

# NEW ZEALAND NOTICES TO MARINERS

*Notices*

**NZ 182 – 189**

© Crown Copyright 2015. All rights Reserved. Permission is not required to make analogue copies of these Notices but such copies are not to be sold.

---

## CONTENTS

- I [Explanatory Notes.](#)
  - II [New Zealand Notices to Mariners.](#)
  - III [Corrections to New Zealand Light List.](#)
  - IV [Corrections to Sailing Directions and New Zealand Publications.](#)
  - V [Navigational Warnings.](#)
  - VI [Corrections to Admiralty List of Radio Signals.](#)
- 

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](mailto: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](mailto: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](http://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](http://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](http://www.iho.int).

II

**NUMERICAL INDEX OF CHARTS AFFECTED**  
(NZ NTM Edition No. 19 dated 18 September 2015)

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 51			189(P)
NZ 61		NZ300061	188(P)
NZ 512		NZ300512	189(P)
NZ 522			186(T)
NZ 532		NZ305322	186(T)
NZ 541		NZ300541	187(P)
NZ 614			182
NZ 5113			189(P)
NZ 5114		NZ451141	189(P)
NZ 5227			186(T)
NZ 5322			184
NZ 5413			182
NZ 6153			185

II

**NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE**

(NZ NTM Edition No. 19 dated 18 September 2015)

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
242/09	P	<b>NZ 42, NZ 4265</b>	Kaipara Hr. Entrance: Depths
222/10	P	<b>NZ 542</b>	Whakatane: Depths
147/13	P	<b>NZ 521, NZ300521</b>	East Coast, Poor Knights Islands: Depths
172/13	P	<b>NZ 6152</b>	North Coast, Havelock: Lights, Beacons
194/13	P	<b>NZ 5124</b>	East Coast, Bay of Islands, Kerikeri Inlet: Light Beacons
221/13	P	<b>NZ 4265</b>	West Coast, Kaipara Harbour: Lights, Beacons, Buoys
41/14	P	<b>NZ 268</b>	Chatham Islands: Depths and Rocks
42/14	P	<b>NZ 26, NZ 27, NZ 268</b>	Chatham Islands: Areas to be avoided
45/14	P	<b>NZ 632, NZ 6324, NZ406324</b>	East Coast, Akaroa Harbour: Area of Restricted Access
132/14	T	<b>NZ 6321, NZ506321, NZ606321</b>	East Coast, Lyttelton Harbour: Light, Beacon
139/14	P	<b>NZ 5612</b>	East Coast, Approaches to Napier: Light Sectors
141/14	T	<b>NZ 23 (INT 640), NZ 25 (INT 648), NZ 45, NZ 48, NZ200023, NZ300045</b>	West Coast, South Taranaki Bight: Seabed Obstructions
156/14	P	<b>NZ 82 (T 82), NZ 8238 (T 8238), NZ 8247 (T 8247), NZ 8248 (T 8248), NZ8259 (T 8259), NZ300082, NZ508238, NZ608238</b>	Kingdom of Tonga, Ha'apai Group: Navigation Aids
171/14	P	<b>NZ 521, NZ300521</b>	East Coast, Whangarei Harbour: Directional light
210/14	P	<b>NZ 8215, NZ508215</b>	Kingdom of Tonga, Niuaotupapu: Navigation Aids
211/14	P	<b>NZ 82 (T 82), NZ 827 (T 827), NZ 8275 (T 8275), NZ 8277 (T 8277), NZ300827, NZ408275, NZ508277</b>	Kingdom of Tonga, Tongatapu: Navigation Aids
213/14	T	<b>NZ 8655, NZ508655</b>	Samoa, Approaches to Apia Harbour: Buoys
224/14	P	<b>NZ 6422, NZ406422, NZ506422</b>	East Coast; Timaru Harbour: Works, Exclusion Zone and Buoy
238/14	P	<b>NZ 822 (T 822), NZ 8225 (T 8225), NZ400822, NZ508225</b>	Kingdom of Tonga, Vava'u Group, Neiafu Harbour: Prohibited Area
245/14	P	<b>NZ 531, NZ 534, NZ 5318, NZ300531</b>	East Coast, Mercury Islands, Mercury Bay: Depths, Rocks
251/14	T	<b>NZ 54, NZ 541, NZ 542, NZ 5413, NZ300541, NZ405413</b>	East Coast, Tauranga, Astrolabe Reef: Exclusion Zone and Waverider Buoy
261/14	T	<b>NZ 522, NZ 532, NZ 5227, NZ305322</b>	East Coast, Kawau Bay, Matakana River: Works in Progress
263/14	P	<b>NZ 62, NZ 63, NZ 6212, NZ300062, NZ462122</b>	East Coast, Kaikoura: Marine Reserve
264/14	P	<b>NZ 63, NZ 64, NZ 632, NZ 6324, NZ300063, NZ406324</b>	East Coast, Banks Peninsula, Akaroa Harbour: Marine Reserve
275/14	P	<b>NZ 8655, NZ508655</b>	Samoa, Apia Harbour: Buoys and Breakwater
24/15	P	<b>NZ 82 (T 82), NZ 822 (T 822), NZ 8225 (T 8225), NZ300082, NZ400822, NZ508225</b>	Kingdom of Tonga, Vava'u Group: Navigation Aids
29/15	T	<b>NZ 632, NZ 6321, NZ400632, NZ506321, NZ606321</b>	East Coast, Lyttelton Harbour, Sticking Point Eastwards: Exclusion Zone
59/15	T	<b>NZ 14065 (INT 65), NZ 14900 (INT 900), NZ14065E, NZ21490E</b>	Ross Sea, Terra Nova Bay, Gerlache Inlet: Scientific Instrument
68/15	T	<b>NZ 45, NZ 48, NZ 4541, NZ300045</b>	West Coast, Wanganui, South Mole Head: Light Unlit
73/15	P	<b>NZ 614, NZ 615, NZ 6151, NZ 6152, NZ 6153, NZ 6154, NZ300614, NZ300615, NZ461531, NZ461532, NZ561541, NZ561542, NZ661542</b>	Marlborough Sounds: Use of Automated Navigation Systems
97/15	P	<b>NZ 5113</b>	East Coast, Houhora & Rangaunu Harbour: Aids to Navigation
124/15	T	<b>NZ 66, NZ 661, NZ 6612, NZ300661, NZ506612</b>	East Coast, Approaches to Otago Harbour: Scientific Instruments
125/15	T	<b>NZ 4633, NZ404633</b>	South Coast, Wellington, Lyall Bay, Lit Buoy Removed
143/15	T	<b>NZ 14638 (INT 638)</b>	Fiji, Viti Levu & Southern Lau Group: Lights
144/15	T	<b>NZ 4314, NZ404314</b>	West Coast, Manukau Harbour Entrance: Depths
150/15	T	<b>NZ 23 (INT 640), NZ 26, NZ 55, NZ 14600 (INT 600), NZ200023, NZ300055, NZ14600E</b>	East Coast, Poverty Bay, Eastwards: Scientific Instruments
151/15	T	<b>NZ 463, NZ 4633, NZ 4634, NZ300463, NZ404633, NZ546341</b>	South Coast, Pencarrow Head: Light
152/15	P	<b>NZ 286, NZ 2862</b>	Auckland Islands: Rocks
154/15	P	<b>NZ 512, NZ 5124, NZ 5125, NZ300512</b>	East Coast, Approaches to Opuia: Light Sectors
157/15	T	<b>NZ 23 (INT 640), NZ 25 (INT 648), NZ 63, NZ 64, NZ 632, NZ200023, NZ300063, NZ400632</b>	East Coast, Banks Peninsula, Steep Head Eastwards: Buoy Unlit
163/15	T		Maritime Safety Broadcasts
167/15	T	<b>NZ 512, NZ 521, NZ 5111, NZ 5113, NZ 5114, NZ300512, NZ300521, NZ451141</b>	East Coast, Rangaunu Bay, Doubtless Bay & Whangaruru Harbour: Scientific Instruments

II

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
174/15	T	<b>NZ 23 (INT 640), NZ 26, NZ 58, NZ 14600 (INT 600), NZ200023, NZ300058, NZ14600E</b>	East Coast, Honeycomb Southeastwards: Scientific Instruments
175/15	T	<b>NZ 632, NZ 6321, NZ400632, NZ506321</b>	East Coast, Lyttelton Harbour/Whakaraupō: Channel Depth
176/15	T	<b>NZ 6912</b>	Stewart Island/Rakiura, Port Adventure: Scientific Instrument
177/15	T	<b>NZ 7624, NZ407624, NZ507624</b>	West Coast, Doubtful Sound/Patea, Deep Cove: Scientific Instruments
178/15	P	<b>NZ 82, NZ300082</b>	Kingdom of Tonga, Tongatapu Northwards: Uncharted Shoal
179/15	T	<b>NZ 4633, NZ 4634, NZ404633, NZ546341</b>	South Coast, Wellington Harbour, Camp Bay, Seatoun: Scientific Instruments
180/15	T	<b>NZ 615, NZ 6152, NZ300615</b>	North Coast, Pelorus Sound, Waitata Reach: Scientific Instruments
181/15	T	<b>NZ 7142, NZ407142, NZ507142</b>	West Coast, Greymouth Harbour; Depths
186/15	T	<b>NZ 522, NZ 532, NZ 5227, NZ305322</b>	East Coast, Kawau Bay: Scientific Instruments
187/15	P	<b>NZ 541, NZ300541</b>	East Coast, Tauranga, Motiti Island: Depths
188/15	P	<b>NZ 61, NZ300061</b>	North Coast, Golden Bay and Tasman Bay: Aids to Navigation and Depth
189/15	P	<b>NZ 51, NZ 512, NZ 5113, NZ 5114, NZ300512, NZ451141</b>	East Coast, Karikari Peninsula: Uncharted Rocks

**NZ 182/15 NEW ZEALAND PUBLICATIONS – Paper Charts.**

Former notices – NZ 142(P)/15 and NZ 155(P)/15 are cancelled.

**(1) New Editions Published.**

Chart	Published	Title and other remarks	Scale 1:	Page of 15 <sup>th</sup> . Edition NZ 202 22 & 23
<b>NZ 614</b>	September 2015	<b>Tasman Bay / Te Tai-o-Aorere</b>	100 000	
		<i>New edition incorporating changes to aids to navigation and new survey data.</i>		
		40° 42'.40S. – 41° 16'.50S. 172° 45'.00E. – 173° 55'.00E.		
		<b>Mapua</b>		
		41° 14'.20S. – 41° 15'.80S. 173° 05'.80E. – 173° 08'.60E.	20 000	
		<b>Port Motueka</b>		
		41° 07'.90S. – 41° 09'.40S. 173° 01'.00E. – 173° 03'.60E.	20 000	
		<i>Note: On publication of this New Edition, this chart remains affected by notice 73(P)/15.</i>		
<b>NZ 5413</b>	September 2015	<b>Approaches to Tauranga</b>	50 000	18 & 19
		<i>New edition incorporating new survey data and general updating throughout.</i>		
		37° 30'.10S. – 37° 47'.20S. 176° 05'.00E. – 176° 38'.30E.		
		<i>Note: On publication of this New Edition, this chart remains affected by notice 251(T)/14.</i>		

**(2) Charts Permanently Withdrawn.**

Chart	On Publication of New Edition	Date
<b>NZ 614 (2009)</b>	<b>NZ 614</b>	September 2015
<b>NZ 5413 (1998)</b>	<b>NZ 5413</b>	September 2015

New Zealand Hydrographic Authority  
NI 190/2015

**NZ 183/15 BRITISH ADMIRALTY PUBLICATIONS – New Edition Published.**

<i>NP No.</i>	<i>Title</i>	<i>Date</i>	<i>Remarks</i>
NP286(4)	Admiralty List of Radio Signals. Pilot Services, Vessel Traffic Services and Port Operations. Indian sub-continent, South East Asia, and Australasia.	10/09/15	Updated to BA week 31/15 (30/07/15). First updates in BA week 37/15. The 2014/15 Edition of NP286(4) is cancelled.

UKHO Weekly Edition 37/2015  
NI 199/2015



**NZ 184/15 NEW ZEALAND – North Island – East Coast – Auckland – Waitemata Harbour – Orakei Marina  
– Light.**

**Chart NZ 5322 [ 77/15 ]**

Amend elevation of light to, 4m


36° 50'.91S., 174° 48'.40E.

Auckland Transport  
NZ Light List: 3758.55  
NI 196/2015

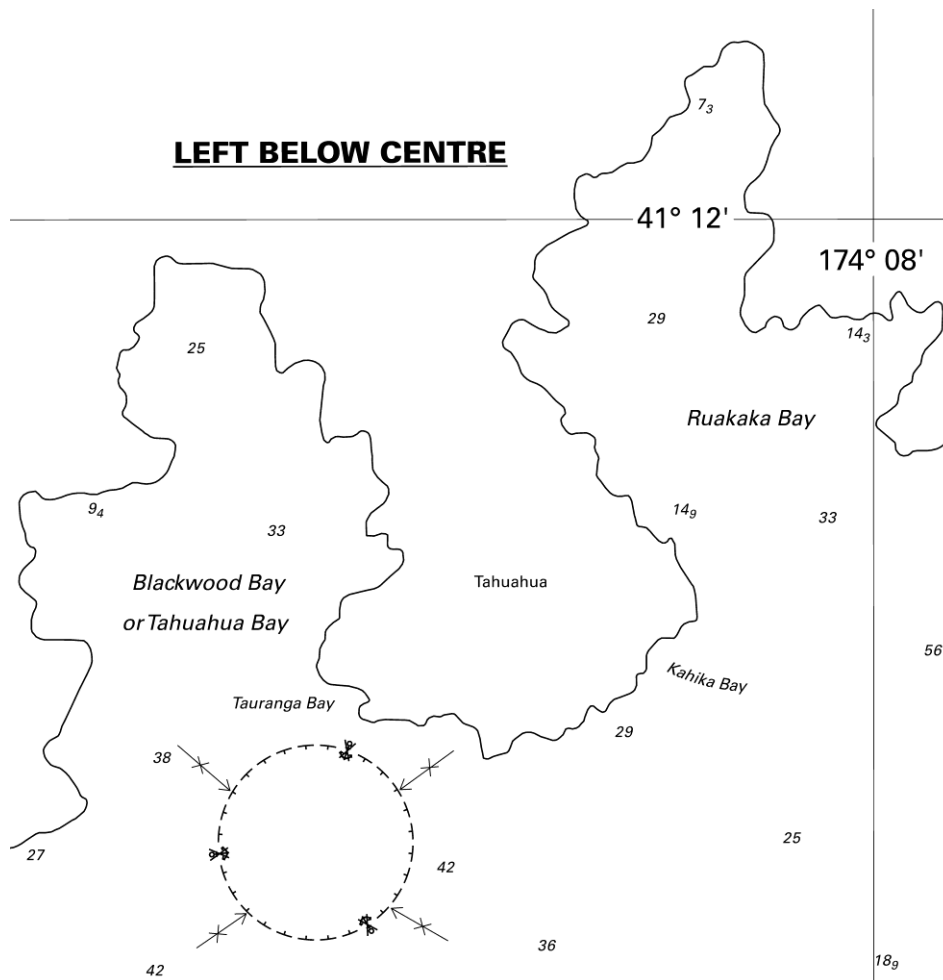
Note: No tracings are included for this notice.

**NZ 185/15 NEW ZEALAND – South Island – North Coast – Queen Charlotte Sound / Tōtaranui – Perano Shoal – Prohibited Anchorage.**

Chart NZ 6153 [ 148/15 ]

Insert prohibited anchorage  with circle radius 0.25NM, centred on: 41° 13'.60S., 174° 06'.10E.

Marlborough District Council  
NI 197/2015



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
<b>LAST CORRECTION</b>	<b>NZ NTM No.</b>	<b>CHART No.</b>	
<b>NZ 148/15</b>	<b>NZ 185/15</b>	<b>NZ 6153</b>	

**NZ 186(T)/15 NEW ZEALAND – North Island – East Coast – Kawau Bay – Scientific Instruments.**

1. From 10 September 2015 seabed mounted tide gauges, each marked by a lit buoy *Fl.Y* will be deployed in the following positions until November 2015:
  - a) 36° 23'.09S., 174° 48'.40E.
  - b) 36° 26'.73S., 174° 52'.78E.
  
2. Mariners are advised to exercise caution when navigating in the area.

**Charts temporarily affected: NZ 522, NZ 532, NZ 5227, NZ305322**

Royal New Zealand Navy  
NI 198/2015

**NZ 187(P)/15 NEW ZEALAND – North Island – East Coast – Tauranga – Motiti Island – Depths.**

*Former Notice* – NZ 156(P)/13 is cancelled.

1. A recent survey (March 2013) of Motiti Island shows numerous changes to charted features and depths. The most significant changes are as follows:

Depth	Position
3.5m	37°36'.33S., 176°25'.61E. (Uncharted Rock)
0.3m	37°36'.44S., 176°25'.56E.
1.5m	37°36'.57S., 176°26'.19E. (Uncharted Rock)
1.0m	37°36'.94S., 176°26'.68E. (Uncharted Rock)
0.5m	37°37'.02S., 176°26'.94E.
0.7m	37°37'.82S., 176°26'.02E.

2. Charting action to take place in due course.

**Charts affected: NZ 541, NZ300541**

IX Survey  
NI 194/2015

**NZ 188(P)/15 NEW ZEALAND – South Island – North Coast – Golden Bay and Tasman Bay – Aids to Navigation and Depth.**

*Former notice* – NZ 211(P)/12 is cancelled.

1. The following lights have been removed:

<i>Name</i>	<i>Characteristics</i>	<i>Charted Position</i>
Collingwood Outer Ldg Lts.	2F(occas)	40° 40'.59S., 172° 41'.04E.
Port Waitapu Ldg Lts.	2F(occas)	40° 49'.23S., 172° 48'.89E.
Port Waitapu Inner Ldg Lts.	2F(occas)	40° 49'.63S., 172° 48'.25E.
Riwaka Lts in line.	2F.G	41° 04'.47S., 173° 00'.53E.
Mapua Outer Lts in line.	2F.Bu	41° 14'.84S., 173° 06'.32E.

2. A recent survey in the immediate approach area of Port Nelson indicates changes to charted features and depths. The most significant depth is as follows:

<i>Depth</i>	<i>Position</i>
0.7m	41° 15'.75S., 173° 14'.91E.

3. Charting action will take place in due course.

**Charts affected: NZ 61, NZ300061**

New Zealand Hydrographic Authority  
NI 202/2015

**NZ 189(P)/15 NEW ZEALAND – North Island – East Coast – Karikari Peninsula – Uncharted Rocks.**

1. A recent survey (September 2015) has located uncharted rocks in the following positions:

<i>Position</i>	<i>Depth</i>
34° 46'.73S., 173° 23'.78E.	3.7
34° 52'.92S., 173° 25'.27E.	2.6

2. Charting action will take place in due course.

**Charts affected: NZ 51, NZ 512, NZ 5113, NZ 5114, NZ300512, NZ451141**

IXSurvey Australia PTY LTD.  
NI 205/2015

### III

#### CORRECTIONS TO NEW ZEALAND LIGHT LIST (NZ NTM Edition No. 19 dated 18 September 2015)

#### NEW ZEALAND NAUTICAL ALMANAC 2015/16 LIGHT LIST SECTION

3758.5	Orakei Marina. Main Light	36 50.90 174 48.45	Iso R 2s	7	2	White fiberglass tower, red and white bands. 5	
	*	*					
3758.55	- No. 1	36 50.91 174 48.40	FI G	4	2	Green $\Delta$ on green wooden pile 2	
				*			
4214	- Channel N side	41 08.23 173 01.67	Iso G 4s	3	2	Green wooden pile	<i>fl 2, ec 2</i>
				*			

---

(NI 196, 204/2015)

### IV

#### CORRECTIONS TO SAILING DIRECTIONS AND NEW ZEALAND PUBLICATIONS (NZ NTM Edition No. 19 dated 18 September 2015)

#### New Zealand Chart Catalogue 15<sup>th</sup> Edition, NZ 202

Page 19	<b>NORTHERN ZONE</b>					
<i>Amend</i>	NZ 5413	Approaches to Tauranga -----		50 000	1/1992	9/2015
Page 23	<b>COOK STRAIT ZONE</b>					
<i>Amend</i>	NZ 614	Tasman Bay / Te Tai-o-Aorere -----		100 000	7/1989	9/2015
		Port Motueka -----		20 000		
		Mapua -----		20 000		

**NP14 Australia Pilot Volume 2 (2013 Edition)**

Victoria – Port Phillip — Racon; AIS

113

Paragraph 4.72 1 line 1 *For Racons Read Racon*

Paragraph 4.72 1 lines 2-3 *Delete*

After Paragraph 4.72 1 line 7 *Insert:*

Prince George Bank Light Beacon (38°06'38S  
144°44'14E).

122

Paragraph 4.119 1 line 1 *For Racons Read Racon*

Paragraph 4.119 1 lines 2-3 *Delete*

After Paragraph 4.119 1 line 4 *Insert:*

**Automatic Identification System:**

Prince George Bank Light Beacon (38°06'38S  
144°44'14E).

Australian Notice 931/17/2015  
(SDD 2015000 189344)

[38/15]

---

(NI 190, 200/2015)

**V**

**NAVIGATIONAL WARNINGS**

*Warnings in force 16 September 2015*

**NAVAREA XIV**

*(South West Pacific)*

- 76/15 FM NAVAREA XIV COORDINATOR 302230 UTC AUG 15  
NAVAREA XIV 76/15  
SOUTH PACIFIC OCEAN  
NEW CALEDONIA BASIN  
1. UNDERWATER OPERATIONS BY M/V L'ATALANTE BETWEEN 3 SEP AND 9 OCT 15 IN  
AREA BOUNDED BY THE FOLLOWING POSITIONS:  
A: 22-18S 171-31E  
B: 37-31S 171-31E  
C: 37-31S 164-15E  
D: 22-18S 164-15E  
2. VESSEL TOWING EQUIPMENT 2.5NM FROM STERN AND IS RESTRICTED IN ITS ABILITY  
TO MANEUOVRE. 4NM BERTH REQUESTED.  
3. CANCEL THIS MESSAGE 100100 UTC OCT 15.

**NZ Coastal Navigational Warnings**

*(Area Z)*

NIL IN FORCE

---



## VI

### CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS (NZ NTM Edition No. 19 dated 18 September 2015)

VOLUME 6, PART 4, NP 286(4), 2015/16

Published Wk 37/15

(First Updates to publication Wk 37/15)

The 2014/15 edition is cancelled

PAGE ii, RECORD OF UPDATES, NEW EDITION, First Updates box.  
Insert:

This edition was published in week 37/15. The first  
Weekly Notice to Mariners was issued in week 37/15.

UKHQ 37/15

PAGES 31 & 32, AUSTRALIA, DAMPIER, W.A.  
Delete entry and replace by:

**DAMPIER, W.A.**  
UNCTAD LOCODE: AU DAM

**20° 39'S 116° 40'E**

#### Pilots

#### CONTACT DETAILS:

VHF Channel: Ch 16; 11 13 68

HOURS: H24

#### PROCEDURE:

- (1) **Pilotage is compulsory** for all vessels moving in the port except for the following:
  - (a) All vessels less than 150 gt
  - (b) Certain Australian Defence Force vessels
  - (c) Australian registered commercial fishing vessels less than 35m LOA
  - (d) Vessels under the command of an exempt Master
- (2) Before entering the port limits, vessels must seek permission to do so from Dampier VTS on VHF Ch 11.
- (3) **Pilot boards** in the following positions:
  - (a) 20° 21' 00S 116° 44' 00E (Boarding Position A)
  - (b) 20° 23' 73S 116° 42' 07E (Boarding Position B)
  - (c) 20° 23' 75S 116° 43' 73E (Boarding Position C)
  - (d) 20° 28' 55S 116° 44' 25E (Boarding Position D)
  - (e) 20° 38' 50S 116° 38' 97E (Boarding Position E)

#### Vessel Traffic Service

#### AREA:

The VTS coverage area includes all of the port waters extending to the extremities of

*continued on next column*

the port limits. Additionally, anchorage areas immediately adjacent to the port limits are also covered.

#### SERVICES:

Pilbara Ports Authority Port of Dampier VTS provides the following services:

- (1) Information Service
- (2) Traffic Organisation Service

#### CONTACT DETAILS:

##### Communications Tower

Call: Dampier VTS  
VHF Channel: Ch 16; 11  
Telephone: +61(0)8 91596556 (H24)  
Fax: +61(0)8 91596558  
E-mail: dampier.vts@pilbaraports.com.au  
Website: www.dpa.wa.gov.au

HOURS: H24

#### PROCEDURE:

- (1) **Notice of ETA:** Vessels should advise ETA 7 days (for vessels arriving from overseas), 72h, 48h and 24h prior to arrival.
- (2) The 7 days or 72h message should include details of the forward and aft arrival draught and the deepest departure draught. In addition, Masters of OBO vessels are required to supply information on gas-freeing if loading iron ore.
- (3) A continuous listening watch on VHF Chs 11 and 16 is to be maintained by all vessels approaching or transiting the port or at anchor.
- (4) All arrival notices and other communications from arriving vessels to the Hr Mr should be directed via the vessel's local agents.
- (5) Anchoring information and instructions for all arriving vessels should be obtained from Dampier VTS on VHF Ch 11.
- (6) Vessels should contact Dampier VTS on VHF Ch 11 as follows:
  - (a) 4h prior to arrival at port limits stating intentions and security level
  - (b) When passing two-way radio reporting point in position 20° 22' 00S 116° 44' 25E
  - (c) Inward-bound vessels:
    - (i) 1h from Sea Lt buoy (20° 25' 45S 116° 42' 95E) or when crossing port limits
    - (ii) When abeam Sea Lt buoy or when anchored
- (7) Pilotage and berthing information/instructions for inward-bound iron ore vessels should be obtained from Hamersley Base on VHF Ch 11.
- (8) Pilotage and berthing information for all other arriving vessels should be obtained through the vessel's local agents.
- (9) The agent, in consultation with the relevant terminal operator, will send Pilot boarding and berthing instructions for the vessel by fax, e-mail or VHF.
- (10) Vessels intending to enter and operate in the VTS coverage area are required to provide information on Dangerous Goods on board (class numbers) and to declare any defects affecting navigation.

#### Port

#### CONTACT DETAILS:

##### Hr Mr

VHF Channel: Ch 16; 11

##### Port Authority

Telephone: +61(0)9 91596555  
Fax: +61(0)8 91596557  
E-mail: info@dpa.wa.gov.au

##### Ship to Ship

VHF Channel: Ch 72

##### Emergency

VHF Channel: Ch 16

##### Tugs

VHF Channel: Ch 10 13 68

HOURS: H24

*continued on next page*

## Pilbara Terminal

**LOCATION:** Parker Point and East Intercourse Island.

### CONTACT DETAILS:

#### Operators

Call: Hamersley Base  
VHF Channel: Ch 16; 11 13 68  
Telephone: +61(0)8 91435710  
Fax: +61(0)8 91435804  
E-mail: marine.scheduler@riotinto.com

**HOURS:** H24

#### NOTE:

Terminal is owned and operated by Pilbara Iron Pty Ltd.

Port of Dampier Notice 22/15, (RSDRA2015000155386), 37/15

## PAGES 32 & 33, AUSTRALIA, DARWIN, N.T.

Delete and replace by:

## DARWIN, N.T.

UNCTAD LOCODE: AU DRW

12°28'S 130°51'E

## Pilots

**HOURS:** H24

### PROCEDURE:

- (1) **Pilotage is compulsory** for vessels over 200m LOA or 10-7m draught N of 12°25'00S and for vessels over 35m LOA S of 12°25'00S.
- (2) **Pilotage is not compulsory** for vessels exempted by law.
- (3) **Pilot ordering:** Vessels should send ETA (LT) and request for Pilot 24h and 2h before arrival at Pilot boarding position.
- (4) **Pilot boards** in the following positions:
  - (a) Inner: 12°24'50S 130°46'00E (1 n mile NW of Channel Rock No 6 Lt buoy)
  - (b) Outer: 12°19'58S 130°42'07E

### NOTES:

- (1) Vessels over 200m LOA or vessels with a maximum draught of 10-7m or over are required to board a Pilot at the Outer Pilot boarding position.
- (2) Vessels with a maximum draught of less than 10-7m and less than 200m LOA may board their Pilot at the Inner Pilot boarding position.

## Port

### CONTACT DETAILS:

#### Port Control

Call: Darwin Harbour Control  
VHF Channel: Ch 16; 10  
Telephone: +61(0)8 89220710  
+61(0)8 89995390 (Shipping Scheduler, 0700-1500)  
Fax: +61(0)8 89810687  
E-mail: harbour.control@nt.gov.au  
shipping.dpc@nt.gov.au

#### Regional Hr Mr

Telephone: +61(0)8 89993867  
+61(0)428 181480 (Mobile)

#### Port Authority

Telephone: +61(0)8 89220660  
Fax: +61(0)8 89220666  
E-mail: darwinport.dpa@nt.gov.au  
Website: www.darwinport.nt.gov.au

#### Tug Operations

VHF Channel: Ch 12 13

## RAN

VHF Channel: Ch 14 69

#### Frances Bay Lockmaster

VHF Channel: Ch 06

#### Darwin LNG Wickham Point

VHF Channel: Ch 09

#### Cullen Bay Lockmaster

VHF Channel: Ch 11

#### Bayview Marina Lockmaster

VHF Channel: Ch 68

#### Tipperary Waters Lockmaster

VHF Channel: Ch 08

#### Hudson Creek Operations

VHF Channel: Ch 17

#### INPEX LNG Bladin Point

VHF Channel: Ch 19

#### Yachts Racing

VHF Channel: Ch 73

#### Darwin MSB

VHF Channel: Ch 74

#### All Ships working

VHF Channel: Ch 72

**HOURS:** H24

### PROCEDURE:

Agents for vessels carrying dangerous cargo should submit notifications, manifests or adequate information to dg.dpc@nt.gov.au in time for necessary berth allocation or special precautions to be organised.

## Reporting System

### REPORTING:

- (1) All vessels 20m or over LOA, vessels of any length carrying more than 12 passengers or vessels towing or pushing a tow, where the combined length of the tug and tow is equal to over than 35m are to participate in the Traffic Organisation Service.
- (2) Other vessels may, and are encouraged to, participate on a voluntary basis and will, when participating, be provided with traffic information.
- (3) Inward-bound vessels should report as follows:
  - (a) 2h notice prior to entering harbour limits
  - (b) Outer reporting point (Position A): 12°18'27S 130°41'14E
  - (c) Inner reporting point (Position B): 12°25'28S 130°46'64E
  - (d) At first line, when anchored or moored
- (4) Outward-bound vessels should report as follows:
  - (a) 2h notice prior to commencing navigation
  - (b) 15 minutes before departure, requesting clearance to proceed
  - (c) At last line
  - (d) Inner reporting point (Position B): 12°25'28S 130°46'64E
  - (e) Outer reporting point (Position A): 12°18'27S 130°41'14E

## Naval Base

**LOCATION:** Larrekeyah Cove (12°27'75S 130°49'30E).

### CONTACT DETAILS:

VHF Channel: Ch 14 69  
Telephone: +61(0)8 89352000

**HOURS:** H24

Regional Harbour Master, Darwin, (RSDRA2015000177774), 37/15

*continued on next column*

**PAGES 36 & 37, AUSTRALIA, GERALDTON, W.A, Port, CONTACT DETAILS**

Delete and replace by:

**Port**

**CONTACT DETAILS:**

**Port**

Call: Geraldton Harbour  
VHF Channel: Ch 16; 11

**Hr Mr**

Telephone: +61(0)8 99640547  
Fax: +61(0)8 99640546  
E-mail: harbourmasters@midwestports.com.au

**Port Authority**

Telephone: +61(0)8 99640520  
Fax: +61(0)8 99640555  
E-mail: mail@midwestports.com.au  
Website: www.midwestports.com.au

**HOURS:** Mon-Fri: 0800-1700 LT

1h prior to arrival and departure of vessels

[Mid West Ports. \(RSDRA2015000161436\). 37/15](#)

**PAGE 39, AUSTRALIA, GOVE, N.T.**

Delete entry and replace by:

**GOVE, N.T.**

UNCTAD LOCODE: AU GOV

**12° 12'S 136° 40'E**

**Pilots**

**HOURS:** H24

**PROCEDURE:**

- (1) **Pilotage is compulsory** for the following:
  - (a) Rio Tinto berths: All vessels
  - (b) Non-Rio Tinto berths: All vessels over 50m LOA
- (2) **Pilot boards** 0.5 n miles N of the Fairway Lt buoy (12° 10' 72S 136° 38' 64E).

**Port**

**CONTACT DETAILS:**

Call: Gove Harbour  
VHF Channel: Ch 16; 06 12  
Telephone: +61(0)8 89875418  
Fax: +61(0)8 89875410  
Telex: +71 85045 (NABALC AA85045)  
E-mail: govshippingdg@riotinto.com

**HOURS:** H24

**PROCEDURE:**

**Notice of ETA:** Vessels should send ETA, draught (forward and aft), and technical details as required by the terminal 10 days, 5 days, 48h and 24h in advance.

[Gove Operations. \(RSDRA2015000177780\). 37/15](#)

**PAGE 56, AUSTRALIA, HAY POINT, Queensland, Pilots, PROCEDURE, section (2).**

Delete and replace by:

- (2) Pilotage is carried out by North Queensland Bulk Ports (NQBP).

[Maritime Safety Queensland. \(RSDRA2015000182244\). 37/15](#)

**PAGE 56, AUSTRALIA, HAY POINT, Queensland, Port, CONTACT DETAILS, Hay Point VTS.**

Delete and replace by:

**Hay Point VTS**

Call: Hay Point VTS  
VHF Channel: Ch 10 16; 10  
Telephone: +61(0)7 49563489  
E-mail: vtshaypoint@msq.qld.gov.au  
Website: www.msq.qld.gov.au/shipping/port-procedures.aspx

[Maritime Safety Queensland. \(RSDRA2015000182244\). 37/15](#)

**PAGE 62, AUSTRALIA, MACKAY, Queensland, Pilots, PROCEDURE, section (2).**

Delete and replace by:

- (2) Pilotage is carried out by North Queensland Bulk Ports (NQBP).

[Maritime Safety Queensland. \(RSDRA2015000182244\). 37/15](#)

**PAGE 62, AUSTRALIA, MACKAY, Queensland, Vessel Traffic Service, CONTACT DETAILS.**

Delete and replace by:

**CONTACT DETAILS:**

Call: Mackay VTS  
VHF Channel: Ch 10 16; 10  
Telephone: +61(0)7 49563489  
E-mail: vtshaypoint@msq.qld.gov.au  
Website: www.msq.qld.gov.au/shipping/port-procedures.aspx

[Maritime Safety Queensland. \(RSDRA2015000182244\). 37/15](#)

**PAGES 74 & 75, AUSTRALIA, PORT HEDLAND, W.A.**

Delete entry and replace by:

**PORT HEDLAND, W.A.**

UNCTAD LOCODE: AU PHE

**20° 19'S 118° 34'E**

**Pilots**

**CONTACT DETAILS:**

**Helicopter**

Call: Port Hedland Pilot Helicopter  
VHF Channel: Ch 08

**PV**

Call: Pilot Vessel  
VHF Channel: Ch 08; 12

**HOURS:** H24

**PROCEDURE:**

- (1) **Pilotage is compulsory** and is available H24 for all vessels over 150 gt and vessels greater than 35m LOA.
- (2) **Pilotage is not compulsory** for the following:
  - (a) Certain Australian Defence Force vessels
  - (b) Australian registered commercial fishing vessels less than 35m LOA
  - (c) Vessels under the command of an exempt Master
- (3) Inward pilotage is optional within the extended pilotage area, which extends 10 n miles beyond port limits.

*continued on next page*

- (4) Outward pilotage is compulsory for all vessels of 150 000 dwt or more outside of port limits to the limit of the extended pilotage area, and optional for vessels of less than 150 000 dwt outside of port limits.
- (5) Vessels over 280m LOA must be fitted with a bridge front compass positioned at or near the centreline and suitable for pilotage.
- (6) Vessels up to 335m LOA may enter anytime subject to weather conditions.
- (7) Vessels over 335m LOA may berth at the discretion of the Hr Mr.
- (8) Vessels must maintain a minimum under-keel-clearance of 2.5m (tankers 3.0m) whilst passing through 2E/3E waypoints on the eastern approach.
- (9) Before entering the pilotage area, vessels must call Port Hedland VTS on VHF Ch 16 or VHF Ch 12 and receive approval to enter.
- (10) **Pilot boards** from helicopter or launch in position 20°09' 92S 118°33' 08E.

### Vessel Traffic Service

#### AREA:

The area of the Port Hedland VTS is divided into two sectors bounded by lines joining the following positions

- (1) **Sector 1:** Participation is mandatory for all vessels 30 gt and over.
  - (a) 20°21' 14S 118°24' 38E commencing at the Mean High Water Mark of the port boundary 10 n miles W of Lt Bn 47
  - (b) An arc following the port boundary N for 8.8 n miles to 20°11' 14S 118°27' 10E
  - (c) 20°10' 38S 118°23' 75E
  - (d) 20°06' 25S 118°22' 80E
  - (e) 20°04' 05S 118°35' 44E
  - (f) 20°03' 41S 118°35' 28E
  - (g) 20°03' 41S 118°38' 65E
  - (h) 20°09' 00S 118°38' 64E
  - (i) An arc following the port boundary S to 20°17' 25S 118°45' 16E
  - (j) Following the port boundary W, along the Mean High Water Mark to 20°21' 14S 118°24' 38E
- (2) **Sector 2:** Participation is voluntary but recommended.
  - (a) 20°06' 25S 118°22' 80E
  - (b) 19°59' 74S 118°21' 30E
  - (c) 19°56' 28S 118°26' 54E
  - (d) 19°54' 28S 118°26' 53E
  - (e) 19°54' 25S 118°29' 12E
  - (f) 19°56' 26S 118°29' 14E
  - (g) 20°03' 41S 118°34' 26E
  - (h) 20°03' 41S 118°35' 28E
  - (i) 20°04' 05S 118°35' 44E
  - (j) 20°06' 25S 118°22' 80E

#### SERVICES:

Pilbara Ports Authority Port Hedland VTS provides the following services:

- (1) Information Service
- (2) Traffic Organisation Service

#### CONTACT DETAILS:

##### Control Tower

Call: Port Hedland VTS  
 VHF Channel: Ch 16; 12  
 Telephone: +61(0)8 91730030 (H24)  
 Fax: +61(0)8 91730031  
 E-mail: tower.control@pilbaraports.com.au  
 shipping@pilbaraports.co.au

**HOURS:** H24

#### PROCEDURE:

- (1) **Notice of ETA:** Vessels should send ETA 8 days, 96h, 48h, 24h and 2h in advance.
- (2) Inward-bound vessels should contact Port Hedland VTS on VHF Ch 12 for details of movements of outward-bound vessels and should also report when passing the First Reporting Point (19°57' 21S 118°28' 50E).
- (3) Vessels navigating the buoyed approach channel should maintain a continuous watch on VHF Ch 16 and VHF Ch 12.
- (4) Vessels are to ensure their Pre-Arrival information along with their declaration of the state of their vessels navigational and propulsion equipment is sent via their agents at least 24h prior to arrival.
- (5) Discharge of sewage whilst alongside PHPA berths and within port limits is prohibited.

*continued on next column*

#### FIRST REPORTING POINT - OUTER CHANNEL:

- (1) An automatic arrival number based on a vessel's AIS position will automatically be populated for vessels arriving at Port Hedland. In order for this automatic recognition to occur, vessels must pass within 2.5 n miles radius of Port Hedland First Reporting Point (19°57' 21S 118°28' 50E).
- (2) Vessels anchoring outside of the port limits must pass within 2.5 n miles prior to anchoring to be recognised as having arrived at Port Hedland.

#### INFORMATION BROADCASTS:

Vessels may request the exact height of the tide by calling Port Hedland VTS on VHF Ch 12.

#### Port

#### CONTACT DETAILS:

##### Pilbara Ports Authority

Telephone: +61(0)8 91739000  
 Fax: +61(0)8 91739060  
 E-mail: feedback@pilbaraports.com.au  
 Website: www.pilbaraports.com.au

**HOURS:** H24

[Pilbara Ports Authority Notice 16/15 \(P\), \(RSDRA2015000155386\), 37/15](#)

#### PAGES 88 & 89, AUSTRALIA, STYBARROW VENTURE TERMINAL, W.A.

Delete entry

[Australian Notice 16/872/15, \(RSDRA2015000177667\), 37/15](#)

## 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](mailto: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](http://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.