

NEW ZEALAND NOTICES TO MARINERS

Notices
NZ 108 – 112

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New Zealand Notices to Mariners are the authority for correcting New Zealand charts within the New Zealand area of charting responsibility as shown in [Annual Notice No. 1](#).

Mariners are requested to immediately inform New Zealand Hydrographic Authority, Land Information New Zealand, 155 The Terrace, PO Box 5501, Wellington 6145, New Zealand, Phone: 0800 665 463 or +64 (0)4 460 0110, Fax: +64 (0)4 460 0161, email: ntm@linz.govt.nz, of the discovery of new or suspected dangers to navigation, or shortcomings in charts and publications. A copy of a Hydrographic Note, a convenient form on which to send such information, is included at the end of Section VI of the Fortnightly Notices to Mariners.

Changes or defects in aids to navigation should be reported to the Rescue Coordination Centre New Zealand (RCCNZ) via the nearest New Zealand Coastal Maritime Radio Station Phone: +64 (0)4 577 8030, Fax: +64 (0)4 577 8038 or +64 (0)4 577 8041, email: rccnz@maritimenz.govt.nz.

Copies of these Notices can be obtained from Land Information New Zealand, Maritime New Zealand, Principal Chart Agents at the major ports of New Zealand and the Internet: www.linz.govt.nz.

EXPLANATORY NOTES

Charts. The notices in Section II give instructions for the correction of charts. Geographical positions refer to the largest scale chart unless otherwise stated. They are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some older-style charts. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are given as seen by an observer from seaward. Symbols referred to are those shown in publication Chart 5011 (*INT 1*) Symbols and Abbreviations used on Admiralty Paper Charts, published by the United Kingdom Hydrographic Office.

Alterations to depth contours, deletion of depths to make way for new detail, etc. are not mentioned unless they have some navigational significance.

Block corrections or notes accompanying notices in Section II are placed after Section VI.

Temporary and Preliminary Notices. These are indicated by (T) or (P) after the notice number. A list of [\(T\) and \(P\) Notices in force](#) is published on the LINZ website and in the fortnightly Editions of Notices to Mariners. Charts are not corrected for them before issue; they should be corrected in pencil on receipt.

Light Lists. The detailed correction to the Light List is given in Section III and may not be published in the same edition as the chart correcting notice. The entire entry for each light is printed, and an asterisk (*) is shown under the column which contains an amendment. In the case of a new light, an asterisk (*) appears under all the columns. New and extensively altered entries are intended to be pasted in. It is recommended that a manuscript entry be made for all shorter corrections.

It is emphasized that the [List of Lights](#) is the authority for lights and that many alterations, especially those of a temporary but operational nature, may only be promulgated as corrections to the List of Lights.

Sailing Directions. Corrections to Sailing Directions are given in Section IV. It is recommended that such corrections be kept together in a file with the latest list of those in force on top. The file can then be consulted when using the Current Edition of the book to see if any notices affecting the area under consideration are extant. Corrections should not be pasted into the Current Edition of the book or Supplement.

New Zealand Publications. Corrections to New Zealand Publications are given in Section IV.

Navigational Warnings. NAVAREA XIV and NZ Coastal Navigational Warnings that are in force at the time of publication are given in Section V.

Radio Signals. When radio signals are affected by a notice the Admiralty List of Radio Signals reference number is quoted. The detailed correction to the List of Radio Signals is given in Section VI and may be published in a later edition than the chart correcting notice. It is recommended that such corrections be kept together in a file with the latest list of those in force on top. Corrections should not be pasted into the Current Edition of the book.

Correction of Charts and Publications by the User. New Zealand Notices to Mariners contain important information and should be used to keep the specified charts and books up to date.

THE USE OF CHARTS AND ASSOCIATED PUBLICATIONS

Reliance on Charts and Associated Publications. While every effort is made to ensure the accuracy of the information on New Zealand charts and other publications, it should be appreciated that it may not always be complete and up to date. The mariner must be the final judge of the reliance to be placed on the information given, bearing in mind their particular circumstances, local pilotage guidance and the judicious use of available navigational aids.

Charts. Charts should be used with prudence: there are areas where the source data are old, incomplete or of poor quality. The mariner should use the largest scale appropriate for his particular purpose; apart from being the most detailed, the larger scales are usually corrected first. When extensive new information (such as a new hydrographic survey) is received, some months may elapse before it can be fully incorporated in published charts. On small scale charts of ocean areas where hydrographic information is, in many cases, still sparse, charted shoals may be in error as regards position, least depth and extent. Undiscovered dangers may exist, particularly away from well-established routes.

Further guidance. The Mariner's Handbook (NP 100) gives a fuller explanation of the limitations of charts. All users should study it in their own interest.

ENC/ECDIS Data Presentation and Performance Check in Ships. The International Maritime Organization (IMO) has recently indicated its concerns about operating anomalies identified in some ECDIS that fail to display important new chart features.

The International Hydrographic Organization (IHO) has produced an ENC Data Presentation and Performance Check dataset that allows mariners to check their ECDIS. The check dataset is available through ENC service providers and from the IHO website (www.iho.int) which includes instructions.

Mariners are strongly recommended to use the dataset and report the results of their checks to help the IHO identify how the different brands of ECDIS display and handle chart information. Mariners are asked to also inform the IMO, national Hydrographic Offices, ECDIS manufacturers and others, so that they can take any corrective action that may be necessary.

In order to present the most comprehensive report possible to the IMO and to further assist in resolving the issues so far identified, the IHO is keen that as many ships as possible forward their results. Reports on the results can be sent via a form provided with the data or the results can be submitted on-line through a web-form.

All relevant documentation can be downloaded free from the IHO website at: www.iho.int.

II

NUMERICAL INDEX OF CHARTS AFFECTED
(NZ NTM Edition No. 10 dated 15 May 2015)

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 52			112(T)
NZ 53			112(T)
NZ 522			112(T)
NZ 532		NZ305322	112(T)
NZ 5227			112(T)
NZ 5321		NZ405321	111(T)
NZ 5322		NZ505322	111(T)
NZ 5571			110
		NZ505314	109

NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No. 10 dated 15 May 2015)

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
242/09	P	NZ 42, NZ 4265	Kaipara Hr. Entrance: Depths
222/10	P	NZ 542	Whakatane: Depths
20/11	P	NZ 5411, NZ5412, NZ405411, NZ505412	Tauranga Hr.: Lights
202/11	P	NZ 6142, NZ606142	Port Nelson: Light, Beacon, Works in Progress
211/12	P	NZ 61, NZ 614, NZ300061, NZ300614, NZ506141	North Coast, Golden Bay & Tasman Bay: Lights
85/13	P	NZ 541, NZ 5411, NZ 5412, NZ 5413, NZ300541, NZ405411, NZ505412	East Coast, Tauranga, Port of Tauranga: Works
147/13	P	NZ 521, NZ300521	East Coast, Poor Knights Islands: Depths
156/13	P	NZ 541, NZ 5413, NZ300541, NZ405413	East Coast, Tauranga, Motiti Island: Depths
169/13	P	NZ 5411, NZ405411	East Coast, Tauranga Harbour, Katikati Entrance: Buoy
172/13	P	NZ 6152	North Coast, Havelock: Lights, Beacons
194/13	P	NZ 5124	East Coast, Bay of Islands, Kerikeri Inlet: Light Beacons
221/13	P	NZ 4265	West Coast, Kaipara Harbour: Lights, Beacons, Buoys
41/14	P	NZ 268	Chatham Islands: Depths and Rocks
42/14	P	NZ 26, NZ 27, NZ 268	Chatham Islands: Areas to be avoided
45/14	P	NZ 632, NZ 6324, NZ406324	East Coast, Akaroa Harbour: Area of Restricted Access
132/14	T	NZ 6321, NZ506321, NZ606321	East Coast, Lyttelton Harbour: Light, Beacon
139/14	P	NZ 5612	East Coast, Approaches to Napier: Light Sectors
141/14	T	NZ 23 (INT 640), NZ 25 (INT 648), NZ 45, NZ 48, NZ200023, NZ300045	West Coast, South Taranaki Bight: Seabed Obstructions
156/14	P	NZ 82 (T 82), NZ 8238 (T 8238), NZ 8247 (T 8247), NZ 8248 (T 8248), NZ8259 (T 8259), NZ300082, NZ508238, NZ608238	Kingdom of Tonga, Ha'apai Group: Navigation Aids
171/14	P	NZ 521, NZ300521	East Coast, Whangarei Harbour: Directional light
210/14	P	NZ 8215, NZ508215	Kingdom of Tonga, Niuaotupapu: Navigation Aids
211/14	P	NZ 82 (T 82), NZ 827 (T 827), NZ 8275 (T 8275), NZ 8277 (T 8277), NZ300827, NZ408275, NZ508277	Kingdom of Tonga, Tongatapu: Navigation Aids
213/14	T	NZ 8655, NZ508655	Samoa, Approaches to Apia Harbour: Buoys
224/14	P	NZ 6422, NZ406422, NZ506422	East Coast; Timaru Harbour: Works, Exclusion Zone and Buoy
238/14	P	NZ 822 (T 822), NZ 8225 (T 8225), NZ400822, NZ508225	Kingdom of Tonga, Vava'u Group, Neiafu Harbour: Prohibited Area
245/14	P	NZ 531, NZ 534, NZ 5318, NZ300531	East Coast, Mercury Islands, Mercury Bay: Depths, Rocks
251/14	T	NZ 54, NZ 541, NZ 542, NZ 5413, NZ300541, NZ405413	East Coast, Tauranga, Astrolabe Reef: Exclusion Zone and Waverider Buoy
261/14	T	NZ 522, NZ 532, NZ 5227, NZ305322	East Coast, Kawau Bay, Matakana River: Works in Progress
263/14	P	NZ 62, NZ 63, NZ 6212, NZ300062, NZ462122	East Coast, Kaikoura: Marine Reserve
264/14	P	NZ 63, NZ 64, NZ 632, NZ 6324, NZ300063, NZ406324	East Coast, Banks Peninsula, Akaroa Harbour: Marine Reserve
275/14	P	NZ 8655, NZ508655	Samoa, Apia Harbour: Buoys and Breakwater
22/15	P	NZ 45, NZ 48, NZ300045	West Coast, Cape Egmont Westwards: Protected Area
24/15	P	NZ 82 (T 82), NZ 822 (T 822), NZ 8225 (T 8225), NZ300082, NZ400822, NZ508225	Kingdom of Tonga, Vava'u Group: Navigation Aids
29/15	T	NZ 632, NZ 6321, NZ400632, NZ506321, NZ606321	East Coast, Lyttelton Harbour, Sticking Point Eastwards: Exclusion Zone
51/15	T	NZ 14638 (INT 638)	Fiji, Viti Levu, Vanua Levu & Southern Lau Group: Lights
56/15	T	NZ 23 (INT 640), NZ 25 (INT 648), NZ 45, NZ 48, NZ200023, NZ300045	West Coast, South Taranaki Bight: Drilling Operations
59/15	T	NZ 14065 (INT 65), NZ 14900 (INT 900), NZ14065E, NZ21490E	Ross Sea, Terra Nova Bay, Gerlache Inlet: Scientific Instrument
68/15	T	NZ 45, NZ 48, NZ 4541, NZ300045	West Coast, Wanganui, South Mole Head: Light Unlit
71/15	T	NZ 4314, NZ404314	West Coast, Manukau Harbour Entrance: Depths
73/15	P	NZ 614, NZ 615, NZ 6151, NZ 6152, NZ 6153, NZ 6154, NZ300614, NZ300615, NZ461531, NZ461532, NZ561541, NZ561542, NZ661542	Marlborough Sounds: Use of Automated Navigation Systems
75/15	T	NZ 632, NZ 6321, NZ400632, NZ506321	East Coast, Lyttelton Harbour: Unlit Buoy
80/15	T	NZ 53, NZ 531, NZ 5315, NZ 5318, NZ300531, NZ505315	East Coast, Mercury Bay: Scientific Instruments
85/15	T	NZ 66, NZ 661, NZ 6612, NZ300661, NZ506612	East Coast, Approaches to Otago Harbour: Scientific Instruments

II

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
90/15	T	NZ 7142, NZ407142, NZ507142	West Coast, Greymouth Harbour: Depths
96/15	T		Maritime Safety Broadcasts
97/15	P	NZ 5113	East Coast, Houhora & Rangaunu Harbour: Aids to Navigation
98/15	T	NZ 23 (INT 640), NZ 26, NZ 55, NZ 56, NZ 14600 (INT 600), NZ200023, NZ300055, NZ300056, NZ14600E	East Coast, Poverty Bay, Eastwards: Scientific Instruments
99/15	T	NZ 23 (INT 640), NZ 26, NZ 58, NZ 14600 (INT 600), NZ200023, NZ300058, NZ14600E	East Coast, Honeycomb Southeastwards: Scientific Instruments
101/15	T	NZ 61, NZ 614, NZ 6144, NZ300614, NZ406144	North Coast, Tasman Bay and Golden Bay: Spat Catching Areas
107/15	T	NZ 5612, NZ505612, NZ605612	East Coast, Napier: Dredging

NZ 108/15 NEW ZEALAND PUBLICATIONS – Nautical Almanac 2015/16 (NZ 204) to be published shortly.

1. Mariners are advised that the 2015/16 edition of the New Zealand Nautical Almanac (NZ 204) will be available from chart retailers mid June 2015.
2. This edition covers the period 1 July 2015 to 30 June 2016 and contains updated tidal predictions for 2015/16, Annual Notices to Mariners and the New Zealand Light List.

New Zealand Hydrographic Authority
NI 107/2015

NZ 109/15 NEW ZEALAND PUBLICATIONS – Electronic Navigational Charts (ENCs).

New ENC Published

ENC Cell Published Title

NZ505314 May 15 NZ505314 - NZ5314 - North Island - East Coast - Mercury Islands

README.TXT File

The README.TXT file located within the ENC_ROOT folder of an ENC exchange set contains important safety related information. This file is updated on a regular basis and should be consulted to ensure that all related issues are taken into consideration. The latest README.TXT file is also located on the LINZ website www.linz.govt.nz/sea/charts/electronic-navigational-charts-encs.


Use of Electronic Navigational Charts

For compliance with New Zealand legal requirements for nautical charts and publications please refer to *Maritime Rules Part 25*, as supported by Maritime New Zealand's *Marine Guidance Notice Issue 8*, (July 2009), Use of Electronic Charts, ECDIS and ENCs in New Zealand, available from the Maritime New Zealand website www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notices.asp.

New Zealand Hydrographic Authority
NI 109/2015

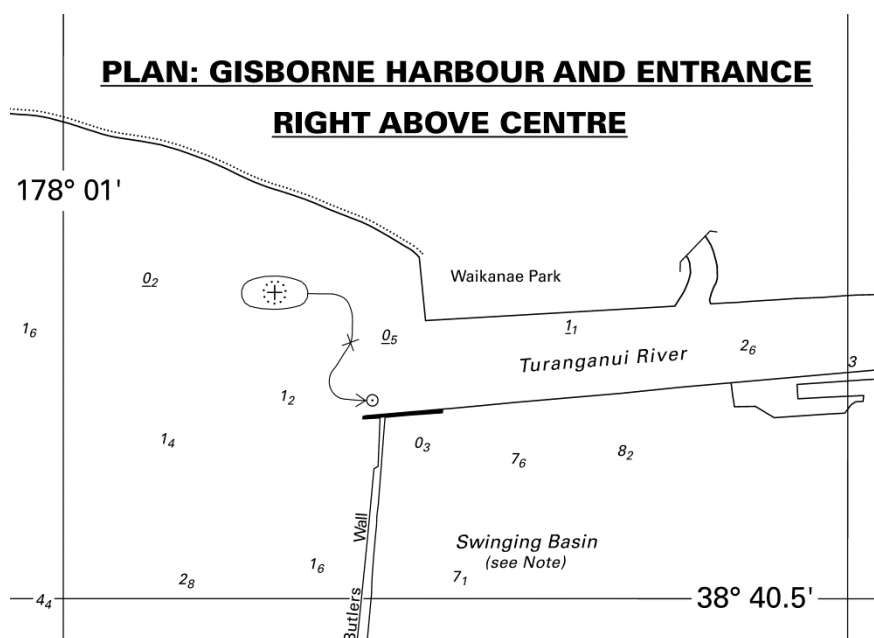
NZ 110/15 NEW ZEALAND – North Island – East Coast – Gisborne Harbour – Turanganui River
Entrance – Rock.

Chart NZ 5571 (Plan: Gisborne Harbour and Entrance) [126/12]

Insert 

38° 40'.401S., 178° 01'.197E.

Gisborne District Council
NI 101/2015



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
LAST CORRECTION	NZ NTM No.	CHART No.	
NZ 126/12	NZ 110/15	NZ 5571	

**NZ 111(T)/15 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Takapuna Beach –
Research Buoy Recovered.**

Former notice – NZ 249(T)/14 is cancelled.

Cancel this notice on receipt.

Charts formerly affected: NZ 5321, NZ 5322, NZ405321, NZ505322

Auckland Council
NI 110/2015

**NZ 112(T)/15 NEW ZEALAND – North Island – East Coast – Kawau Bay – Scientific Instruments
Recovered.**

Former notice – NZ 74(T)/15 is cancelled.

Cancel this notice on receipt.

Charts formerly affected: NZ 52, NZ 53, NZ 522, NZ 532, NZ 5227, NZ305322

Royal New Zealand Navy
NI 113/2015

III

CORRECTIONS TO NEW ZEALAND LIGHT LIST
(NZ NTM Edition No.10 dated 15 May 2015)

NEW ZEALAND NAUTICAL ALMANAC 2014/15
LIGHT LIST SECTION

Nil

IV

CORRECTIONS TO SAILING DIRECTIONS AND NEW ZEALAND PUBLICATIONS

(NZ NTM Edition No. 10 dated 15 May 2015)

NP13 Australia Pilot Volume 1 (2014 Edition)

North coast – Gulf of Carpentaria – Gove Harbour — Mooring buoys

116

After Paragraph 2.211 3 line 7 Insert:

Mooring buoys 2.211a

- 1 Mooring buoys (yellow, cylindrical), exhibiting lights, have been installed in the harbour as follows:
- 12°12'12S 136°41'37E.
 - 12°12'09S 136°41'17E.
 - 12°12'21S 136°41'19E.
 - 12°12'33S 136°41'19E.
 - 12°12'39S 136°41'24E.

Australian Notice 8/469/2015
(SDD 2015000 089913) [20/15]

North-west coast – Broome — Pilot station

214

Paragraph 5.259 2 lines 6–7 *For* 18°00'72S 122°11'59E
Read 17°59'25S 122°09'90E

Australian Notice 8/471/2015
(SDD 2015000 089913) [20/15]

NP15 Australia Pilot Volume 3 (2012 Edition)

Australia – Queensland – Gladstone — Clinton Channel; directions

185

Paragraph 5.181 3–4 *Replace by:*

- 3 SW of A7 Light Beacon (special) (23°49'18S 151°14'82E), marking a bank with a least depth of 7.9 m, thence:
NE of Clinton Coal Loader Wharf (23°49'16S 151°14'53E), thence:
SW of C1 Light Beacon (starboard hand) (23°49'18S 151°14'82E) marking a bank with a least depth of 2.9 m.
Thence the track continues with the alignment (138.6°), astern, of a Port Entry Light (23°49'97S 151°15'44E) NE through Clinton Channel, passing:
- 4 SW of C3 Light Beacon (W cardinal) (23°49'01S 151°14'65E).
Thence the track continues NW through Clinton swinging basin.
Useful mark:
Power station chimneys (23°51'03S 151°13'19E).

Queensland Notice 118/15
(SDD 2015000 089784) [20/15]

Queensland – Palm Passage — Pith Reef Light

266

Above Paragraph 8.19 1 line 1 Insert:

- 1 **Major Light:**
Pith Reef Light (18°30'30S 147°01'32E) (stainless steel framework tower on concrete piles, 28 m in height).

Paragraph 8.19 2 lines 3–4 *Replace by:*
...147°01'32E) stands on...

Australian Notice 8/465/2015
(SDD 2015000 089913) [20/15]

V

NAVIGATIONAL WARNINGS

Warnings in force 13 May 2015

NAVAREA XIV

(South West Pacific)

42/15 FM NAVAREA XIV COORDINATOR 202245 UTC APR 15
NAVAREA XIV 42/15
SOUTH PACIFIC OCEAN
NEW ZEALAND
THE RCC NEW ZEALAND/TAUPO MARITIME RADIO INMARSAT C SES 451200067 IS
UNAVAILABLE.
INMARSAT MESSAGES SHOULD BE ADDRESSED TO EMAIL MARITIME [AT]
KORDIA.CO.NZ
THE OUTAGE DOES NOT AFFECT THE RECEPTION OF DISTRESS ALERTS, SAC
MESSAGES OR TRANSMISSION OF MSI.

NZ Coastal Navigational Warnings

(Area Z)

NIL IN FORCE

VI

CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS

(NZ NTM Edition No. 10 dated 15 May 2015)

VOLUME 6, PART 4, NP 286(4), 2014/15

Published Wk 32/14

(Last Updates: Weekly Edition No. 16 dated 16 April 2015)

PAGE 21, AUSTRALIA, BROOME, W.A., Pilots, PROCEDURE, section
(3).

Delete and replace by:

(3) **Pilot boards** by PV in the following positions:

- (a) Outer Pilot Boarding Station: 17°58'02S 122°05'40E (for vessels over 80m LOA unless otherwise arranged with the Port Authority)
- (b) Inner Pilot Boarding Station: 17°59'25S 122°09'90E (for use as agreed between the Port Authority and individual ship Masters)

[Kimberley Ports Authority Notice 1/15, \(RSDRA2015000081098\), 19/15](#)

(Last Updates: Weekly Edition No. 19 dated 7 May 2015)

PAGE 109, FIJI, GENERAL NOTES.

Delete and replace by:

GENERAL NOTES

ISPS DESIGNATED AUTHORITY:

CONTACT DETAILS:

Maritime Safety Authority of Fiji

Telephone: +679 3315266

Fax: +679 3303251

+679 3313127

E-mail: info@msaf.com.fj

Website: www.msaf.com.fj

PILOTAGE:

Pilots are available from SUVA or LAUTOKA for the following ports:

- (1) LEVUKA
- (2) SAVUSAVU
- (3) MALAU
- (4) VATIA WHARF, Viti Levu (by prior arrangement through agent)
- (5) Yavena Passage (Pilot boards in position 17° 19' 00S 177° 45' 00E)
- (6) Bligh Water (by prior arrangement through agent)
- (7) YASAWA Islands including Malakati and Mamanuca (by prior arrangement through agent)
- (8) Yadua Passage, Vanua Levu (by prior arrangement through agent)
- (9) Galoa Port, Vanua Levu (Pilot boards in position 17° 15' 00S 177° 50' 00E)
- (10) WAIRIKI, Vanua Levu (by prior arrangement through agent)
- (11) DRAVUNI and Ono Island, Kadavu (Pilot boards in position 18° 45' 00S 178° 25' 00E)
- (12) Pacific Harbour, Beqa Island and Bqua Channel (by prior arrangement through agent)
- (13) Lau Islands (by prior arrangement through agent)
- (14) Taveuni, Kioa, Rabi, Qamea and Laucala Islands (by prior arrangement through agent)

FIJI SHIP REPORTING SYSTEM:

For details of the Fiji Ship Reporting System, see FIJI - SHIP REPORTING SYSTEM.

Fiji Nautical Almanac F201 2015 Edition, (RSDRA2015000068662), 20/15

HYDROGRAPHIC NOTE

(For instructions, see next page)

New Zealand Hydrographic Authority
Land Information New Zealand
Radio New Zealand House
155 The Terrace
PO Box 5501
Wellington 6145
New Zealand

Tel: 0800 665 463 or +64 (0)4 460 0110

Fax: +64 (0)4 460 0161

Email: ntm@linz.govt.nz

Date Ref. No.

Name and address of ship or sender

.....
.....

Tel/Fax/Telex/Email of sender

General locality

Subject

Position. Lat. Long.

Position fixing system used

Datum

Paper Chart/ENC affected Edition

Dated

Latest Notice to Mariners held

Publications affected (Edition No. and date of latest supplement, page no., ID no. etc)

Details:

A replacement copy of Chart No.
is required (see Instruction 4).

Signature of observer/reporter

HYDROGRAPHIC NOTE

Forwarding Information for Charts and Hydrographic Publications

Note: An acknowledgement of 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 Notices to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received in a foreign Notices to Mariners. An explanation of the use of contributions from all parts of the world would be too greater task and a further communication should only be expected when the information is of outstanding value or has unusual features.

INSTRUCTIONS:

1. Mariners are requested to notify New Zealand Hydrographic Authority, Land Information New Zealand, 155 The Terrace, PO Box 5501, Wellington 6145, New Zealand, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seem to be necessary. The Admiralty publication, *The Mariner's Handbook* (NP 100), Chapter 4, gives general instructions.
2. 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. Copies of this form may be obtained gratis from the New Zealand Hydrographic Authority at the address above, or in PDF format directly from the LINZ website, www.linz.govt.nz/hydro. Hydrographic Notes can also be sent from mobile devices using the Hydrographic Notes Application available for [Android](#) and [Apple](#) devices.
3. 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. However, when there is a series of fixes along a ship's course, only the method of fixing and the objects used need to be indicated. 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 used should be given.
4. Paper Charts: A cutting from the largest scale paper 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 the chart itself) these should be in red as above, but adequate detail from the chart must be traced in black ink to enable the amendments to be fitted correctly.

Electronic Navigational Charts (ENCs): A screen dump of the largest scale usage band ENC with the alterations and additions being shown thereon in red.

5. When soundings are obtained, *The Mariners Handbook* (NP 100) should be consulted. 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 echo sounder set should also be given.
6. Modern echo sounders frequently record greater depths than the set's nominal range, e.g. with a set whose maximum is 500m a trace appearing at 50m may in fact be 550m or even 1,050m. Erroneous deep soundings beyond the sets nominal range can usually be recognised by the following:
 - (a) The trace being weaker than normal for the depth registered
 - (b) The trace appearing to pass through the transmission line
 - (c) The "feathery" nature of the trace.
7. Reports which cannot 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.
8. 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 or 15 fathoms may be of sufficient importance to justify a radio message.