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General

South Africa, located at the S extremity of the African continent, is bounded on the N by Namibia, Botswana, and Zimbabwe; on the NE by Mozambique and Swaziland; on the E by the Indian Ocean; and on the S and W by the South Atlantic Ocean.

South Africa has a narrow coastal zone and a vast interior plateau, 915 to 1,830m high, rimmed by rugged hills. The river mouths are unpromising due to the universal presence of large sandbars that block entry for most of the year. The Drakensberg Range, with peaks over 3,000m, rises in the SE part of the country.

The Prince Edward Islands, consisting of Marion Island and Prince Edward Island, were given to South Africa in 1947 by Great Britain and lie isolated in the South Atlantic Ocean, about 1,200 miles SE of Cape Town.

Lesotho, the former British colony of Basutoland, is a landlocked enclave within South Africa.

The climate is abundant with sunshine and relatively low rainfall. The SW part of the country has a Mediterranean climate, with rain mainly in the winter. It is subtropical along the E coast, with sunny days and cool nights.

Buoyage System

The IALA Buoyage System (Region A) is in effect. See chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the rand, consisting of 100 cents.

Firing Areas

Defense exercises, including firing and bombing practices, take place within a number of areas lying off the coast of South Africa.

The principal types of practice include the following:

1. **Bombing practice from aircraft.**—Warning signals usually shown.

2. **Air-to-air and air-to-sea or ground firing.**—Air-to-air firing is carried out by aircraft at a large white or red sleeve, a winged target, or a flag towed by another aircraft moving on a steady course. Air-to-sea firing or air-to-ground firing is carried out from an aircraft at towed or stationary targets on sea or land. The firing in each case being directed seawards. As a general rule, warning signals are shown when the targets are stationary, but not when towed targets are used. All

marine craft operating as range safety vessels, or towing targets, or managing radio controlled targets will display, for identification purposes while in or close to the danger area, a large red flag at the masthead and a painted canvas strip, 2m long and 1m wide, on the fore deck or cabin roof with red and white checkered squares.

3. **Antiaircraft firing.**—This may be directed at a target towed by an aircraft, a pilotless aircraft, a balloon, or a kite. Firing may take place from shore batteries or ships. Warning signals as a rule are shown from shore batteries and ships fly red flags.

4. **Firing from shore batteries or ships at fixed or floating targets.**—Warning signals, when given, usually consist of red flags by day and red fixed or red flashing lights at night. However, the absence of any such signals cannot be accepted as evidence that a practice area does not exist. Warning signals are usually shown from shortly before the practice starts until it stops. Ships and aircraft carrying out night exercises may illuminate with bright red or orange flares.

Vessels may be unaware of the existence of a practice area and may fail to observe the warning signals. However, the range authorities are responsible for ensuring that there should be no risk of damage to any vessels which may be in the practice area. If vessels find themselves to be within an area where practice is in progress, they should maintain their course and speed, and try to clear the area as quickly as possible.

Fishing vessels operating in or near firing practice and exercise areas may occasionally bring unexploded missiles or parts of missiles to the surface in their nets or trawls. These objects may be dangerous and should be treated with great circumspection.

Coastal radio navigational warnings are broadcast whenever military exercises take place.

Firing exercises are carried out in the following areas:

1. **Doringbaai (Papendorp)**—Antiaircraft weapons.

Bound by lines joining the following positions:

- a. 31°42.4'S, 18°11.7'E.
- b. 31°37.5'S, 18°05.0'E.
- c. 31°44.0'S, 18°02.0'E.
- d. 31°50.0'S, 18°06.0'E.
- e. 31°52.0'S, 18°13.5'E.
- f. 31°43.5'S, 18°12.5'E.

2. **Saldanha (Langebaan Road Range)**—Air-to-air weapons. Bound by lines joining the following positions:

- a. 32°45.0'S, 17°40.0'E.
- b. 32°45.0'S, 17°49.0'E.
- c. 32°58.0'S, 17°55.0'E.
- d. 33°06.0'S, 17°56.0'E.
- e. 33°08.2'S, 17°58.0'E.
- f. 33°14.9'S, 18°05.8'E.
- g. 33°21.0'S, 18°09.0'E.
- h. 33°29.0'S, 18°04.5'E.
- i. 33°27.0'S, 17°59.0'E.
- j. 33°30.0'S, 17°40.0'E.

3. **Saldanha**—Air-to-air weapons. Bound by lines joining the following positions:

- a. 32°45.0'S, 17°49.0'E.

b. 33°26.0'S, 18°05.0'E.

c. 33°29.0'S, 17°54.0'E.

d. 32°48.0'S, 17°38.0'E.

4. **Saldanha—North Head**—Air-to-air weapons. Bound by lines joining the following positions:

a. 33°03.01'S, 17°54.51'E.

b. 33°03.01'S, 17°53.23'E.

c. 33°00.70'S, 17°53.13'E.

d. 33°01.23'S, 17°54.25'E.

5. **Saldanha (Tooth Rock)—Jacobs Reef Bombing Area**—Air-to-ground weapons and firing of illuminants. A circle, radius 3.5 miles, with center at 32°59'S, 17°51'E.

6. **Cape Point—Western Cape**—Naval exercises. Bound by lines joining the following positions:

a. 34°15.0'S, 18°23.0'E.

b. 34°24.0'S, 17°44.5'E.

c. Arc of circle with center 33°58.1'S, 18°36.0'E, and radius 50 miles from 34°24.0'S, 17°44.5'E, to 34°44.0'S, 19°00.0'E.

d. 34°30.0'S, 19°00.0'E.

e. 34°30.0'S, 18°48.0'E.

f. 34°15.0'S, 18°48.0'E.

g. 34°15.0'S, 18°28.3'E.

7. **Cape Point—Bellows Rock**—Naval weapons. Rock as target (34°23.3'S., 18°29.6'E.).

8. **False Bay—Garden No. 1**—Sound Testing Range. Bound by lines joining the following positions:

a. 34°08.60'S, 18°27.08'E.

b. 34°08.62'S, 18°28.25'E.

c. 34°09.60'S, 18°28.22'E.

d. 34°09.57'S, 18°27.05'E.

9. **False Bay—Garden No. 2**—Sound Testing Range. Bound by lines joining the following positions:

a. 34°10.86'S, 18°27.11'E.

b. 34°10.88'S, 18°27.14'E.

c. 34°10.88'S, 18°27.01'E.

d. 34°10.90'S, 18°27.12'E.

10. **False Bay—Proof North Range**—Area of 2.2 miles (4,000m) from 34°11.13'S, 18°26.32'E, between bearings 235° and 243°.

11. **False Bay—Proof South Range**—Area of 8.5 miles (15,000m) from 34°11.13'S, 18°26.32'E, between bearings 265° and 275°.

12. **False Bay—Lower North Range**—Weapons testing. Area of 11 miles (20,384m) from 34°10.50'S, 18°25.75'E, between bearings 254° and 283°.

13. **False Bay—Strandfontein**—Proof range. Bound by lines joining the following positions:

a. 34°05'30"S, 18°32'00"E.

b. 34°04'30"S, 18°41'30"E.

c. 34°05'30"S, 18°47'45"E.

- d. 34°15'00"S, 18°44'00"E.
e. 34°16'30"S, 18°31'30"E.

14. **False Bay—Swartklip**—Proof range. Bound by lines joining the following positions:

- a. 34°04.4'S, 18°42.1'E.
b. 34°05.0'S, 18°41.0'E.
c. 34°18.0'S, 18°44.0'E.
d. 34°18.0'S, 18°48.0'E.
e. 34°05.0'S, 18°45.0'E.
f. 34°04.5'S, 18°43.9'E.

15. **False Bay—Macassar**—Anti-aircraft weapons.

Area of 8 miles (14,830m) from 34°04.4'S, 18°42.2'E, between bearings 314°20' and 046°20'.

16. **False Bay—Simon's Town Shallow Water Demolition Range**—Bound by lines joining the following positions:

- a. 34°11.266'S, 18°26.650'E.
b. 34°11.317'S, 18°26.991'E.
c. 34°11.417'S, 18°26.940'E.
d. 34°11.383'S, 18°26.700'E.

17. **False Bay—Simon's Town Deep Water Demolition Range**—Bound by lines joining the following positions:

- a. 34°11.3'S, 18°30.0'E.
b. 34°11.5'S, 18°32.0'E.
c. 34°10.0'S, 18°32.0'E.
d. Arc of circle with center 34°09.00'S, 18°32.00'E, and radius 1 mile from 34°10.00'S, 18°32.00'E, to 34°09.25'S, 18°30.85'E.
e. 34°09.5'S, 18°30.0'E.

18. **Cape Agulhas—DeHoop (Potberg)**—Weapons testing range.

The sea area at right angles to the coast for a distance of 500m from 34°30'28"S, 20°26'56"E to the point 34°35'05"S, 20°21'50"E and the sea area that runs at right angles from the shore for a distance of 5,000m from 34°35'05"S, 20°21'50"E to the point 34°38'03"S, 20°16'10"E.

19. **Port Elizabeth—Cape Recife**—Rifle range. Bound by lines joining the following positions:

- a. 34°01'S, 25°39'E.
b. 34°01'S, 25°40'E.
c. 34°03'S, 25°40'E.
d. 34°03'S, 25°39'E.

20. **Durban**—Naval weapons. Bound by lines joining the following positions:

- a. 29°51.90'S, 31°03.87'E.
b. 29°47.60'S, 31°20.40'E.
c. 30°00.00'S, 31°18.80'E.
d. 30°08.20'S, 31°07.70'E.
e. 29°53.75'S, 31°02.48'E.

21. **Saint Lucia**—Naval weapons. Bound by lines joining the following positions:

- a. 27°42.95'S, 32°37.75'E.
b. 27°40.33'S, 32°31.00'E.

- c. 27°52.58'S, 32°24.20'E.
d. 27°55.58'S, 32°24.50'E.
e. 28°03.83'S, 32°23.00'E.
f. 28°05.00'S, 32°27.82'E.
g. 28°05.50'S, 32°29.63'E.
h. 28°06.67'S, 32°33.58'E.
i. 28°07.33'S, 32°48.00'E.
j. 27°38.00'S, 32°54.00'E.
k. 27°38.00'S, 32°45.75'E.

22. Test firings of minor illuminants of various colors, with or without parachutes, frequently occur without warning along the coast in the vicinity of Swartklip (34°04.5'S., 18°41.2'E.).

Fishing Areas

Crayfish trap fishing is common along the Atlantic coast of South Africa. Mariners should navigate with caution when within 3 miles of the coast due to the presence of numerous anchored or drifting small fishing boats and their unlit bottom gear, marker buoys, and recovery lines.

Government



Flag of South Africa

South Africa was formed in 1910 from four former self-governing British colonies. In 1961, the country became a republic and embarked on a formal policy of racial segregation (apartheid). In 1989, the restrictions of apartheid began to be removed and equality was granted to all races after a referendum in 1992. A transitional constitution was adopted in 1994 and under it a Constitutional Assembly was tasked with producing a new multiracial form of parliament.

The new constitution, signed into law in 1996, provides for a President, a Bill of Rights, and a Parliament consisting of a National Assembly and a National Council of Provinces. The President is elected to a 5-year term by the Parliament. The National Assembly consists of 400 directly-elected members, while the National Council of Provinces (formerly known as the Senate) consists of 90 members, who are indirectly elected by the nine provincial legislatures; members of both bodies serve 5-year terms. The new constitution also provided for a Constitutional Court, consisting of a president, as chairperson, and ten other judges.

The legal system is based on Roman-Dutch law and English common law.

The capital is Pretoria.

Dependent Islands

Prince Edward Islands

Marion Island and **Prince Edward Island** (46°38'S., 37°56'E.), known as the Prince Edward Islands, lie about 1,200 miles SE of Capetown and are the twin peaks of a submerged volcano. These two islands, which are usually surrounded by kelp, have a total area of 125 square miles and are separated by a passage, 11 miles wide.

The islands are bounded by rocky cliffs, which are generally low on the E side and high on the W. Marion Island, the southernmost, is covered by mosses, ferns, and peat bogs. Its volcanic peak is 1,230m high and covered by snow and ice. Prince Edward Island has a rounded summit, 672m high. Penguins, seals, and various birds, including albatrosses, inhabit the islands. Vessels approaching the islands from the NW should steer SE between them in order to pass clear of Solglimt Blinders (Aldebert Reef), a dangerous off-lying reef that may not break, even in calm conditions.

The island group is a possession of South Africa; a meteorological and radio station is situated on Marion Island. The climate is generally cloudy or dull with rain or snow on most days of the year and high winds.

Holidays

The following holidays are observed:

New Year's Day	January 1
Public Holiday	January 2
Good Friday	Varies
Easter Monday	Varies
Ascension Day	Varies
Republic Day	May 31
Settler's Day	First Monday in September
Kruger Day	October 10
Day of the Covenant	December 16
Christmas Day	December 25
Boxing Day	December 26

Industries

The main industries are livestock raising and the mining of gold, diamonds, precious stones, coal, copper, iron ore, chromite, and asbestos. Other industries include automobile assembly, metal working, machinery, textiles, chemicals, fertilizer, natural gas processing, forestry, paper, tourism, wine, and fishing.

Principal crops include maize, sorghum, wheat, groundnuts, sunflower seeds, sugar cane, tobacco, citrus fruits, and various vegetables.

Languages

There are 11 official languages, including Afrikaans, English, Ndebele, Pedi, Sotho, Swazi, Tsonga, Tswana, Venda, Xhosa, and Zulu.

English is the sole language of command in the armed forces.

Regulations

General

Vessels should send their ETA at least 72 hours in advance (excluding Sunday and public holidays) to their port of destination, stating the following information:

1. Vessel length, freeboard, and draft fore and aft.
2. Details on any dangerous cargo.
3. Type and quantity of cargo being landed or loaded.
4. Bunkers and other requirements.
5. Factors affecting the safe entry and/or berthing of the vessel.
6. Is the vessel engaged in towing or salvage? If yes, further details are required.

Vessels should send their ETA to the appropriate Port Control on VHF channel 16 when within 20 miles of their destination.

Vessels at anchor within or near the port limits of South African harbors must maintain a continuous listening watch on VHF channel 16.

Tankers

The following regulations, as promulgated by the South African authorities, concern the navigation of laden tankers.

In these regulations, a "laden tanker" means any tanker other than a tanker in ballast having in its cargo tanks residual cargo only.

In addition, "summer months" refers to that period from 16 October to 15 April and "winter season" refers to that period from 16 April to 15 October.

The winter zone boundary line is the N most limit of the South Winter Seasonal Zone, as defined by the International Convention on Load Lines, 1966.

The following rules apply to laden tankers navigating off the South African coast:

1. Laden tankers, westbound, should adhere to the following:
 - a. Maintain a minimum distance of 20 miles off the following points:
 - i. South Sand Bluff.
 - ii. Bashee River (Mbashe Point).
 - iii. Hood Point.
 - iv. Cape Recife.
 - b. Steer to pass through the westbound (northern) lanes of the Traffic Separation Schemes off FA Platform and the Alphard Banks and then maintain a minimum distance of 20 miles from the following points:
 - i. Cape Agulhas
 - ii. Quoin Point
 - iii. Cape Point
 - iv. Slangkop Point
 - v. Cape Columbine

2. Laden tankers, eastbound, should also maintain a minimum distance of 25 miles off when passing the points listed in 1a and 1b and, when between Cape Agulhas and Cape Recife, steer a course to pass through the eastbound (southern) lanes of the Traffic Separation Schemes off FA Platform and the Alphard Banks.

3. 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 W, Cape Point Light bears 000° at a distance of 20 miles. Vessels should then alter course towards a position where Slangkop Point Light bears 250° at a distance of 20 miles. Course may then be altered to the rendezvous area 6 miles W of Green Point Light.

b. Laden tankers engaged solely between South African ports are exempted from the provisions of paragraphs 1 and 2 of these regulations and are to maintain a distance of 10 miles off the 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, westbound laden tankers should maintain the minimum distance of 20 miles off the appropriate landmarks in paragraph 1a. However, on approaching the winter zone, they may remain within the summer zone as close to the separation zone as possible, and for the minimum period necessary, to ensure that they can remain on their summer loadline throughout. In the vicinity of FA Platform and the Alphard Banks, they are to adjust their course to pass through the westbound traffic lanes.

Pollution Reports

The following information is required for a radio report of discharge of oil and/or damage to vessels when navigating within 50 miles of the coasts of South Africa:

1. Name, call sign, official number, and port of registry.
2. Position, course, and speed.
3. Nature of damage (see note).
4. Prevailing weather and sea conditions.
5. Whether bound for a port in South Africa.

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

Reports of this nature should be addressed to The Principal Officer, The South African Maritime Safety Authority (SAMSA). The reports may be sent via VHF channel 16 to the port control offices at the following locations:

1. Richards Bay.
2. Durban.
3. East London.
4. Port Elizabeth.
5. Mossel Bay.
6. Cape Town.
7. Saldanha Bay.

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.

Regulations are in force prohibiting the discharge of oil or oil mixed with any other substance into the internal or territorial waters of South Africa (12 miles from the coast), and any oil or mixture containing more than 100 parts per million of oil from the limit of the territorial sea to 50 miles from the coast.

It is required that Masters of vessels shall immediately send information accordingly by all possible means of communication at their disposal if oil has been discharged from the vessel; if the vessel sustains damage to its hull, equipment, or machinery which causes or creates the likelihood of discharge of oil; or if a vessel that has sustained such damage enters the sea areas named above.

Search and Rescue

A search and rescue (SAR) organization, the National Sea Rescue Institute of South Africa (NSRI), has been established and is administered by the Department of Transport. The NSRI provides sea rescue facilities inshore and offshore at all ports and operates under the control of the South African Search and Rescue Organization (SASAR) through the port captains of the areas concerned. SASAR is the responsible authority for coordinating the efforts of other means of search and rescue at the port captain's disposal; namely, tugs, police launches, and the resources of the South African Navy and Air Force. Commercial aircraft operated by affiliated organizations are also available when requested.

Most rescue vessels and boats are equipped with MF and VHF radios and are controlled by NSRI through its shore-based transmitters.

Ship Reporting System

The South African Ship Reporting System (SAFREP) has been established to identify and monitor the positions and movements of vessels participating in the system within the SAFREP area. All vessels operating within the SAFREP area are welcome to participate in the system, although emphasis is placed on trading vessels of over 100 grt.

Vessels within the SAFREP area are requested to provide regular position reports. This information, which is used to maintain a computer plot of the vessel's last position and to calculate future DR's, is used to:

1. Limit the search area for a rescue at sea.
2. Provide accurate information on shipping resources in the area, in the event of a marine casualty.

The SAFREP area is bound by lines joining the following coordinates:

- a. 17°15'S, 11°45'E. (The mouth of the Kunene River—on the W coast of Africa at the Angola/Namibia border)
- b. 17°15'S, 10°00'W.
- c. The coast of Antarctica at longitude 10°00'W.
- d. The coast of Antarctica at longitude 75°00'E.
- e. 50°00'S, 75°00'E.
- f. 50°00'S, 45°00'E.
- g. 30°00'S, 45°00'E.
- h. 30°00'S, 40°00'E.
- i. 26°51'S, 40°00'E.
- j. 26°51'S, 32°54'E. (Ponta do Ouro—on the E coast of Africa at the South Africa/Mozambique border)



SAFREP operating principles.—The SAFREP system operates under the assumption that vessels transiting the SAFREP area will send, at a minimum, the following three basic reports to MRCC Cape Town:

1. When entering the SAFREP area.
2. When crossing 20°E longitude S of Cape Agulhas.
3. When departing the SAFREP area.

Vessels wishing to report more frequently are encouraged to do so by submitting a Position Report (SAFREP PR), as this will increase the accuracy of the SAFREP computer plot.

Vessels should be aware that the SAFREP system is a passive reporting system. Should further SAFREP reports not be received from a vessel, SAR actions will not automatically be initiated.

Coastal vessels and vessels arriving at and departing from South African and Namibian ports will make Arrival Reports (SAFREP AR) and Departure Reports (SAFREP DPR) to the SAFREPCC at MRCC Cape Town. Ports of South Africa and Namibia are considered to lie outside the SAFREP area; when a vessel enters any of these ports, it is considered to have departed from the SAFREP area.

Message requirements.—Vessels participating in the SAFREP system are requested to send the reports listed below in Types of Reports. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP PR). A report should be sent at least once every 2 days, especially when significant course and/or speed changes are made, in order to update the SAFREP computer plot and

ensure a quicker response in the event of a maritime emergency.

Types of Reports.—The requested reports for vessels participating in the SAFREP system are, as follows:

1. **Sailing Plan (SAFREP SP)**—Sent to the SAFREPCC for any vessel entering the SAFREP area from a port outside South Africa or Namibia.
2. **Position Report (SAFREP PR)**—Sent when crossing 20°E longitude S of Cape Agulhas or when the master considers it necessary for updating the SAFREP computer plot.
3. **Final Report (SAFREP FR)**—Sent when leaving the SAFREP area bound for a port outside South Africa or Namibia.
4. **Arrival Report (SAFREP AR)**—Sent within 3 hours of a vessel arriving at a port in the SAFREP area.
5. **Departure Report (SAFREP DPR)**—Sent within 3 hours of a vessel departing from a port in the SAFREP area.
6. **Deviation Report (SAFREP DR)**—Sent when the vessel's position varies significantly from the position that would have been predicted from previous reports or as decided upon by the master.
7. The following reports are also sent in the event of a maritime incident:
 - a. **Maritime Pollutants Report (SAFREP MP)**—Sent in the event of a pollution incident.
 - b. **Dangerous Goods Report (SAFREP DG)**—Sent in the event of the loss of dangerous cargo.

c. **Harmful Substance Report (SAFREP HS)**—Sent in the event of the discharge of a harmful substance.

Message Formats.—All reports should be sent in the standard reporting coded format. All reports should include the system identifier SAFREP and the code for the appropriate report (e.g. SAFREP SP). All dates and times entered in SAFREP reports are to be in Universal Coordinated Time (UTC). Message formats are given in the accompanying table.

The forward slash (/) should be used to separate each element of the component; the double forward slash (//) should

be used at the end of each component. This facilitates the automatic entry of this information into the SAFREP computer database. An example is:

SAFREP PR A/EXAMPLE/XXXX/12345678//B/ ... etc.

Reports should only include those components as listed in the SAFREP Message Formats table.

For reports submitted by telex or INMARSAT-C, all typing should be done in uppercase.

SAFREP Message Formats

Identifier	Content	SP	PR	FR	AR	DPR	DR	DG	HS	MP
A/	Name/call sign/MMSI number/flag//—(for flag, use as defined in Lloyd's publications)	X	X	X	X	X	X	X	X	X
B/	Time (UT (GMT))//—(date and time of report 6 digits, day of month 2 digits, and hour and minutes 4 digits)	X	X	X	X	X	X	X	X	X
C/	Lat/Long//—(latitude is 4 digit group in degrees and minutes with N or S; longitude is 4 digit group in degrees and minutes E)	X	X	X	X		X	X	X	X
E/	Course//—(true heading is a 3-digit group)	X	X	X		X ¹	X		X	
F/	Speed//—(knots and tenths of knots e.g. 155=15.5)	X	X	X		X ¹	X		X	
G/	Port of departure//(name of last port of call)	X								
H/	Time/Position of entry into the SAFREP area//—(time as expressed in B; position as expressed in C)	X				X				
I/	Destination/ETA//—(port and ETA as expressed in B)	X	X	X		X	X			
K/	Time/point of exit from SAFREP area//—(time as in B expressed; position as expressed in C)			X		X ¹	X ²			
M/	Radio communications//—(state full name of stations and frequencies guarded)	X				X ³		X	X	X
N/	Time of next report//—(as expressed in B)					X ³				
O/	Draft//—(in meters and centimeters expressed as 4 digits)	X			X	X ¹				
P/	Pollution details, as described in the Key below							X ⁴	X ⁵	X ⁴
Q/	Defects or damage//—(brief details of any defects, damage, or other limitations)							X	X ⁶	X ⁶
R/	Dangerous cargo lost overboard, as described in the Key below							X ⁷	X ⁸	X ⁷

SAFREP Message Formats

Identifier	Content	SP	PR	FR	AR	DPR	DR	DG	HS	MP
S/	Weather//—(sea state {1-9}, wind speed (in knots), wind direction {N/NE/E/SE/S/SW/W/NW}, and visibility {good/moderate/poor})	X	X	X				X	X	X
T/	Vessel's agent//—(name and particulars)	X						X	X ⁹	X ⁹
U/	Vessel size/type//—(vessel's grt and type)	X						X	X	X
V/	Medical personnel//—(doctor, physician's assistant, nurse, or NIL)	X				X				
W/	Persons//—(State number of persons on board)	X				X				
X/	Remarks//—(Any other useful information)	X				X	X	X	X ¹⁰	X ¹⁰

Key

X	Required information.
X ¹	When sailing from a port in the SAFREP area, this information is not required for coastal vessels but is required from vessels departing from a port outside South Africa or Namibia.
X ²	This information is not required for coastal vessels.
X ³	Coastal vessels sailing in the SAFREP area for the first time should include this information.
X ⁴	<p>DG—This information is required if the condition of the vessel is such that there is danger additional losses of packaged dangerous cargo into the sea.</p> <p>MP—This information is required in the event of probable discharge.</p> <p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. <p>Information not immediately available should be sent in a supplementary message or messages.</p>
X ⁵	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Type of oil or the correct technical name(s) of the noxious liquid substance on board. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 Quantity.
X ⁶	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Condition of the vessel. 2 Ability to transfer cargo/ballast/fuel.

Key	
X ⁷	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Correct technical name(s) of cargo. 2 UN number(s). 3 IMO hazard class(es). 4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s). 5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit. 6 An estimate of the quantity and likely condition of the cargo. 7 Whether lost cargo floated or sank. 8 Whether loss is continuing. 9 Cause of loss.
X ⁸	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Type of oil or the correct technical name(s) of the noxious liquid discharges into the sea. 2 UN number(s). 3 Pollution category (A, B, C) for noxious liquid substances. 4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s). 5 An estimate of the quantity of the substances. 6 Whether lost substances floated or sank. 7 Whether loss is continuing. 8 Cause of loss. 9 Estimate of the movement of the discharge or lost substances, giving current position, if known. 10 Estimate of the surface area of the spill, if possible.
X ⁹	Name, address, telex number, and telephone number of the vessel's owner and representative (charterer, manager, or operator of the vessel or their agent).
X ¹⁰	<p>The following details should be included:</p> <ol style="list-style-type: none"> 1 Action being taken with regard to the discharge and the movement of the vessel. 2 Assistance or salvage efforts which have been requested or which have been provided by others. 3 The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned. <p>After the transmission of the information referred to in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate should be reported in a supplementary message as soon as possible. That information should include items P, Q, R, S, and X. The master of any vessel engaged in or requested to engage in an operation to render assistance or undertake salvage, should report as far as practicable, using the standard reporting format, the following items:</p> <ul style="list-style-type: none"> • HS—Items A, B, C, E, F, M, P, Q, R, S, T, U, and X. • MP—Items A, B, C, M, P, Q, R, S, T, U, and X. <p>The master should also keep the coastal state informed of any developments.</p>

Submarine Operating Areas

South African submarines may be encountered by day or at night while operating in the waters off the South African coast. Under certain circumstances, warnings that submarines are exercising in specified areas may be broadcast by local coastal radio stations.

South African warships fly the International Code Group "NE2" to denote that submarines, which may be submerged or surfaced, are in the vicinity. Vessels are cautioned to give a wide berth to any vessel flying this signal.

It must not be inferred from the above that submarines exercise only when in the company of escorting vessels.

A submarine submerged at a depth too great to show the periscope may indicate its position by means of an underwater lantern, which will illuminate the sea surface from below.

The following signals are used by submerged submarines while in submarine exercise area:

1. White smoke candles (with flames) indicate the position in response to a request from a ship or aircraft, or as required.

2. Green pyro flares 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.

3. Red pyrotechnic flares, which may be accompanied by smoke candles, repeated as often as possible indicate that vessels should keep clear as the submarine is carrying out emergency surfacing procedure. Vessels must not stop their propellers, but should clear the area immediately and standby to render assistance.

Note.—If the red pyro 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 the actions to be taken in the event of a sunken submarine should be initiated.

4. Two white smoke candles released 3 minutes apart indicate that vessels should keep clear as the submarine is preparing to surface. Vessels must not stop their propellers and should clear the immediate vicinity.

Navigation Lights

South African submarines may be encountered on the surface at night, particularly in the vicinity of the ports of Saldanha Bay, Cape Town, Simon's Town, Hout Bay, Port Elizabeth, East London, and Durban.

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. In particular, the emergency steaming light is lower than the side lights. The emergency overtaking light (stern) is also placed low down and may be obscured by spray and wash. South African submarines are fitted with an amber quick-flashing light situated 1 to 2m above the steaming light as an aid to identification. This light will also be used when snorting. While at anchor or moored to a buoy at night, submarines display normal anchor lights.

The overall arrangements of submarine lights is unusual and may well give the impression of markedly smaller and shorter vessels. Their vulnerability to collision when proceeding on the surface dictates particular caution when approaching such vessels.

Sunken Submarine

A submarine which is bottomed and unable to surface will try to indicate its position by the following methods:

1. Releasing an indicator buoy (which carries a vertical whip aerial) as soon as the accident occurs.
2. By firing white smoke candles, on the approach of surface vessels and at regular intervals.
3. Pumping out fuel or lubricating oil.
4. Blowing out air.

It may be impossible for a submarine to fire smoke candles. Correspondingly, a partially-flooded submarine may only have a certain number of smoke candles available and searching ships should not therefore expect many to appear.

Since oil slicks or debris may be the only indication of the presence or whereabouts of the sunken submarine, it is vitally important that surface ships refrain from discharging anything which appear to have come from a submarine while they are in the probability area. Searching ships and aircraft can waste valuable time investigating these false contacts.

Some South African submarine pyrotechnics can be fitted with message carriers. These may be recovered as soon as they have finished burning. The contents of the message, as well as the position and time of recovery, should be passed to one of the following:

1. The nearest Naval vessel in the vicinity.
2. NAVCOMCENCAPE, Private Bag X1, TOKAI, 7966, telephone (Cape Town) 021-787-2911.
3. COMFLEET, Naval Base, Simonstown.
4. The nearest branch of the South African Police Service.

South African submarines are fitted with Submarine Indicator Buoys (EPIRB), which can be released from inside in case of emergencies or if for any reason the submarine is unable to surface. They are described later in this section.

In any submarine accident, time is the most vital factor affecting the chances for rescue of the survivors, and, as the sighting of an indicator buoy may be the first intimation that an accident has in fact occurred, it is vital that no time should be lost in taking action.

The sighting of any indicator buoy should at once be reported by the quickest available means. If known, the name of the submarine should be included in the report. However, if vessels are unable to establish communication without leaving the vicinity of the submarine, it should be borne in mind that the primary consideration should be for vessels to remain standing by to rescue survivors and not leave the scene of the accident.

At any time after a submarine accident, survivors may start attempting to escape. Current policy dictates that survivors will wait before escaping until rescue vessels are known to be standing by or conditions inside the submarine deteriorate to such an extent that an escape must be attempted.

It should be noted that, in certain circumstances, the latter situation may not arise through lack of air supply until several days after the accident. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. On arrival at the surface, crewmembers may be exhausted or ill, and, if circumstances permit, the presence of a boat already lowered is very desirable. Some crewmembers may require a recompression chamber. Therefore, it is the aim of the authorities to get such a chamber to the scene as soon as possible.

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. There is no objection to the use of small charges for this purpose, but it is vital that they are not dropped too close since crewmembers in the process of making ascents are particularly vulnerable to underwater explosions, and may easily receive fatal injuries. A distance of about 0.3 mile is considered to be 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 waterline are likely to be heard in the submarine, and such banging and/or sounding should therefore be carried out at frequent intervals.

Submarine Indicator Buoys (EPIRB)

South African submarines are equipped with free-floating indicator buoys. It is therefore of the utmost importance that the position, together with the estimated current and the strength and direction of the wind at that position; and the time of first sighting of the buoy be accurately and speedily reported to the appropriate authorities.

A South African submarine free-floating indicator buoy is made of aluminum. The body of the buoy, painted bright orange, is 62cm long and about 20cm in diameter. It has a flat base and a round upper end. A plastic label is affixed to the side of the buoy near its base. Around the buoy there are two reinforcing extensions and between them a mounting flange protrudes where a socket contains salt water sensors. If the

buoy is taken out of the water and salt water no longer connects the sensors, the buoy will stop transmitting.

When released, the buoy will float to the surface and transmit on 121.5 MHz (VHF emergency frequency) and on 406 MHz (satellite locating frequency). The signal transmitted is a series of warbling notes. Vessels receiving this signal should report the fact, giving their position and, if possible, an indication of signal strength.

Submarine indicator buoys should not be confused with white or yellow smoke candles or sonobuoys.

White smoke candles are usually fired from submarines to indicate their positions. They burn for up to 15 minutes emitting white smoke and flame. These candles can be seen by day or at night and may easily be confused with aircraft marine markers. Yellow smoke candles are also fired from submarines to indicate their positions. They burn for about 5 minutes emitting yellow smoke. These candles can be seen more easily than white smoke candles in rough weather, but they cannot be seen at night. Sonobuoys are dropped from aircraft to detect submarines and may be encountered anywhere at sea.

The above objects may frequently be seen in areas where warships and aircraft exercise, whether or not submarines are present. In case of doubt, the object should be approached to confirm, visually, whether or not it is a submarine indicator buoy before reporting it.

Time Zone

The Time Zone description is BRAVO (-2). Daylight Savings Time is not observed.

World Time Zone Chart

<http://www.odci.gov/cia/publications/factbook/ref/pdf/802801.pdf>

U.S. Embassy

The U.S. Embassy is situated at 877 Pretorius Street, Pretoria.

The mailing address is P.O. Box 9536, Pretoria 0001.

U. S. Embassy South Africa Home Page

<http://usembassy.state.gov/pretoria>

Vessel Traffic Service

Regulations.—All vessels in South African waters are to maintain a constant listening watch on VHF channel 16, unless in the area of a VTS System, when the watch should be on the appropriate designated frequency.

Navigational safety calls, comprising the vessel's name, position, and intended course of action, are to be made on VHF channel 16 in the event of any of the following:

1. Risk of collision.
2. A call from another vessel indicating that a close quarters situation is developing.
3. Overtaking, or being overtaken, in a narrow channel.
4. Doubt about another vessel's intentions.
5. An obstruction or bend in the channel which may obscure approaching vessels.

6. In restricted visibility, approaching charted routes or groups of vessels.

7. If vessel is restricted in its ability to maneuver.

8. Approaching dredges and floating plants in restricted waters, which are not covered by a VTS system.

9. Leaving a berth, anchorage, mooring area, etc.

10. Any other occasion when a call could contribute to safe navigation.

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

1. **Description.**—Participation in these VTS systems is mandatory for the following:

a. Vessels of 15m or more in length.

b. Towing vessels where the tow is 15m or more in length, or the overall length of vessel and tow is 30m or more.

c. Any passenger-carrying vessels.

d. All vessels carrying dangerous or pollutant cargo.

2. **Procedure.**—Vessels may be required to report the following information:

a. Vessel's name.

b. Call sign.

c. Position.

d. ETA of vessel entering the VTS zone.

e. Destination.

f. ETA at destination.

g. Whether any pollutant or dangerous goods cargo is carried on board or on any vessel or object being towed or pushed.

h. ETD from a berth.

i. ETA at a location requiring a report (such as a reporting system).

The above information must be reported, as follows, when:

i. Entering a VTS Zone.—Fifteen (15) minutes before entering a VTS zone, a vessel must apply for Traffic Clearance, stating 2a through 2g as specified under Procedure.

ii. Arriving at a Reporting-in-Point (RP).—On arriving at an RP, a vessel must report 2a, 2c, and 2i as specified under Procedure.

iii. Arriving at a berth.—As soon as practicable after arriving, a vessel must report 2a and 2c as specified under Procedure.

iv. Departing a berth.—Five (5) minutes prior to departing a berth, a vessel must report 2a through 2c and 2e through 2h as specified under Procedure.

v. Immediately prior to departing a berth.—A vessel must report 2a, 2c, and 2i as specified under Procedure.

vi. Maneuvers.—Fifteen (15) minutes prior to commencing any maneuver listed below, a vessel must apply for traffic clearance stating 2a and 2c as specified under Procedure, plus a description of their intended maneuvers:

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. Any other maneuver that may be detrimental to safe navigation.

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

3. **Incident Reports.**—Vessels should immediately report any of the following and include 2a and 2c 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 vessel's 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 Notice to Mariners or Coastal Navigation Warnings.

4. **VHF Equipment Failure.**—In the event of VHF radio failure, the VTS Center should be alerted immediately by sending a message by MF, RT, or WT through a Coast Radio Station or another vessel, or by other means, stating that there is a failure and giving the vessel's position and destination.

5. **Note.**—All times should be given in local time (UTC+2).