hydrographic Office, Cape Town

**OFFSHORE RESCUE CRAFT FROM NSRI STATION 17 (HERMANUS) RIDING OUT WAVES
AT KLEINMOND DURING THE 2025 TRANS AGULHAS CHALLENGE**

(Front Cover)

The National Sea Rescue Institute (NSRI) is officially recognized internationally and by the South African Maritime Safety Authority (SAMSA) as an organization undertaking Search and Rescue in South African waters, and is a vital element within the South African Search And Rescue Organisation (SASAR).

For further information regarding SASAR and the NSRI, consult SA Notice to Mariners No. 15 (South African Search and Rescue Organisation (SASAR)).

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IMPORTANT

In the interests of surface and submarine navigation, mariners and others are invited to forward to the National Hydrographer, Private Bag X1, Tokai 7966, or per fax +27 21 787 2228 or E-Mail: hydrosan@iafrica.com any information that may come to their notice which would be useful for the correction of charts and Hydrographic publications with respect to South African and Namibian waters. Early advice with all available particulars of newly discovered dangers, the establishment of or changes in any aids to navigation, is specially requested.

N. le Roux, Captain (SAN)
National Hydrographer

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**SOUTH AFRICAN NOTICE TO MARINERS NOTICE
NO 1 OF 2026**

Former Notice No. 1/2025 is cancelled.

NATIONAL AGENTS

Cape Town	Chart World cc	29 Foregate Square, 1 Harbour House, Foreshore, 8001 or PO Box 6605, Roggebaai, 8012	Tel : 021 4198814 Fax : 086 5112110 E-mail : chartworld@mweb.co.za
Cape Town	Charts International	1st Floor, Unit 23, Foregate Square, Harbour Road, Foreshore, Cape Town, or PO Box 6009, Roggebaai, 8012	Tel : 021 4197700 Fax : 021 4190580 E-mail : info@chartsinternational.co.za
Deneysville	Starmarine	10 Wall Street or PO Box 528, Deneysville, 1932	Tel : 016 3711299 Fax : 086 6846777
Durban	The Tyneside	Shop 11, John Ross House, 22 Margaret Mncadi Ave, Durban, 4001	Tel : 031 3377005 Fax : 031 3328139 E-mail : tyneside@global.co.za Website: tyneside.co.za
Durban	Cruising Connections	7 Fenton Lane, Durban, 4001	Tel : 031 3040108 Fax : 031 3040108 E-mail : tony@cruisingconnections.co.za Website: cruisingconnections.co.za
Jeffreys Bay	Varsitrap (branches also in Port Elizabeth and St Francis Bay)	18 Schelde Street, Jeffreys Bay, 6330 PO Box 959, Jeffreys Bay, 6330	Tel : 042 2932991 Fax : 042 2931305 E-mail : buyer@commercialmarine.co.za
Johannesburg	Carte Afrique	PO Box 1943, Houghton, 2041	Tel : 011 4843718 Fax : 011 4842197 E-mail : info@carte.co.za
Mossel Bay	Seven Seas Marine	1 Mitchels Street, Mossel Bay, 6500 PO Box 1955, Mossel Bay, 6500	Tel : 044 6903932 Fax : 044 6903932 Cell : 082 7020655 E-mail : sevenseas@telkomsa.net
Port Elizabeth	Commercial Marine (branches also in Jeffreys Bay and St Francis Bay)	Dom Pedro Jetty, Port Elizabeth Harbour, 6056	Tel : 041 5862624 Fax : 041 5862797 E-mail : buyer@commercialmarine.co.za E-mail : info@commercialmarine.co.za
Port Elizabeth	National Ship Chandlers	9 Elizabeth Street, North End, Port Elizabeth, 6056 or PO Box 1625, Port Elizabeth, 6000	Tel : 041 4847633/4 Tel : 082 3724233 (AH) Tel : 082 3256684 (AH) Fax : 041 4847651 E-mail : georgec@natship.net E-mail : natshippe@natship.co.za

Port St Francis	Skippers Marine CC	The Port Hole, Port St Francis, St Francis Bay, 6312 or PO Box 603, Humansdorp, 6300	Tel : 042 2940289 Fax : 042 2940289 Cell : 082 9772062 E-mail : yukani@intekom.co.za
Sandton	Venue Africa	PO Box 783245, Sandton, 2146	Tel : 016 3712079 Fax : 016 3711745 Cell : 083 6557949 Email : venue@global.co.za Website: venueafrica.com
St Francis Bay	Commercial Marine (branches also in Jeffreys Bay and Port Elizabeth)	153 St Francis Drive, St Francis Bay, 6312	Tel : 042 2940724 Fax : 042 2941957 Website: commercialmarine.co.za
Swellendam	Heyneman Yamaha	154 Voortrek Str, Swellendam, 6740 PO Box 225, Swellendam, 6740	Tel : 028 5142010 Fax : 028 5141105 Email : accounts@heyneman.co.za
Walmer	Dynamic Watersports	12 3rd Avenue, Walmer, 6070 or PO Box 1114, Jeffreys Bay, 6330	Tel : 041 0010547 Email : info@dynamicelements.co.za
INTERNATIONAL AGENTS			
Namibia	Viggo Lund (Pty) Ltd	162, 7th Street, Walvis Bay, or PO Box 183	Tel : 00264 64203016 Fax : 00264 64206712
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<p>Admiralty Charts and Publications (www.ukho.gov.uk)</p> <p>ChartCo (www.chartco.com)</p> <p>Chart World (www.chartworld.com)</p> <p>Datema Nautical Safety (www.datema.nl/specials/enc_track)</p> <p>C-map (www.c-map.no)</p> <p>Maris Maritime Information Systems (www.maris.no)</p> <p>Navtor (www.navtor.com)</p> <p>Primar Stavanger (www.primar-stavanger.org)</p>			

SOUTH AFRICAN NOTICE TO MARINERS

NO 2 OF 2026

Former Notice No. 2/2025 is cancelled.

PRACTICE AND EXERCISE AREAS

Introduction

1. In accordance with international chart specifications, military practice and exercise areas have been removed from SAN navigational charts. Charts of the PEXA SAN Series show the areas. A note has been placed on the relevant navigational charts to inform mariners about the PEXA Series and this Annual Notice.
2. Sailing Directions Volume I, SAN HO-21, contains information on range safety warning signals, safety of navigation in exercise areas and instructions regarding explosives picked up at sea.
3. Coastal Navwarnings (*See Annual Notice to Mariners No 3*) are broadcasted whenever military exercises take place.
4. Bearings are given as seen from seaward.
5. Test firings of minor illuminants of various colours, with or without parachutes, frequently occur without warning on the coast in the vicinity of Swartklip ($34^{\circ} 04.5' S$ $18^{\circ} 41.2' E$ on PEXA SAN 150 and PEXA SAN 1016).
6. Practice and exercise areas are established as follows:

Practice and Exercise Areas

Name and Function	Location	Limits		Charts
		(S)	(E)	
(a) PAPENDORP Anti-aircraft Weapons	Doringbaai	31° 42.4' S 31° 37.5' S 31° 44.0' S 31° 50.0' S 31° 52.0' S 31° 43.5' S 31° 42.4' S	18° 11.7' E 18° 05.0' E 18° 02.0' E 18° 06.0' E 18° 13.5' E 18° 12.5' E 18° 11.7' E	
		Closed area		SAN 116 SAN 117
(b) LANGEBAAN ROAD RANGE Air to Air weapons	Saldanha	32° 45.0' S 32° 45.0' S 32° 58.0' S 33° 06.0' S 33° 08.2' S 33° 14.9' S 33° 21.0' S 33° 29.0' S 33° 27.0' S 33° 00.0' S 32° 45.0' S	17° 40.0' E 17° 49.0' E 17° 55.0' E 17° 56.0' E 17° 58.0' E 18° 05.8' E 18° 09.0' E 18° 04.5' E 17° 59.0' E 17° 40.0' E 17° 40.0' E	
		Closed area		PEXA SAN 1010 PEXA SAN 2062
(c) SALDANHA Air to Air weapons	Saldanha	32° 45.0' S 33° 26.0' S 33° 29.0' S 32° 48.0' S 32° 45.0' S	17° 49.0' E 18° 05.0' E 17° 54.0' E 17° 38.0' E 17° 49.0' E	
		Closed area		PEXA SAN 1010 PEXA SAN 2062
(d) NORTH HEAD Weapons	Saldanha	33° 03.01' S 33° 03.01' S 33° 00.70' S 33° 01.23' S 33° 03.01' S	17° 54.51' E 17° 53.23' E 17° 53.13' E 17° 54.25' E 17° 54.51' E	
		Closed area		PEXA SAN 1010 PEXA SAN 2062
(e) TOOTH ROCK Air to Ground weapons. Jacobs Reef Bombing. Test firing of illuminants.	Saldanha	Circle, radius 3.5 nautical miles, centered at $32^{\circ} 59.0' S$ $17^{\circ} 51.0' E$		PEXA SAN 1010 PEXA SAN 2062

Name and Function	Location	Limits (S)	Limits (E)	Charts
(o) ST LUCIA Naval Weapons	St Lucia	27° 42.95' S 27° 40.33' S 27° 52.58' S 27° 55.58' S 28° 03.83' S 28° 05.00' S 28° 05.50' S 28° 06.67' S 28° 07.33' S 27° 38.00' S 27° 38.00' S 27° 42.95' S	32° 37.75' E 32° 31.00' E 32° 24.20' E 32° 24.50' E 32° 23.00' E 32° 27.82' E 32° 29.63' E 32° 33.58' E 32° 48.00' E 32° 54.00' E 32° 45.75' E 32° 37.75' E	Closed area PEXA SAN 2064

SOUTH AFRICAN NOTICE TO MARINERS NO 3 OF 2026

Former Notice No. 3/2025 is cancelled.

WORLD WIDE NAVIGATIONAL WARNING SERVICE (WWNWS) - NAVAREA VII - PROMULGATION OF IMMEDIATE NAVIGATIONAL WARNINGS

Definitions

Navational warning - A broadcast message containing urgent information relevant to safe navigation.

Maritime Safety Information (MSI) - Navigational and meteorological warnings, meteorological forecasts, and other urgent safety-related messages.

NAVAREA - A geographical sea area, established for the purpose of co-ordinating the transmission of radio navigational warnings. Where appropriate, the term NAVAREA followed by an identifying Roman numeral may be used as a short title.

Region - That part of a NAVAREA established for the purpose of co-ordinating the transmission of coastal warnings, by NAVTEX or SafetyNET (Inmarsat-C) and SafetyCAST (Iridium) EGC Broadcast.

NAVAREA co-ordinator - The authority charged with responsibility for co-ordinating, collating and issuing long range navigational warnings and bulletins to cover the whole of the NAVAREA.

National co-ordinator - The national authority charged with responsibility for co-ordinating, collating and issuing coastal warnings in a region.

NAVAREA warning - A navigational warning issued by the NAVAREA Co-ordinator for the NAVAREA.

NAVAREA warnings bulletin - A list of serial numbers of those NAVAREA warnings in force, issued and broadcast by the NAVAREA Co-ordinator during at least the previous six weeks.

Coastal navwarning - A navigational warning promulgated by a national co-ordinator to cover a region.

Local navwarning - A navigational warning which covers inshore waters within the limits of jurisdiction of a harbour or port authority.

INTRODUCTION

1. WWNWS is an International Maritime Organization (IMO) / International Hydrographic Organization (IHO) service established as part of the global maritime distress and safety system (GMDSS) adopted by the *International Convention for the Safety of Life at Sea (SOLAS), 1974*, to which the RSA is a signatory.

2. To provide for the promulgation of Maritime Safety Information on a geographic basis the world has been divided into 21 NAVAREAS.

NAVAREA VII

3. The South Atlantic and South Indian Ocean area around Southern Africa has been designated NAVAREA VII. It is described as the area bounded by the parallel of latitude 6° S, drawn from the West Coast of Africa to longitude 20° W, thence south to Antarctica; and the parallel of latitude 10° 30'S drawn from the East Coast of Africa to longitude 55° E, thence south to the parallel of latitude 30° S, thence eastward to longitude 80° E and thence south to Antarctica. Accompanying *Diagram 1* shows this delimitation. The partial limits of adjoining NAVAREAS are also shown.

NAVAREA VII CO-ORDINATOR

4. The RSA has been designated NAVAREA VII Co-ordinator and the national agency charged with executing the RSA's responsibilities in this regard is the National Hydrographer, SA Navy. His/Her responsibilities *inter alia* are:

- a. To endeavor to be informed of all events affecting the safety of navigation in NAVAREA VII.
- b. To expertly assess all received information affecting navigation safety.
- c. To draft NAVAREA warning messages iaw IHO/IMO guidance on standardization of texts and message drafting.
- d. To direct and control the broadcast of NAVAREA warnings via national broadcast facilities.
- e. To pass NAVAREA warnings to adjacent NAVAREA co-ordinators where appropriate.
- f. To transmit periodical NAVAREA warnings bulletins.
- g. To promulgate the cancellation of NAVAREA warnings no longer valid.
- h. To act as the central point of contact on MSI within the NAVAREA.
- i. To promote the use of established international standards and practices in the promulgation of navigational warnings within the NAVAREA.

NAVAREA VII WARNINGS

5. NAVAREA VII warnings are issued by the National Hydrographer from time to time for broadcast by Coast Radio Stations. Details of this service are to be found in *SA List of Lights and Radio Signals (SAN HO-1)*. The warnings are in English and are drafted in the format specified in *IHO/IMO Guidance Documents for the WWNWS*. The warnings are numbered consecutively throughout the calendar year, commencing with 001 at 0001 UTC on 1 January.

6. Navwarnings and a summary of warnings are also published and updated on a daily basis during working hours. This can be viewed on the website: <http://www.sanho.co.za>.

SOUTH AFRICAN REGION

7. The coastal waters out to 150 nautical miles of the Republic of South Africa are designated the South African Region. For the present, for navigational warning purposes, the coastal waters out to 150 nautical miles of the Republic of Namibia are included in the South African Region.

SOUTH AFRICAN REGION CO-ORDINATOR

8. Within the South African Region the National Hydrographer, SA Navy, is appointed as the national agency responsible for discharging the responsibilities of National co-ordinator. These responsibilities, *inter alia*, are:

- a. To endeavor to be informed of all events affecting safety of navigation in the region.
- b. To expertly assess all safety information received.
- c. To draft Coastal Navwarnings in accordance with established international standards.
- d. To direct and control the broadcast of Coastal Navwarnings by the national broadcast system adopted for the WWNWS.
- e. To act as the central point of contact on matters relating to navigational warnings within the Region.

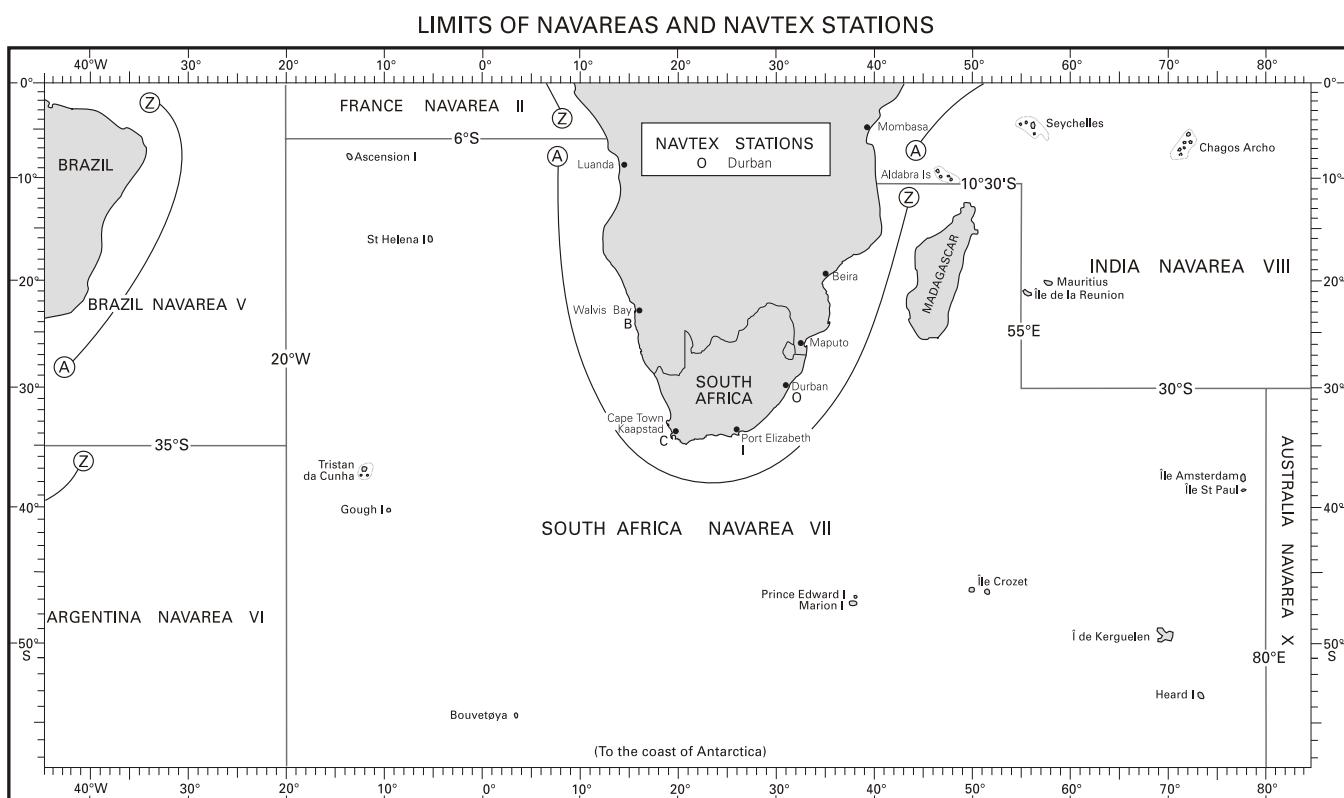


Diagram 1

COASTAL NAVWARNINGS: SOUTH AFRICAN REGION

9. Coastal Navwarnings are issued by the National Hydrographer from time to time for broadcast by Coast Radio Stations. Details of this service are to be found in *SA List of Light and Radio Signals (SAN HO-1)*. The warnings are in English and are drafted in the format specified in *IHO/IMO Guide to Drafting Radio Navigational Warnings for the WNWWS*. The warnings are numbered consecutively throughout the calendar year, commencing with 001 at 0001 UTC on 1 January.

10. NAVAREA VII warnings and a summary of warnings are also published and updated on a daily basis during working hours. It can be viewed on the website: www.sanho.co.za.

LOCAL NAVWARNINGS

11. Harbour Masters of South African ports are responsible for the issue of Local Navwarnings pertaining to MSI within the port limits of their respective ports. Where it is considered that such warnings are of significance outside these port limits, the National Hydrographer, SA Navy, may issue NAVAREA VII or Coastal Navwarnings in lieu, in which case the Local Navwarning is then cancelled.

NAVTEX

12. NAVTEX is an international automated direct-printing service for the promulgation of navigational and meteorological warnings and urgent information to ships. A fully operational NAVTEX service exists in the RSA and Namibia, details of which are given in the *SA List of Lights and Radio Signals (SAN HO-1)*, Section 3.

SAFETYNET and SAFETYCAST

13. SafetyNET is a service of Inmarsat's enhanced group call system (EGC), and SafetyCAST is a service of Iridium, both designed specifically for promulgation of MSI as a part of the GMDSS. SafetyNET and SafetyCAST provides shipping with navigational and meteorological warnings, meteorological forecasts, shore-to-ship distress alerts, and other urgent information. At present meteorological information pertaining to NAVAREA VII and NAVAREA VII warnings are transmitted via these services. Details are given in the *SA List of Lights and Radio Signals (SAN HO-1)*.

SOURCES FOR NAVIGATION WARNINGS

14. From the above it is clear that the navigation warning service provided by the National Hydrographer is dependent to a large extent upon the provision of timely and accurate source information that must be forthcoming from the maritime community itself. Masters, Port and other Maritime Authorities are requested to send all such information as rapidly as possible. In addition to postal methods, the following additional communication facilities are available:

Notices to Mariners Web site: www.sanho.co.za

Urgent navigational information (24 Hour Service):

Fax: +27 21 787 2228
E-mail: ncc@sanavy.co.za / navcomcen.cape@gmail.com

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 (SAN) Nicolette Le Roux, SA National Hydrographer, SA Navy
NAVAREA VII Co-ordinator

The attention of Masters is drawn to the necessity for making arrangements to ensure that all radio messages received concerning Navigational warnings or other matters relating to safety of life at sea are brought to his notice immediately on receipt, or to that of the Navigating Officer on watch.

SOUTH AFRICAN NOTICE TO MARINERS
NOTICE NO 4 OF 2026

Former Notice No. 4/2025 is cancelled.

REPORTS OF SHOALS OBTAINED BY ECHO SOUNDING

Instructions regarding rendering

1. Now that all ships are fitted with echo-sounding equipment, numerous reports of shoal sounding are being received by the National Hydrographer. A large proportion of these reports are of little value as insufficient information is forwarded with them.
2. False soundings may be obtained from correctly adjusted E/S sets due to one of the following causes:
 - a. The returning echo being received after the transmission interval has been completed once or perhaps twice, e.g. with a rotary type E/S set having a maximum scale reading of 600 metres, a reading on the trace of 50 metres might in fact be a sounding of 50 or 650 or even 1250 metres. (In the case of E/S sets fitted with transmitter ON/OFF switches, such doubts can easily be resolved. By breaking the transmission circuit, with the set still running, and then re-making it, it is only necessary to note the number of subsequent stylus revolutions occurring before the echo re-appears.)
 - b. Dense shoals of fish or layers of plankton which sometimes give an echo completely masking that from the bottom. Such a layer is usually known as a "deep scattering layer" and is often found to rise towards the surface at dusk and, after remaining during the night close to the surface, descends again at dawn. The deep scattering layer is frequently encountered at or near the edge of the continental shelf and is frequently mistaken for shoal water.
 - c. Layers of water of different density from that of the surrounding water.
 - d. Strong tidal streams or eddies with solid particles in suspension which may give feathery echoes.
 - e. It is possible in the more powerful types of E/S sets now being developed that double echoes may be obtained even in depths of several hundred metres. The second echo caused by the rebounding ultrasonic waves will appear at twice the depth of true echo. Care should be taken when phasing and using the ON/OFF switch, as described above, that in fact the true echo is being recorded. The second echo is invariably weaker than the first and can be faded by turning down the sensitivity of the receiver.
3. When unexpected shoal soundings are obtained in waters where the charted depth gives no indication, even though discoloured water may be seen, the only certain method of confirming their existence is by taking a cast with the lead. Where, however, the charted depth is nowhere more than the scale reading of the set and the shoal is seen to rise from the bottom on the trace, provided speed and setting of the set is correct, the shoal sounding may be accepted conditionally.
4. When reports of shoal sounding are received in the Hydrographic Office, they are carefully considered in the light of accompanying or other evidence before any action is taken to amend charts. Unless reports are confirmed by the cast of the lead, chart action is usually withheld until the area can be examined by a surveying vessel. In the past much time and effort has been wasted searching for non-existent shoals.
5. In order that the National Hydrographer can make full use of reports of soundings, the Echo Trace should always be forwarded, together with Form HO-16 (Hydrographic Note), which appears at the end of this publication. Navigating Officers are requested to note the following points regarding essential details:
 - a. Mark the trace each time a fix is obtained by drawing a line along the curved edge of the scale, taking care not to foul the stylus arm meanwhile.
 - b. Number the fix and insert the time. (The time is important since the height of the tide must be found in order to obtain the correct depth.)
 - c. Insert the recorded depth of all peak soundings.
 - d. On completion of soundings, and before rolling up the paper, draw in the bottom trace and transmission line and dry the paper, preferably in a dim light if a wet paper machine is used.
 - e. Mark any change of phase conspicuously.
 - f. Insert the make and type of echo-sounding machine.
 - g. It is recommended that an indelible pencil or ball-point pen should be used in all writing on the trace.
6. It is important to note that the draught of the ship should be the same as the depth of the transmission line. If the latter is set to zero a note to this effect should be made on the trace, giving the draught of the ship.
7. In sets which have two operating speeds (e.g. metre or metre x 10) the transmission line must be separately adjusted to show the correct scale reading in each speed.
8. Attention is drawn to Admiralty Publication THE MARINER'S HANDBOOK (NP 100 - ECHO SOUNDINGS).

SOUTH AFRICAN NOTICE TO MARINERS
NOTICE NO 5 OF 2026

Former Notice No. 5/2025 is cancelled.

REGULATIONS FOR THE NAVIGATION OF LADEN TANKERS OFF THE SOUTH AFRICAN COAST

1. Two IMO approved Traffic Separation Schemes (*IMO Resolution A.858 (20)*) are in force on the Agulhas Bank. They are obligatory for Laden Tankers. Cargo vessels may use the inshore routes but if they navigate in the vicinity of the Traffic Separation Schemes they shall comply with the provision of Routeing Schemes as laid down in the IMO Publication *Ships Routeing*.

2. **TRAFFIC SEPARATION SCHEME OFF FA PLATFORM 47 MILES SOUTH OF MOSSEL BAY**
(Reference Charts: SAN 4, INT 7510 SAN 81, INT 7520 SAN 82, SAN 122)

Description of traffic separation scheme (*See Diagram 2*).

a. A **separation zone** is bounded by a line connecting the following geographical points:

(1) 34° 50.11' S 022° 00.00' E (2) 34° 47.39' S 022° 20.00' E
(3) 35° 04.06' S 022° 00.00' E (4) 35° 03.37' S 022° 10.86' E (5) 35° 01.77' S 022° 20.00' E

b. A traffic lane for **eastbound traffic** is established between the separation zone and the separation line connecting the following geographical points:

(6) 35° 07.16' S 022° 00.00' E (7) 35° 06.35' S 022° 11.18' E (8) 35° 04.81' S 022° 20.00' E

c. A traffic lane for **westbound traffic** is established between the traffic separation zone and the separation line connecting the following geographical points:

(9) 34° 47.07' S 022° 00.00' E (10) 34° 44.75' S 022° 20.00' E

3. **TRAFFIC SEPARATION SCHEME OFF ALPHARD BANKS 34 MILES SOUTH OF CAPE INFANTA**
(Reference Charts: SAN 4, INT 7510 SAN 81, SAN 121)

Description of traffic separation scheme.

a. A **separation zone** is bounded by a line connecting the following geographical points:

(1) 34° 58.79' S 020° 45.00' E (2) 34° 56.48' S 021° 05.00' E
(3) 35° 09.54' S 020° 45.00' E (4) 35° 08.10' S 021° 05.00' E

b. A traffic lane for **westbound traffic** is established between the traffic separation zone and the separation line connecting the following geographical points:

(5) 34° 55.76' S 020° 45.00' E (6) 34° 53.45' S 021° 05.00' E

c. A traffic lane for **eastbound traffic** is established between the separation zone and the separation line connecting the following geographical points:

(7) 35° 12.55' S 020° 45.00' E (8) 35° 11.11' S 021° 05.00' E

4. **Definition:** "Laden tanker" means any tanker other than a tanker in ballast having in its cargo tanks residual cargo only.

5. In accordance with *IMO Resolution A.858(20)* the Maritime Safety Committee adopted routeing measures, which came into force on 0001 UTC 1 December 1998.

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

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

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

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

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

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

EXEMPTIONS

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

- a. Vessels calling at Cape Town (Table Bay) to **rendezvous with service craft or helicopters** should follow the recommended routes until, in the case of laden tankers, when proceeding Westbound, Cape Point Light bears $000^{\circ}(T)$ x 20 nautical miles, thence altering course to position, Slangkop punt Light $250^{\circ}(T)$ x 20 nautical miles. From this position course may be altered to the rendezvous area 6 nautical miles westward of Green Point Light (Z5834) (D5900) (replenishment area shown on charts SAN 118, 119, 1013 - INT 2681).
- b. Laden tankers **engaged on voyages solely between ports in the Republic of South Africa** are exempted from the provisions of paragraphs 6 and 7 of these regulations and are to maintain a distance of 10 (ten) nautical miles off salient points of the coast subject to weather, sea and current conditions, when setting courses to their ports of loading and discharging.
- c. During the **winter season** (16 April to 15 October) westbound laden tankers should maintain the minimum distance of 20 miles off the appropriate landmarks in paragraph 6.a. However, on approaching the winter zone, they may remain within the summer zone as close to the separation line as possible, and for the minimum period necessary, to ensure that they can remain on their summer loadline throughout. In the vicinity of the FA Platform and Alphard Banks, they are to adjust their course to pass through the westbound traffic lanes.

SOUTHERN WINTER SEASONAL ZONE

9. The Southern Winter Zone applies from 16 April to 15 October and Summer Zone applies from 16 October to 15 April (*See Diagram 1*).

10. For details regarding the adoption of amendments to the Protocol of 1988 relating to the International Convention on Load Lines (1966), consult IMO document MSC 90/28/Add.1, Annex 6, Regulation 47.

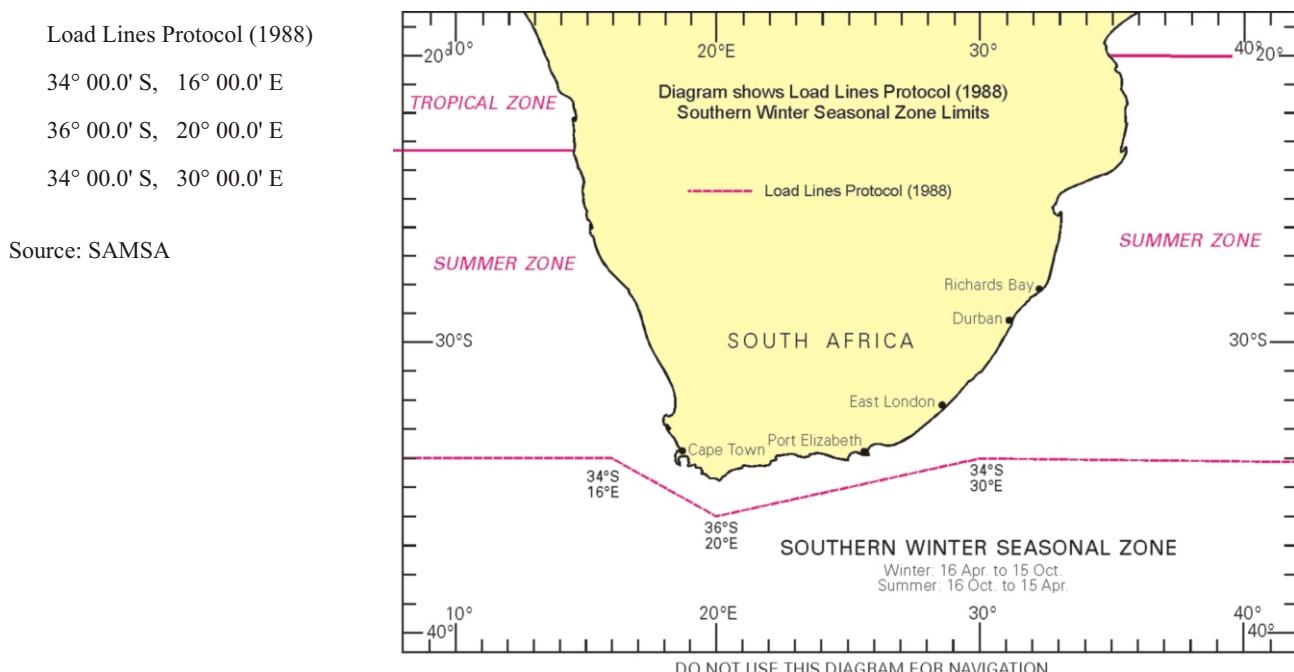
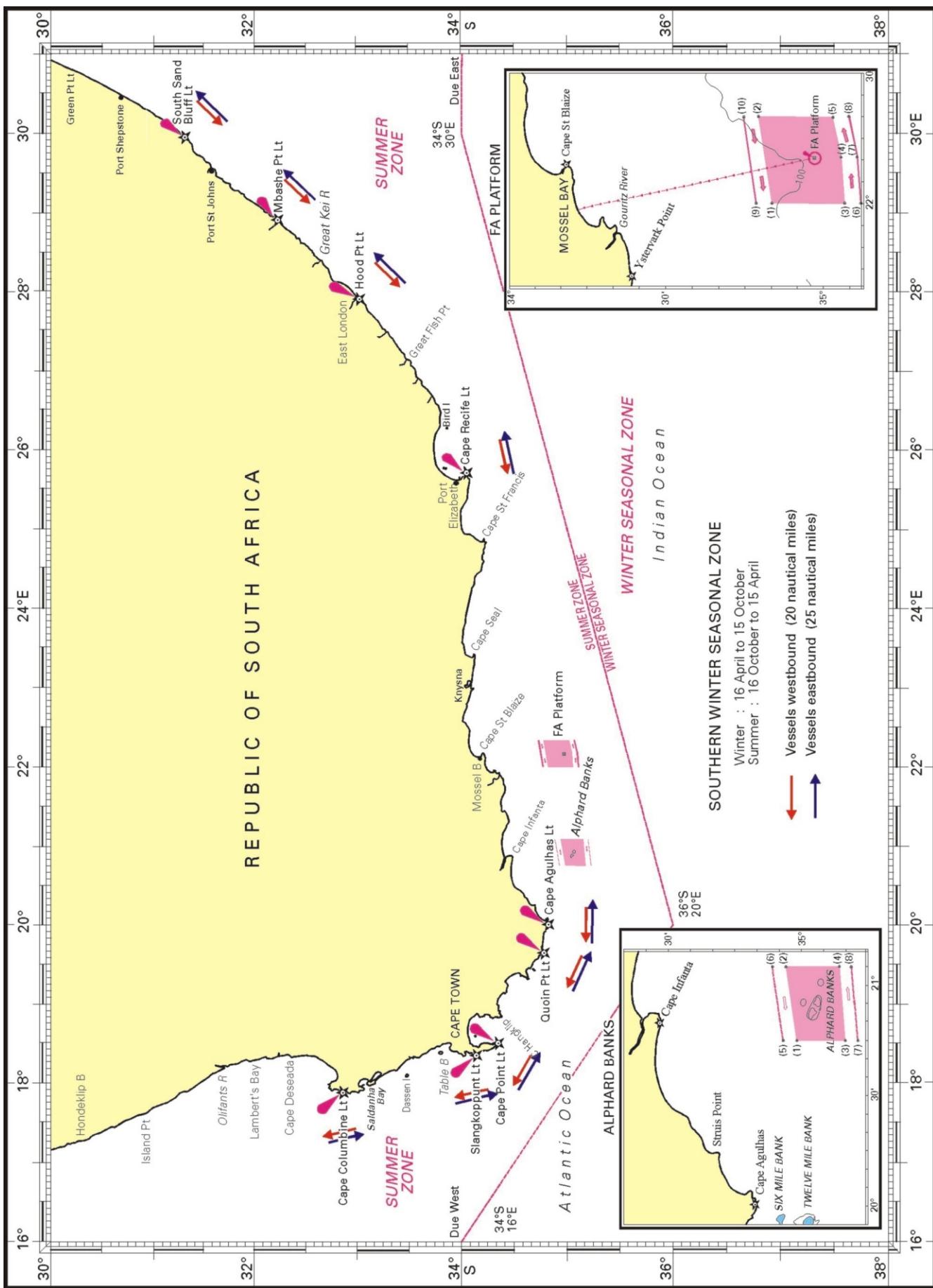


Diagram 1



**SOUTH AFRICAN NOTICE TO MARINERS
NO 6 OF 2026**

Former Notice No. 6/2025 is cancelled.

SOUTH AFRICA, Oil Pollution - Observation and Reporting

1. Since 1 October 1985 the Department of Forestry, Fisheries and the Environment (DFFE) has been responsible for matters relating to the combating of oil pollution with the Department of Transport (DOT) retaining responsibility for prevention. This arrangement applied to functions in terms of the Prevention and Combating of Pollution of the Sea by Oil Act 6 of 1981 (as it was originally called). With the establishment of the South African Maritime Safety Authority (SAMSA) on 1 April 1998, the administration of this Act [now called the Marine Pollution (Control and Civil Liability) Act 6 of 1981] was transferred to SAMSA in terms of the South African Maritime Safety Authority Act 5 of 1998. However, section 52 of the latter Act continues DFFE's responsibility for combating oil pollution.
2. SAMSA, DFFE and African Marine Solutions (AMSOL) are all concerned with the prevention, containment and cleaning up of oil spills at sea. These organizations should be informed as soon as possible whenever there is an oil spill or a threat of an oil spill.
3. Oil spills and threatened spills should be reported immediately to the nearest SAMSA Principal Officer, failing which (and in the following order) SAMSA's Regional Managers, SAMSA's Chief Executive Officer (CEO), any of the other SAMSA officials, the DFFE officials, or the managers of AMSOL.
4. For ships at sea, the South African coastal maritime radio stations will connect the responsible ship's officer to the South African Maritime Rescue Coordination Centre (MRCC), which will alert the appropriate Principal Officer.
5. A ship in port can report to the duty officer in the control tower of the Transnet National Ports Authority (TNPA), who will forward the communication to the Principal Officer of the port. Alternatively, the ship, or the ship's agent, can communicate directly with the Principal Officer.
6. The SAMSA official receiving the initial report will immediately place the organisation on alert by informing the responsible persons at DFFE and AMSOL. He or she will then inform SAMSA's Regional Manager about the incident and any action taken. The Regional Manager will inform higher authority, as appropriate, and, if necessary, activate SAMSA's Casualty Response Unit.
7. If for any reason the above procedure fails, any person in the organisations mentioned in paragraph 6 should carry forward the procedure by alerting other relevant persons and organisations.
8. Agreement has been reached with TELKOM that radiotelephone or radiotelegraphy reports of this nature passed through South African Coast Radio Stations, depending on the locality, radio reports may be addressed to The Principal Officer of SAMSA via port control (VHF Channel 16) at the following ports: Richards Bay, Durban, East London, Port Elizabeth, Mossel Bay, Cape Town and Saldanha Bay.
9. As the prevention of the pollution of the sea by oil is of international importance it is considered that vessels on passage along the coastline of the Republic of South Africa or lying in an anchorage off the various ports can be of invaluable assistance to the Department by reporting:
 - a. Oil slicks sighted;
 - b. Oil accidentally discharged;
 - c. Oil discharged in the interests of Safety of Life at Sea;
 - d. Vessels in distress likely to cause oil pollution.
10. Article 8 and Protocol I of MARPOL 73/78 establishes reporting requirements for pollution incidents. Reports should contain as much of the following information as possible:
 - a. Name of the person reporting the incident;
 - b. Telephone number (work/home) or other means of contact;
 - c. Date and time of observation;
 - d. Details of observation;
 - e. Location (e.g. latitude and longitude or the position relative to the coastline);
 - f. Source and cause of pollution (e.g. name and type of vessel, collision or grounding);
 - g. Type and estimated quantity of oil spilled and the potential and probability of further pollution;
 - h. Weather and sea conditions;
 - i. Action taken or intended to respond to the incident.
11. The following is a guide as to the appearance of oil on the sea and the method of reporting such oil:
 - a. Effect of oil on appearance of the water:
 - i. Condition 1: Barely visible under most favourable light conditions.
 - ii. Condition 2: Visible as a silvery sheen on the water surface.
 - iii. Condition 3: First trace of colour may be observed.
 - iv. Condition 4: Bright bands of colour.

- v. Condition 5: Colours begin to turn dull natural to colour of oil.
- vi. Condition 6: Colours natural to colour of oil.

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

- b. Information required in the text of a report of an oil sighting:
 - i. Condition as stated above.
 - ii. Position.
 - iii. Extent of oil slick.
 - iv. Weather or wind direction.
 - v. Vessel involved.

12. Thus a typical message would read as follows:

CAPT I.M. SPILLER
 SPILLER@C-OIL.COM.AU
 17 APR 12 1020UTC
 OIL SIGHTED
 35-03 S 020-31 E
 M/V OIL CARRIER STOP POSSIBLE SPILLAGE
 CONDITION 6 STOP 3 BY 3 MILES
 FORCE 3 SE
 SAMSA CAPE TOWN INFORMED VIA E-MAIL

Note: Insert word STOP between phrases only when confusion may occur.

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

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

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

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

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

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

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

Marine Notices are obtainable from:

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

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

**SOUTH AFRICAN NOTICE TO MARINERS
NO 7 OF 2026**

Former Notice No. 7/2025 is cancelled.

STORM WARNINGS TO SHIPPING

1. Storm warnings to shipping will be broadcasted immediately on receipt on 518 kHz (NAVTEX), 2182 kHz and VHF Ch 16.
2. Storm warnings will be repeated on the working frequencies after the first silent period after receipt, preceded by an announcement on the distress frequencies.

RADIO TRANSMISSIONS OF WEATHER BULLETINS FOR SHIPPING

Schedules and frequencies of weather bulletins for shipping can be found in the *SA List of Lights and Radio Signals (SAN HO-1)*. *SAN HO-1* is available from the Chart Agents listed on pages 1 and 2 of this summary.

Note: The attention of Masters of South African Ships is drawn to the requirements of the *Merchant Shipping Act, 1951 (Act 57 of 1951)*, Section 249. This section states that the Master, meeting with a dangerous storm or any other direct danger to navigation, shall immediately send information, accordingly, by all possible means of communication at his disposal.

SOUTH AFRICAN NOTICE TO MARINERS NO 8 OF 2026

Former Notice No. 8/2025 is cancelled.

SOUTH AFRICAN SHIP REPORTING SYSTEM (SAFREP)

1. The South African Ship Reporting System (SAFREP) has been established by the Department of Transport to assist in search and rescue at sea and to provide up-to-date information on shipping in the event of a maritime casualty. This is achieved by the submission of movement reports, via radio or satellite, by vessels within the South African Maritime Area of Responsibility (*See diagram in Annual Notice No. 15*) to the SAFREP Co-ordination Centre at Silvermine.

2. See *SA List of Lights and Radio Signals (SAN HO-1)* for working details. For further information contact:

Any **Coast Radio Station** as listed in *SA List of Lights and Radio Signals (SAN HO-1)*; or

SAFREP Co-ordination Centre

Signal Address : SAFREPCC CAPE TOWN
Telephone : 021 787 2245
Fax : 021 787 2473

SAMSA

Telephone : 021 938 3300
Fax : 021 938 3309
Email : mrcc.ct@samsa.org.za

AUTOMATED MUTUAL ASSISTANCE VESSEL RESCUE (AMVER)

1. The Internet website for AMVER is: www.amver.com. The AMVER system, maintained and administered by the United States Coast Guard, with the cooperation of coast radio stations of many nations, is a global ship reporting system for search and rescue (SAR) which provides important aid to the development and coordination of SAR efforts in the offshore areas of the world. Vessels of all nations, on the high seas, are encouraged to voluntarily send movement (sailing) reports and periodic position reports to the AMVER Centre located in Martinsburg, West Virginia, via selected radio stations and coast earth stations. Information from these reports is entered into a computer database which is used to generate and maintain dead reckoning positions. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information. Information concerning the predicted location and SAR characteristics of each vessel estimated to be in the search area of interest is made available, upon request and only to recognized SAR agencies of any nation, or vessels needing assistance. Predicted locations are only disclosed for reasons related to maritime safety.

2. Messages sent within the AMVER system are at no cost to the ship owner. Benefits to shipping include: improved chances of aid in emergencies, reduced number of calls for assistance by vessels not favourably located to assist, and reduced time lost by vessels responding to calls for assistance. An AMVER participant is under no greater obligation to render assistance during an emergency than a vessel that is not participating. Instructions on participation in the Amver system are available on the Web site in the following languages: Chinese, Danish, Dutch, English, French, German, Greek, Italian, Japanese, Korean, Norwegian, Philippine, Polish, Portuguese, Russian, Serbo-Croatia, Spanish, and Swedish. Additional information is available from:

Amver Maritime Relations Office
USCG Battery Park Building
1 South Street
New York, NY 10004
U.S.A.

Telephone: (212) 668-7762
Fax : (212) 668-7684
E-mail : osc-dg-amr@uscg.mil
Website : www.amver.com

3. In addition to its Internet website, other sources of information on AMVER include U.S. Coast Guard Area and District Offices or Captain of the Port Offices.

4. AMVER reports can be sent at no cost to the ship if sent via Inmarsat-C using the AMVER/SEAS software and designated Vizada land earth stations. Necessary equipment includes: Windows XP Operating System, 200 MHz Pentium or better, video card that supports 800 x 600 pixels with 65K colors or better, and 10 MB of free hard disk space. The latest AMVER-SEAS version will need to be downloaded from the FTP site www.aoml.noaa.gov/phod/goos/seas/amverseas_software.php. Additionally, an Inmarsat Standard C transceiver is required as well.

5. Details of radio stations through which AMVER messages may be passed are given in *SA List of Lights and Radio Signals (SAN HO-1)*.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 9 OF 2026**

Former Notice No. 9/2025 is cancelled.

INSTRUCTIONS TO SHIP RADIO STATIONS

Official messages to RSA registered merchant ships - the ZTOB Organisation.

This ZTOB Organisation is put in abeyance until further notice.

SOUTH AFRICAN NOTICE TO MARINERS NO 10 OF 2026

Former Notice No. 10/2025 is cancelled.

MARITIME BOUNDARIES AND ZONES

1. The *Maritime Zones Act, 1994*, defines the Maritime Boundaries of the RSA (*See Diagram 1 on page 20*) as follows:

Baselines

2. Subject to subsections a. and b. below, the low water line shall be the baseline.

- a. Notwithstanding the above, straight lines joining the grouped co-ordinates mentioned in Schedule 2 of this Act (detailed at the end of this Notice), shall be the baselines of the relevant part of the coast.
- b. Notwithstanding the above, the outer limits prescribed or determined in accordance with subsections c. and d. below shall be the baselines.
- c. Outer limits of internal waters referred to in para 2.b. below shall be established in the prescribed manner.
- d. In the absence of any outer limits of internal waters prescribed in accordance with c. above, the outer limits shall be the outer-most harbour works which form an integral part of the harbour system.
- e. In any proceedings before a court of law any prescribed chart or map shall be admissible as *prima facie* proof of the contents thereof.

Internal Waters

3. The internal waters of the Republic shall comprise:

- a. all waters landward of the baselines; and
- b. all harbours.

4. Any law in force in the Republic, including the common law, shall also apply in its internal waters and the airspace above its internal waters.

5. The right of innocent passage shall not exist in the internal waters, except if the internal waters concerned were territorial before the commencement of this Act.

Territorial Waters

6. The sea within a distance of twelve nautical miles from the baselines shall be the territorial waters of the Republic.

7. Any law in force in the Republic, including the common law, shall also apply in its territorial waters and the airspace above its territorial waters.

8. The right of innocent passage shall exist in the territorial waters.

Contiguous Zone

9. The sea beyond the territorial waters referred to in para 6 above, but within a distance of twenty four nautical miles from the baselines, shall be the contiguous zone of the Republic.

10. Within the contiguous zone and the airspace above it, the Republic shall have the right to exercise any powers which may be considered necessary to prevent contravention of any fiscal law or any customs, emigration, immigration or sanitary law and to make such contravention punishable.

Maritime Cultural Zone

11. The sea beyond the territorial waters referred to in para 6, but within a distance of twenty four nautical miles from the baselines, shall be the maritime cultural zone of the Republic.

12. Subject to any other law the Republic shall have, in respect of objects of an archaeological nature found in the maritime cultural zone, the same rights and powers as it has in respect of its territorial waters.

Exclusive Economic Zone

13. The sea beyond the territorial waters referred to in para 6, but within a distance of two hundred nautical miles from the baselines, shall be the exclusive economic zone of the Republic.

14. Subject to any other law the Republic shall have, in respect of objects of all natural resources in the exclusive economic zone, the same rights and powers as it has in respect of its territorial waters.

Continental Shelf

15. On 05 May 2009, the RSA submitted to the Commission on the limits of the Continental Shelf, in accordance with *Article 76, Paragraph 8 of the United Nations Convention on the Law of the Sea (UNCLOS)*, information on the limits of the Continental Shelf beyond 200 nautical miles from the baselines from which the breadth of the Territorial Sea is measured in respect of the mainland of the territory of the RSA. Upon completion of the considerations of the submission, the Commission will make recommendations pursuant to *Article 76 of the Convention*.

16. The co-ordinates listed in *Schedule 2* below establish six straight baselines along the coast of the Republic. A dotted line between grouped co-ordinates indicates the end/start of a straight baseline. The straight baselines are separated by coastline.

Schedule 2: Straight Baselines of the Republic of South Africa

Latitude South ° ° ° "	Longitude East ° ° ° "	Latitude South ° ° ° "	Longitude East ° ° ° "	Latitude South ° ° ° "	Longitude East ° ° ° "
32 19 05.2	018 18 50.0	34 23 14.5	018 49 36.6	34 21 46.5	021 52 16.6
32 44 17.3	017 52 13.4	34 37 58.5	019 17 48.2	34 20 24.8	021 54 41.5
32 44 17.3	017 52 13.4	34 37 58.5	019 17 48.2	34 20 24.8	021 54 41.5
32 49 30.4	017 50 38.5	34 41 23.5	019 24 07.9	34 11 14.4	022 09 36.5
32 59 53.3	017 52 17.8	34 46 51.6	019 38 08.2	34 05 36.2	022 58 46.1
32 59 53.3	017 52 17.8	34 47 15.8	019 39 42.4	34 05 36.2	022 58 46.1
33 02 26.3	017 53 42.8	34 49 40.8	019 57 46.5	34 06 42.7	023 24 25.3
33 02 26.3	017 53 42.8	34 49 53.9	020 00 49.6	34 06 42.7	023 24 25.3
33 09 08.7	017 58 47.1	34 28 22.7	020 50 46.9	34 12 49.1	024 50 12.9
33 24 51.7	018 04 22.9	34 26 18.3	021 17 57.8	34 02 49.6	025 37 38.6
33 25 55.1	018 04 54.8	34 26 18.3	021 17 57.8	34 02 49.6	025 37 38.6
34 08 56.5	018 19 09.6	34 23 44.2	021 43 46.5	34 01 48.0	025 42 06.5
34 09 23.5	018 19 24.0	34 23 44.2	021 43 46.5	34 01 48.0	025 42 06.5
34 16 23.3	018 22 48.7	34 22 48.9	021 48 45.7	33 50 34.3	026 17 08.8
34 16 23.3	018 22 48.7	34 22 48.9	021 48 45.7	33 50 34.3	026 17 08.8
34 19 34.5	018 25 17.5	34 22 35.1	021 49 51.9	33 44 52.8	026 33 19.6
34 21 28.6	018 28 22.0	34 22 26.2	021 50 25.5
34 21 28.6	018 28 22.0	34 22 26.2	021 50 25.5		
34 23 14.5	018 49 36.6	34 21 46.5	021 52 16.6		

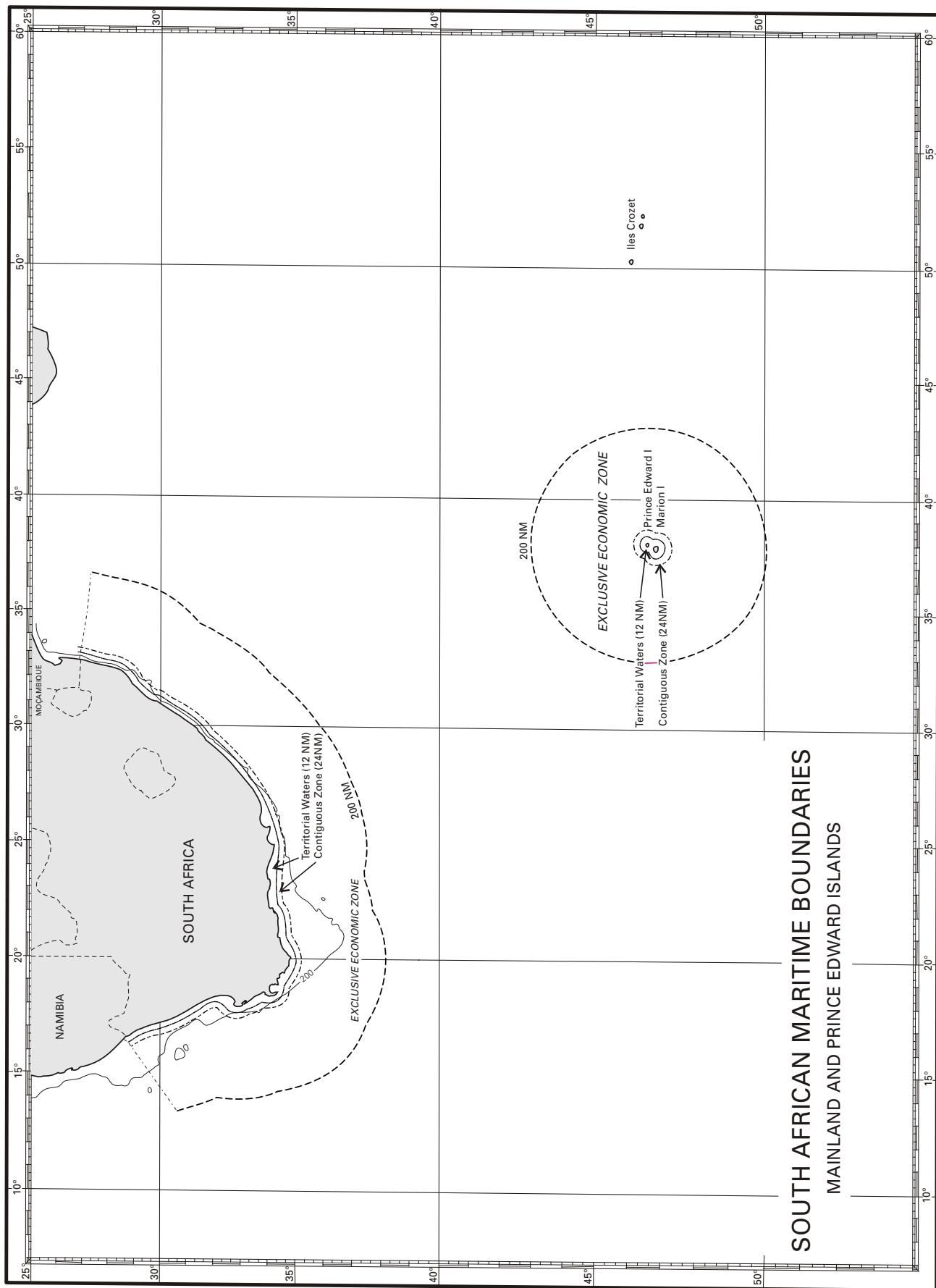


Diagram 1

SOUTH AFRICAN NOTICE TO MARINERS NO 11 OF 2026

Former Notice No. 11/2025 is cancelled.

INFORMATION CONCERNING SUBMARINES

Part I - SUBMARINE WARNING SIGNALS

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

Visual Signals

2. South African warships fly the *International Code Group NE2* to denote that submarines, which may be submerged, are in the vicinity. Other vessels are cautioned to steer a course so as to give a wide berth to any vessel flying this signal. If, for any reason, it is necessary to approach her, a good lookout must be kept for submarines, whose presence may be indicated only by their periscopes or snort masts showing above water.

Pyrotechnics and Smoke Candles

3. The following signals are used by submerged submarines:

- a. *White smoke marker (with flare)* floating on sea surface, indicates position in response to a request from a ship or as required. (See Diagram 1).
- b. *Green parachute flare* (fired 130 metres into the air) used to indicate the position from which a practice torpedo has been fired. All vessels are requested to keep clear as the submarine may want to surface after the firing. (See Diagram 2).
- c. *Red parachute flare* (fired 130 metres into the air), which may be accompanied by smoke candles repeated as often as possible, mean - "Keep clear. I am carrying out an emergency surfacing procedure. Do not stop propellers. Clear the area immediately. Stand by to render assistance." (See Diagram 3).

Note: If the *red parachute flare* is sighted and the submarine does not surface within 5 minutes, it should be assumed that the submarine is in distress and has sunk. An immediate attempt should be made to fix the position in which the signal was sighted, after which action in accordance with Part IV should be taken. The flare and marker signals will float for one hour then self scuttle and sink.

- d. Two *white smoke signals* released 3 minutes apart mean - "Keep clear. I am preparing to surface. Do not stop propellers. Clear the immediate vicinity."

4. It must not be inferred from the above that submarines exercise only when in company with escorting vessels.
5. In certain circumstances warnings that submarines are exercising in specified areas may be broadcasted by a Coast Radio Station.



Diagram 1



Diagram 2



Diagram 3

Part II - NAVIGATION LIGHTS

6. Submarines may be encountered on the surface at night, particularly in the vicinity of the following ports: Saldanha Bay, Cape Town, Simon's Town, Hout Bay, Port Elizabeth (Gqeberha), East London and Durban.
7. The steaming and side lights of South African submarines appear to be placed well forward and very low above the water in proportion to the length and tonnage of these vessels. South African submarines are fitted with an *amber quick flashing light* situated abaft of the steaming light as an aid to identification. While at anchor or at a buoy by night submarines display normal anchor lights.
8. The overall arrangements of submarines lights are therefore unusual and may well give the impression of being markedly smaller and shorter vessels than they are. Their vulnerability to collision when proceeding on the surface dictates particular caution when approaching them.

Part III - COLLISIONS WITH SUBMARINES

9. Most submarine losses during peace time have been caused by collision with other vessels. Submarines, with their low buoyancy factor, if involved in a collision, may sink or be unable to surface because of their buoyancy (ballast) tanks having been ruptured.
10. Because of their size and low profile, surfaced submarines are often difficult to see. Submarines operating at periscope depth are obviously even more difficult to detect.
11. Collision or suspected collision, with a submarine must be reported by the fastest means available to the nearest Coast Radio Station. The position of the collision together with the estimated current, wind force and sea state, as well as any other relevant particulars, must be included in the report.

12. The report should be sent by radio using Emergency Clearance Procedure on distress or normal frequencies. The message can be passed direct to NAVCOMCEN CAPE, via a Coast Radio Station or harbour radio network, whichever is considered the faster, as speed of handling is essential. The message will then be sent to the Submarine Operations Authority (SUBOPAUTH), Private Bag X1, Simon's Town, 7995, or, signals address, Force Preparation Operation Centre, telephone (Cape Town) +27 21 787 4126/4129, fax (Cape Town) +27 21 787 4002.

Part IV - SUNKEN SUBMARINES

13. A bottomed submarine which is unable to surface will try to indicate its position by the following methods:
 - a. Releasing two life rafts, which are equipped with EPIRBs, as soon as the incident occurs. The life rafts are described in Part V.
 - b. On the approach of surface vessels, and at regular intervals, by firing the smoke signals described in Part 3 under Part 1.
 - c. Pumping out oil fuel or lubricating oil.
 - d. Blowing out air.
 - e. Activating her Sonar Beacon. The Sonar Beacon is described in Part V.
 - f. Transmitting on her underwater telephone. The underwater telephone is described in Part V.
14. It is vitally important that surface ships refrain from discharging any oil or debris which might appear to have come from a submarine. Searching ships and aircraft can waste valuable time investigating such false contacts.
15. Some submarine pyrotechnics may carry messages. These may be recovered as soon as they have finished burning and the contents of messages together with the position and time of recovery of the pyrotechnic must be passed to:
 - a. Any Naval vessel in the vicinity, or
 - b. NAVCOMCEN CAPE, Private Bag X1, TOKAI, 7966, telephone (Cape Town) 021 787 2911, 021 787 2459, e-mail to ncc@sanavy.co.za / navcomcen.cape@gmail.com or
 - c. COMFLEET, Naval Base, Simon's Town or
 - d. The nearest branch of the South African Police Service.

Messages should be passed by the most rapid means of communication available.

16. South African submarines are fitted with two life rafts, each fitted with its own EPIRB which can be released from inside in case of emergency or if the submarine is unable to surface.
17. In any submarine accident, time is the most vital factor affecting the chances of rescue of survivors, and, as the sighting of life rafts may be the first indication that an accident has in fact occurred, it is vital that no time should be lost in taking action.
18. The sighting of any smoke signals and/or life rafts answering the description should be reported at once to the Naval authorities or a Port Office. If a vessel is unable to establish communication without leaving the vicinity of the sunken submarine, she should stand by to rescue survivors and not leave the scene of the accident.
19. South African submarines are equipped with smoke signals and life rafts. It is therefore of the utmost importance that the position, together with the estimated current and the strength and direction of the wind at the position, and the time of first sighting of the smoke signals and/or life rafts be accurately and speedily reported to any of the authorities mentioned in para 15 above.
20. At any time after a submarine accident survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until:
 - a. rescue vessels are known to be standing by, or
 - b. conditions inside the submarine deteriorate to such an extent that an attempt at escape must be made.

c. it is determined whether or not a DSRV rescue is possible. The DSRV is described in Part V.

21. It should be noted that the air supply in a sunken submarine may last for several days, in which case situation b. may not arise for a considerable time after the sinking. However, if the submarine is badly damaged, survivors may have to make an immediate escape attempt. Any ship finding smoke signals and/or life rafts answering the description should stand by well clear of it ready to pick up survivors who will probably surface at a distance from it depending on the effect of wind and current. On arrival on the surface men may be exhausted or ill, and the presence of a boat already lowered is very desirable should weather conditions permit. Some men may require a decompression chamber and the Naval authorities will try to get such a chamber to the scene as soon as possible.

22. In order that those trapped in the submarine shall be made aware that help is at hand, naval vessels drop small charges into the sea which can be heard from inside the submarine. It is vital that they are not dropped too close since men in the process of making ascents are particularly vulnerable to underwater explosions, and may easily be fatally injured. A distance of 0.25 miles is considered safe. If no small charges are available, the running of an echo sounder or the banging of the outer skin of the ship's hull with a hammer from a position below the water-line is likely to be heard in the submarine, and such banging and/or sounding should be carried out at frequent intervals.

23. Submarines may at any time release pyrotechnic signals which, on reaching the surface, burn with flames and/or smoke, thus serving to mark the position. They are likely to acknowledge sound signals by this means.

24. Summing up, the aims of a Submarine Rescue Operation are:

- a. To fix the exact position of the submarine.
- b. To get a ship standing by to pick up survivors, if practicable, with boats already lowered.
- c. To get medical assistance to survivors picked up.
- d. To get a diver's decompression chamber to the scene in case this is required by those seriously ill after being exposed to great pressure.
- e. To inform the trapped men that help is at hand.
- f. To get a DSRV to the scene of the submarine incident.

25. There is a Naval organization designed to fulfill these aims, which is always kept at instant readiness for action. It is clear, however, that any ship may at any time find evidence of a submarine disaster, and if she takes prompt and correct action as described above, she may be in a position to play a vital part.

Part V - SUBMARINE RESCUE DEVICES

26. The submarine is fitted with two life rafts, which can be released from inboard in case of an emergency (*See Diagram 4*). They have the following characteristics:

- a. The life rafts pop out of pressure proof GRP containers. These GRP containers will be visible on the surface.
- b. Each life raft can carry 25 persons.
- c. The life raft is tethered to the submarine with 600m of rope.
- d. Each life raft is fitted with:
 - i. EPIRB. The Emergency Position Indicating Radio Beacon is tethered to the life raft and is activated as soon as it comes into contact with the seawater. The EPIRB transmits a signal of warbling notes on 406 MHz. Ships hearing this signal should report the fact giving their position and if possible, an indication of signal strength.
 - ii. SART. The Search and Rescue Radar Transponder is used to locate survival craft or distressed vessels by creating a series of dots on a rescuing ship's radar display. The response frequency is 9.2 – 9.5 GHz.
 - iii. Portable VHF radio.

27. The Sonar Beacon serves to alert rescue authorities to the submarine's position and to provide a homing signal for the DSRV. It operates at a frequency of 3,5 and 12 kHz.

28. The submarine is fitted with an underwater telephone, which is capable of voice and Morse communications.

29. The DSRV (deep sea rescue vessel) is a mini submersible capable of rescuing personnel from the submarine should the submarine have bottomed or have fouled underwater (*See Diagram 5*). The submarine's forward hatch is configured to receive the DSRV skirt and form a watertight connection. This allows the forward hatch to be opened and for the trapped personnel to be transferred to the DSRV.

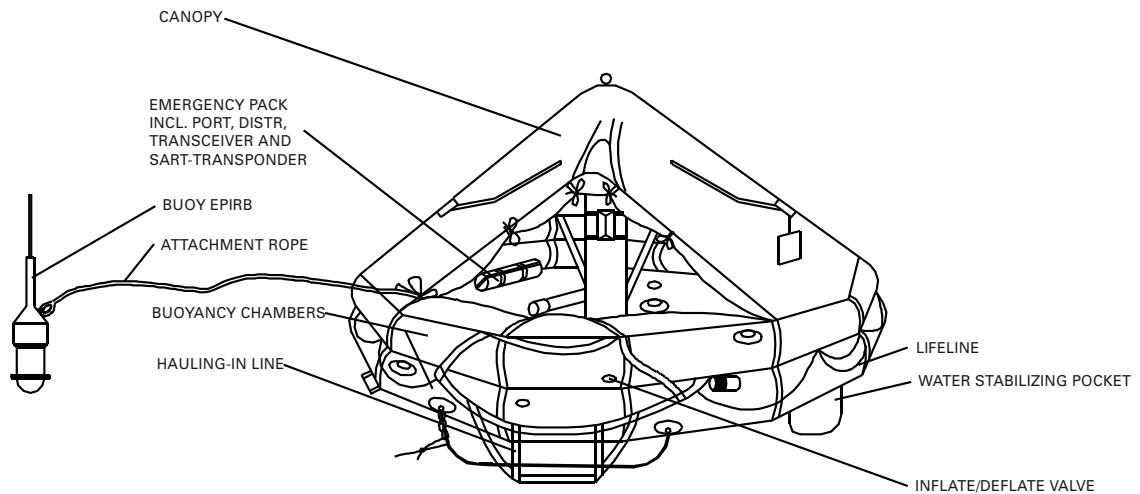


Diagram 4



Diagram 5

SOUTH AFRICAN NOTICE TO MARINERS NO 12 OF 2026

Former Notice No. 12/2025 is cancelled.

SAFETY OF NAVIGATION: Safety, Distress and Nautical Publications for Merchant Ships, Fishing Vessels and Sea-going Boats.

1. All vessels intending to go to sea, except those small vessels operating very close inshore and in a local area, should carry charts and nautical publications to show navigation marks, known hazards and other specified information in detail appropriate to each part of the intended voyage. The publications listed below are a guide to ensure a basis for good and safe navigation.

NAUTICAL PUBLICATIONS

International Code of Signals	List of Radio Signals
Merchant Ship Notices	List of Lights and Radio Services
Mariners Handbook	Sailing Directions
Notices to Mariners	Nautical Almanac
Navigational Tables	Operating and maintenance instructions for navigational aids carried
Tide Tables	Tidal Stream Atlas

2. Attention is drawn to the danger involved in navigation on charts of too small a scale and in failing to keep proper charts and other relevant publications up to date.

3. One of the factors in the arrangements for the rescue of people in distress at sea is the radio watch on the international distress frequencies which certain classes of ships are required to keep when at sea. All Coast Radio Stations, the SA Navy and Port Authorities keep a continuous watch on these distress frequencies. All those who go to sea should be familiar with the operation of radio equipment, if carried, for the purpose of radio distress calls. These have absolute priority over all other traffic.

4. Statutory distress signals are contained in Annex IV of the *International Regulations for Preventing Collisions at Sea, 1972*, obtainable from agents for the sale of South African Charts and Hydrographic Publications (*Notice No 1* of this issue).

5. A South African Search and Rescue Organisation (SASAR) has been established and is administered by SAMSA. Details of SASAR are to be found in *Notice to Mariners 15* in this publication.

6. The National Sea Rescue Institute (NSRI) provides sea rescue facilities inshore and offshore at a number of harbours in South Africa. Full details are available from port and harbour authorities in the Republic or at any coastal police station.

7. The attention of small-boat owners and crew is drawn to the necessity of carrying adequate life-saving equipment for each person aboard and the means of making distress signals. The requirements applicable to small boats are contained in:

Merchant Shipping (National Small Vessel Safety) Regulations, 2007. These may be read with Marine Notice no. 13 of 2011 for additional information related to small vessels. Also refer to SAMSA website: www.samsa.org.za.

Note: Attention is drawn to *South African List of Lights and Radio Signals (SAN HO-1)*, which contains information on Distress Signals, Radio Telephone Voice Distress Transmitting Procedures, Reception of Safety Messages and Air Distress Search and Rescue. To be obtained from Chart Agents listed in *Annual Notice to Mariners No 1*.

SOUTH AFRICAN NOTICE TO MARINERS NO 13 OF 2026

Former Notice No. 13/2025 is cancelled.

WEATHER REPORTS FROM SHIPS

Publications available for supply to ships

1. The following publications are distributed by the South African Weather Service for use on board ships:

Form	Title	Description
MET 1/3/10	Radio Weather Reports	Signal message forms
MET 1/1/6	Weather Forecast Areas	Chart
MET 5/2	Weather Codes	Booklet
MET 3/3/1/2	Record of Weather Observations	Pad of forms
P.M.O:10	Requisition Form (Eng only)	Form

Radio Transmissions and Frequencies are available in a TELKOM booklet which is available from Telkom's Maritime Radio Services Division. (Title: *Telkom Maritime Radio Services*).

Facsimile Transmission details are covered in *S.A. List of Lights and Radio Signals (SAN HO-1)*.

For further information visit the South African Weather Service's Website at the following address: www.weathersa.co.za.

Ships should obtain their requirements direct from:

Port Meteorological Officer,
Cape Town Weather Office
Cape Town Int. Airport,
CAPE TOWN, 7525,
South Africa

Tel: +27 21 934 0836
Telefax: +27 21 934 3296
e-mail: pmocapetown@weathersa.co.za

Port Meteorological Officer,
Durban Weather Office,
Durban Int. Airport,
DURBAN, 4029,
South Africa.

Tel: +27 32 436 3820
e-mail: fadn@weathersa.co.za

**SOUTH AFRICAN NOTICE TO MARINERS
NO 14 OF 2026**

Former Notice No. 14/2025 is cancelled.

SOUTH AFRICA, Coastal Areas and Approaches to Harbours - Mine Clearance (Minesweeping) Operations - Collision Regulations.

1. Mine countermeasures in coastal areas and approaches to harbours may be carried out at any time without warning.
2. International signals of shapes and lights are exhibited during mine clearance operations in accordance with Rule 27 f. of the *International Regulations for Preventing Collisions at Sea, 1972 (SAN HO-15)* as follows:

27f. A vessel engaged in mine clearance operations shall, in addition to the lights prescribed for a power-driven vessel in Rule 23 or to the lights or shape prescribed for a vessel at anchor in Rule 30 as appropriate, **exhibit three all-round green lights or three balls**. One of these lights or shapes shall be exhibited near the foremast head and one at each end of the fore yard. These lights or shapes indicate that it is dangerous for another vessel to approach within 1000 metres of the mine clearance vessel.

Attention is particularly drawn to Rule 3 g.v. of the Collision Regulations, which states that a vessel engaged in mine clearance operations is a vessel restricted in her ability to manoeuvre and is therefore unable to keep out of the way of another vessel.

3. Incidents have occurred where vessels have passed dangerously close to vessels engaged in mine countermeasure exercises. Vessels disregarding the provisions of the Collision Regulations (vide Rule 2) are guilty of an offence.

SOUTH AFRICAN NOTICE TO MARINERS NO 15 OF 2026

Former Notice No. 15/2025 is cancelled.

SOUTH AFRICAN SEARCH AND RESCUE ORGANISATION (SASAR)

INTRODUCTION

1. The introduction of an Air Service between South Africa and Australia in November 1957, together with the Search and Rescue (SAR) obligations accepted by South Africa as a member of the International Civil Aviation Organisation (ICAO) resulted in the Department of Transport, on 1 October 1958, assuming responsibility for the co-ordination of South African Search and Rescue services. A committee known as "The Permanent Committee for the Co-ordination of Air/Sea Rescue Services" was established shortly thereafter by the Secretary for Transport.
2. The terms of the *International Convention for the Safety of Life at Sea (LONDON) 1974 (SOLAS)*, to which South Africa is a signatory, are enacted in *Schedule 2 of the Merchant Shipping Act (Act 57/51 as amended)*. This convention has placed further SAR obligations upon the South African Government. Furthermore, South African registered merchant shipping, in terms of this enactment, became legally obliged to assist persons in distress at sea.
3. In 1979, in order to conform with the manner in which other national SAR organisations are named, the South African Search and Rescue Organisation was established. It is known as the SASAR Organisation.

THE FUNCTIONS OF THE SASAR ORGANISATION

4. The primary function of search and rescue operations in the Southern African area is to search for, to assist and, if necessary, rescue:
 - a. Survivors of aircraft accidents or forced landings.
 - b. Crew and Passengers of Vessels in distress and Survivors of maritime accidents.
5. SASAR is also charged with co-ordinating the efforts of various Government Departments, voluntary organisations and, private aircraft and shipping companies in the field of search and rescue and, with formulating policy and procedures.

COMPOSITION OF SASAR

6. The Executive Committee of SASAR is made up of representatives from those Government Departments which are able to contribute services and/or facilities for use by SASAR. These include Department of Transport (DOT), South African National Defence Force (SANDF), South African Police Service (SAPS), Transnet National Ports Authority (TNPA), Independent Communications Authority of South Africa (ICASA), Telkom SA, South African Airways (SAA), Air Traffic and Navigation Services (ATNS), South African Maritime Safety Authority (SAMSA), South African Civil Aviation Authority (SACAA), Department of Sports and Recreation, Department of Health, Department of Local Government and Traditional Affairs (DLGTA), Airtime Association of South Africa, Department of International Relations and Cooperation (DIRCO), Department of Home Affairs, Department of Forestry, Fisheries and the Environment (DFFE), South African Weather Services (SAWS), National Sea Rescue Institute (NSRI). The Director-General Transport appoints the Chairman for the Executive Committee and provides secretarial services to the Executive Committee and its sub-committees.

7. In addition to the Executive Committee two sub-committees exist:
 - a. **SASAR - Aviation Sub-committee:** This consists of representatives of the SAMSA, SAA, South African Air Force (SAAF), DPLG and TELKOM.
 - b. **SASAR - Marine Sub-committee:** This consists of representatives of SAMSA, TNPA, SAAF, South African Navy (SAN), and the NSRI.

SOUTH AFRICAN AREA OF SAR RESPONSIBILITY

8. The RSA's area of responsibility for SAR embraces the sea and land areas as indicated in *Diagram 1* on the following page, including the independent states situated therein, and corresponds to that as laid down by the International Civil Aviation Organisation (ICAO).

SAR REGIONS AND ASSOCIATED RESCUE CO-ORDINATION CENTRES

9. The Southern African area is divided into two SAR Regions (SRRs) with the control of SAR operations in each region being centered at Rescue Co-ordination Centres (RCCs) namely (*see Diagram 1*):
 - a. **Aeronautical SRR** - Aeronautical Rescue Co-ordination Centre (ARCC), located at O.R. Tambo International Airport; and
 - b. **Maritime SRR** - Maritime Rescue Co-ordination Centre (MRCC), located at Plattekloof, near Cape Town.
10. For maritime purposes SAR missions may be classed as:
 - a. **OCEAN:** An incident in which only ships and long range aircraft may be available although, in the more remote ocean areas, only ships may be available.
 - b. **COASTAL:** Incidents in which some or all of the following may be available to assist: ships, aircraft, helicopters and shore based lifesaving facilities.

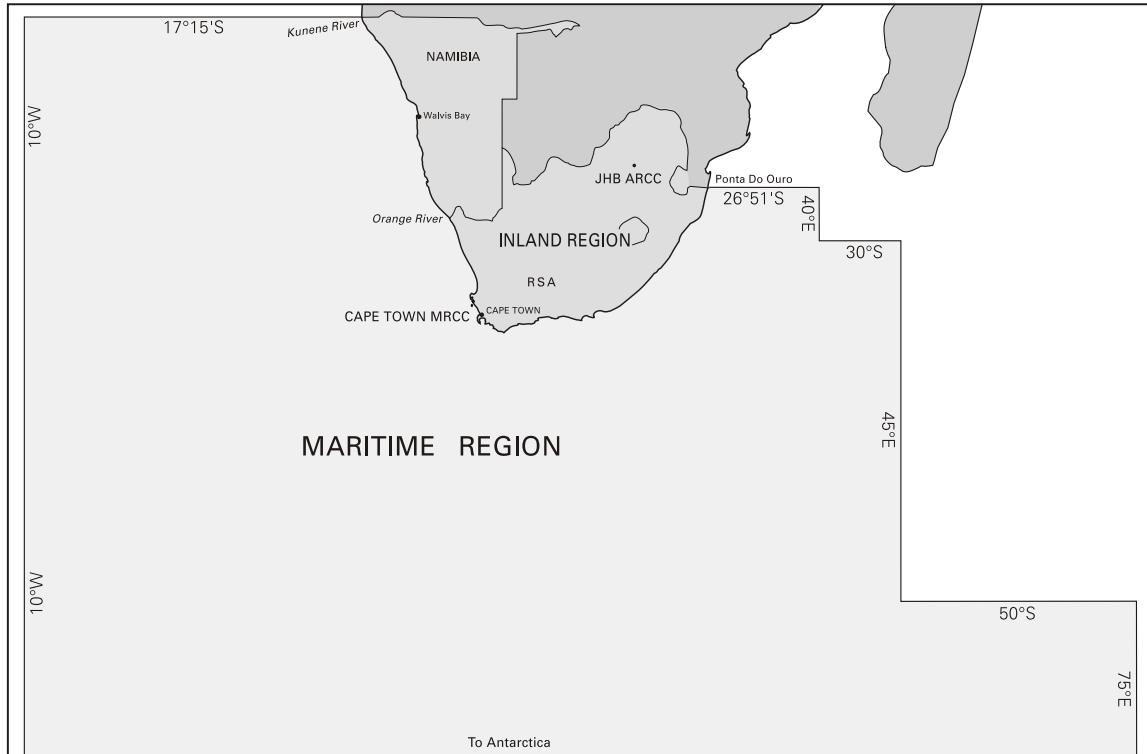


Diagram 1

GEOGRAPHICAL BOUNDARIES OF THE SRRs

11. The coastal area of the Maritime SRR as well as the seaward extension of the Inland SRR is sub-divided into eight sub-areas for SAR purposes (See Diagram 2), each under the control of a Harbour Master.

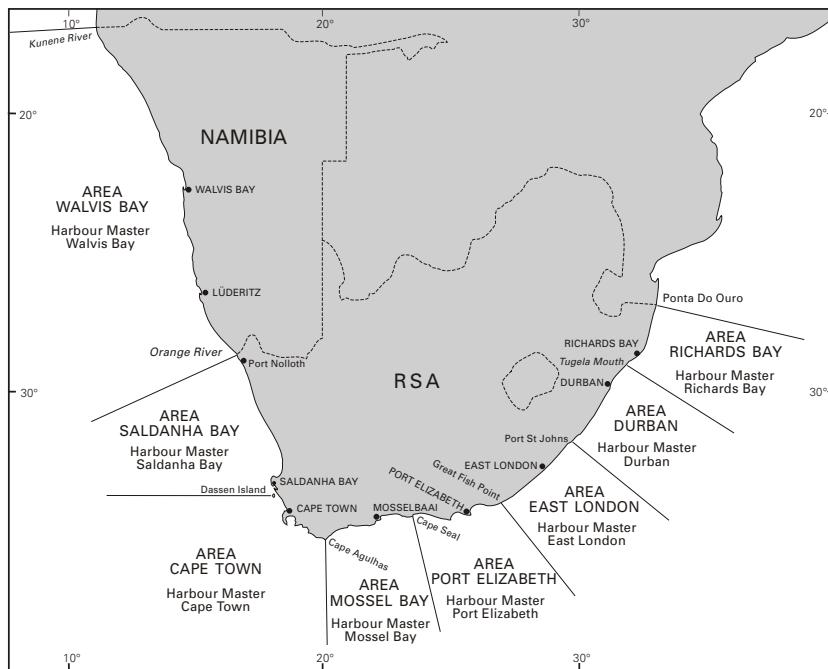


Diagram 2

12. These sub-areas are:

Sub-area	From	To	Co-ordinating Harbour Master
Walvis Bay	Kunene River	Orange River	Walvis Bay
Saldanha Bay	Orange River	Dassen Island	Saldanha Bay
Cape Town	Dassen Island	Cape Agulhas	Cape Town
Mossel Bay	Cape Agulhas	Cape Seal	Mossel Bay
Port Elizabeth	Cape Seal	Great Fish Point	Port Elizabeth
East London	Great Fish Point	Port St Johns	East London
Durban	Port St Johns	Tugela River	Durban
Richards Bay	Tugela River	Ponta Do Ouro	Richards Bay

13. The Harbour Master of a sub-area is the authority for co-ordinating a search and rescue operation in that sub-area. Therefore, any distress signal in a region must be relayed to the Harbour Master of that sub-area. His office will relay the message on to the MRCC.

14. As the above sub-areas are large, each primary co-ordinating Harbour Master has within his zone one or more Secondary Authorities to whom SAR responsibilities can be delegated. This delegation of responsibility may only take place after the co-ordinating Harbour Master has consulted the Secondary Authority concerned and is satisfied that the latter is more suited to handle the particular SAR incident.

15. It must be remembered that finite seaward boundaries to the above sub-areas are difficult to lay down. Close liaison between Harbour Masters and Cape Town MRCC is therefore done on a regular basis.

AIRCRAFT, VESSELS, VEHICLES AND EQUIPMENT AVAILABLE FOR SEARCH AND RESCUE PURPOSES

16. **Aircraft:** The South African Air Force, and South African Airways provide suitable aircraft on request.

17. **The SA Navy** will provide suitable vessels and personnel where and when required. Requests for assistance may be initiated by the Harbour Master(s) through the Cape Town MRCC or local Naval Area Commander.

18. **Transnet National Ports Authority** will provide tugs and other suitable vessels on the instructions of the Harbour Master(s) concerned.

19. **Deep Sea Rescue Tug:** One large, fast (20 knot) rescue tug is operated by African Marine Solutions (AMSOL). This craft is ideally suited for OCEAN type missions due to its extensive communications equipment, hospital facilities and speed. It is also well suited for COASTAL missions.

20. **National Sea Rescue Institute (NSRI) Stations:** The NSRI operates Stations at the following locations: Port Nolloth, Strandfontein, Lambert's Bay, St Helena Bay, Club Mykonos, Yzerfontein, Melkbosstrand, Table Bay, Bakoven, Hout Bay, Kommetjie, Simon's Town, Strandfontein Beach, Gordon's Bay, Kleinmond, Hermanus, Struisbaai, Witsand, Still Bay, Mossel Bay, Wilderness, Knysna, Plettenberg Bay, Stormsriver, Oyster Bay, St Francis Bay, Jeffreys Bay, Gqeberha, Port Alfred, East London, Kei Mouth, Port St Johns, Port Edward, Shelly Beach, Rocky Bay, Durban, Umhlanga, Ballito, Richards Bay and St Lucia. In addition there are inland stations on the Hartbeespoort Dam, Gariep Dam, Gauteng (Vanryndam), Witbank Dam, and Deneysville.

21. **NSRI Fleet:** The fleet consists of over 100 rescue vessels that are used for a wide range of call-outs: from JetRIBs for surf and inshore operations, to 14.8m offshore rescue craft..

22. **NSRI Coast Watching Auxiliary:** The NSRI Stations are assisted by volunteer "Coast Watchers" who report on incidents observed off shore.

23. **Other Vessels:** Shipmasters are obliged by custom, as well as National and International Statute, to render assistance to persons in distress at sea. In such cases assisting vessels are expected to report their intentions and actions to the nearest Harbour Master via a Coastal Radio Station.

THE NATIONAL SEA RESCUE INSTITUTE

24. The South African Society of Master Mariners, in 1966, brought into being an inshore sea rescue service similar to that of the Royal National Lifeboat Institution of Great Britain. This service was called the South African Inshore Sea Rescue Service.

25. In June 1967 the name was formally changed to the National Sea Rescue Institute of South Africa (NSRI). The Institute's Patron is the President.

26. The NSRI is officially recognized internationally and by SAMSA as an organization undertaking Search and Rescue. Operationally it comes under the control of the SASAR Organization through the Harbour Masters of the sea areas concerned. It operates in conjunction with other means of search and rescue at the Harbour Masters' disposal.

27. The Headquarters are in Cape Town. The NSRI provides an inshore rescue service from Port Nolloth to St Lucia. The positions of NSRI Stations are indicated on SAN charts by the NSRI symbol . In addition to launches and boats, the NSRI operates offroad type vehicles fitted with radio and rescue equipment.

28. The main objectives for which the NSRI was formed are briefly:

- a. To provide efficient life-saving craft at various locations in specific zones along the coast of RSA.
- b. To establish centres at such locations for the training of crews capable of manning the life-saving craft at all times.
- c. To encourage all boat owners to accept adequate safety standards and to adhere to recognized rules of conduct and seamanship.

29. All NSRI boats are equipped with VHF radios and some with HF radios. They are controlled by the NSRI's own shore-based radio transmitters operating on a frequency exclusive to NSRI which ensures uninterrupted contact during search and rescue missions. For joint operations other frequencies are used as appropriate.

30. NSRI crews are all unpaid volunteers but are adequately insured at the Institute's expense.

31. Whilst the main centres of boating activity are adequately covered other centres will be covered in due course when the need has been established.

32. Reports of boats or persons in distress should be made direct to the Harbour Masters, when possible, otherwise to the SA Police Service who will alert the Harbour Masters, or whoever else may be responsible for alerting the rescue services in the area concerned.

33. Control of NSRI Units is normally exercised by its own co-ordinators but is always under the overall control of the Harbour Masters.

34. A sea rescue service, similar to the South African NSRI, exists in Namibia. It is called **Sea Rescue of Namibia** and has one station at Walvis Bay.

DISTRESS ALERTING

35. In the event of distress at sea, any one of the following authorities should be alerted:

Coast Radio Stations
Cape Town MRCC
Other Vessels at sea
Port Control Offices
Police Stations
Naval Bases
Lighthouses
NSRI Bases
The Sea Rescue telephone number in any major coastal city's telephone directory

**SOUTH AFRICAN NOTICE TO MARINERS
NO 16 OF 2026**

Former Notice No. 16/2025 is cancelled.

SOUTH AFRICA, Offshore Underwater Obstructions.

1. Numerous underwater obstructions (equipment relating to abandoned or suspended well heads, anchors and other equipment) are situated on the seabed in areas between the Orange River and Stanger, North of Durban.

2. Permanent guide-bases at well heads are constructed of ferrous metal and extend up to a height of 4,75m above the sea floor. See *Diagram 1* on following page.

3. These obstructions do not constitute any hazard to surface vessels but present a potential threat to sea floor mining and to the nets of bottom trawlers. These obstructions are shown on charts of the 1: 150 000 and 1: 300 000 series.

4. Wellhead Status:

A=Abandoned Wellhead guide-base elevation is 4.57m above sea floor, 3,66m diameter, except :

* Partially recovered (Temporary guide-base remains): elevation 0,91m
** O-A1 and E-DS1 only: Wellhead elevations 1,5m.

S=Suspended Wellhead guide-base (4,57m high) remains on sea floor pending future action (e.g.

Further drilling or production) except:
* Guide-base has been removed and remaining capped casing stub is 2,5m high.

5. The positions in the following tables are referred to the WGS84 Spheroid, Hartebeesthoek 94 datum. The accuracy of the positions are within 3m except for those postions marked with a † which are within 30m of position.

6. This information is supplied by Petroleum Agency SA (PetroSA).

ABANDONED AND SUSPENDED WELL HEADS

ATLANTIC OCEAN - SOUTHERN NAMIBIA

AND WEST COAST OF SOUTH AFRICA

(In order of increasing Latitude)

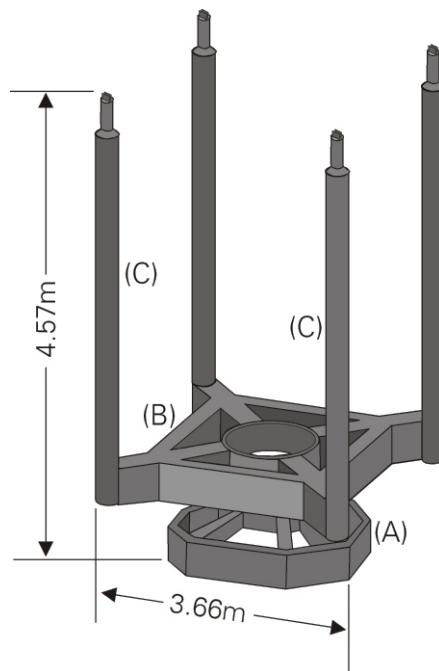
Name	S.	E.	Status	S.	E.	Status	Name	S.	E.	Status	
Kudu 2	28 29 02.44	14 34 24.34	S	O-A1	33 09 41.54	16 49 20.66	A**	Gb-N1	34 26 10.52	24 39 21.64	A
				C-B1	34 51 59.67	18 23 02.97	A	Gb-Gem	34 29 03.38	24 14 34.32	A †
Kudu 1	28 32 54.51	14 34 42.17	S					Ha-J1	34 30 18.99	25 09 06.01	A*
Kudu 3	28 34 55.70	14 35 52.19	S					Ga-H1	34 31 04.33	23 45 44.36	A
Kudu 8	28 35 08.76	14 24 08.13	S					Ga-A1	34 33 08.56	23 43 12.89	A †
A-F1	29 13 29.07	16 11 55.10	S					Ga-A4	34 33 36.43	23 43 15.27	S †
A-D1	30 20 37.03	16 51 35.39	A	Jc-A1	29 27 42.66	31 35 38.79	A †	Ga-A3	34 33 47.13	23 46 15.78	A †
A-H1	30 28 14.47	15 50 42.73	A	Jc-B1	29 30 26.65	31 37 27.48	A	Ga-A2	34 34 27.26	23 45 35.73	A †
A-X1	30 29 12.44	16 40 19.62	S	Jc-C1	29 44 09.35	31 18 34.36	A	Ga-G1	34 34 39.69	23 26 58.79	A †
A-J1	30 36 07.66	17 10 02.49	A	Hb-D1	34 00 50.90	26 11 14.81	A	Ga-G1a	34 34 40.86	23 26 58.98	A †
K-E1	30 37 57.10	15 25 59.51	A	Hb-P1	34 01 32.01	26 05 14.90	A	Ga-W1	34 35 38.72	23 15 09.98	A
K-B1	30 42 39.95	15 26 48.69	A †	Ha-F1	34 04 48.57	25 22 19.03	A*	Ga-Q2	34 36 05.55	23 42 52.72	A
K-A1	30 48 28.73	16 00 56.53	A	Hb-H1i	34 09 11.95	25 54 15.93	A* †	Gb-Spr	34 37 06.74	24 17 06.85	A †
A-V1	30 49 44.88	16 34 49.37	S*	Hb-H1	34 13 53.79	25 51 21.11	A †	Ga-Q1	34 37 10.35	23 46 51.83	A
K-A2	30 50 04.46	16 00 29.43	A †	PB-A1	34 09 40.33	23 20 10.32	A †	E-1	34 39 46.65	21 15 04.02	A
A-Y1	30 50 48.94	16 39 03.79	S	Hb-G1	34 11 06.72	25 51 32.99	A †	Ga-E2	34 41 13.92	23 46 04.91	A †
A-K1	30 51 31.95	16 35 47.62	A	Ha-N1	34 13 39.10	25 40 48.95	A	F-N1	34 41 56.13	22 49 23.82	A
A-K2	30 52 24.14	16 36 41.52	S*	MB-A1	34 13 53.37	22 11 52.12	A †	Ga-E1	34 42 03.47	23 49 54.84	A †
K-H1	31 02 22.25	15 55 20.82	A	Ha-D1	34 15 02.20	25 23 46.12	A	Ga-V1	34 43 02.27	23 25 19.53	A*
A-A1	31 13 10.35	16 55 13.26	A †	Ha-I1	34 15 22.29	25 42 30.15	A †	Ga-C1	34 43 03.08	23 02 55.18	A †
A-L1	31 18 05.44	16 45 11.06	A	Hb-Hart	34 16 38.87	25 55 18.14	A	D-C1	34 43 48.71	20 49 27.17	A †
A-I1	31 18 58.51	16 22 47.14	A	Gb-H1	34 16 44.72	24 08 25.69	A	E-B1	34 44 12.48	21 09 58.84	A
A-U1	31 38 51.24	16 30 20.29	A	Hb-C1	34 16 51.00	26 12 05.27	A †	Gb-M1	34 44 26.80	24 11 52.70	A †
K-D1	31 43 53.76	16 20 10.84	A	Ga-D1	34 20 50.67	23 25 51.09	A †	E-I1	34 50 10.14	21 45 44.80	A
Ba-A1	31 52 01.60	17 36 34.39	A †	Ha-A1	34 21 24.39	25 40 22.32	A †	F-D1	34 51 24.18	22 56 37.37	A
Ba-A2	31 54 31.02	17 41 10.51	A †	Ga-B1	34 22 51.03	23 47 50.38	A †	E-S2	34 51 39.83	21 51 18.94	A
A-C2	32 19 56.44	16 49 22.37	A	Ha-K1	34 23 45.25	25 41 12.64	A †	E-S5	34 52 31.99	21 51 02.38	A
A-C1	32 30 30.54	16 53 27.09	A	Ha-B2	34 24 21.54	25 36 31.30	A	E-S7	34 52 41.26	21 49 28.62	S
A-C3	32 32 44.05	16 47 35.36	A	F-B1	34 24 22.49	22 48 38.39	A	E-S1	34 52 43.40	21 49 54.23	A
P-A1	32 41 22.83	17 13 56.46	A	Gb-C1	34 24 37.77	24 23 59.24	A	F-AH02P	34 52 45.94	22 00 02.37	S
P-F1	32 44 53.30	17 24 13.18	A	Ga-X1	34 24 50.95	23 26 10.84	A	F-AH2	34 52 45.69	22 00 03.61	S

ABANDONED AND SUSPENDED WELL HEADS

INDIAN OCEAN - SOUTH AND EAST				Name	S.	E.	Status	Name	S.	E.	Status
COAST OF SOUTH AFRICA cont./				E-K1	34 59 45.50	21 36 12.76	A*	E-AR02P	35 11 56.95	21 32 18.32	S
(In order of increasing Latitude)				F-A1	35 00 04.56	22 14 31.99	A †	E-AD2	35 11 58.57	21 38 54.62	
Name	S.	E.	Status	F-A7	35 00 24.27	22 11 59.19	A	E-AD1	35 11 59.49	21 38 56.23	S †
E-S4	34 52 57.22	21 48 48.34	S	E-AS1	35 00 32.43	21 52 48.80	A	E-BD9	35 12 11.48	21 17 26.91	S
F-AH04P	34 52 59.52	22 01 51.89	S	F-A9	35 00 33.78	22 14 17.09	A	E-AR1	35 12 14.13	21 32 40.39	S
F-AH05P	34 52 59.43	22 01 51.22	S	F-A8	35 01 01.54	22 18 06.17	A	E-BD1	35 12 20.87	21 17 47.15	S
E-S6	34 53 01.62	21 50 35.19	A	F-A3	35 01 45.07	22 16 36.69	S	E-BD3	35 12 23.82	21 17 15.39	S
F-AN1	34 53 10.62	22 16 33.15	A	F-AF1	35 03 22.07	22 13 37.49	A	E-BD4	35 12 37.46	21 16 34.70	S
E-S3	34 53 16.13	21 55 08.42	A	E-AT1	35 03 58.68	22 00 18.09		E-CJ1	35 12 43.40	22 01 06.56	A
E-C1	34 53 16.94	21 25 29.32	A	E-BO1	35 05 06.32	22 01 58.88	A	E-BD2	35 12 58.00	21 16 02.85	A
E-AG1	34 53 17.00	21 46 43.61	S	D-A1	35 05 31.28	20 55 05.80	A	E-BD8	35 12 58.37	21 17 25.64	S
E-H1	34 53 44.53	21 43 13.23	A	E-L1	35 06 08.64	21 11 41.35	A	E-BD6	35 12 58.42	21 17 26.79	S
E-M5	34 54 00.22	21 41 38.06	A	E-CN1	35 06 51.51	21 46 34.10	A	E-BX1	35 13 21.52	21 25 06.39	A*
F-AZ2	34 54 10.90	22 05 40.66	A	F-O4	35 06 59.71	22 32 25.50	S	E-AK1	35 13 35.17	21 12 13.23	A
E-M2	34 54 14.44	21 39 09.47	A	F-O2	35 07 11.34	22 33 31.46	S	E-BT5	35 13 38.20	21 31 20.44	S
E-H2	34 54 16.03	21 42 57.06	S	E-Z1	35 07 37.93	21 23 12.38	A	E-BT1	35 13 59.05	21 29 54.44	S
E-H01P	34 54 16.28	21 42 54.96	S	F-O09PZ	35 07 12.57	22 32 28.75		E-BT01P	35 13 59.79	21 29 52.51	S
F-AR3	34 54 43.41	22 03 20.67	A	F-O11PZ1	35 07 13.31	22 33 28.63		E-BB3	35 14 14.74	21 41 40.08	S
E-M1	34 54 48.42	21 38 10.30	A	F-O6	35 08 10.16	22 32 13.50	S	E-BB1	35 14 15.73	21 41 39.07	S
E-BF01P	34 54 50.49	21 42 44.58	S	F-O3	35 08 15.89	22 33 30.57	S	E-BB2	35 14 17.93	21 41 20.48	S
E-M03P	34 54 56.63	21 39 04.28	S	F-O10PZ1	35 08 27.89	22 33 13.92		E-G2	35 15 58.42	21 28 19.78	A
E-AF1	34 54 58.32	21 57 15.55	A	E-BA3	35 08 34.47	21 28 48.17	S	E-G1	35 16 48.44	21 27 38.35	A
E-BF1	34 55 00.98	21 43 19.09	S	F-O8	35 08 52.13	22 31 49.29	S	E-CR1	35 19 26.01	21 54 52.27	S
E-M01P	34 55 07.24	21 38 05.44	S	F-O1	35 08 54.41	22 31 46.57	A	F-F2	35 19 38.59	22 17 48.12	A
E-M02Pa	34 55 08.77	21 38 05.17	S	F-O12P	35 08 56.32	22 33 44.27	S	E-BK1	35 21 20.08	21 53 02.76	S
E-M02P	34 55 08.93	21 38 05.50	A	E-BW1	35 09 12.48	21 11 23.74	A	E-P2	35 21 50.57	21 23 47.21	A*
F-AR2	34 55 16.40	22 05 39.19	S	E-CA1	35 09 20.51	21 33 32.92	S	E-CB2	35 21 53.64	21 46 45.41	S
F-AR01P	34 55 17.06	22 05 39.68	S	E-CA2a	35 09 21.33	21 33 30.69	S	E-CB1	35 22 25.54	21 47 53.53	S
E-M8	34 55 27.33	21 36 25.28	S	E-CA2	35 09 21.35	21 33 31.17	S	E-BL1	35 23 19.71	21 59 12.75	A
F-E1	34 55 30.65	22 22 01.32	A	E-BA4	35 09 23.30	21 28 30.17	S	E-T1	35 24 01.62	21 32 00.54	A
E-M3	34 55 45.65	21 38 11.53	A	F-R1	35 09 25.61	22 36 00.09	S †	F-P2	35 26 01.52	22 04 14.83	A †
F-AR1	34 56 12.29	22 10 08.27	A	F-S1	35 09 29.46	22 41 44.02	S	E-R1	35 26 25.49	21 39 22.11	A
E-E1	34 56 16.79	21 50 36.20	A*	E-BA1	35 09 30.09	21 28 29.14	S	E-P1	35 27 07.99	21 29 12.16	A
F-E2	34 56 24.28	22 20 39.50	A	E-BH1	35 09 41.98	21 43 11.11	S	E-D1	35 27 12.36	21 50 32.05	A
F-AV1	34 56 26.18	22 19 15.50	A	E-CC1	35 09 45.30	21 22 31.89	A	E-D2	35 28 10.64	21 52 06.74	A
E-AB1	34 56 29.52	21 38 13.80	A	E-N1	35 10 11.27	21 17 52.31	A	F-P1	35 28 21.42	22 10 55.68	A †
E-V1	34 56 48.81	21 25 27.02	A	E-AA2	35 10 24.19	21 33 30.69	A †	E-D4	35 28 37.07	21 46 36.24	A
F-AD1	34 57 31.85	22 05 29.60	S	E-AM1	35 10 42.64	21 48 46.25	A* †	E-D3	35 28 46.27	21 56 14.23	A
F-A11	34 57 44.89	22 12 17.37	A	E-AA3	35 11 08.79	21 35 32.06	S	E-O1	35 30 09.77	21 46 01.74	A
E-BR1	34 57 45.01	21 34 55.97	A	E-AA1	35 11 09.21	21 35 34.15	S	E-DQ1	35 31 11.07	21 43 50.33	S*
F-AD01P	34 57 47.15	22 05 50.09	S	E-CE1	35 11 09.77	21 19 50.69	S	E-F1	35 31 19.57	21 45 54.14	A
F-A10	34 58 06.09	22 08 58.47	A	E-CE2	35 11 25.76	21 20 32.55	S	E-DS1	35 32 48.24	21 42 26.68	A**
E-AP1	34 58 08.11	21 10 29.00	A	E-BD7	35 11 28.99	21 18 07.29	S	F-L2	35 33 48.64	22 13 31.81	A
F-BE1	34 58 19.09	22 07 34.95	S †	E-CE5	35 11 30.03	21 18 07.37	S	F-L1	35 34 17.95	22 13 16.66	A †
F-BE01P	34 58 19.09	22 07 34.95	S	E-CE3	35 11 32.31	21 18 31.95	S	1AX	35 39 53.68	22 44 24.98	S
F-A5	34 59 01.53	22 10 59.22	S	E-CE4	35 11 36.63	21 20 02.82	S	E-Q1	35 43 21.04	21 45 20.34	A
F-AX1	34 59 12.47	22 19 06.55	A †	E-AR2	35 11 33.63	21 32 15.25	S	F-Q1	35 44 41.83	22 13 50.23	A †
F-A2	34 59 14.36	22 12 36.86	S	E-AR03P	35 11 55.82	21 32 17.94	S	E-Q2	35 47 50.23	21 58 57.58	A
F-A4	34 59 39.63	22 16 00.68	A	E-AR01P	35 11 56.32	21 32 18.58	A				

LIST OF LOST EQUIPMENT and ANCHORS (12 to 20 tonnes)

Name	Object	Lat (S)	Long (E)	Error Radius
A-V1	anchor : 12 ton	30 49 22.85	16 35 20.00	± 20m
A-AA2	anchor : 12 ton	30 33 02.20	16 42 42.22	± 10m
E-AA3	anchor : 12 ton	35 11 06.40	21 35 29.34	± 50 m
E-AJ2	anchor : 15 ton	35 19 35.82	21 58 02.04	± 10m
E-AP1	anchor : 15 ton	34 58 09.99	21 10 14.84	± 10m
E-CB1	anchor No.8 : 15 ton	35 23 05.08	21 47 35.94	± 50m
E-BD3	anchor # 6	35 12 33.17	21 17 44.61	± 50 m
E-BD3	anchor # 8	35 12 55.26	21 17 01.42	± 50 m
E-BD7	casing joint	35 11 27.87	21 18 09.32	± 50 m
E-CE5	anchor	35 11 35.29	21 18 10.34	± 50 m
E-DC1	anchor : 15 ton	35 33 56.03	21 46 08.64	± 30m
E-DQ2	anchor 6 : 12 ton	35 31 41.50	21 43 07.70	± 15m
E-DQ2	anchor 8 : 12t (flukes only)	35 31 37.80	21 42 23.08	± 15m
E-G3	BOP stack : 210 ton (5.5x3.5m)	35 17 29.51	21 30 27.96	± 15m
ORCA	anchor : 12 ton	35 14 28.89	21 30 52.32	± 100m
F-A Platform	anchor : 20 ton	34 58 14.84	22 09 25.95	± 25m
F-A12	anchor S1 : 20 ton	34 59 45.45	22 09 48.69	± 15m
F-AH3	anchor No.7 :	34 52 32.26	21 56 35.19	± 200m
F-O1	anchor P2 : 15ton & 1300m chain	35 09 14.02	22 47 12.74	± 10m
F-O4	anchor No.3 : 15 ton.	35 08 22.28	22 32 11.63	± 20m
Ga-H1	anchor S3 : 15 ton.	34 31 34.97	23 45 30.83	± 40m
Ga-Q2	anchor S1: 15 ton.	34 36 22.65	23 44 50.23	± 100m
Ga-W1	anchor : 15 ton	34 35 42.03	23 15 17.90	± 30 m
Ga-W1	anchor : 15 ton	34 35 35.14	23 15 06.45	± 50 m
Hb-H1i	27 ft of 9" drillcollars (steel pipe)	34 09 11.95	25 54 15.93	± 20m
K-A2	anchor 1 : 15 ton	30 50 39.45	16 00 46.66	± 200m
K-A2	anchor 3 : 15 ton	30 50 22.65	15 59 53.00	± 200m
K-A3	anchor 3 : 15 ton	30 48 44.46	16 04 07.89	± 200m



Wellhead Structure

- (A) Temporary Guide Base
- (B) Permanent Guide Base
- (C) Guide Posts

Diagram 1

SOUTH AFRICAN NOTICE TO MARINERS

NO 17 OF 2026

Former Notice No. 17/2025 is cancelled.

KWAZULU-NATAL COAST, Shark Nets

1. The Sharks Board presently deploys nets at 38 beaches along the coastline of KwaZulu-Natal, ranging from Richards Bay to Port Edward. See listing below for details.

2. The shark safety gear consists of different types, including shark nets and drumlines and are installed at all protected beaches. Historically these nets comprised of panels of 106 metres in length with a 6.2 metre drop and are referred to as "single nets". However, it has been found that "double nets" (213.5 metres) and, in some cases "triple nets" (304.8 metres) are more stable in certain areas. Various configurations are used. Single nets are secured by 2 x 35kg anchors (one on each end of the net), double nets by 4 x 35kg anchors (two on each end) and triple nets by 6 x 35kg anchors (three on each end).

3. All nets are manufactured from polyethylene rope and twine and are indicated by a red marker buoy at each end (*See Diagram 1*). The nets are laid approximately 20 metres apart and parallel to the coastline between 200 and 400 metres offshore in approximately 11 to 15 metre water depth.

4. Drumlines consist of a large red buoy and a baited hook, which is anchored and marked by a yellow anchor marker buoy. The drumlines are set adjacent to the shark nets and at the same distance offshore.

5. Vessels passing these beaches are advised to sail at least 1 nautical mile offshore to allow for safe passage.

6. Following is a list of netted beaches from north to south:

NORTH COAST

Richards Bay 5 x D, 1 x S, 3 x DL
(N of Harbour Entrance)

Zinkwazi 5 x D
Blythedale 2 x D
Salt Rock 3 x D
Thompsons Bay . . . 2 x D
Ballito Bay/Clark Bay
5 x D
Westbrook 2 x D
Umdloti 2 x D
Umhlanga Rocks . . 6 x D

UPPER SOUTH COAST

Isipingo Beach 2 x D
Amanzimtoti 9 x D
Warner Beach 3 x D
Winklespruit 2 x D
Karridene 2 x D
Umgababa 2 x D
Scottburgh 4 x D
Park Rynie 2 x D

LOWER SOUTH COAST

Hibberdene 1 x D, 4 x DL
Umzumbe 1 x D, 4 x DL
Banana Beach 1 x D, 4 x DL
Sunwich 1 x D, 4 x DL
Southport 1 x D
Umentweni 1 x D, 4 x DL
St Michael's 1 x D, 4 x DL
Uvongo 1 x D, 4 x DL
Margate 3 x D, 12 x DL
Ramsgate/Skiboot Bay 2 x D, 4 x DL
Southbroom 1 x D, 4 x DL
Umkobi/Marina Beach 1 x D, 4 x DL
San Lameer 1 x D, 4 x DL
Trafalgar 1 x D, 4 x DL
Glenmore 1 x D, 4 x DL
Leisure Bay 1 x D, 4 x DL
T O Strand 1 x D, 4 x DL
Port Edward 1 x D, 4 x DL

DURBAN

Durban 17 x T
(N of Harbour Entrance)
Ansteyes Beach 2 x T
Brighton Beach 1 x T

S = Single

D = Double

T = Triple

DL = Drumline

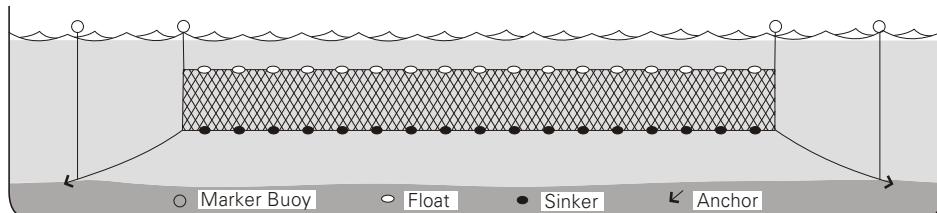


Diagram 1

WESTERN CAPE, Shark Net

7. A single shark net will be deployed and retrieved from October to May, close inshore in the Fish Hoek Bay area between 9AM and 5PM as weather permits as follows:

- a. During October - Weekends, school holidays and public holidays.
- b. November to March - Deployed daily.
- c. 01 April to 03 May - Weekends, school holidays and public holidays.

SOUTH AFRICAN NOTICE TO MARINERS NO 18 OF 2026

Former Notice No. 18/2025 is cancelled.

VESSEL TRAFFIC SERVICE (VTS)

GENERAL NOTES.

Navigation around the South African Coast which takes place in areas covered by a Vessel Traffic Service will be obliged to comply with the provisions of the *South African Marine Traffic Act, 1981 (Act No. 2 Of 1981) Marine Traffic (Inshore Vessel Traffic Services) Regulations 1999*.

1. **Listening Watch:** All vessels in South African waters are to maintain a constant listening watch on VHF Ch 16, unless in the area of a VTS System when the watch should be on the appropriate designated frequency.

2. **Navigational Safety Calls:** Safety calls, comprising vessels name, position and intended course of action, are to be made on the frequency in (1) above, in the event of any of the following:

- a. Risk of collision.
- b. A call from another vessel indicating that a close quarters situation is developing.
- c. Overtaking, or being overtaken, in a narrow channel.
- d. Doubt about another vessel's intentions.
- e. An obstruction or bend in the channel which may obscure approaching vessels.
- f. In restricted visibility, approaching charted routes or groups of vessels.
- g. If vessel is restricted in its ability to manoeuvre.
- h. Approaching dredgers and floating plant in restricted waters, which are not covered by a VTS system.
- i. Leaving a berth, anchorage, mooring area, etc.
- j. Any other occasion when a call could contribute to safe navigation.

3. **Vessel Traffic Services:** The following information applies to all South African Inshore VTS systems (as distinct from the offshore system i.e. for Laden Tankers off the Alphard Bank), unless otherwise stated:

- a. **DESCRIPTION:** Participation in these VTS systems is **mandatory** for the following:
 - i. Vessels of 15 m or more in length.
 - ii. Towing vessels where the tow is 15 m or more in length, or the overall length of vessel and tow is 30 m or more.
 - iii. Any passenger carrying vessels.
 - iv. All vessels carrying dangerous or pollutant cargoes.
- b. **PROCEDURE:** Vessels may be required to report the following information:
 - i. Vessel Name.
 - ii. Call Sign.
 - iii. Position.
 - iv. ETA of vessel entering the VTS zone.
 - v. Destination.
 - vi. ETA at destination.
 - vii. Whether any pollutant or dangerous goods cargo is carried on board, or carried on any vessel or object being towed or pushed.
 - viii. ETD from a berth.
 - ix. ETA at a location requiring a report (such as a reporting system).

The above information must be reported as follows, when:

- (1) **Entering a VTS Zone.** Fifteen minutes before entering a VTS zone, a vessel must apply for Traffic Clearance, stating: (i), (ii), (iii), (iv), (v), (vi) and (vii) above.
- (2) **Arriving at a Reporting in Point (RP).** On arriving at a Reporting Point a vessel must report: (i), (iii) and (ix) above.

- (3) **Arriving at a berth.** As soon as practicable after arriving a vessel must report: (i) and (iii) above.
- (4) **Departing a berth.** 5 min prior to departing a berth a vessel must apply for Traffic Clearance stating: (i), (ii), (iii), (v), (vi), (vii) and (viii) above.
- (5) **Immediately prior to departing a berth** a vessel must report: (i), (iii) and (ix) above.
- (6) **Manoeuvres. Fifteen minutes prior to commencing any manoeuvre listed below, vessels must apply for Traffic Clearance stating: (i) and (iii) above plus a description of their intended manoeuvre.**

Listed Manoeuvres

- (a) Compass adjustment.
- (b) The calibration and servicing of navigational aids.
- (c) A sea trial.
- (d) A dredging operation.
- (e) The laying, picking up and servicing of a submarine cable or navigation mark.
- (f) Or any other manoeuvre that may be detrimental to safe navigation.

As soon as possible after the manoeuvre is completed, a description of the manoeuvre (just completed) must be communicated to the VTS Centre.

4. **INCIDENT REPORTS:** Vessels should immediately report any of the following and include (i) and (iii) as specified under Procedure.

- a. An onboard fire, that may impair safe navigation.
- b. The involvement of the vessel in a collision, grounding or striking that may impair safe navigation.
- c. Any defect to the vessels hull, main propulsion equipment, steering, radars, compass, radio equipment, anchors or cables that may impair safe navigation.
- d. Any discharge or threat of discharge of a pollutant from the vessel.
- e. Another vessel in apparent difficulty.
- f. The presence of any other vessel which may impede the movement of other vessels.
- g. Any obstruction to navigation.
- h. Any aid to navigation that is functioning improperly, damaged, off position or missing.
- i. The presence of any pollutant in the water.
- j. Any weather condition which may impair safe navigation.

Items (f), (g), and (h) need not be reported if the information has been previously reported by Notices to Mariners or Coastal NavWarnings.

5. **VHF EQUIPMENT FAILURE:** In the event of VHF radio failure, the VTS Centre should be alerted as soon as possible, by sending a message by MF, RT or WT through a Coast Radio Station (CRS) or another vessel, or by other means, stating that there is a failure and giving the vessel's position and destination.

6. **NOTE:** All times should be given in local time (UTC +2).

For further details and working frequencies for each port see *SA List of Lights and Radio Signals (SAN HO-1)*.

APPENDIX A - WALVIS BAY AND APPROACHES

1. NOTE. This VTS was established on 15 December 2019 to ensure the safe and efficient entry and exit for deep draft vessels to the Port of Walvis Bay.

2. DESCRIPTION. Radar and VHF radio Stations are installed at the Port Control Tower, Tanker Jetty Tower and on Pelican Point to improve the navigational safety within the Port Control Limits. The radars cover a radius of about 50nm offshore.

3. CALL. Walvis Bay Port Control.

4. LOCATION. VTS Control Centre is situated near Small Craft Harbour Point $22^{\circ} 57.1' S$ $14^{\circ} 30.1' E$.

5. FREQUENCY. Channel 12.

6. HOURS. H 24.

7. PROCEDURE. Vessels should call Saldanha Bay Port Control on Ch 12.

a. 15 minutes before arrival at the TSS.
b. 15 minutes before departure from her berth.
c. At the designated Reporting in Points.

8. REPORTING POINTS.

a. INBOUND.

i. Vessels Approaching from the South and West.

1B.	In	$22^{\circ} 50.8' S$	$14^{\circ} 26.0' E$.
2B.	In	$22^{\circ} 50.8' S$	$14^{\circ} 28.0' E$.

ii. Vessels Approaching from the North.

1A.	In	$22^{\circ} 48.1' S$	$14^{\circ} 27.5' E$.
2A.	In	$22^{\circ} 49.8' S$	$14^{\circ} 28.5' E$.

b. OUTBOUND

i. Vessels Departing to the South and West.

1B.	Out	$22^{\circ} 50.4' S$	$14^{\circ} 28.0' E$.
2B.	Out	$22^{\circ} 50.4' S$	$14^{\circ} 26.0' E$.

ii. Vessels Departing to the North.

1A.	In	$22^{\circ} 48.1' S$	$14^{\circ} 27.5' E$.
2A.	In	$22^{\circ} 49.8' S$	$14^{\circ} 28.5' E$.

9. PILOT BOARDING PLACE. $22^{\circ} 50.2' S$ $14^{\circ} 28.8' E$.

10. INFORMATION REQUIRED.

a. The following information relating to vessels entering the harbour will be transmitted to the Centre:

i. Particulars of cargo on board.
ii. Last and next Port of Call.
iii. GRT, LOA, Draft, or any other information as requested.

b. The Control Centre will provide the vessel with more accurate information of other vessel's positions and the density of traffic converging on the same positions.

11. NOTE. The System is linked to the New Tanker Berth VTS Centre, the Port Control, Pilots' Offices and Port Captain's Office.

APPENDIX B - SALDANHA BAY AND APPROACHES

1. NOTE. This VTS was established on 1st November 1998 to ensure the safe and efficient entry and exit for deep draft ore vessels to the Port of Saldanha Bay.

2. DESCRIPTION. Radar and VHF radio Stations are installed at the National Ports Authority Office and on Malgaskop to improve the navigational safety within the Port Control Limits. The radars cover a radius of about 20nm offshore.

3. CALL. Saldanha Bay Port Control.

4. LOCATION. VTS Control Centre is situated in the Port Office at Hoedjies Point 33° 01.7' S 17° 57.8' E.

5. FREQUENCY. Channel 12.

6. HOURS. H 24.

7. PROCEDURE. Vessels should call Saldanha Bay Port Control on Ch 12.

a. 15 minutes before arrival at the TSS.
b. 15 minutes before departure from her berth.
c. At the designated Reporting in Points.

8. REPORTING POINTS.

a. INBOUND

i. Vessels Approaching from the South.

1B.	In	33° 21.0' S	17° 53.9' E.
2B.	In	33° 10.6' S	17° 49.3' E.
3.	In	33° 06.7' S	17° 50.1' E.
4.	In	33° 04.1' S	17° 55.5' E.
5.	In	33° 03.3' S	17° 58.3' E.

ii. Vessels Approaching from the North.

1A.	In	32° 59.1' S	17° 38.2' E.
2A.	In	33° 05.9' S	17° 45.0' E.
3.	In	33° 06.7' S	17° 50.1' E.
4.	In	33° 04.1' S	17° 55.5' E.
5.	In	33° 03.3' S	17° 58.3' E.

iii. Vessels Approaching from the West.

1C(N).	In	33° 06.8' S	17° 34.8' E.
1C(M).	In	33° 13.4' S	17° 36.3' E.
1C(S).	In	33° 19.5' S	17° 43.0' E.
2C	In	33° 09.0' S	17° 45.3' E.
3.	In	33° 06.7' S	17° 50.1' E.
4.	In	33° 04.1' S	17° 55.5' E.
5.	In	33° 03.3' S	17° 58.3' E.

b. OUTBOUND

i. Vessels Departing to the South.

5.	Out	33° 03.3' S	17° 58.3' E.
4.	Out	33° 04.1' S	17° 55.5' E.
3.	Out	33° 06.7' S	17° 50.1' E.
2B.	Out	33° 11.3' S	17° 47.1' E.
1B.	Out	33° 21.7' S	17° 51.6' E.

ii. Vessels Departing to the North.

5.	Out	33° 03.3' S	17° 58.3' E.
4.	Out	33° 04.1' S	17° 55.5' E.
3.	Out	33° 06.7' S	17° 50.1' E.
2A.	Out	33° 04.6' S	17° 46.8' E.
1A.	Out	32° 57.8' S	17° 40.1' E.

iii. Vessels Departing to the West

5.	Out	33° 03.3' S	17° 58.3' E.
4.	Out	33° 04.1' S	17° 55.5' E.
3.	Out	33° 06.7' S	17° 50.1' E.
2C.	Out	33° 09.0' S	17° 45.3' E.

c. INSHORE ROUTES: INBOUND OR OUTBOUND.

1D.	In/Out	32° 53.7' S	17° 45.9' E.
2D.	In	33° 02.2' S	17° 50.1' E.
1E.	In/Out	33° 20.8' S	18° 01.8' E.
2E.	In	33° 09.1' S	17° 54.3' E.
4.	In/Out	33° 04.1' S	17° 55.5' E.
5.	In/Out	33° 03.3' S	17° 58.3' E.

10. INFORMATION REQUIRED.

a. The following information relating to vessels entering the harbour will be transmitted to the Centre:

- i. Particulars of cargo on board.
- ii. Last and next Port of Call.
- iii. GRT, LOA, Draft, or any other information as requested.

b. The Control Centre will provide the vessel with more accurate information of other vessel's positions and the density of traffic converging on the same positions.

11. NOTE.

The System is linked to the Cape Town VTS Centre, the Maritime Rescue Coordination Centre, the Port Control, Pilots Offices and the local Coast Radio Station.

APPENDIX C - CAPE TOWN AND APPROACHES

1. NOTE. This VTS was established on 1st November 1998 to ensure the safe and efficient entry and exit for vessels to the Port of Cape Town.
2. DESCRIPTION. Radar and VHF radio Stations are installed at the National Ports Authority Office and on Robben Island to improve the navigational safety within the Port Control limits. The radars cover a radius of about 20 nm offshore.
3. CALL. Cape Town Port Control.
4. LOCATION. VTS Control Centre is situated in the Port Office at 33° 54.3' S 18° 25.9' E.
5. FREQUENCY. Channel 14.
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Cape Town Port Control on Ch 14:
 - a. 15 minutes before arrival at the TSS.
 - b. 15 minutes before departure from her berth.
 - c. At the designated Reporting Points.
 - d. Pilot boarding and berthing instructions will be given and vessels will be assigned to an anchorage, if necessary.
8. REPORTING POINTS.
 - a. INBOUND.
 - i. Vessels Approaching from the South:

1B.	In	34° 00.8' S	18° 15.1' E.
2B.	In	33° 53.9' S	18° 19.8' E.
3.	In	33° 52.5' S	18° 24.0' E.
 - ii. Vessels Approaching from the North:

1A.	In	33° 41.4' S	18° 07.8' E.
2A.	In	33° 50.7' S	18° 17.1' E.
3.	In	33° 52.5' S	18° 24.0' E.
 - b. OUTBOUND.
 - i. Vessels Departing to the South:

4.	Out	33° 53.9' S	18° 26.3' E.
3.	Out	33° 51.3' S	18° 24.0' E.
2B.	Out	33° 52.9' S	18° 17.7' E.
1B	Out	33° 59.4' S	18° 13.2' E.
 - ii. Vessels Departing to the North:

4.	Out	33° 53.9' S	18° 26.3' E.
3.	Out	33° 51.3' S	18° 24.0' E.
2A.	Out	33° 49.4' S	18° 19.0' E.
1A.	Out	33° 40.1' S	18° 09.6' E.
 - c. INSHORE ROUTES: INBOUND OR OUTBOUND.

1D.	In/Out	34° 01.9' S	18° 17.3' E.
1C.	In/Out	33° 36.8' S	18° 14.4' E.
2C.	In/Out	33° 48.9' S	18° 24.3' E.
4.	Out	33° 53.9' S	18° 26.3' E.
9. PILOT BOARDING PLACE. 33° 52.4' S 18° 24.0' E.
10. INFORMATION REQUIRED.
 - a. The following information relating to vessels entering the harbour will be transmitted to the Centre:
 - i. Particulars of cargo on board.
 - ii. Last and next Port of Call.
 - iii. GRT, LOA, Draft, or any other information as requested.
 - b. The Control Centre will provide the vessel with more accurate information of other vessels' positions and the density of traffic converging on the same positions.
11. NOTE. The System is linked to the Saldanha Bay VTS Centre, the Maritime Rescue Coordination Centre, the Port Control, Pilots Offices and the local Coast Radio Station.

APPENDIX D - MOSSEL BAY AND APPROACHES

1. NOTE. This VTS was established to ensure efficient entry and exit for vessels to the Port of Mossel Bay.
2. DESCRIPTION. Mossel Bay Radar and VHF radio stations are installed at Port Control and at Cape St. Blaize lighthouse to improve the navigational safety within the Port Control Limits. The radars cover a radius of about 20nm offshore.
3. CALL. Mossel Bay Port Control.
4. LOCATION. Mossel Bay VTS Control Centre is situated in the Port Administration Building, 34° 10.9' S 22° 08.8' E.
5. FREQUENCY. VHF Channel 12 .
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Mossel Bay Port Control on Ch 12 fifteen minutes before arrival at the entrance channel/ pilot boarding station and 15 minutes before departure.
8. REPORTING POINTS.
 - a. VESSEL APPROACHING. Reporting lines at 12 NM and 6 NM.
 - b. VESSEL DEPARTING. Reporting lines at 12 NM and 6 NM.
 - c. INSHORE ROUTES. Reporting lines at 12 NM and 6 NM
9. PILOT BOARDING PLACE. 34° 10.5' S 22° 11.2' E (2 NM East of the breakwater)
10. INFORMATION REQUIRED.
 - a. The following information relating to the vessel shall be passed when making the initial report:
 - i. Name.
 - ii. Call Sign, GRT, LOA, Draught.
 - iii. Position.
 - iv. ETA of Vessel when entering the VTS Zone.
 - v. Destination
 - vi. ETA at Destination.
 - vii. Whether any Hazardous Cargo is carried on board.
 - b. The VTS centers will provide the vessel with up to date information on berthing arrangements, Pilots, and relevant traffic movements in the area for both Ports.
11. NOTE. The System is linked to the Port Control Administration Offices, MRCC, Pilot Station, and the local Coast Radio Station.

APPENDIX E - PORT ELIZABETH AND NGQURA APPROACHES

1. NOTE. This VTS was established during mid 2009 to ensure efficient entry and exit for vessels to the Ports of Port Elizabeth and Ngqura.
2. DESCRIPTION. Radar and VHF Radio Stations installations on both Port Elizabeth and Port of Ngqura Port Control Towers to improve the navigation safety within the Port Control Limits. Radar coverage, out to a radius of 20nm, is expected. Both Port Elizabeth and Port of Ngqura Port Control Towers are equipped with Automatic Identification Systems (AIS).
3. CALL. Port Elizabeth Port Control.
4. LOCATION. Port Elizabeth VTS Control Center is situated at the Port Control Building Office, 33° 57.3' S 025° 38.3' E.
Ngqura VTS Control Center is situated at the Port Control Building, 33° 47.4' S 025° 41.3' E.
5. FREQUENCY. VHF Channel 12 .
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Port Elizabeth Port Control on Ch 12 when:
 - a. 15 minutes from the Entry points for the Approach Traffic Lanes.
b. 15 minutes before departure from her berth.
8. REPORTING POINTS.
 - a. VESSEL APPROACHING FROM THE WEST / SOUTH.
 - i. When 15 minutes from Reporting Point 1A
 - ii. When passing Reporting Points
 - 1A. 34° 01.75' S 25° 47.40' E.
 - 2A. 33° 56.25' S 25° 45.00' E.
 - b. VESSEL APPROACHING FROM THE EAST.
 - i. When 15 minutes away from Reporting Point 1B (approximately when crossing the 25° 55' E meridian.)
 - ii. When passing Reporting Points
 - 1B. In 33° 53.00' S 25° 53.60' E.
 - 2B. In 33° 53.65' S 25° 45.80' E.
 - c. VESSEL DEPARTING FOR THE HIGH SEAS.

When passing Reporting Points

3.	Out	33° 57.17' S	25° 38.47' E - Port Elizabeth Harbour.
4.	Out	33° 49.40' S	25° 41.40' E - Ngqura Harbour.
2A.	Out	33° 56.60' S	25° 43.40' E.
1A.	Out	34° 01.75' S	25° 45.60' E.
2B.	Out	33° 54.80' S	25° 45.20' E.
1B.	Out	33° 55.30' S	25° 53.60' E.
 - d. INSHORE TRAFFIC.

When passing Reporting Points

1C.	In/Out	34° 01.75' S	25° 43.70' E.
1D.	In/Out	33° 48.50' S	25° 50.50' E.
3.	Out	33° 57.17' S	25° 38.47' E - Port Elizabeth Harbour.
4.	Out	33° 49.40' S	25° 41.40' E - Ngqura Harbour.

9. PILOT BOARDING PLACE.

Port Elizabeth Harbour	33° 55.55' S	25° 40.90' E.
Ngqura Harbour	33° 52.90' S	25° 42.80' E.

10. INFORMATION REQUIRED.

- a. The following information relating to the vessel shall be passed when making the initial report:
 - i. Name.
 - ii. Call Sign, GRT, LOA, Draught.
 - iii. Position.
 - iv. ETA of Vessel when entering the VTS Zone.
 - v. Destination
 - vi. ETA at Destination.
 - vii. Whether any Hazardous Cargo is carried on board.
- b. The VTS centers will provide the vessel with up to date information on berthing arrangements, Pilots, and relevant traffic movements in the area for both Ports.

11. NOTE. The System is linked to the Port Control Administration Offices, MRCC, Pilot Station, and the local Coast Radio Station.

APPENDIX F - EAST LONDON AND APPROACHES

1. NOTE. This VTS was established to ensure efficient entry and exit for vessels to the Port of East London.

2. DESCRIPTION. Radar and VHF radio are installed at the Port Control to improve navigational safety within the Port Control Limits. (Channel 12 working channel and Channel 16 Emergency Channel).

3. CALL. East London Port Control.

4. LOCATION. VTS Control Centre is situated in the Port Office at Ganteaumme Crescent, Quigney, 33° 01.0' S 027° 54.0' E.

5. FREQUENCY. VHF Channel 12 .

6. HOURS. H 24.

7. PROCEDURE. Vessels should call East London Port Control on Ch 12, 10 miles before arrival at the pilot station and again at 4 miles, same applies to departure even though departure is only 10 miles reporting.

8. REPORTING POINTS.

a. VESSEL APPROACHING FROM THE SOUTH.

10 NM.	In	33° 07.6' S	27° 48.0' E.
4 NM.	In	33° 03.7' S	27° 54.0' E.

b. VESSEL APPROACHING FROM THE NORTH.

10 NM.	In	32° 55.5' S	28° 07.6' E.
4 NM.	In	32° 59.9' S	28° 01.7' E.

c. VESSEL DEPARTING TO THE SOUTH.

10 NM.	Out	33° 10.9' S	27° 50.7' E.
4 NM.	Out	33° 05.7' S	27° 54.8' E.

d. VESSEL DEPARTING TO THE NORTH.

10 NM.	Out	32° 58.8' S	28° 07.0' E.
4 NM.	Out	32° 59.9' S	28° 01.7' E.

e. INSHORE TRAFFIC.

INBOUND.

10 NM.	In	33° 07.6' S	27° 48.0' E.
4 NM.	In	33° 03.7' S	27° 54.0' E.

OUTBOUND.

10 NM.	Out	32° 58.8' S	28° 07.0' E.
4 NM.	Out	32° 59.9' S	28° 01.7' E.

9. PILOT BOARDING PLACE. 33° 01.0' S 27° 58.0' E.

10. INFORMATION REQUIRED.

a. The following information relating to the vessel shall be passed when making the initial report:

- i. Name.
- ii. Call Sign, GRT, LOA, Draught.
- iii. Position.
- iv. ETA of Vessel when entering the VTS Zone.
- v. Destination
- vi. ETA at Destination.
- vii. Whether any Hazardous Cargo is carried on board.

b. The VTS centers will provide the vessel with up to date information on berthing arrangements, Pilots, and relevant traffic movements in the area.

11. NOTE. The System is linked to the Cape Town VTS Centre, the Maritime Rescue Coordination Centre, the Port Control, Pilots Offices and the local Coast Radio Station.

APPENDIX G - DURBAN AND APPROACHES

1. NOTE. This VTS was established during April 2002 to ensure efficient entry and exit for vessels to the Port of Durban.

2. DESCRIPTION. Radar and VHF installations on the Port Control/VTS Centre are installed to improve the Navigation safety within the Port Control Limits. Radar coverage out to a 25nm radius is expected.

3. CALL. Durban Port Control.

4. LOCATION. The Port Control/VTS centre is situated in the millennium building at 29° 52.54' S 031° 03.45' E.

5. FREQUENCY. VHF Channel 9 and 16. Helicopters work VHF Channel 13.

6. HOURS. H24.

7. PROCEDURE. Vessels should call Durban Port Control on Ch 9 and 16.

a. 15 minutes before crossing the 12 nm Reporting Line.
b. 15 minutes before departure from her berth
c. When crossing the 12 nm Reporting Line.
d. When crossing the 6 nm Reporting Line.

8. REPORTING POINT. Vessels should call Durban Port Control on Ch 9 and 16 at the following Reporting Points:

a. INBOUND.

i. Vessel approaching from any direction.

In 15 minutes before crossing the 12 nm Reporting Line.
In When crossing the 12 nm Reporting Line.
In When crossing the 6 nm Reporting Line.

ii. Vessel entering or leaving the harbour.

9. INFORMATION REQUIRED.

a. The following information relating to the vessel shall be passed when making the initial report:

i. Name
ii. Call Sign, GRT, LOA, Draught.
iii. Position.
iv. ETA of Vessel when entering the VTS zone.
v. Destination.
vi. ETA at Destination.
vii. Whether any Hazardous Cargo is carried on board.
viii. Suitability of vessel for the transfer of Pilot by Helicopter.

b. The VTS will provide the vessel with up to date information on berthing arrangements, Pilots, Helicopter Service and relevant traffic movement in the area.

10. NOTE. The system is linked to the Port Control and Administration Offices, MRCC, Pilot Station and Helicopter Service.

APPENDIX H - RICHARDS BAY AND APPROACHES

1. NOTE. This VTS was established during April 2002 to ensure efficient entry and exit for vessels to the Port of Richards Bay.
2. DESCRIPTION. Radar and VHF radio stations installations on the Port Control Office are installed to improve the Navigation safety within the Port Control Limits.
Radar coverage out to 30nm radius is expected.
3. CALL. Richards Bay Port Control.
4. LOCATION. The VTS Control Centre at Port Control Building Office is at 28° 47.6' S 032° 05.9' E.
5. FREQUENCY. Channel 12.
6. HOURS. H 24.
7. PROCEDURE. Vessels should call Richards Bay Port Control on Ch 12:
 - a. 15 minutes before crossing the 15nm Reporting Line.
 - b. 15 minutes before departure from her berth.
 - c. When crossing the 15 nm Reporting Line.
 - d. When crossing the 6 nm Reporting Line.
8. REPORTING POINTS.
 - a. VESSEL APPROACHING FROM ANY DIRECTION.
 - i. 15 minutes before crossing the 15 nm Reporting Line.
 - ii. When crossing the 15 nm Reporting Line.
 - iii. When crossing the 6 nm Reporting Line.
 - b. VESSEL ENTERING OR LEAVING THE HARBOUR.
 - i. At Reporting Point 3. (When entering/leaving the Deep Draught Route, 4 nm from the S Breakwater).
 - ii. At Reporting Point 4. (When passing the S Breakwater).
 - iii. On Departure when crossing the 6nm Reporting Line.
9. INFORMATION REQUIRED.
 - a. The following information relating to the vessel shall be passed when making the initial report:
 - i. Name.
 - ii. Call Sign, GRT, LOA, Draught.
 - iii. Position.
 - iv. ETA of Vessel when entering the VTS Zone.
 - v. Destination.
 - vi. ETA at Destination.
 - vii. Whether any Hazardous Cargo is carried on board.
 - b. The VTS will provide the vessel with up to date information on berthing arrangements, Pilots, Helicopter Service and relevant traffic movements in the area.
10. NOTE. The VTS is linked to the Port Control and Administration Offices, MRCC, Pilot Station, Helicopter Services and the local Coast Radio Station.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 19 OF 2026**

Former Notice No. 19/2025 is cancelled.

CRAYFISH AND OCTOPUS TRAP FISHING

CRAYFISH TRAPPING

1. Following the fatal running down of a fishing craft by an unknown vessel it is deemed necessary to draw the attention of mariners to the situation existing within 3 nautical miles off the South African coast from a position abeam of the Orange River to a position South of Plettenberg Bay, where small fishing vessels lay lines of, and/or individual, traps on the ocean bottom. These traps are marked by floating recovery lines and marker buoys.
2. The lines are serviced during the day when the fishing vessel can recognize her marker buoys. During the night the crayfish are processed whilst the vessel remains at anchor or drifts with the current. During this period the lighting on board may be poor and a large vessel not keeping a good lookout could easily run down a small vessel without even being aware of it.
3. Crayfishing is carried out seasonally and these vary both annually and in different areas, but as a general rule it extends over the period:

Commercial fishing

West Coast Rock Lobster (offshore trap fishing): From 15 November of one year to 30 September of the following year.

West Coast Rock Lobster (nearshore hoopnet fishing): In Zone A from 1 October of one year to 30 April of the following year.

West Coast Rock Lobster (nearshore hoopnet fishing): In Zones B to G from 15 November of one year to 30 June of the following year.

Recreational fishing

Recreational West Coast Rock Lobster fishing: the season vary according to the number of allowed fishing days (effort) determined annually (ranging from 15 November of one year to Easter Monday of the following year).

Rock lobsters and West Coast Rock Lobster fishing are discussed in Parts 8 to 10 of the Regulations issued in terms of the *Marine Living Resources Act 18 of 1998*.

OCTOPUS TRAPPING

1. Octopus trap fishing is being conducted in the area offshore Plettenberg Bay, Mossel Bay, between Cape Point and Macassar in False Bay, including Seal Island, and offshore Saldanha Bay.
2. The traps consist of unlit surface floats connected to vertical lines extending to the seabed, with horizontal bottom lines running between sets of surface buoys, containing a number of octopus traps on each line. Generally, the sets of octopus traps are deployed landward of the 25 metre contour.
3. The deployment of new octopus traps will be promulgated as Coastal Navigational Warning and Temporary Notices to Mariners as the need dictates.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 20 OF 2026**

Former Notice No. 20/2015 was cancelled by Former Notice 20 of 2016.

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SOUTH AFRICAN NOTICE TO MARINERS NO 21 OF 2026

Former Notice No. 21/2025 is cancelled.

MARINE CONSERVATION AREAS

1. There are several types of areas in the marine and coastal environment where special regulations apply for conservation, fishery management and the promotion of tourism.
2. **Marine Protected Areas**, declared under Section 43 of the Marine Living Resources Act. In general no fishing (at least in certain zones), construction work, pollution, or any form of disturbance is allowed here unless written permission (which could be in the form of a permit or exemption issued by the Department of Forestry, Fisheries and the Environment) has been granted by the Minister.
3. **Closed Areas**, declared under Section 77 of the Marine Living Resources Act. Fishing is restricted or prohibited entirely in these areas.
4. **National Parks**, declared under the Protected Areas Act, can include marine areas and estuaries. Only the Marine Living Resource Act Regulations that apply in these areas.
5. The **iSimangaliso Wetland Park**, declared under the World Heritage Convention Act as the Greater St Lucia Wetland Park, is managed by the iSimangaliso Wetland Park Authority. Fishing in this area is subject to the provisions described for the St. Lucia and Maputaland Marine Protected Areas.

MARINE PROTECTED AREAS (Source: Department of Forestry, Fisheries and the Environment) (See Diagram 2)

1. Orange Shelf Edge Marine Protected Area

National designated marine protected environment established in 2019, and consists of the following:

Orange Shelf Edge East Sanctuary Zone:

30° 10.000' S 015° 10.000' E
30° 10.000' S 015° 00.000' E
29° 40.000' S 015° 00.000' E
29° 40.000' S 015° 10.000' E

Orange Shelf Edge West Sanctuary Zone:

30° 10.020' S 014° 50.100' E
30° 10.020' S 014° 09.709' E
30° 00.058' S 014° 26.307' E
30° 00.060' S 014° 50.100' E

2. Namaqua Fossil Forest Marine Protected Area

National designated marine protected environment established in 2019, and consists of the following:

Namaqua Fossil Forest Controlled Zone:

29° 36.056' S 016° 45.024' E
29° 36.000' S 016° 30.000' E
29° 25.000' S 016° 30.000' E
29° 25.000' S 016° 45.000' E

Namaqua National Park Offshore Restricted Zone:

30° 29.880' S 017° 22.246' E
30° 29.880' S 017° 19.416' E
30° 35.344' S 017° 22.494' E
30° 55.002' S 017° 22.788' E
30° 55.002' S 017° 36.184' E

Policeman's Helmet Inshore Controlled Zone:

30° 29.880' S 017° 22.190' E
30° 29.880' S 017° 22.064' E

Follows coastline to

30° 30.152' S 017° 22.445' E
30° 30.019' S 017° 22.486' E

Boulderbaai Inshore Restricted Zone:

30° 30.019' S 017° 22.486' E
30° 30.152' S 017° 22.445' E

Follows coastline to

30° 30.982' S 017° 23.138' E

30° 30.878' S 017° 23.242' E

Boulderbaai Inshore Controlled Zone:

30° 30.878' S 017° 23.242' E
30° 30.982' S 017° 23.138' E

Follows coastline to

30° 33.140' S 017° 24.492' E

30° 33.140' S 017° 24.676' E

Bitterrivier Inshore Restricted Zone:

30° 33.140' S 017° 24.676' E
30° 33.140' S 017° 24.492' E

Follows coastline to

30° 40.834' S 017° 28.073' E

30° 40.834' S 017° 28.200' E

Bamboeskamp Inshore Controlled Zone:

30° 40.834' S 017° 28.200' E

30° 40.834' S 017° 28.073' E

Follows coastline to

30° 42.068' S 017° 29.318' E

30° 41.974' S 017° 29.389' E

Kwas se Baai Inshore Restricted Zone:

30° 41.974' S 017° 29.389' E

30° 42.068' S 017° 29.318' E

Follows coastline to

30° 44.115' S 017° 31.234' E

30° 44.006' S 017° 31.292' E

Abjoel Inshore Controlled Zone:

30° 44.006' S 017° 31.292' E

30° 44.115' S 017° 31.234' E

Follows coastline to

30° 45.783' S 017° 31.796' E

30° 45.783' S 017° 31.929' E

Jaarse Baai Inshore Restricted Zone:

30° 45.783' S 017° 31.929' E

30° 45.783' S 017° 31.796' E

Follows coastline to

30° 49.292' S 017° 33.271' E

30° 49.292' S 017° 33.412' E

Delwerskamp Inshore Controlled Zone:

30° 49.292' S 017° 33.412' E

30° 49.292' S 017° 33.271' E

Follows coastline to

30° 49.821' S 017° 33.728' E

30° 49.821' S 017° 33.892' E

Groenrivier Inshore Restricted Zone:

30° 49.821' S 017° 33.892' E

30° 49.821' S 017° 33.728' E

Follows coastline to

30° 52.871' S 017° 35.073' E

30° 52.870' S 017° 35.073' E

30° 52.780' S 017° 35.152' E

Eiland Punt Inshore Controlled Zone:

30° 52.780' S 017° 35.152' E

30° 52.870' S 017° 35.073' E

30° 52.871' S 017° 35.073' E

Follows coastline to

30° 55.002' S 017° 36.004' E

30° 55.002' S 017° 36.129' E

3. Childs Bank Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Childs Bank Controlled Large Pelagic Zone.

31° 00.000' S 015° 50.263' E

31° 00.000' S 015° 45.000' E

30° 54.000' S 015° 36.000' E

30° 40.000' S 015° 36.000' E

30° 40.000' S 016° 00.000' E

30° 51.359' S 016° 00.000' E

4. Elephant Rock Provincial Nature Reserve

31° 38.656' S 018° 08.591' E

5. Benguela Muds Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Benguela Muds Controlled Large Pelagic Zone.

32° 43.000' S 016° 49.000' E

32° 43.000' S 016° 45.000' E

32° 35.000' S 016° 40.000' E

32° 35.000' S 016° 44.000' E

6. Cape Canyon Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Cape Canyon Restricted Zone.

32° 58.001' S 017° 38.037' E

32° 58.001' S 017° 25.001' E

32° 42.480' S 017° 25.001' E

32° 42.464' S 017° 38.013' E

7. Rocherpan Marine Protected Area

National designated marine protected environment established in 1990.

32° 35.434' S 018° 18.143' E

32° 35.336' S 018° 17.846' E

Follows coastline to

32° 36.834' S 018° 17.083' E

32° 36.933' S 018° 17.381' E

8. Lambert's Bay Penguin Island Provincial Nature Reserve

32° 05.364' S 018° 18.134' E

9. Paternoster Rocks Provincial Nature Reserve

32° 44.360' S 017° 52.889' E

10. Jacob's Rock Provincial Nature Reserve

32° 57.325' S 017° 51.664' E

11. Dassen Island Provincial Nature Reserve

33° 25.493' S 018° 05.260' E

12. Seal Ledges Provincial Nature Reserve

33° 38.689' S 018° 23.994' E

13. Malgas Island, Jutten Island and Marcus Island Marine Protected Areas

No fishing is allowed along the shores of these islands. No jetskis may be used around the MPA. SANParks is the management agency (Contact number: 022-772 2144).

Malgas Island Controlled Zone:

33° 02.806' S 017° 55.261' E

33° 02.806' S 017° 55.862' E

33° 03.306' S 017° 55.862' E

33° 03.306' S 017° 55.261' E

Marcus Island Controlled Zone:

33° 02.507' S 017° 57.861' E

33° 02.507' S 017° 58.361' E

33° 02.806' S 017° 58.361' E

33° 02.806' S 017° 57.861' E

Jutten Island Controlled Zone:

33° 04.706' S 017° 56.961' E

33° 04.706' S 017° 57.861' E

33° 05.306' S 017° 57.861' E

33° 05.306' S 017° 56.961' E

14. Vondeling Island Provincial Nature Reserve

33° 09.169' S 017° 59.026' E

15. Langebaan Lagoon Marine Protected Area

Langebaan Lagoon is divided into three zones: Controlled, Restricted and Sanctuary. Recreational fishing and power-boating are only allowed in the northern-most zone, north of a line joining Beacons LB4, in Kraal Bay, and LB3, at Oesterwal. SANParks is the management agency (Contact number: 022-772 2144).

Langebaan Lagoon Controlled Zone:

33° 03.717' S 018° 02.420' E coastline

33° 04.323' S 017° 59.795' E

33° 04.514' S 018° 00.425' E

33° 04.718' S 018° 00.571' E

33° 04.942' S 018° 00.661' E

33° 05.166' S 018° 00.809' E

33° 05.581' S 018° 00.224' E coastline

And

33° 08.815' S 018° 01.738' E coastline

33° 07.298' S 018° 03.252' E coastline

Langebaan Lagoon Restricted Zone:

33° 08.815' S 018° 01.738' E coastline

33° 07.298' S 018° 03.252' E coastline

And

33° 10.879' S 018° 04.338' E coastline

33° 08.650' S 018° 05.457' E coastline

Langebaan Lagoon Sanctuary Zone:

33° 10.879' S 018° 04.338' E coastline

33° 08.650' S 018° 05.457' E coastline

Area South East of this limit

16. Sixteen Mile Beach Marine Protected Area

No fishing from the shore is allowed in the area between Plankies and Rooipan se Klippe (near Yzerfontein). No jetskis may be used anywhere in the MPA. SANParks is the management agency (Contact number: 022-772 2144).

33° 07.106' S 017° 58.376' E
33° 07.107' S 017° 55.957' E
33° 20.006' S 018° 08.095' E
33° 20.006' S 018° 09.601' E

17. Robben Island Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Robben Island Offshore Controlled Zone, Robben Island Middle Controlled Zone, Robben Island Restricted Zone, and the Robben Island Inner Controlled Zone.

Robben Island Offshore Controlled Zone:

33° 54.000' S 018° 15.000' E
33° 54.000' S 018° 00.000' E
33° 45.000' S 018° 00.000' E
33° 45.000' S 018° 15.000' E

Robben Island Middle Controlled Zone:

33° 45.000' S 018° 15.000' E
33° 45.000' S 018° 24.036' E
33° 46.380' S 018° 24.036' E
33° 46.380' S 018° 20.580' E
33° 47.583' S 018° 20.580' E
33° 47.583' S 018° 16.302' E
33° 51.800' S 018° 16.302' E
33° 51.800' S 018° 21.798' E
33° 50.220' S 018° 21.798' E
33° 50.220' S 018° 24.036' E
33° 54.000' S 018° 24.036' E
33° 54.000' S 018° 15.000' E

Robben Island Restricted Zone:

33° 47.583' S 018° 21.760' E
33° 47.583' S 018° 16.302' E
33° 51.800' S 018° 16.302' E
33° 51.800' S 018° 21.798' E
33° 48.915' S 018° 21.798' E

Robben Island Inner Controlled Zone:

33° 47.583' S 018° 21.762' E
33° 47.583' S 018° 20.580' E
33° 46.380' S 018° 20.580' E
33° 46.380' S 018° 24.036' E
33° 50.220' S 018° 24.036' E
33° 50.220' S 018° 21.798' E
33° 48.915' S 018° 21.798' E

18. Table Mountain National Park Marine Protected Area

SANParks is the management agency (Contact number: 021-786 5656). No jetskis may be used anywhere in the MPA. No fishing is allowed in the following restricted zones:

Table Mountain National Park Controlled Zone:

33° 54.075' S 018° 23.844' E
33° 54.091' S 018° 15.000' E
34° 24.444' S 018° 15.000' E
34° 24.444' S 018° 33.413' E
34° 06.590' S 018° 33.413' E
34° 06.590' S 018° 28.122' E

St James Restricted Zone, between the tidal pool at St James and the tidal pool at Kalk Bay:

34° 07.123' S 018° 27.568' E
34° 07.567' S 018° 27.568' E
34° 07.567' S 018° 27.050' E

Boulders Restricted Zone, in the area between the eastern end of Simon's Town harbour and Oatlands:

34° 12.705' S 018° 27.781' E
34° 10.581' S 018° 27.781' E
34° 10.581' S 018° 27.196' E
34° 11.566' S 018° 26.762' E

Castle Rock Restricted Zone, between the beacon VB1 at Millers Point and VB2 at Partridge Point, extending approximately one nautical mile seawards:

34° 15.480' S 018° 28.427' E
34° 15.480' S 018° 29.300' E
34° 14.100' S 018° 29.300' E
34° 14.100' S 018° 28.511' E

Paulsberg Restricted Zone, between Smitswinkel Point and Venus Pool, and extending approximately one nautical mile seawards:

34° 17.744' S 018° 28.024' E
34° 17.744' S 018° 29.000' E
34° 16.549' S 018° 29.000' E
34° 16.549' S 018° 28.488' E

Cape of Good Hope Restricted Zone, between Hoek van die Bobbejaan and the fence at Scarborough, and extending approximately one nautical mile seawards:

34° 12.267' S 018° 22.194' E
34° 16.490' S 018° 22.194' E
34° 18.393' S 018° 23.500' E
34° 18.393' S 018° 24.192' E

Karbonkelberg Restricted Zone, between the Sentinel and Hout Bay and Oudekraal, and extending 3.3 nautical miles offshore at the widest point:

33° 58.757' S 018° 21.802' E
33° 58.757' S 018° 17.797' E
34° 03.660' S 018° 17.797' E
34° 03.660' S 018° 20.172' E

19. False Bay Seal Island Provincial Nature Reserve

34° 08.236' S 018° 34.956' E

20. Helderberg Marine Protected Area

No fishing is allowed between the mouth of the Eerste River and the mouth of the Lourens River in False Bay, extending 500m seawards from the high-water mark. Jetskis are allowed in the MPA but the management authority should be contacted for more information. The City of Cape Town is the management authority (Contact number: 021-487 2355). DFFE Compliance (Contact number: 021-856 1482).

34° 04.874' S 018° 45.812' E
34° 05.156' S 018° 45.812' E
To (follows coastline)
34° 06.250' S 018° 48.615' E
34° 05.982' S 018° 48.615' E

21. Betty's Bay Marine Protected Area

Only shore angling is allowed between beacon B1 at Stoney Point and beacon B4, to the east of Jock-se-baai, extending approximately two nautical miles seawards from the high-water mark. No jetskis may be used anywhere in the MPA. CapeNature is the management agency (Contact Number: 028 271 5138) together with DFFE (Contact number: 021-856 1482).

34° 22.450' S 018° 53.765' E
34° 21.357' S 018° 56.240' E
34° 24.450' S 018° 53.765' E
34° 24.450' S 018° 56.240' E

22. Walker Bay Whale Sanctuary Marine Protected Area

National designated marine protected environment established in 2001, and consists of the Walker Bay Whale Sanctuary Zone and the Walker Bay Whale Restricted Zone. The Hermanus Walker Bay Whale Sanctuary MPA restricts vessels from entering the area of Walker Bay north and east of the new Harbour at Hermanus from July to November each year. For details contact DFFE in Hermanus on 028-312 2609.

Walker Bay Whale Sanctuary Zone:

34° 25.787' S 019° 13.779' E
34° 29.652' S 019° 16.800' E
34° 27.228' S 019° 20.081' E

Walker Bay Whale Restricted Zone:

34° 27.228' S 019° 20.081' E
34° 29.654' S 019° 16.801' E
34° 34.643' S 019° 20.562' E

23. Southeast Atlantic Seamounts Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Protea Seamount (West) Controlled Zone, the Argentina Seamount Restricted Zone and the Slope Seamount (East) Controlled Zone.

Protea Seamount (West) Controlled Zone:

36° 21.411' S 017° 50.000' E
36° 21.417' S 018° 18.000' E
37° 03.309' S 018° 18.000' E
37° 03.341' S 017° 50.000' E

Argentina Seamount Restricted Zone:

37° 03.341' S 017° 50.000' E
37° 03.309' S 018° 18.000' E
37° 40.412' S 018° 18.000' E
37° 40.407' S 017° 50.000' E

Slope Seamount (East) Controlled Zone:

36° 19.999' S 018° 49.999' E
36° 19.999' S 019° 19.999' E
36° 40.001' S 019° 19.999' E
36° 40.001' S 018° 49.999' E

24. Dyer Island Provincial Nature Reserve

34° 40.924' S 019° 25.053' E

25. Geyser Island Provincial Nature Reserve

34° 41.356' S 019° 24.830' E

26. Quoin Rock Provincial Nature Reserve

34° 47.205' S 019° 40.000' E

27. Browns Bank Corals Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Browns Bank North-, Central- and South Zones.

Browns Bank North Zone:

35° 35.300' S 019° 12.800' E
35° 39.000' S 019° 18.500' E
35° 43.500' S 019° 18.500' E
35° 40.500' S 019° 12.800' E

Browns Bank Central Zone:

35° 58.052' S 019° 35.118' E
35° 58.080' S 019° 40.770' E
36° 08.024' S 019° 53.090' E
36° 08.040' S 019° 46.539' E

Browns Bank South Zone:

36° 21.986' S 019° 59.972' E
36° 21.986' S 020° 01.775' E
36° 32.035' S 020° 13.095' E
36° 32.040' S 020° 10.021' E
36° 23.878' S 020° 00.002' E

28. Agulhas Muds Marine Protected Area

National designated marine protected environment established in 2019.

Agulhas Mud Sanctuary Zone:

34° 49.999' S 020° 30.007' E
34° 49.999' S 020° 40.001' E
34° 57.330' S 020° 40.027' E
34° 57.349' S 020° 30.007' E

29. De Hoop Marine Protected Area

No fishing is allowed between beacon DH1 at Still Bay Point and beacon DH2 between Rys Point and Skipkop, extending three nautical miles seawards from the high-water mark. Jetski is discouraged. CapeNature is the management agency (Contact number: 028-542 1114/5).

De Hoop Restricted Zone:

34° 34.990' S 020° 21.925' E
34° 37.600' S 020° 23.757' E
34° 32.329' S 020° 29.699' E
34° 30.438' S 020° 34.900' E
34° 29.850' S 020° 41.128' E
34° 30.416' S 020° 45.593' E
34° 31.088' S 020° 48.865' E
34° 31.295' S 020° 51.277' E
34° 30.378' S 020° 53.904' E
34° 28.378' S 020° 55.652' E
34° 27.145' S 020° 52.290' E

30. Stilbaai Marine Protected Area

No fishing is allowed in the 3 restricted zones of the MPA (Geelkran, Skulpiesbaai and Goukou Estuarine Restricted Zones). The **Geelkran Restricted Zone** includes the eastern part of the Stilbaai MPA, adjacent to the Geelkran Nature Reserve and Rietvlei vywers, east of the longitude 021° 27.735' E. The **Skulpiesbaai Restricted Zone** includes the area bounded by a line running from Noordkapperspunt at position 34° 23.963' S 021° 24.788' E to position 34° 23.963' S 021° 24.970' E and to position 34° 23.527' S 021° 24.970' E and along the high water mark to the point of beginning at Noordkapperspunt. The **Goukou Estuarine Restricted Zone** includes part of the estuary that lies between position 34° 20.463' S 021° 24.187' E (approximately 2.3km upstream of the R323 road bridge) and position 34° 17.792' S 021° 18.592' E (approximately 15km upstream from the mouth). Shellfish and bait organisms or any invertebrate species may only be collected in the controlled zone of the Goukou estuary downstream of position 34° 20.463' S 021° 24.187' E and only along the eastern bank. No jetskis may be used anywhere in the MPA. CapeNature is the management agency (Contact number: 028-754 2234/082 496 2522). For the DFFE office at Stilbaai harbour (Contact: 028-754 1463).

Stilbaai Controlled Zone:

34° 23.551' S 021° 24.970' E
34° 23.928' S 021° 24.970' E
34° 23.944' S 021° 27.735' E
34° 22.002' S 021° 27.735' E

Geelkran Restricted Zone:

34° 22.002' S 021° 27.735' E
34° 23.944' S 021° 27.735' E
34° 23.963' S 021° 31.018' E
34° 21.662' S 021° 31.018' E

31. Agulhas Bank Complex Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Alphard Banks Controlled Pelagic Linefish Zone, the Agulhas Bank Restricted Zone and the Agulhas Bank Complex Controlled Zone.

Alphard Banks Controlled Pelagic Linefish Zone:

35° 00.000' S 020° 42.000' E
35° 00.002' S 020° 58.000' E

35° 16.104' S 020° 58.000' E
35° 16.158' S 020° 42.000' E

Agulhas Bank Complex Controlled Zone:

35° 16.160' S 020° 29.930' E
35° 16.158' S 020° 42.000' E
36° 02.002' S 020° 42.018' E
36° 02.000' S 020° 30.000' E

Agulhas Bank Restricted Zone:

35° 16.158' S 020° 42.000' E
35° 16.104' S 020° 58.000' E
36° 02.005' S 020° 58.000' E
36° 02.002' S 020° 42.018' E

32. Southwest Indian Seamounts Marine Protected Area

National designated marine protected environment established in 2019, and consists of the North Restricted Zone and the Natal Seamount Restricted Zone.

North Restricted Zone:

35° 53.503' S 021° 40.023' E
35° 53.460' S 022° 37.440' E
36° 21.720' S 022° 37.432' E
36° 21.716' S 021° 40.000' E

Natal Seamount Restricted Zone:

37° 10.001' S 022° 00.007' E
37° 10.001' S 022° 34.999' E
37° 39.531' S 022° 35.000' E
37° 41.149' S 022° 25.508' E
37° 43.460' S 022° 04.635' E
37° 45.365' S 022° 00.003' E

33. Mossel Bay Seal Island Provincial Nature Reserve

34° 09.062' S 022° 07.192' E

34. Goukamma Marine Protected Area

Only shore angling is allowed between Portion 1 of the farm Walker's Point at Buffels Bay and the western boundary of the Goukamma Nature Reserve, extending one nautical miles seawards from the high water mark. Jetski is discouraged. CapeNature is the management agency (Contact number: 044-383 0042).

Goukamma Controlled Zone:

34° 02.785' S 022° 50.127' E

34° 03.842' S 022° 50.127' E

Follows coastline to

34° 04.721' S 022° 59.937' E

34° 04.720' S 022° 58.733' E

35. Robberg Marine Protected Area

No fishing is allowed in a rectangular area surrounding the Robberg Peninsula between the latitudes 34° 04.916' S and 34° 07.633' S and the longitudes 023° 22.300' E and 023° 25.967' E, although shore angling is allowed. Jetski is discouraged. Cape Nature is the management agency (Contact number: 044-533 2185).

Robberg Controlled Zone:

34° 06.116' S 023° 22.300' E

34° 07.633' S 023° 22.300' E

34° 07.633' S 023° 25.967' E

34° 04.916' S 023° 25.967' E

34° 04.916' S 023° 22.300' E

36. Tsitsikamma National Park (includes the Tsitsikamma Marine Protected Area)

No fishing is allowed between Groot River at Oubos to Groot River at Nature's Valley, extending three nautical miles seawards from the highwater mark. No jetskis may be used anywhere in the MPA. SANParks is the management agency (Contact number: 042-281 1607).

Tsitsikamma Restricted Zone:

33° 59.000' S 023° 34.561' E

34° 02.000' S 023° 34.561' E

34° 01.817' S 023° 38.857' E

34° 06.600' S 024° 11.665' E

34° 03.562' S 024° 11.665' E

37. Agulhas Front Marine Protected Area

National designated marine protected environment established in 2019.

Agulhas Front Restricted Zone:

36° 44.842' S 025° 06.455' E

36° 25.358' S 025° 29.964' E

36° 24.000' S 025° 42.480' E

37° 27.099' S 025° 50.010' E

37° 30.718' S 025° 28.165' E

37° 32.242' S 025° 10.600' E

38. Port Elizabeth Corals Marine Protected Area

National designated marine protected environment established in 2019.

Port Elizabeth Corals Controlled Large Pelagic Zone:

34° 49.002' S 024° 52.980' E
34° 40.002' S 025° 16.998' E
34° 43.998' S 025° 16.980' E
34° 52.998' S 024° 52.980' E

39. Sardinia Bay Marine Protected Area

No fishing is allowed between beacon PECR1 near Schoenmakerskop and beacon PECR2 near Bushy Park, extending one nautical mile seawards from the high-water mark. Jetskis are allowed in the MPA but the management authority should be contacted for more information. The Nelson Mandela Metro is the management agency (Contact number: 041-584 0584). DFFE Port Elizabeth office (Contact number: 041-585 4051).

Sardinia Bay Restricted Zone:

34° 01.844' S 025° 27.216' E
34° 02.842' S 025° 27.216' E
Follows coastline to
34° 03.283' S 025° 31.571' E
34° 02.287' S 025° 31.571' E

40. Algoa Bay Black Rocks Provincial Nature Reserve

33° 50.277' S 026° 15.755' E

41. Algoa Bay Seal Island Provincial Nature Reserve

33° 50.033' S 026° 16.566' E

42. Stag Island Provincial Nature Reserve

33° 50.005' S 026° 16.998' E

43. Addo Elephant National Park Marine Protected Area

National designated marine protected environment established in 2019, and consists of the St Croix Island Offshore Restricted Zone, the Sundays River Estuary Controlled Zone, Sundays River Estuary Restricted Zone, the Sundays Inshore Controlled Zone, the Sundays Inshore Restricted Zone, Sundays Offshore Controlled Zone, the Bird Island Offshore Restricted Zone, Cape Padrone Inshore Controlled Zone, the Cannon Rocks Inshore Controlled Zone, and the Cannon Rocks Offshore Controlled Zone. No fishing is allowed around Bird Island in Algoa Bay within a rectangle defined by the latitudes 33° 48.0' S and 33° 52.5' S and the longitudes 026° 14.5' E and 026° 20.0' E. No jetskis may be used anywhere in the MPA. SANParks is the management agency (Contact number: 042-235 1002/0713422246) together with DFFE Port Elizabeth office (Contact number: 041-585 4051).

Cape Padrone Inshore Controlled Zone:

33° 46.032' S 026° 19.458' E
33° 46.141' S 026° 19.460' E
Follows coastline to
33° 46.044' S 026° 29.760' E
33° 45.936' S 026° 29.760' E

Cannon Rocks Inshore Controlled Zone:

33° 45.936' S 026° 29.760' E
33° 46.044' S 026° 29.760' E
Follows coastline to
33° 45.365' S 026° 31.788' E
33° 45.247' S 026° 31.788' E

Sundays Offshore Controlled Zone:

33° 43.329' S 025° 51.654' E
33° 52.500' S 025° 51.654' E
33° 52.500' S 026° 10.002' E
33° 44.328' S 026° 10.002' E
33° 43.474' S 025° 56.322' E
33° 42.731' S 025° 56.322' E

Bird Island Offshore Restricted Zone:

33° 42.731' S 025° 56.322' E
33° 43.474' S 025° 56.322' E
33° 44.328' S 026° 10.002' E
33° 52.500' S 026° 10.002' E
33° 52.500' S 026° 29.760' E
33° 46.044' S 026° 29.760' E

Cannon Rocks Offshore Controlled Zone:

33° 46.044' S 026° 29.760' E
33° 52.500' S 026° 29.760' E
33° 52.500' S 026° 31.788' E
33° 45.365' S 026° 31.788' E

St Croix Island Offshore Restricted Zone:

33° 47.125' S 025° 42.982' E
33° 47.283' S 025° 42.835' E
33° 48.179' S 025° 42.000' E

33° 49.640' S 025° 42.000' E
33° 49.640' S 025° 43.680' E
33° 50.400' S 025° 44.172' E
33° 50.400' S 025° 48.150' E
33° 52.500' S 025° 48.150' E
33° 52.500' S 025° 51.654' E
33° 43.329' S 025° 51.654' E

Sundays Inshore Controlled Zone:

33° 46.797' S 025° 43.287' E
33° 47.125' S 025° 42.982' E
Follows coastline to
33° 42.731' S 025° 56.322' E
33° 42.618' S 025° 56.322' E

Sundays Inshore Restricted Zone:

33° 42.618' S 025° 56.322' E
33° 42.731' S 025° 56.322' E
Follows coastline to
33° 46.141' S 026° 19.460' E
33° 46.032' S 026° 19.458' E

44. Amathole Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Gxulu Offshore Controlled- and Restricted Zones, the Gxulu Offshore Controlled Pelagic Linefish Zone, and the Kei Offshore Controlled- and Restricted Zones. No person may fish, or attempt to fish, within the Marine Protected Area from any vessel. Fishing gear on a vessel that enters or traverses the Marine Protected Area must be stowed, with all hooks disconnected and un-baited; and such a vessel may not stop or move at less than 5 knots at any time while in the Marine Protected Area, except for purposes of preparing the vessel for re-entering the surf zone opposite the Haga Haga, Kei Mouth or Christmasvale launch sites. No spearfisher may use any floatation device to extend swimming range when traversing, diving, fishing or landing fish in a Marine Protected Area. Eastern Cape Parks and Tourism Agency is the management agency (Contact number: 043-742 4450).

Amathole Marine Protected Area:

33° 11.655' S 027° 38.430' E
33° 14.018' S 027° 40.422' E
33° 09.513' S 027° 45.913' E
33° 07.178' S 027° 43.916' E

And

32° 59.769' S 027° 57.088' E
33° 02.213' S 027° 59.119' E
32° 58.955' S 028° 04.125' E
32° 56.515' S 028° 02.101' E

And

32° 47.138' S 028° 10.832' E
32° 49.464' S 028° 12.877' E
32° 49.332' S 028° 14.245' E
32° 48.679' S 028° 16.369' E
32° 47.807' S 028° 18.335' E
32° 44.925' S 028° 22.487' E
32° 44.695' S 028° 24.200' E
32° 44.380' S 028° 24.691' E
32° 42.833' S 028° 25.266' E
32° 40.832' S 028° 23.216' E

Gxulu Offshore Controlled Zone:

33° 35.000' S 027° 10.998' E
33° 40.004' S 027° 10.998' E
33° 40.004' S 027° 29.802' E
33° 30.000' S 027° 29.802' E
33° 30.000' S 027° 40.422' E
33° 14.018' S 027° 40.422' E

Gxulu Offshore Restricted Zone:

33° 40.004' S 027° 10.998' E
33° 45.000' S 027° 10.998' E
33° 45.000' S 027° 32.700' E
33° 35.504' S 027° 45.912' E
33° 09.513' S 027° 45.912' E
33° 14.018' S 027° 40.422' E
33° 30.000' S 027° 40.422' E
33° 30.000' S 027° 29.802' E
33° 40.004' S 027° 29.802' E

Gxulu Offshore Controlled Pelagic Linefish Zone:

33° 09.513' S 027° 45.912' E
33° 35.504' S 027° 45.912' E
33° 29.092' S 027° 55.080' E
33° 12.425' S 027° 55.080' E

Kei Offshore Restricted Zone:

32° 49.464' S 028° 12.877' E
33° 01.000' S 028° 12.876' E
33° 01.000' S 028° 46.002' E
32° 51.753' S 028° 46.002' E
32° 42.833' S 028° 25.266' E

32° 44.380' S 028° 24.691' E
32° 44.695' S 028° 24.200' E
32° 44.925' S 028° 22.487' E
32° 47.807' S 028° 18.335' E
32° 48.679' S 028° 16.369' E
32° 49.332' S 028° 14.245' E

Kei Offshore Controlled Zone:
32° 42.833' S 028° 25.266' E
32° 51.753' S 028° 46.002' E
32° 42.833' S 028° 46.002' E

45. Dwesa-Cwebe Marine Protected Area

National designated marine protected environment established in 2015, and consists of the Offshore Restricted Zone, the Southern Controlled- and Restricted Zones, Central Controlled Zone, and the Northern Controlled- and Restricted Zones. No fishing is allowed between the western bank of the mouth of the Suku River (in the District of Elliotdale) and Human's Rock (in the district of Willowvale), including the tidal portion of the Mbashe River, extending six nautical miles seawards of the high-water mark. No jetskis may be used anywhere in the MPA. Eastern Cape Parks and Tourism Agency is the management agency (Contact number: 043-742 4450/ 047-499 7900).

Southern Controlled Zone:
32° 18.942' S 028° 49.536' E
32° 19.129' S 028° 49.724' E

Follows coastline to

32° 18.296' S 028° 50.589' E
32° 18.041' S 028° 50.693' E

Southern Restricted Zone:
32° 18.041' S 028° 50.693' E
32° 18.296' S 028° 50.589' E

Follows coastline to

32° 17.732' S 028° 51.454' E
32° 17.892' S 028° 51.712' E

Central Controlled Zone:

32° 17.892' S 028° 51.712' E
32° 17.732' S 028° 51.454' E

Follows coastline to

32° 17.087' S 028° 52.881' E
32° 16.894' S 028° 52.590' E

Northern Restricted Zone:

32° 16.894' S 028° 52.590' E
32° 17.087' S 028° 52.881' E

Follows coastline to

32° 14.863' S 028° 55.005' E
32° 14.648' S 028° 54.818' E
32° 14.605' S 028° 54.906' E

Northern Controlled Zone:

32° 14.605' S 028° 54.906' E
32° 14.648' S 028° 54.818' E

Follows coastline to

32° 12.056' S 028° 57.720' E
32° 11.776' S 028° 57.431' E

Offshore Restricted Zone:

32° 19.129' S 028° 49.724' E
32° 25.062' S 028° 55.682' E
32° 17.805' S 029° 03.664' E
32° 12.056' S 028° 57.720' E

46. Hluleka Marine Protected Area

No fishing is allowed adjacent to the Hluleka Nature Reserve (in the Ngqeleni District), extending six nautical miles seawards from the highwater mark. No jetskis may be used anywhere in the MPA. Eastern Cape Parks and Tourism Agency is the management agency (Contact number: 043-742 4450).

Hluleka Restricted Zone:

31° 50.073' S 029° 17.725' E
31° 54.636' S 029° 22.287' E

Follows coastline to

31° 53.255' S 029° 23.955' E
31° 48.637' S 029° 19.336' E

47. Pondoland Marine Protected Area

National designated marine protected environment established in 2004, and consists of several Offshore Controlled- and Restricted Zones and Inshore Controlled- and Restricted Zones. No offshore fishing is allowed in the area bounded by a line running 128° from the southern head of the Sikombe River, a line running 128° from the northern head of the Mboyti River and the 1000m isobath. No shore-based fishing is allowed along the following four sections of coast:

- a. From 31° 10.3' S 030° 07.5' E to 31° 12.5' S 030° 05.2' E
- b. From 31° 15.0' S 030° 02.9' E to 31° 16.8' S 030° 01.2' E
- c. From 31° 17.6' S 030° 00.6' E to 31° 19.1' S 029° 58.5' E
- d. From 31° 25.4' S 029° 51.2' E to 31° 27.0' S 029° 45.5' E

No fishing is allowed in the Mtentu and Msikaba estuaries. No jetskis may be used anywhere in the MPA. The Eastern Cape Parks and Tourism Agency is the management agencies (Contact number: ECPTA – 039-306 9000/043-7424450/0794967821). DFFE office in East London (Contact number: 043-722 8176).

Inshore Controlled Zone:
31° 37.353' S 029° 33.128' E
31° 37.495' S 029° 33.345' E
Follows coastline to
31° 27.066' S 029° 45.599' E
31° 26.977' S 029° 45.466' E

Inshore Restricted Zone:
31° 26.977' S 029° 45.466' E
31° 27.066' S 029° 45.599' E
Follows coastline to
31° 25.456' S 029° 51.290' E
31° 25.385' S 029° 51.176' E

Inshore Restricted Zone:
31° 25.385' S 029° 51.176' E
31° 25.456' S 029° 51.290' E
Follows coastline to
31° 19.391' S 029° 58.142' E
31° 19.392' S 029° 58.138' E
31° 19.312' S 029° 58.018' E

Inshore Controlled Zone:
31° 19.312' S 029° 58.018' E
31° 19.392' S 029° 58.138' E
31° 19.391' S 029° 58.142' E
Follows coastline to
31° 17.707' S 030° 00.761' E
31° 17.640' S 030° 00.660' E

Inshore Controlled Zone:
31° 17.640' S 030° 00.660' E
31° 17.707' S 030° 00.761' E
Follows coastline to
31° 16.885' S 030° 01.327' E
31° 16.810' S 030° 01.215' E

Inshore Restricted Zone:
31° 16.810' S 030° 01.215' E
31° 16.885' S 030° 01.327' E
Follows coastline to
31° 14.895' S 030° 03.041' E
31° 14.804' S 030° 02.905' E

Inshore Controlled Zone:
31° 14.804' S 030° 02.905' E
31° 14.895' S 030° 03.041' E
Follows coastline to
31° 12.533' S 030° 05.250' E
31° 12.467' S 030° 05.150' E

Inshore Restricted Zone:
31° 12.467' S 030° 05.150' E
31° 12.533' S 030° 05.250' E
Follows coastline to
31° 10.347' S 030° 07.570' E
31° 10.281' S 030° 07.471' E

Inshore Controlled Zone:
31° 10.281' S 030° 07.471' E
31° 10.347' S 030° 07.570' E
Follows coastline to
31° 06.693' S 030° 10.640' E
31° 06.624' S 030° 10.536' E

Offshore Controlled Zone:
31° 37.495' S 029° 33.345' E
31° 41.700' S 029° 39.800' E
31° 40.700' S 029° 45.600' E
31° 37.500' S 029° 50.100' E
31° 34.700' S 029° 54.500' E
31° 28.015' S 029° 44.277' E

Offshore Restricted Zone:
31° 28.015' S 029° 44.277' E
31° 34.700' S 029° 54.500' E
31° 30.600' S 029° 57.500' E
31° 26.400' S 030° 02.100' E
31° 22.900' S 030° 06.100' E
31° 19.400' S 030° 10.400' E

31° 18.098' S 030° 11.448' E
31° 13.336' S 030° 04.304' E

Offshore Controlled Zone:
31° 13.336' S 030° 04.304' E
31° 18.098' S 030° 11.448' E
31° 15.300' S 030° 13.700' E
31° 11.200' S 030° 17.400' E
31° 06.693' S 030° 10.640' E

48. Trafalgar Marine Protected Area

Only shore angling and fishing for certain pelagic fish is allowed between beacon N1 south of Centre Rocks and beacon N2 opposite the southern boundary of the Mpenjati Resort, extending one nautical mile seawards from the high-water mark. Ezemvelo KZN Wildlife is the managing agency (Contact number: 031-274 1182/1186).

Trafalgar Offshore Controlled Zone:

30° 58.672' S 030° 16.901' E
30° 58.672' S 030° 18.511' E

Follows coastline to

30° 56.659' S 030° 19.587' E
30° 56.659' S 030° 18.309' E

49. Protea Banks Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Protea Banks Restricted- and Controlled Zones, as well as the Protea Banks Controlled Pelagic Linefish Zone.

Protea Banks Restricted Zone:

30° 58.672' S 030° 18.510' E
30° 58.672' S 030° 49.002' E
30° 42.000' S 030° 49.002' E
30° 42.000' S 030° 34.002' E
30° 49.000' S 030° 34.002' E
30° 56.659' S 030° 34.002' E
30° 56.659' S 030° 30.702' E
30° 56.663' S 030° 19.584' E

Protea Banks Controlled Pelagic Linefish Zone:

30° 56.659' S 030° 30.702' E
30° 56.659' S 030° 34.002' E
30° 49.000' S 030° 34.002' E
30° 49.000' S 030° 28.200' E
30° 51.000' S 030° 28.200' E
30° 51.000' S 030° 30.702' E

Protea Banks Controlled Zone:

30° 56.659' S 030° 20.688' E
30° 56.659' S 030° 30.702' E
30° 51.000' S 030° 30.702' E
30° 51.000' S 030° 28.200' E
30° 49.000' S 030° 28.200' E
30° 49.000' S 030° 34.002' E
30° 42.000' S 030° 34.002' E
30° 42.000' S 030° 30.420' E

50. Aliwal Shoal Marine Protected Area

National designated marine protected environment established in 2019, and consists of the Park Rynie Offshore Controlled Zone, Aliwal Shoal Offshore Restricted Zone, Illovo Offshore Controlled Zone, Ngane Offshore Restricted Zone, Aliwal Shoal Offshore Controlled Pelagic Linefish Zone, the Crown Offshore Restricted Zone, Rocky Bay Inshore Restricted Zone, Scottburgh Inshore Controlled Zone, Green Point Inshore Restricted Zone, and the Umkomaas Inshore Controlled Zone. No fishing is allowed in the Crown area restricted zone, near Umkomaas, nor around the wreck of the *Produce*. No jetskis may be used anywhere in the MPA. Ezemvelo KZN Wildlife is the managing agency (Contact number: 031-274 1182/1186, 082 559 2840).

Rocky Bay Inshore Restricted Zone:

30° 20.816' S 030° 43.640' E
30° 20.865' S 030° 43.758' E

Follows coastline to

30° 20.493' S 030° 44.120' E

30° 20.431' S 030° 44.011' E

Scottburgh Inshore Controlled Zone:

30° 20.431' S 030° 44.011' E
30° 20.493' S 030° 44.120' E

Follows coastline to

30° 15.102' S 030° 47.011' E

30° 15.051' S 030° 46.893' E

Green Point Inshore Restricted Zone:

30° 15.051' S 030° 46.893' E
30° 15.102' S 030° 47.011' E

Follows coastline to

30° 13.419' S 030° 47.941' E

30° 13.353' S 030° 47.826' E

Umkomas Inshore Controlled Zone:

30° 13.353' S 030° 47.826' E

30° 13.419' S 030° 47.941' E

Follows coastline to

30° 07.000' S 030° 51.305' E

30° 07.000' S 030° 51.180' E

Park Rynie Offshore Controlled Zone:

30° 20.865' S 030° 43.758' E

30° 22.410' S 030° 47.532' E

30° 22.410' S 030° 52.500' E

30° 16.960' S 030° 52.500' E

30° 16.960' S 030° 45.750' E

Crown Offshore Restricted Zone:

30° 16.680' S 030° 48.376' E

30° 16.926' S 030° 48.835' E

30° 16.797' S 030° 48.958' E

30° 16.673' S 030° 49.078' E

30° 16.270' S 030° 49.399' E

30° 15.982' S 030° 49.627' E

30° 15.791' S 030° 49.698' E

30° 15.600' S 030° 49.776' E

30° 15.474' S 030° 49.671' E

30° 15.518' S 030° 49.589' E

30° 15.908' S 030° 49.143' E

30° 16.189' S 030° 48.864' E

Ngane Offshore Restricted Zone:

30° 15.076' S 030° 49.703' E

30° 15.093' S 030° 49.827' E

30° 14.985' S 030° 49.846' E

30° 14.968' S 030° 49.722' E

Aliwal Shoal Offshore Controlled Pelagic Linefish Zone:

30° 16.960' S 030° 45.750' E

30° 16.960' S 030° 52.500' E

30° 10.601' S 030° 52.500' E

30° 10.601' S 030° 50.298' E

30° 11.900' S 030° 50.298' E

30° 11.900' S 030° 49.200' E

30° 10.601' S 030° 49.200' E

30° 10.601' S 030° 49.170' E

Ngane Offshore Restricted Zone:

30° 11.900' S 030° 49.200' E

30° 11.900' S 030° 50.298' E

30° 10.601' S 030° 50.298' E

30° 10.601' S 030° 49.200' E

Illovo Offshore Controlled Zone:

30° 10.601' S 030° 49.170' E

30° 10.601' S 030° 54.498' E

30° 09.800' S 030° 54.498' E

30° 09.800' S 030° 59.502' E

30° 07.000' S 030° 59.502' E

30° 07.000' S 030° 51.305' E

Aliwal Shoal Offshore Restricted Zone:

30° 22.410' S 030° 52.500' E

30° 22.410' S 031° 01.998' E

30° 07.000' S 031° 01.998' E

30° 07.000' S 030° 59.502' E

30° 09.800' S 030° 59.502' E

30° 09.800' S 030° 54.498' E

30° 10.601' S 030° 54.498' E

30° 10.601' S 030° 52.500' E

51. uThukela Marine Protected Area

National designated marine protected environment established in 2019, and consists of the uThukela Offshore Controlled Zone South- and North, uThukela Offshore Controlled Commercial Zone, uThukela Offshore Restricted Zone, uThukela Offshore Controlled Pelagic Linefish Zone, the uSetheni Inshore Restricted Zone, uThukela Inshore Controlled Zone, Amatikulu Inshore Restricted Zone, and the Mtunzini Inshore Controlled Zone.

uSetheni Inshore Restricted Zone:

29° 25.969' S 031° 18.018' E

29° 26.110' S 031° 18.018' E

Follows coastline to

29° 24.541' S 031° 19.306' E

29° 24.454' S 031° 19.232' E

uThukela Inshore Controlled Zone:

29° 24.454' S 031° 19.232' E

29° 24.541' S 031° 19.306' E

Follows coastline to
29° 11.702' S 031° 32.525' E
29° 11.627' S 031° 32.436' E

Amatikulu Inshore Restricted Zone:
29° 11.627' S 031° 32.436' E
29° 11.702' S 031° 32.525' E
Follows coastline to
29° 07.029' S 031° 37.107' E
29° 06.969' S 031° 37.003' E

Mtunzini Inshore Controlled Zone:
29° 06.969' S 031° 37.003' E
29° 07.029' S 031° 37.107' E
Follows coastline to
28° 55.969' S 031° 52.389' E
28° 55.969' S 031° 52.109' E

uThukela Offshore Controlled Zone South:
29° 26.110' S 031° 18.018' E
29° 37.000' S 031° 18.018' E
29° 37.000' S 031° 36.000' E
29° 22.000' S 031° 36.000' E
29° 22.000' S 031° 28.998' E
29° 14.952' S 031° 28.998' E

uThukela Offshore Controlled Commercial Zone:
29° 37.000' S 031° 36.000' E
29° 37.000' S 031° 49.068' E
29° 28.000' S 031° 54.864' E
29° 28.000' S 031° 36.000' E

uThukela Offshore Restricted Zone:
29° 14.952' S 031° 28.998' E
29° 22.000' S 031° 28.998' E
29° 22.000' S 031° 36.000' E
29° 28.000' S 031° 36.000' E
29° 28.000' S 031° 54.864' E
29° 17.500' S 032° 01.638' E
29° 17.500' S 031° 55.500' E
29° 20.000' S 031° 55.500' E
29° 20.000' S 031° 48.000' E
29° 13.000' S 031° 48.000' E
29° 13.000' S 031° 30.926' E

uThukela Offshore Controlled Zone North:
29° 13.000' S 031° 30.926' E
29° 13.000' S 031° 48.000' E
29° 20.000' S 031° 48.000' E
29° 20.000' S 031° 55.500' E
29° 17.500' S 031° 55.500' E
29° 17.500' S 032° 01.638' E
29° 11.600' S 032° 05.436' E
29° 11.600' S 032° 00.700' E
29° 08.200' S 032° 00.700' E
29° 08.200' S 032° 07.630' E
28° 56.767' S 032° 15.000' E
28° 55.969' S 032° 15.000' E
28° 55.969' S 031° 52.389' E

uThukela Offshore Controlled Pelagic Linefish Zone:
29° 11.600' S 032° 00.700' E
29° 11.600' S 032° 05.436' E
29° 08.200' S 032° 07.630' E
29° 08.200' S 032° 00.700' E

52. The iSimangaliso Wetland Park (previously Greater St Lucia Wetland Park, which includes St Lucia and Maputaland MPAs)
St Lucia Marine Protected Area contains several inshore- and offshore controlled- and restricted zones, and extends from beacon N7 at the Mozambique border to beacon N3 north of Ngoboseleni Stream, extending three nautical miles seawards from the high-water mark. No fishing is allowed in the Sanctuary Zone between the beacon N8 at Boteler Point and beacon N9 500m south of Dog Point, extending three nautical miles due east from the high-water mark. No fishing is allowed in the **Sanctuary Zone** between the beacon N7 at the Mozambique border and the beacon N13, extending three nautical miles due east from the high-water mark, except that shore angling is allowed north of beacon N27, which lies 2 km south of the mouth of the Kosi Lakes.

No fishing is allowed in the **Sanctuary Zone** between beacon N5 at Red Cliffs and beacon N6 at Leven Point, extending three nautical miles due east from the high-water mark. In the **Restricted Zones** which lie to the north of beacon N5 at Red Cliffs and to the south of beacon N6 at Leven Point, respectively, shore anglers may catch fish, and skiboat anglers and spearfishers may catch certain species of pelagic fish. Jetskis are allowed in the MPA, but the management authority should be contacted for more information.

53. In the Restricted Zones between beacon N13 and beacon N8 and between beacon N9 and beacon N3 shore anglers may catch fish, and skiboat anglers and spearfishers may catch certain species of pelagic fish. The Greater St Lucia Wetland Park (now iSimangaliso Wetland Park) is the management agency (Contact number: 035-590 1633).

Lighthouse Controlled Zone:

28° 31.342' S 032° 24.048' E

28° 31.342' S 032° 24.176' E

Follows coastline to

28° 29.129' S 032° 24.942' E

28° 29.129' S 032° 24.819' E

Railway Ledges Restricted Zone:

28° 29.129' S 032° 24.819' E

28° 29.129' S 032° 24.942' E

Follows coastline to

28° 26.701' S 032° 25.342' E

28° 26.701' S 032° 25.219' E

St Lucia Controlled Zone:

28° 26.701' S 032° 25.219' E

28° 26.701' S 032° 25.342' E

Follows coastline to

28° 20.108' S 032° 27.196' E

28° 20.108' S 032° 27.066' E

First Rocks Controlled Catch and Release Zone:

28° 20.108' S 032° 27.066' E

28° 20.108' S 032° 27.196' E

Follows coastline to

28° 17.515' S 032° 28.880' E

28° 17.515' S 032° 28.739' E

Perriers Restricted Zone:

28° 17.515' S 032° 28.739' E

28° 17.515' S 032° 28.880' E

Follows coastline to

28° 16.811' S 032° 29.256' E

28° 16.811' S 032° 29.119' E

Mission Rocks Controlled Catch and Release Zone:

28° 16.811' S 032° 29.119' E

28° 16.811' S 032° 29.256' E

Follows coastline to

28° 15.329' S 032° 30.111' E

28° 15.330' S 032° 29.966' E

Msiki Restricted Zone:

28° 15.330' S 032° 29.966' E

28° 15.329' S 032° 30.111' E

Follows coastline to

28° 12.164' S 032° 31.892' E

28° 12.165' S 032° 31.745' E

Cape Vidal Controlled Catch and Release Zone:

28° 12.165' S 032° 31.745' E

28° 12.164' S 032° 31.892' E

Follows coastline to

28° 10.164' S 032° 32.902' E

28° 10.162' S 032° 32.769' E

Cape Vidal Controlled Zone:

28° 10.162' S 032° 32.769' E

28° 10.164' S 032° 32.902' E

Follows coastline to

28° 05.183' S 032° 33.761' E

28° 05.183' S 032° 33.638' E

Leven Controlled Catch and Release Zone:

28° 05.183' S 032° 33.638' E

28° 05.183' S 032° 33.761' E

Follows coastline to

27° 55.864' S 032° 35.811' E

27° 55.864' S 032° 35.686' E

iSimangaliso Inshore Wilderness Zone:

27° 55.864' S 032° 35.686' E

27° 55.864' S 032° 35.811' E

Follows coastline to

27° 43.047' S 032° 37.769' E

27° 43.048' S 032° 37.636' E

Adlams Controlled Catch and Release Zone:

27° 43.048' S 032° 37.636' E

27° 43.047' S 032° 37.769' E

Follows coastline to

27° 37.579' S 032° 39.469' E

27° 37.577' S 032° 39.347' E

Sodwana Controlled Zone:
27° 37.577' S 032° 39.347' E
27° 37.579' S 032° 39.469' E
Follows coastline to
27° 25.849' S 032° 42.959' E
27° 25.849' S 032° 42.828' E

Nine Mile Restricted Zone:
27° 25.849' S 032° 42.828' E
27° 25.849' S 032° 42.959' E
Follows coastline to
27° 21.192' S 032° 44.618' E
27° 21.193' S 032° 44.487' E

Mabibi Controlled Zone:
27° 21.193' S 032° 44.487' E
27° 21.192' S 032° 44.618' E
Follows coastline to
27° 15.012' S 032° 47.059' E
27° 15.013' S 032° 46.922' E

Lala Nek Restricted Zone:
27° 15.013' S 032° 46.922' E
27° 15.012' S 032° 47.059' E
Follows coastline to
27° 13.588' S 032° 47.822' E
27° 13.588' S 032° 47.694' E

Black Rock Controlled Zone:
27° 13.588' S 032° 47.694' E
27° 13.588' S 032° 47.822' E
Follows coastline to
27° 06.931' S 032° 50.346' E
27° 06.931' S 032° 50.206' E

Dog Point Restricted Zone:
27° 06.931' S 032° 50.206' E
27° 06.931' S 032° 50.346' E
Follows coastline to
27° 00.833' S 032° 52.156' E
27° 00.832' S 032° 52.034' E

Bhanga Nek Controlled Zone:
27° 00.832' S 032° 52.034' E
27° 00.833' S 032° 52.156' E
Follows coastline to
26° 56.981' S 032° 52.500' E
26° 56.981' S 032° 52.372' E

Saxon Restricted Zone:
26° 56.981' S 032° 52.372' E
26° 56.981' S 032° 52.500' E
Follows coastline to
26° 54.156' S 032° 52.997' E
26° 54.156' S 032° 52.872' E

Kosi Controlled Zone:
26° 54.156' S 032° 52.872' E
26° 54.156' S 032° 52.997' E
Follows coastline to
26° 53.406' S 032° 52.994' E
26° 53.405' S 032° 52.870' E

Kosi Restricted Zone:
26° 53.405' S 032° 52.870' E
26° 53.406' S 032° 52.994' E
Follows coastline to
26° 51.498' S 032° 53.609' E
26° 51.497' S 032° 53.604' E
26° 51.487' S 032° 53.573' E
26° 51.473' S 032° 53.488' E
26° 51.472' S 032° 53.480' E

iSimangaliso Offshore Controlled Pelagic Linefish Zone South:
28° 31.342' S 032° 24.176' E
28° 31.342' S 033° 04.596' E
27° 55.864' S 033° 04.596' E
27° 55.865' S 032° 35.811' E

iSimangaliso Offshore Restricted Zone South:
28° 31.342' S 033° 04.596' E
28° 31.342' S 033° 15.138' E
27° 55.864' S 033° 15.138' E
27° 55.864' S 033° 04.596' E

iSimangaliso Offshore Wilderness Zone:

27° 55.865' S 032° 35.811' E
27° 55.864' S 033° 15.138' E
27° 43.048' S 033° 15.138' E
27° 43.048' S 032° 37.769' E

iSimangaliso Offshore Controlled Pelagic Linefish Zone North:

27° 43.048' S 032° 37.769' E
27° 43.048' S 033° 04.626' E
27° 06.931' S 033° 04.626' E
27° 06.931' S 032° 50.346' E

iSimangaliso Offshore Restricted Zone North:

27° 06.931' S 032° 50.346' E
27° 06.931' S 033° 04.626' E
27° 43.048' S 033° 04.626' E
27° 43.048' S 033° 15.138' E
26° 57.053' S 033° 15.138' E
26° 55.270' S 033° 06.338' E
26° 52.823' S 032° 58.071' E
26° 51.681' S 032° 54.227' E
26° 51.498' S 032° 53.609' E

Sodwana Diving Restricted Zone:

27° 31.969' S 032° 40.564' E
27° 32.182' S 032° 41.415' E
27° 24.543' S 032° 43.908' E
27° 24.399' S 032° 43.385' E

CLOSED AREAS

1. Closed areas which only apply to the catching of lobster are found in **St Helena Bay, Saldanha Bay** and **Table Bay**. For details see REGULATIONS FOR FISHING OF WEST COAST ROCK LOBSTER (*Jasus lalandii*) under website: www.dffe.gov.za.

2. **Strand**

Only shore angling (and no other type of fishing) is allowed between the mouth of the Lourens River, and the eastern breakwater of the harbour at Gordon's Bay, extending 500 m seawards.

3. **Mudge Point**

Only shore angling and the catching of rock lobster is allowed between the western limit of the Hawston harbour and the eastern limit of the Frans Senekal Reserve, extending 100 m seawards from the high-water mark.

4. **Onrus River**

Only shore angling is allowed inside Harderbaai north of a line drawn between the beacons at Van der Riet Hoek (OR1) and Marine Drive Point (OR2) respectively.

5. **Hermanus**

Only shore angling (and no other type of fishing) is allowed between the beacons at Kraal Rock (HR1), Walker Bay, and Rietfontein (HR2), Hermanus, extending 500 m seawards from the high-water mark.

6. **Dyer Island**

Only shore angling is allowed at Dyer Island, in an area extending two nautical miles seawards from the high-water mark.

7. **East London**

Only shore angling (and no other type of fishing) is allowed in the following three areas near East London:

- a. between Nahoon Point and Gonubie Point, extending three nautical miles seawards from the high-water mark,
- b. between Christmas Rock and Gxulu River mouth extending three nautical miles seawards from the high-water mark, and
- c. between Nyara River mouth and Great Kei River mouth, extending three nautical miles seawards from the high-water mark.

8. **Durban**

Fishing for invertebrates is not allowed in the area between the line drawn 145° from the south breakwater of Durban Harbour and another line drawn 145° from the mouth of the Umgeni river, extending three nautical miles from the high water-mark.

Source: Department of Forestry, Fisheries and the Environment.

PRINCE EDWARD ISLANDS MARINE PROTECTED AREA (See Diagram 1)

- The Marine Protected Area consists of a Sanctuary Area, four Restricted Zones and a Controlled Zone, which are determined as follows:
 - A Sanctuary Area extending 12 nautical miles seaward from the high water mark around the islands;
 - Four Restricted Zones, indicated as PEI, SIR, AR, and AB; and
 - A Controlled Zone, linking the four Restricted Zones.
- The exact geographical coordinates of the Prince Edward Islands Marine Protected Area and its different zones are indicated hereunder:

Point	Position	Point	Position
1	44° 30.000' S 033° 44.000' E	17	45° 48.000' S 042° 53.697' E
2	45° 16.000' S 034° 35.000' E	18	45° 48.000' S 041° 49.000' E
3	46° 12.000' S 035° 36.000' E	19	45° 46.000' S 042° 53.000' E
4	47° 03.000' S 036° 31.000' E	20	45° 15.626' S 042° 41.634' E
5	48° 02.000' S 035° 25.000' E	21	44° 50.000' S 042° 27.000' E
6	49° 16.000' S 034° 03.000' E	22	46° 06.000' S 038° 44.000' E
7	49° 33.187' S 034° 21.537' E	23	47° 21.000' S 038° 44.000' E
8	49° 47.496' S 034° 42.285' E	24	47° 21.000' S 037° 04.000' E
9	50° 01.089' S 035° 05.179' E	25	46° 06.000' S 037° 04.000' E
10	50° 14.000' S 035° 36.000' E	26	46° 06.000' S 037° 42.000' E
11	49° 20.000' S 036° 35.000' E	27	45° 06.000' S 036° 36.000' E
12	47° 57.000' S 038° 07.000' E	28	44° 10.000' S 035° 35.000' E
13	46° 42.000' S 041° 48.000' E	29	43° 34.000' S 034° 56.000' E
14	46° 42.000' S 043° 02.000' E	30	43° 37.610' S 034° 46.577' E
15	46° 28.602' S 043° 02.382' E	31	43° 56.927' S 034° 15.813' E
16	45° 58.553' S 042° 57.374' E		

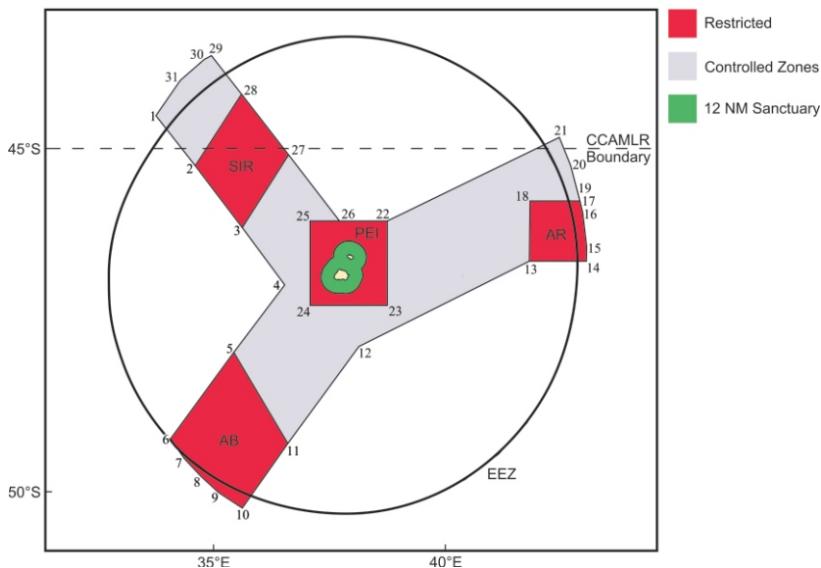


Diagram 1. Prince Edward Islands Marine Protected Area

- Control of activities in Sanctuary Area:
 - No person may fish, or attempt to fish, in the Sanctuary Area within the Marine Protected Area.
 - Subject to paragraph 3c, no person or vessel may enter the Sanctuary Area except under conditions of *force majeur*.
 - The following vessels may enter the Sanctuary Area:
 - South African government vessels;
 - Any fishing vessel authorised to fish in the Marine Protected Area in terms of the Act, but only for the purpose of an - choring at designated anchoring sites. **Within the Sanctuary Area of the Prince Edward Islands Marine Protected Area, anchoring is restricted to those areas within 3 nautical miles from the high water mark around Marion Island only.**
 - Any foreign vessel undertaking research or other scheduled operations or emergency operations, authorised in terms of the Act or any other South African legislation.
 - A vessel referred to in paragraph 3b and c that is anchoring in or traversing the Sanctuary Area, must stow all fishing gear.
- Control of activities in Restricted Zone:
 - No person may fish or attempt to fish in the Restricted Zones, except for toothfish and only if authorised in terms of the Act by the Minister responsible for Fisheries.
 - Fishing for toothfish in a Restricted Zone is capped at levels of legal fishing effort in terms of annual numbers of hooks for each zone as detailed and this effort level may be reviewed jointly by the Minister and the Minister responsible for Fisheries after 10 years.

- c. A permit may be issued by the Minister in terms of section 83 of the Act if additional fishing effort, is necessary for scientific purposes in a Restricted Zone.
- d. Fishing methods, including, but not limited to-
 - i. bottom trawling; and
 - ii. gillnetting,
 - which may cause damage to benthic habitats, benthic species or seabirds are prohibited in the Restricted Zones.
- e. A fishing vessel authorised in terms of the Act to fish in a Restricted Zone must carry a scientific observer on board.
- f. A vessel, which is not in possession of a permit in terms of section 13 of the Act to fish for toothfish and which vessel tra-verses the restricted zones-
 - i. must stow all fishing gear, and
 - ii. may not carry fish on board.

5. Control of activities in Controlled Zone:

- a. No person may fish or attempt to fish in the Controlled Zone, except for toothfish and only if authorised in terms of the Act by the Minister responsible for Fisheries.
- b. Fishing methods, including, but not limited to-
 - i. bottom trawling;
 - ii. gillnetting, which may cause damage to benthic habitats, benthic species or seabirds are prohibited in the controlled zone.
- c. A fishing vessel authorised in terms of the Act to fish in the Controlled Zone must carry a scientific observer on board.

Source: Marine Living Resources Act, 1998 (Act No. 18 of 1998) as amended.

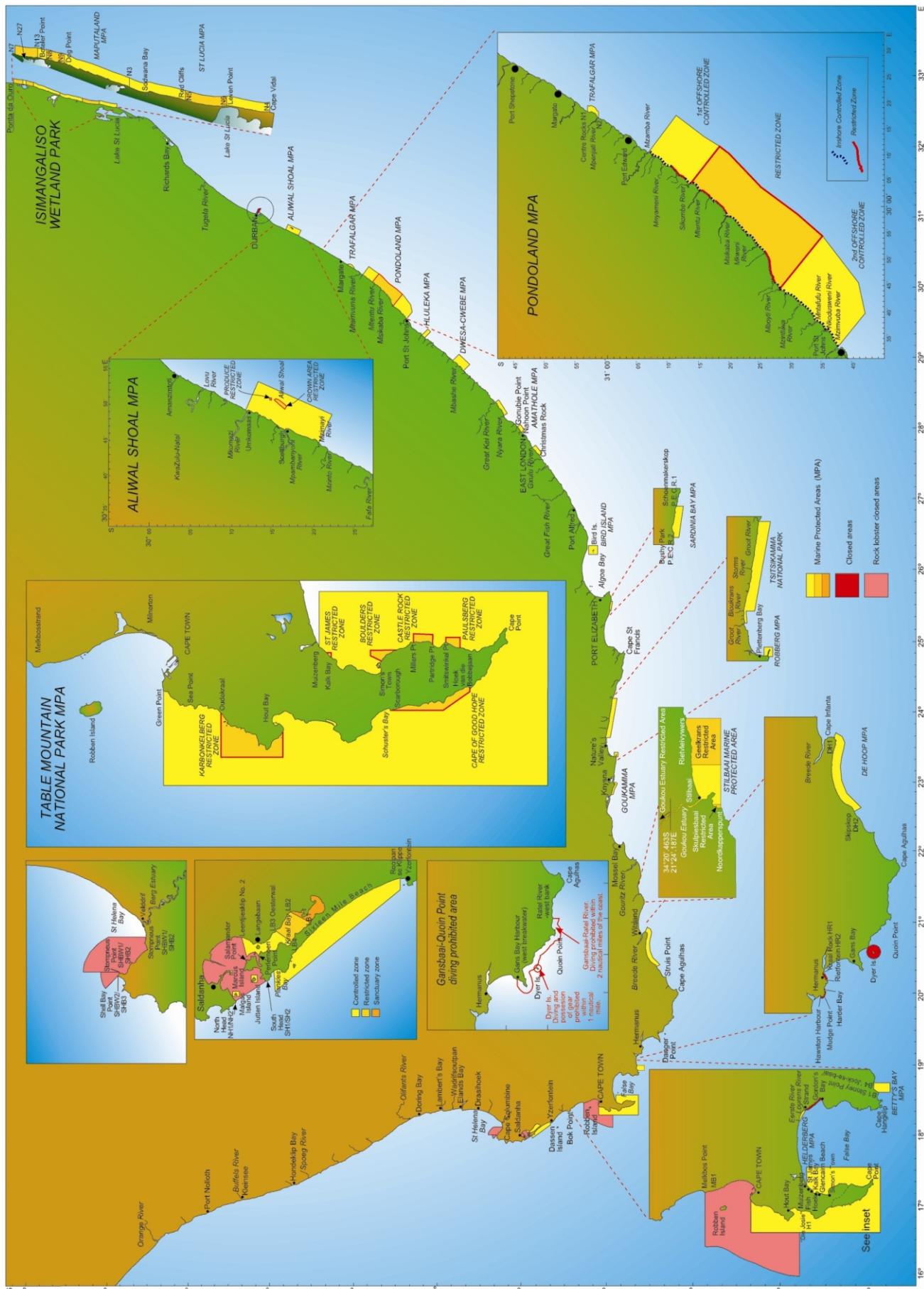


Diagram 2. Marine Conservation Areas

SOUTH AFRICAN NOTICE TO MARINERS NO 22 OF 2026

Former Notice No. 22/2025 is cancelled.

MARINE INFORMATION

METEOROLOGICAL AND OCEANOGRAPHIC DATA BUOYS

1. The Data Buoy Cooperation Panel working under the auspices of the World Meteorological Organization and the Intergovernmental Oceanographic Commission maintains arrays of instrumented drifting and moored buoys in the world oceans. These automated buoys make routine measurements and transmit their data in real time through satellites. Such measurements include wind speed and direction, air humidity, atmospheric pressure, currents, sea surface temperature, but also water temperature at various depths to 500 metres. All buoys transmit their positions along with the data.
2. Both drifting and moored buoys provide valuable information to many communities, including fisherman and mariners.

What are the buoys used for?

Weather forecasts. Meteorological models routinely assimilate observations from various sources (including satellites, weather balloons, land stations, ships and data buoys) around the planet to make their national forecasts. Buoy data are crucial because they are deployed in ocean areas where no other source of valuable data is available.

Marine forecast. For similar reasons, buoy data are essential for producing improved marine forecasts.

Assistance to fisheries. Sea surface temperature is an important tool to find many different species of fish. The buoys provide further information to weather centres, which produce charts of sea surface temperature and distribute them to fisherman. Knowing where to look for fish saves both fuel and time. Using data buoys and other instruments such as subsurface floats, oceanographic models now permit the prediction of the impact of EL NINO events and other signals on the ocean environment. These predictions can help fishermen to plan their operation in advance.

Safety at sea. Several nations have successfully used wind and ocean current information from the buoys to help locate missing or overdue boats.

Climate predictions, meteorological and oceanographic research. Researchers use the data from the buoys to learn how to predict future changes in the world's climate. For example, buoys were deployed to learn how to predict the EL NINO / Southern Oscillation phenomenon which causes disruptions in the ocean surface winds and the upper ocean temperature pattern and leads to seasonal climate variations and changes in fish migration patterns in many areas of the world oceans.

ADVICE TO FISHERMEN AND MARINERS

DO NOT pick up drifting buoys. Buoy operators do not refurbish the drifting buoys once deployed. They would continue to transmit their position along with erroneous meteorological and oceanographic data from the deck of the ship.

DO keep watch for the moored buoys at sea, they should be visible on radar and can be avoided. During fishing operations **keep a safe distance from the buoys** in order to avoid entanglement of your net with the buoys.

DO NOT moor to, damage, or destroy any part of the buoys.

DO educate your fellow community about the use of data buoys.

**SOUTH AFRICAN NOTICE TO MARINERS
NO 23 OF 2026**

Former Notice No. 23/2025 is cancelled.

SUBMARINE CABLES AND PIPELINES - Avoidance of and Associated Dangers

1. Mariners should be aware of the need to avoid anchoring, trawling, fishing, dredging, drilling or carrying out any activity close to submarine cables and pipelines. Damage to telecommunication cables can lead to extensive disruption of international communications, whilst damage to power cables will interrupt electricity supply. Pipelines may contain flammable oil or gas under pressure; a vessel causing damage to a pipeline could face an immediate hazard either by loss of buoyancy due to gas aerated water or by fire/explosion, and result in an environmental hazard. Such damage to a submarine cable or pipeline can lead to prosecution.
2. If a submarine cable is fouled whilst anchoring, fishing or trawling, every effort should be made to disengage from the cable by normal methods, without causing damage. If these efforts fail, the anchor/gear/trawl should be slipped and abandoned. Particular care should be exercised should a vessel's trawl/fishing gear foul a cable and raise it from the seabed. This may lead to a capsizing situation due to the excessive load. Before any attempt to slip or cut gear from the cable is made, the cable should first be lowered to the seabed.
3. **SUBMARINE CABLES SHOULD NEVER BE CUT**, as this is likely to endanger life or cause serious injury. All power cables and most telecommunication cables carry high voltages.
4. Submarine pipelines are not always buried and their presence may effectively reduce the charted depth by as much as 2 metres. Where pipelines are close together, only one may be charted. Pipelines may span across seabed undulations; the size and positions of such spans are not constant and may vary due to tide and wave action. It is possible for fishing gear to become snagged under a pipeline so that it is irrecoverable, which could present a serious hazard to the fishing vessel. In the event that masters or skippers suspect they have fouled a pipeline with gear or anchors, they should not place excessive weight on their gear, which could damage the pipeline and endanger their vessel and crew.
5. Incidents involving the fouling of submarine cables or pipelines should be reported immediately to the appropriate authorities. In most cases this will be the nearest Coastal Radio Station, who should be contacted and advised as to the nature of the problem and the position of the vessel.
6. For more information on submarine cables and pipelines, including related regulations and charting policy, refer to *South African Sailing Directions Volume I (SAN HO-21)*.

Source: TELKOM

**SOUTH AFRICAN NOTICE TO MARINERS
NO 24 OF 2026**

Former Notice No. 24/2025 is cancelled.

INFORMATION CONCERNING MARINE MINING VESSELS

1. Diamonds were found on the Namibian coast in the Lüderitz area in 1908. In 1961 specially equipped barges started processing gravel recovered from the sea-bed. A considerable number of vessels, some of whom are very large, can be encountered working fairly close inshore from Saddle Hill (Approximate position 25° 55' S 014° 55' E) to Needle Point (Approximate position 27° 40.5' S 015° 31.5' E).
2. Mariners are warned of possible existence of lost mining gear, anchors and floating ropes which may be encountered within the area demarcated on the relevant charts. Extreme caution must be exercised when transiting and especially trawling through this area.
3. Marine Mining Vessels (Dredgers)(MMVs) are normally moored by a four anchors spread. These large anchors may be marked by unlit buoys. These vessels move up to five cables within the anchor spread and mariners are advised to keep at least 1500 metres clear of MMVs.
4. MMVs, when on station and working, are required to exhibit the lights and shapes as prescribed by Rule 27 of the International Regulations for Preventing Collisions at Sea, 1972 (as amended) (Colregs 72).

SOUTH AFRICAN NOTICES TO MARINERS

NO 25 OF 2026

Former Notice No. 25/2025 is cancelled.

SOUTH AFRICAN MARITIME SAFETY AUTHORITY (SAMSA) REPORTING SYSTEM

1. This Notice specifies South Africa's requirements for *pre-arrival* and *pre-entry* information; under the Merchant Shipping (Maritime Security) Regulations, 2004.

TO MASTERS AND OPERATORS OF INTERNATIONALLY TRADING SHIPS BOUND FOR SOUTH AFRICAN PORTS, THEIR AGENTS, ASABOSA, HARBOUR MASTERS, CAPE TOWN RADIO, THE MARITIME RESCUE CO-ORDINATION CENTRE (MRCC), AND OTHER AFFECTED PERSONS

Summary

This marine notice sets out South Africa's requirements for pre-arrival and pre-entry information under the *Merchant Shipping (Maritime Security) Regulations, 2004*. It replaces and consolidates marine notices 19 and 27 of 2004, and gives guidance on how to ensure the receipt of a pre-arrival or pre-entry information report by the MRCC.

1. In accordance with regulation XI-2/9 of the International Convention for the Safety of Life at Sea, 1974, and paragraph B/4.39 of the International Ship and Port Facility Security (ISPS) Code, the Director-General: Transport has, under the *Merchant Shipping (Maritime Security) Regulations, 2004*, determined the following requirements for ***pre-arrival* and *pre-entry* information**. The full official text of the determination is published by Government Gazette No. 27048 of 10 December 2004.

2. Pre-arrival information is required from foreign passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages bound for South African ports.

3. Pre-entry information is required from foreign-going South African passenger ships, cargo ships of 500 or more gross tonnage and MODUs bound for a South African port.

4. These requirements do not apply to fishing vessels, vessels used solely for sport or recreation, government ships engaged solely on non-commercial voyages, coasting ships, and ships transiting South Africa's territorial waters, including ships calling off-limits at a South African port for the transfer of stores, crew, etc. However, for ships calling off-limits voluntary compliance is encouraged and may avoid delay in the event, for example, of transfer operations having to be done within port limits because of adverse weather conditions.

5. **The format and content of the pre-arrival/pre-entry information report is given in the Annex.** Masters are advised to exercise care when drafting reports, particularly when using a single / or double //. The report comprises groups of words and numbers identified by a prefix, with a double // used to separate the groups and a single / used to separate words or numbers within a group.

6. **The report must be made at least 96 hours before the ship's expected time of arrival (ETA) at the first South African port.** If the ship is arriving from a foreign port where the voyage time between ports is less than 96 hours, the master must ensure that the pre-arrival/pre-entry information is sent in compliance with the 96 hour requirement and updated when the ship clears the last foreign port.

7. An amended report must be made if:

1. the ETA date for the ship changes. However, a change in time on the same day need not be reported; or
2. there has been a ship to ship or ship/port interface after the original report was made; or
3. any other information in the original report changes.

8. Reports are not required from ships making voyages between South African ports (i.e. coasting). However, if a ship makes a voyage to a port in another country (e.g. to Maputo—Mozambique or Walvis Bay—Namibia), a pre-arrival/pre-entry information report must be made before any subsequent call at a South African port. Also, when a ship is coasting between South African ports and interfaces with another ship between ports, the master must transmit a pre-arrival/pre-entry information report as soon as possible but at least 5 hours before the ship's ETA.

9. The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the first point of contact for pre-arrival/pre-entry information. **The pre-arrival/pre-entry information report must be in English and in writing and is to be transmitted to the MRCC via Cape Town Radio.** The MRCC will only accept reports directly from the ship via Cape Town Radio; no reports by voice communication will be accepted.

10. The preferred means of ship to shore communication for pre-arrival/pre-entry information reports is an email to maritimeradio@telkom.co.za. If Inmarsat C is used, the ship's officer can confirm receipt by selecting the option "request delivery confirmation" on the ship's terminal. A ship's agent can also confirm receipt 6 hours after transmission by contacting Cape Town Radio on the help line 0800 222 208.

11. Cape Town Radio will accept a forwarded e-mail message from a ship's agent, provided the agent confirms receipt of the e-mail with Cape Town Radio—Cape Town Radio will not forward an e-mail message to the MRCC without this confirmation. When e-mail is used, reports must not be sent as e-mail attachments but must be in the e-mail body text because the Cape Town Radio IT system strips attachments from e-mails. Cape Town Radio's e-mail address is maritimeradio@telkom.co.za.

12. Pre-arrival/pre-entry information required by this notice for maritime security purposes is similar to port entry information required by the Transnet National Ports Authority (TNPA) for berth planning purposes. However, the format and use of this information differs considerably and masters and agents are advised to ensure that information for the MRCC is not confused with that required by the TNPA.
13. The MRCC does not security-clear ships. Its function is to check pre-arrival/pre-entry information reports to ensure relevance and completeness. The MRCC will communicate with a ship, via Cape Town Radio, if it has any queries about the ship's report. The MRCC forwards checked reports to the Maritime Security Co-ordination Centre (MSCC), which is responsible for informing Port Security Officers (PSO) about ships' security clearance status. **Ships' agents should therefore obtain security clearance information from the relevant PSO directly.**

14. Masters are cautioned that failure to transmit timeously complete and correctly formatted pre-arrival/pre-entry information could result in delays and, in appropriate cases, denial of port entry. Ships whose masters refuse to give pre-arrival/pre-entry information will be denied port entry.

15. In the interests of safety all ships are encouraged to participate in the South African Ship Reporting System (SAFREP). This system assists in search and rescue by providing up-to-date shipping information in the event of a maritime casualty. It is modelled on IMO Resolution A.851(20) regarding general principles for ship reporting requirements and makes use of movement reports, submitted to Cape Town Radio, from ships within the South African search and rescue region. Information about SAFREP can be found in the Admiralty List of Radio Signals. Participation in the system is voluntary

FORMAT FOR PRE-ARRIVAL/PRE-ENTRY INFORMATION REPORT

Code Prefix	Content	Explanation
A	Ship name/Call sign/Port of registry/Current security level on board	Ship name, call sign, port of registry of the ship, current security level e.g. /SHIPNAME/ABCD/MONROVIA/1//
B	Time	Time of report in UTC. 6 digit date time group giving day of the month and hours and minutes in UTC e.g. /291000//
C	Position	4 digit group giving latitude in degrees and minutes suffixed with "N" (north) or "S" (south) and 5 digit group giving longitude in degrees and minutes suffixed with "E" (east) or "W" (west) e.g. /1212S 00527W//
D	Ship type	Type of ship written in full e.g. /CONTAINER VESSEL//
E	Course	3 digit group for the present true course being steered e.g. /052//
F	Speed	The ship's speed in knots with the decimal omitted e.g. 16.8 knots = /168// or 8.7 knots = /087//
G	IMO number	IMO ship identification number e.g. /IMO 1234567//
H	ISSC confirmation on board/Issuing authority	Confirmation yes or no (Y/N) and issuing authority e.g. /Y/BAHAMAS//
I	Business name of ship's agent at intended port of call	Shipping agent company name e.g. /STURROCKS//
J	First SA port of call and ETA and next port of call	Name of first SA port of call, ETA as per (B) above and all subsequent SA ports of call in voyage until departure from SA waters with ETAs and first port of call after SA e.g. /DURBAN - 291000/PORT ELIZABETH - 301900/CAPE TOWN - 010500/SINGAPORE//
P1	Last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MUMBAI - INDIA/01062004/1/NIL/Y//
P2	Second last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Second last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /PORT LOUIS - MAUTITIUS/28052004/1/NIL/Y//
P3	Third last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Third last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA - KENYA/20052004/2/APPOINTED SECURITY COMPANY/Y//
P4	Fourth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Fourth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /DAR ES SALAAM - TANZANIA/14052004/1/NIL/Y//
P5	Fifth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Fifth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MOMBASA - KENYA/10052004/1/NIL/Y//
P6	Sixth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Sixth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /NACALA - MOZAMBIQUE/02052004/1/NIL/Y//
P7	Seventh last port of call/ Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Seventh last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /BEIRA - MOZAMBIQUE/10042004/1/NIL/Y//
P8	Eight last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Eight last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /MAPUTO - MOZAMBIQUE/06042004/1/NIL/Y//
P9	Ninth last port of call/ Departure date/ Ship security level/ Security measures and procedures/ Ship to ship measures	Ninth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /LUANDA - ANGOLA/30032004/1/NIL/Y//
P10	Tenth last port of call/Departure date/ Ship security level/Security measures and procedures/Ship to ship measures	Tenth last port and country of call/Departure date in 8 digit group (DDMMYYYY)/Security level/Any special or additional security measures taken by ship during the ship-port interface/That the appropriate security procedures were maintained during ship to ship activity in this port (Y/N) e.g. /WALVIS BAY - NAMIBIA/24032004/1/NIL/Y//
Q	Registered owner (or bareboat charterer) and contact details	Name of registered owner (or bareboat charterer)/Contact address/Telephone number/Fax number/E-mail address (if applicable) e.g./SA SHIPPING/ P O B O X 1 1 1 C A P E T O W N / + 2 1 5 4 6 7 8 3 / + 2 1 5 4 6 7 8 7 / SHIPPING@SHIPPING.NET.ZA//

R	Ship security officer details	Name of ship security officer/ Rank of ship security officer e.g. /SMITH/CHOFF//
S	Company security officer details	Name of company security officer/ Contact telephone number/ Mobile telephone number/ E-mail address (if applicable) e.g. /HOUTEN/+215467824/ 0824352614/ JHOUTEN@SHIPPING.NET.ZA//
U	Details of cargo	General description of cargo on board and hazardous cargo as per IMDG Code e.g. /72 CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS 1.1//
W 1 - W (x)	Detail of crew members	Information about persons on board designated as crew showing surname, name, gender, birth date (DDMMYYYY), nationality, travel document number, document expiry date e.g. /SOAP, JOE, MALE, 01121954, BRITISH, C2361, 23012007//
X 1 - W (x)	Detail of passengers	Information about persons on board designated as passengers showing surname, name, gender, birth date (DDMMYYYY), nationality, travel document number, document expiry date e.g. SWART, HANS, MALE, 07041970, SOUTH AFRICAN, C78965, 15052005///
Y 1 - Y (x)	Detail of persons on board, other than passenger or crew, with the reason for being on board	Information about persons on board who are not passengers or crew showing surname, name, birth date (DDMMYYYY), nationality, travel document number and reason for being on board (if available) e.g. /BLOGGS, HENRY, 06111949, SOUTH AFRICAN, C12345, SURVIVOR//

SAMPLE OF PRE-ARRIVAL/PRE-ENTRY INFORMATION REPORT

A/SHIPNAME/ABCD/MONROVIA/1//
B/291000 SEP//
C/1212S 00527W//
D/CONTAINER VESSEL//
E/052//
F/168//
G/IMO1234567//
H/Y/LIBERIA//
I/STURROCKS//
J/DURBAN – 291000/PORT ELIZABETH – 301900/CAPE TOWN – 010500/SINGAPORE//
P1/MUMBAAI – INDIA/01062004/1/NIL/Y//
P2/PORT LOUIS – MAURITIUS/28052004/1/NIL/Y//
P3/MOMBASA – KENYA/20052004/2/APPOINTED SECURITY COMPANY/Y//
P4/DAR ES SALAAM – TANZANIA/14052004/1/NIL/Y//
P5/MOMBASA – KENYA/10052004/1/NIL/Y//
P6/NCALA – MOZAMBIQUE/02052004/1/NIL/Y//
P7/BEIRA - MOZAMBIQUE/10042004/1/NIL/Y//
P8/MAPUTO – MOZAMBIQUE/06042004/1/NIL/Y//
P9/LUANDA – ANGOLA/30032004/1/NIL/Y//
P10/WALVIS BAY – NAMIBIA/24032004/1/NIL/Y//
Q/SA SHIPPING/POBOX111CAPE TOWN/+21546783/+21546787/SHIPPING@SHIPPING.NET.ZA//
R/SMITH/CHOFF//
S/HOUTON/+215467824/0824352614/JHOUTEN@SHIPPING.NET.ZA//
U/72CARS/624 CONTAINERS WITH GENERAL/2 CONTAINERS CLASS 4.1/6 CONTAINERS CLASS 2.2/1 CONTAINER CLASS1.1//
W1/SOAP, JOE, MALE, 01121954, BRITISH, C12361, 23012007//
X1/SWART, HANS, MALE, 07041970, SOUTH AFRICAN, C78965, 15052005//
Y1/BLOGGS, HENRY, 06111949, SOUTH AFRICAN, C12345, SURVIVOR//

Source: SAMSA

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 Fax: +27 21 938 3309
 E-mail: mrcc.ct@samsa.org.za

SOUTH AFRICAN NOTICES TO MARINERS
NO 26 OF 2026

Former Notice No. 26/2025 is cancelled.

The Merchant Shipping (Maritime Security) Regulations, 2004

**TO MASTERS AND OPERATORS OF INTERNATIONALLY TRADING SHIPS BOUND FOR SOUTH AFRICAN PORTS,
THEIR AGENTS, SOUTH AFRICAN ASSOCIATION OF SHIP OPERATORS AND AGENTS, HARBOUR MASTERS, CAPE
TOWN RADIO, THE MARITIME RESCUE CO-ORDINATION CENTRE (MRCC) AND OTHER INTERESTED PARTIES**

Summary

This marine notice gives guidance to the industry on the application of the *Merchant Shipping (Maritime Security) Regulations, 2004*, and the International Ship and Port Facility Security (ISPS) Code.

1. South Africa has implemented the Maritime Security requirements contained in Chapter XI-2 of the International Convention for the Safety of Life at Sea, 1974, and the International Ship and Port Facility Security (ISPS) Code through the *Merchant Shipping (Maritime Security) Regulations, 2004*. These regulations apply to South Africa's eight major ports, namely Saldanha Bay, Cape Town, Mossel Bay, Port Elizabeth, Ngqura, East London, Durban, and Richards Bay. They also apply to passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages. However, they do not apply to fishing vessels, vessels used solely for sport or recreation, government ships engaged solely on non-commercial voyages, coasting ships and ships transiting South Africa's territorial waters.

Certification of South African ships

2. The South African Maritime Safety Authority (SAMSA) is responsible for approving ship security plans for South African ships for verifying compliance with plans and for issuing the International Ship Security Certificate (ISSC) and Continuous Synopsis Record (CSR).

Security Level in South African territorial waters

3. Security Level 1 applies in South Africa's territorial waters. Any change of security level or its area of application will be notified by Marine Notice, Navigational Warning and Notices to Mariners.

Port security

4. Security Level 1 is the default security level applying to South Africa's seven major ports (and the port facilities in these ports). Any change of security level will be declared by the Director-General: Transport, who is required to give proper notice of the declaration.

5. In accordance with Regulation XI-2/9 of the International Convention for the Safety of Life at Sea, 1974, and paragraph B/4.39 of the International Ship and Port Facility Security (ISPS) Code the Director-General: Transport has under the *Merchant Shipping (Maritime Security) Regulations, 2004*, determined the requirements for **pre-arrival** and **pre-entry information**. The full official text of the determination is published by Government Notice No. R. 1412 in Government Gazette No. 27048 of 10 December 2004.

6. Pre-arrival information is required from foreign passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages bound for South African ports.

7. These requirements do not apply to fishing vessels, vessels used solely for sport or recreation, government ships engaged solely on non-commercial voyages, coasting ships, and ships transiting South Africa's territorial waters, including ships calling off-limits at a South African port for the transfer of stores, crew, landing an ill crew member, etc. However, for ships calling off-limits voluntary compliance is encouraged and may avoid delay in the event, for example, of transfer operations having to be done within port limits because of adverse weather conditions.

8. Reports are not required from ships making voyages between South African ports (i.e. coasting). If a ship makes a voyage to a port in another country (e.g. Maputo - Mozambique or Walvis Bay - Namibia), a pre-arrival/pre-entry information report must be made before any subsequent call at a South African port. Also, when a ship is coasting between South African ports and interfaces with another ship between ports, the master must transmit a pre-arrival/pre-entry information report as soon as possible, but at least 5 hours before the ship's ETA.

9. The **format and content of the pre-arrival/pre-entry information report is given in Annex A**. Masters are advised to exercise care when drafting reports, particularly when using a single / or double //. The report comprises groups of words and numbers identified by a prefix, with a double // used to separate the groups and a single / used to separate words or numbers within a group. It should be noted that in the format of the report field "B" is the time of making the report and field "J" is the ETA at the first port of call. There should be at least a 96 hours difference in the times.

10. **The report must be made at least 96 hours before the ship's expected time of arrival (ETA) at the first South African port.** If the ship is arriving from a foreign port where the voyage time between ports is less than 96 hours, the master must ensure that the pre-arrival/pre-entry information is sent in compliance with the 96 hour requirement and updated when the ship clears the last foreign port.

11. An amended report must be made if:

1. the ETA date for the ship changes. However, a change in time on the same day need not be reported; or
2. there has been a ship-to-ship or ship/port interface after the original report was made; or
3. any other information in the original report changes, excluding those noted in 11.1.

12. The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the second point of contact for pre-arrival/pre-entry information. **The pre-arrival/pre-entry information report must be in English and in writing, and is to be transmitted to the MRCC via Cape Town Radio, (the first point of contact).** The MRCC will only accept reports directly from the ship via Cape Town Radio; no reports by voice communication will be accepted. The role of the MRCC is to scrutinise reports for correctness and completeness.

13. The MRCC does not security-clear ships. Its function is to check pre-arrival/pre-entry information reports to ensure relevance and completeness. If MRCC has any queries regarding the ship's report, it will communicate with the ship via Cape Town Radio. The MRCC forwards checked reports to the Maritime Security Co-ordination Centre (MSCC), which is responsible for informing port security officers (PSO) about ships' security clearance status. **Ships' agents should, therefore, obtain security clearance information from the relevant PSO directly.**

14. The preferred means of ship-to-shore communication for pre-arrival/pre-entry information reports is via an email to maritimeradio@telkom.co.za. The telex system assures receipt of the message at Cape Town Radio. **The report can be transmitted on telex number 095 511600 or alternatively on 095 521846.** (The prefix 095 is the international dialing code). If Inmarsat C is used, the ship's officer can confirm receipt by selecting the option "request delivery confirmation" on the ship's terminal. A ship's agent can also confirm receipt 6 hours after transmission by contacting Cape Town Radio on the help line 0800 222 208.

15. Cape Town Radio will accept a forwarded e-mail message from a ship's agent (provided the agent confirms receipt of the e-mail with Cape Town Radio). Cape Town Radio will not forward an e-mail message to the MRCC without this confirmation. When e-mail is used, **reports must not be sent as e-mail attachments**, but must be in the e-mail body text because the Cape Town Radio IT system strips attachments from e-mails. Cape Town Radio's e-mail address is maritimeradio@telkom.co.za.

16. Pre-arrival/pre-entry information required by this notice for maritime security purposes is similar to port entry information required by the Transnet National Ports Authority (TNPA) for berth planning purposes. However, the format and use of this information differs considerably. Masters and agents are advised to ensure that information for the MRCC is not confused with that required by the TNPA.

17. Masters are cautioned that failure to timeously transmit complete and correctly formatted pre-arrival/pre-entry information may result in delays and, in appropriate cases, denial of port entry. Ships whose masters refuse to give pre-arrival/pre-entry information will be denied port entry.

18. The following table provides information about port security officers (PSOs) at the eight major ports. The contact number in **bold print** in the table is the 24-hour contact number for the PSO.

Port	Telephone	Facsimile
Saldanha Bay	(022) 703 5478	(022) 703 5484
Cape Town	(021) 449 4270 / 4123	(021) 449 2274
Mossel Bay	(044) 604 6273	(044) 604 6231 / 2 086 648 7739
Port Elizabeth	(041) 507 1773	(041) 507 1963 086 500 7478
Ngqura	(041) 507 8434	(041) 507 8446
East London	(043) 700 2060 / 2313	(043) 700 2070
Durban	(031) 361 3771	(031) 361 8393 086 681 6302
Richard's Bay	(035) 905 3535	(035) 905 3133

The international dialing code prefix for South Africa is +27. The local area code prefix is shown in brackets in the table above. When dialing from outside South Africa, dispense with the 0 in the local code prefix.

Information regarding port facility security officers (PFSOs) can be obtained from the PSO, the port facility operator or the local ship's agent.

19. The MRCC is also the contact point for ships seeking information on maritime security (excluding confirmation of receipt of the ISPS report) within South Africa's territorial waters. A ship under threat in the territorial waters can communicate with the MRCC, who will forward the alert to the appropriate authorities. The MRCC's Duty Officer can be contacted via Cape Town Radio or as follows:

Telephone: +27 21 938 3300
Facsimile: +27 21 938 3309
E-mail: mrcc.ct@samsa.org.za

20. A ship under threat at a South African port can communicate with the local Port Control, the PSO, PFSO or the MRCC.

21. A ship security alert signal from a foreign flagged ship will go to the ship owner or flag State and will only be received by the MRCC if the flag State or owner forwards the alert to the MRCC.

SAFREP

22. In the interests of safety all ships are encouraged to participate in the South African Ship Reporting System (SAFREP). This system assists in search and rescue by providing up-to-date information on shipping in the event of a maritime casualty. It is modelled on IMO Resolution A.851(20) regarding general principles for ship reporting requirements. It makes use of movement reports submitted to Cape Town Radio by ships within the South African search and rescue region. Participation in the system is voluntary. Information regarding SAFREP may be found in the *South African List of Lights and Radio Signals (SAN HO-1)*, Section 3 (Radio Services).

Anchoring outside port limits

23. Masters, owners and operators are reminded that it is an offence in terms of the Marine Traffic Act, 1981, to anchor or stop a ship (for repairs or otherwise) in South Africa's territorial or internal waters outside port limits without permission from SAMSA (see Marine Notice No. 10 of 2016). Permission to anchor or stop may be obtained by submitting to the MRCC a pre-arrival information report together with a request to anchor or stop. The MRCC will forward the request to the local Principal Officer for decision.

24. A ship that has to anchor or stop in an emergency must inform SAMSA as soon as possible, but at least within one hour after anchoring or stopping. Masters are reminded that SAMSA has the authority, even in an emergency, to set conditions for anchoring or stopping.

Source: SAMSA

Telephone: +27 21 938 3300
Facsimile: +27 21 938 3309
E-mail: mrcc.ct@samsa.org.za

SOUTH AFRICAN NOTICES TO MARINERS
NO 27 OF 2026

Former Notice No. 27/2025 is cancelled.

THE DESIGNATION OF SOUTH AFRICA'S SOUTHERN CONTINENTAL SHELF WATERS AS A SPECIAL AREA UNDER MARPOL ANNEX 1

General Information

Background

1. In response to a growing awareness of the environment, and the potential catastrophic effects of major pollution incidents at sea, of which the collision of the sister ships *Venpet* and *Venoil* (1977), *Apollo Sea* (1994) and the *Treasure* (2000) are probably the best known examples, the international community has developed conventions which regulate the carriage of substances with potential for pollution and restrict or ban the discharge overboard of materials damaging to the environment.

Reports

2. Actual or probable discharges of oil or noxious substances or sightings of pollution should be reported to the coastal authorities. *See South African Notice to Mariners No 6* in this publication.

The MARPOL 73/78 Convention

3. *The International Convention for the Prevention of Pollution from Ships, 1973* was adopted by the International Conference on Marine Pollution convened by the International Maritime Organization (IMO) in 1973. It was modified by the Protocol of 1978 relating thereto and adopted by the International Conference on Tanker Safety and Pollution Prevention convened by IMO in 1978. The Convention, as modified by the Protocol, is known as MARPOL 73/78. South Africa being a member of the International Maritime Organization (IMO) is a signatory to this Convention.

Special Areas

4. Special Areas, as designated under **MARPOL 73/78 Annex 1** (Regulations for the Prevention of Pollution by Oil) are areas which, for technical reasons relating to their oceanographic and ecological conditions and to their sea traffic, require the adoption of special mandatory methods for the prevention of sea pollution.

5. A Special Area off the South African coast has been adopted by the IMO on 1 August 2008. The Special Area incorporates the continental shelf from the mouth of the Spoeg River in the west to immediately east of the Great Fish river mouth in the east extending out to the continental shelf break at the 500 m isobath. The area encompasses the whole of the continental shelf region known as the Agulhas Bank as well as the southern and central portion of the southern Benguela upwelling ecosystem. *Table 1* lists the co-ordinates for the Special Area and *Diagram 1* shows the Special Area within the context of a regional diagram.

Table 1: Co-ordinates for the Special Area off the South African coast
(Reference Chart: SAN 4)

Reference Point (see Figure 2)	Latitude S	Longitude E
A - Shore crossing	31° 14'	17° 50'
B	31° 30'	17° 12'
C	32° 00'	17° 06'
D	32° 32'	16° 52'
E	34° 06'	17° 24'
F	36° 58'	20° 54'
G	36° 00'	22° 30'
H	35° 14'	22° 54'
I	34° 30'	26° 00'
J	33° 48'	27° 25'
K - Great Fish Point	33° 27'	27° 12'

Annex 1 - Regulations for the prevention of pollution by oil.

General Information

6. This Annex contains regulations for the prevention of pollution by oil. The South African domestic legislation to implement this Annex on Marine Pollution (*Prevention of Pollution from Ships*) Act 2 of 1986, is administered by the South African Maritime Safety Authority (SAMSA).

Discharging of oil

7. The regulations govern the discharges, except for clean or segregated ballast, from all ships. They require *inter alia* all ships to be fitted with pollution prevention equipment to comply with the stringent discharge regulations.

8. **Discharge** into the sea of oil or oily mixtures, as defined in an Appendix to the Convention, is prohibited by the regulations of Annex 1 except when all the following conditions are satisfied:

- a. **From the machinery space bilges of all ships**, except from those of tankers where the discharge is mixed with oil cargo residue:
 - i. The ship is not within a Special Area.
 - ii. The ship is more than 12 miles from the nearest land.
 - iii. The ship is *en route*.
 - iv. The oil content of the effluent is less than 15 parts per million (ppm).
 - v. The ship has in operation an oil discharge monitoring and control system, oily-water separating equipment, oil filtering system or other installation required by this Annex.
- b. These restrictions do not apply to discharges of oily mixture which without dilution have an oil content not exceeding 15 ppm.
- c. **From the cargo area of an oil tanker** (discharges from cargo tanks, including cargo pump rooms; and from machinery space bilges mixed with cargo oil residue):
 - i. The tanker is not within a Special Area.
 - ii. The tanker is more than 50 miles from the nearest land.
 - iii. The tanker is proceeding *en route*.
 - iv. The instantaneous rate of discharge of oil content does not exceed 30 liters per mile.
 - v. The total quantity of oil discharged into the sea does not exceed for existing tankers 1/15 000 of the total quantity of the particular cargo of which the residue formed a part, and for new tankers (as defined in the new Annex) 1/30 000 of the total quantity of the particular cargo of which the residue formed a part.
 - vi. The tanker has in operation, except where provided for in the Annex, an oil discharge monitoring and control system and a slop tank arrangement.

Special Areas and PSSAs

9. Annex 1 applies to all such areas.

Shipboard Oil Pollution Emergency Plans (SOPEP)

10. Regulation 26 of Annex 1 to MARPOL 73/78 requires every oil tanker of 150 gt and above and every other vessel of 400 gt and above, to carry on board a SOPEP approved by the vessel's flag administration. Regulation 26 came into force on 4 April 1995 for all existing vessels. IMO has produced guidelines, as IMO Resolution MEPC.54(32), for the development of SOPEPs. This regulation also applies to offshore installations engaged in gas and oil production, seaports and oil terminals.

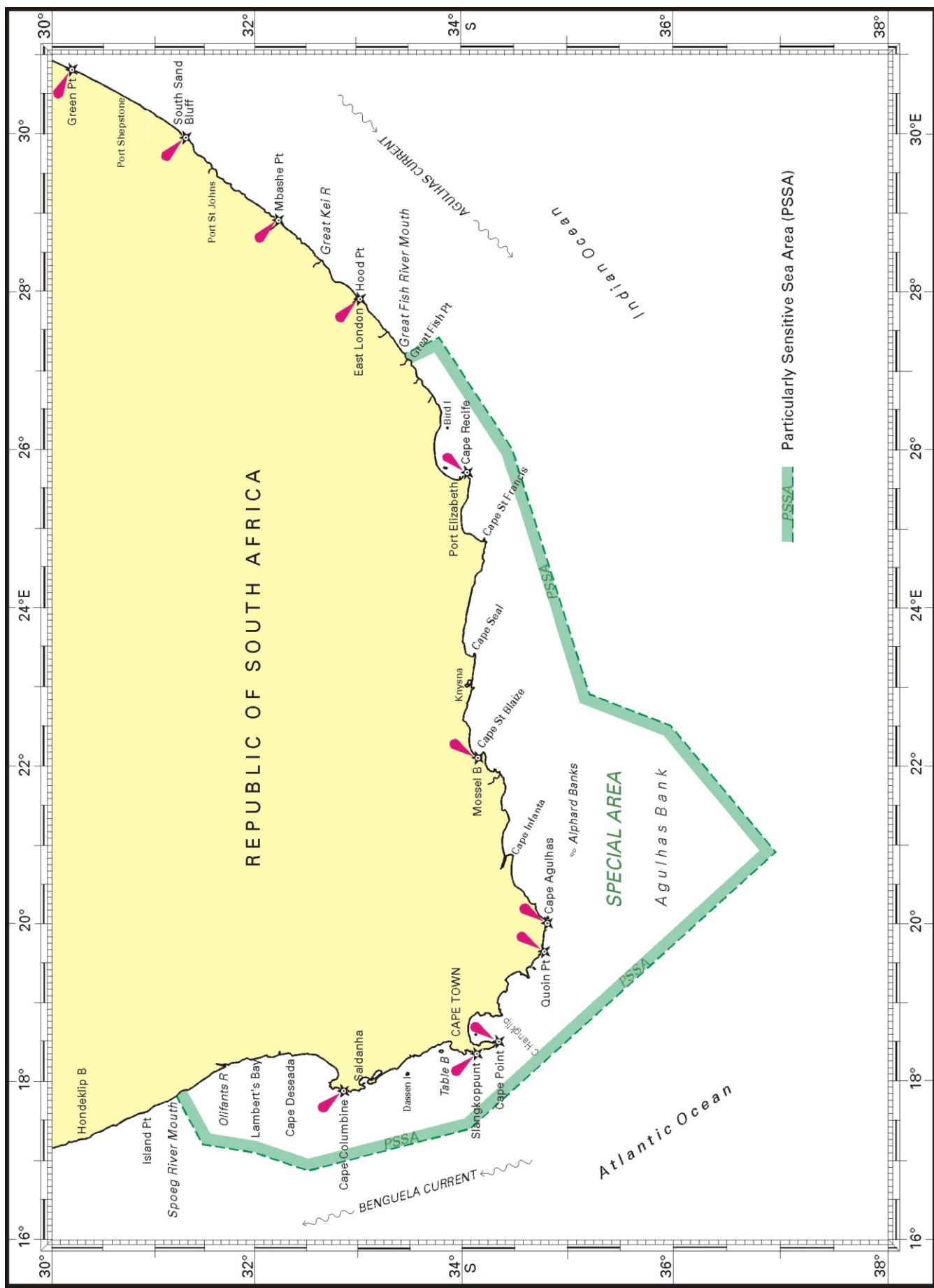


Diagram 1. Regional diagram of the promulgated Special Sea Area in the continental shelf waters of South Africa

SOUTH AFRICAN NAVY HYDROGRAPHIC OFFICE
HYDROGRAPHIC NOTE

For the reporting of Navigational Dangers and Changes
observed at Sea by Mariners navigating beyond Harbours

SAN HO-16

(ver 2011.1)

GENERAL LOCALITY			
CHART(s) AFFECTED		Edition Date	
ENC(s) AFFECTED		Edition/ Update Number	
DETAILS OF CHANGES/ DANGERS OBSERVED <i>Changes in navigational aids or dangers or useful new aids</i>			
<p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>			
Date of Observation		Time observed (UTC)	
POSITION OF DANGER OR FEATURE DESCRIBED ABOVE			
Latitude	Longitude	Position Method	Vertical datum
		GPS/Radar/Sextant/other	
Position System Details			
Sextant Angle Details			
Echo Sounder used		Transducer Depth	
Accompanying plots and photographs (if any)	<p style="text-align: right;">(details)</p>		
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

For the reporting of Navigational Dangers and Changes
observed at Sea by Mariners navigating beyond Harbours

SAN HO-16

(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 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 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 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 Principal 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>).	
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. (<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. <u>Garbage and slops.</u> 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 National Hydrographer, SA Navy Private Bag X1 TOKAI, RSA 7966	Telephone: +27 21 787 2408	Fax: +27 21 787 2233	E-mail: hydrosan@iafrica.com