

NEW ZEALAND NOTICES TO MARINERS

Notices NZ 19 – 23

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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. \(NAVAREA XIV\)](#)
 - VI [Corrections to Admiralty List of Radio Signals.](#)
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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 Notice No. 1.

Mariners are requested to immediately inform Land Information New Zealand, Private Box 5501 Wellington 6145, New Zealand Phone : 0800 665 463 or (04) 460-0110 Fax: (04) 460-0161 or e-mail: info@linz.govt.nz, of the discovery of new or suspected dangers to navigation, or shortcomings in charts and publications.

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 : (04) 914-8380 Fax : (04) 914-8388 e-mail: 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: <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 are those shown in publication *NZ 201*.

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

Blocks 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 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.

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.

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 parent book to see if any notices affecting the area under consideration are extant.

Corrections should not be pasted into the parent book or Supplement as corrections may be issued between closing date and issue of a new Supplement. These will be embodied in the text of the following Supplement. A summary of corrections in force will be issued in Section IV of the Fortnightly Edition at monthly intervals.

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

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.

II

NUMERICAL INDEX OF CHARTS AFFECTED
(NZ NTM Edition No.1 dated 5 January 2007)

NZ Chart No.	NZ Notices	INT Chart No.	Notices
NZ 21	NZ 21(T)	INT 641	NZ 21(T)
NZ 23	NZ 21(T)	INT 640	NZ 21(T)
NZ 25	NZ 21(T)	INT 648	NZ 21(T)
NZ 42	NZ 21(T)		
NZ 43	NZ 21(T), 22(P)		
NZ 45	NZ 21(T)		
NZ 48	NZ 21(T)		
NZ 443	NZ 22(P)		
NZ 5321	NZ 20(P)		
NZ 5322	NZ 20(P), 23(T)		

NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.1 dated 5 January 2007)

NZ Notice	T/P	Charts Affected		Locality and Subject
		NZ	INT	
133/01	T	6612		Otago Hr.: Shoaling
154/02	T	534		Aldermen Islands: Shoal
180/03	T	6154		Picton Hr.: Shoal Depths.
129/04	T	52, 53, 522, 5227		Hauraki Gulf: Dredging Operations
194/04	P	46, 48, 61, 463, 614, 6151, 6152, 6153, 6154		Marlborough Sounds – Use of Automated Navigation Systems.
221/04	T	54, 542		Bay of Plenty.: Research instruments.
39/05	P	52, 53, 522, 531, 5225		Gt. Barrier Is.: Isolated Danger Buoy.
54/05	T	5322		Auckland Hr. : Works in Progress
110/05	T	8248		Tonga : Light Unlit
159/05	T	5322		Auckland Hr. Bridge: Precautionary Area.
161/05	P	4633, 4634		Wellington Hr.: Navigation Safety Bylaw
173/05	T	53, 54, 531, 534, 5318		Whitianga Hr. : Sandbar
207/05	T	52, 53, 531, 532, 5318, 5327		N. Island, E. Coast: Research Instruments.
208/05	T	53, 522, 5321		Mahurangi Hr.: Scientific Instruments.
209/05	T	23, 26, 58, 223F	640	Flat Pt. : Scientific Instruments
211/05	T	61,614		Tasman Bay : Experimental Sites
219/05	T	614		Motueka River : Current Meter
228/05	P	48, 61, 614, 6142		Nelson Hr.: Schnapper Light.
237/05	T	5214, 5215		Whangarei Hr.: Light : Works in Progress
240/05	T	6821		Bluff Hr. : Depths
25/06	P	5214, 5215		Whangarei Hr.: Lights
36/06	T	5215		Whangarei Hr.: Shoaling
46/06	P	43, 443		Taranaki Bight: Works in Progress
69/06	T	43, 443		Taranaki Bight: Wave Recorder, Mooring Buoy
84/06	T	5322		Waitemata Hr.: Dredging Operations
91/06	T	4314		Manukau Hr. Entrance: South West Channel
104/06	T	4314, 4315		Manukau Hr.: Light Destroyed, Light Buoy
123/06	T	5214, 5215		Whangarei Hr.: Works in Progress
141/06	T	42, 4212		Hokianga Hr. Entrance: Waverider Buoy
147/06	T	845, 14630, 14631	630, 631	Niue Is.: Navigational Aids, Lights
149/06	P	827, 8275		Tonga: Fishing & Anchoring Prohibited Areas
156/06	P			Australia: Torres Strait: Revised Pilotage
162/06	T	42, 43, 4314		Manukau Hr.: Ninepin Rock Light
167/06	T	5322		Waitemata Hr., Devonport: Works in Progress
176/06	T	23, 26, 56, 14060, 14600	60, 600, 640	N. Island, E. Coast: Scientific Instruments
177/06	T			Indian Ocean: Operation 'Enduring Freedom'
185/06	T	4633, 4634		Wellington Hr.: Racing Buoys
186/06	T	661		Approaches to Otago Hr.: Works in Progress
192/06	T	23, 43, 4424	640	Taharoa Offshore Terminal.: Light-Buoy
194/06	T	6821		Bluff Hr.: South Davey Buoy
202/06	P	53, 532, 5321, 5322, 5324, 5325		Auckland Hr.: Rangitoto Channel.: Buoys
204/06	T	5322		Auckland Hr.: Calliope Wharves.: Buoys
205/06	T	532, 5324		Tamaki Strait: Motuihe Is.: E. Cardinal Lt Beacon
206/06	P	4265		Kaipara Hr.: Lights, Buoys and Beacons
210/06	T			Maritime Safety Broadcasts
212/06	T	614, 615, 6151, 6152		Marlborough Sounds, Admiralty Bay: Buoys
213/06	P	6153, 6154		Picton Hr.: Lights
218/06	P	48, 61, 614		Tasman, Golden Bays: Spat Catching Areas
219/06	T	14051, 14052, 14060, 14061, 14604, 14605, 14606, 14607, 14629	51, 52, 60, 61, 604, 605, 606, 607, 629 640, 641, 648	North, South Pacific Ocean: Buoys
223/06	T	21, 23, 25, 45, 48, 443		Taranaki Westwards: Drilling Operations
224/06	T	4432		Port Taranaki: Dredging Operations
225/06	T	4432		Port Taranaki: Dredging Operations
230/06	P	52, 521, 5214, 5215		Whangarei Hr.: Deepwater Port Extension
232/06	T	54, 542		N. Island, E. Coast, Opotiki: Current Meter
234/06	T	56, 561		Hawke Bay: Research Light-Buoy
237/06	T	48, 61, 614		S. Island, N. Coast, Tasman Bay: Buoys
243/06	T	48, 61, 614		S. Island, N. Coast, Golden Bay: Buoys
244/06	T	23, 25, 63, 64	640, 648	Lyttelton Hr.: Waverider Buoy
245/06	T	5322, 5324		Auckland Hr., Rangitoto Channel: Buoys
20/07	P	5321, 5322		Auckland Hr., Rangitoto Channel: Buoys
21/07	T	21, 23, 25, 42, 43, 45, 48	640, 641 648	S. Taranaki Bight., Manukau to Kawhia: Seismic Surveys
22/07	P	43, 443		N. Taranaki Bight, Waitara Northwards: Drilling and pipelaying operations

NZ 19/07 NEW ZEALAND PUBLICATIONS – Preliminary and Temporary Notices to Mariners.

Preliminary (P) and Temporary (T) New Zealand Notices to Mariners in force on 5 January 2007 are re-issued as an accompanying supplement to this Edition.

Land Information New Zealand.
NI 276/2006

NZ 20(P)/07 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Rangitoto Channel – Buoys.

1. The following Rangitoto Channel buoys have been laid in position:

<i>Buoy</i>	<i>Characteristic</i>	<i>Position</i>
1	Iso.G.1s	36° 46'.37S., 174° 48'.57E
3	Iso.G.1s	36° 46'.77S., 174° 48'.34E

2. Charting action will take place in due course.

Charts temporarily affected – NZ 5321 – NZ 5322

Ports of Auckland Ltd
NI 279/2006

**NZ 21(T)/07 NEW ZEALAND – North Island – South Coast – South Taranaki Bight, West Coast –
Tasman Sea – Manukau to Kawhia – Seismic Surveys.**

1. From early January to March 2007 the SRV *Pacific Titan* will undertake 2D and 3D seismic work in areas bounded by the following coordinates:

South Taranaki Bight	39° 49'S.	174° 05'E
	39° 49'S.	174° 11'E
	39° 56'S.	174° 11'E
	39° 56'S.	174° 05'E

Tasman Sea	36° 50'S.,	173° 35'E.
	36° 50'S.,	174° 10'E.
	37° 35'S.,	174° 35'E.
	38° 00'S.,	174° 35'E.
	38° 00'S.,	173° 35'E.

2. SRV *Pacific Titan* will be deploying streamers up to 6km long and is restricted in its ability to manoeuvre.
3. The *MV Star Keys* (call sign 62549) will act as the support vessel to the *SRV Pacific Titan*.
4. All vessels are requested to pass at least 6NM clear of the *SRV Pacific Titan*.
5. *SRV Pacific Titan* (call sign 9V5935) will be monitoring VHF channel 16.
6. Mariners are requested to exercise caution when navigating in these areas.

Charts temporarily affected – NZ 21 (INT 641) – NZ 23 (INT 640) – NZ 25 (INT 648) – NZ 42 – NZ 43 – NZ 45 – NZ 48

Origin Energy Resources NZ Limited
NI 269/2006

**NZ 22(P)/07 NEW ZEALAND – North Island – West Coast – North Taranaki Bight – Waitara Northwards
– Drilling and Pipelaying Operations.**

Former Notices – NZ 21(P)/06 and NZ 86(P)/06 are cancelled

1. Construction of the *Pohokura* Platform B and associated pipeline and power cable in position 38° 54'.71 S., 174° 16'.26 E has been completed.
2. Drilling activities will be performed by the *ENSCO 56* Jack-Up Drilling Rig, which remains alongside the platform.
3. From mid January 2007 until further notice the *RockWater 2* pipe laying vessel will undertake pipe laying operations between *Pohokura* Platform B and the onshore *Pohokura* Production Station.
4. The pipeline coordinates are:

38° 58'.47S.	174° 17'.38E.
38° 58'.23S.	174° 17'.58E.
38° 54'.71S.	174° 16'.26E.
5. All vessels are required to keep a minimum distance of 500m from the rig, pipe laying vessel and pipeline at all times.
6. The Jack-Up Rig and pipe laying vessel may be restricted in their ability to manoeuvre due to operational requirements.
7. For further information contact the Shell Exploration NZ Limited Helpline, 0800 117 867.

Charts temporarily affected – NZ 43 – NZ 443

Shell Exploration NZ Limited
NI 277/2006

NZ 23(T)/07 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Works Completed.

Former Notice – NZ 91(T)/05 is cancelled.

Cancel this notice on receipt.

Charts formerly affected – NZ 5322

Ports of Auckland Ltd
NI 280/2006

III

CORRECTIONS TO NEW ZEALAND LIGHT LIST

(NZ NTM Edition No.1 dated 5 January 2007)

NEW ZEALAND NAUTICAL ALMANAC 2006/07 LIGHT LIST SECTION

3746.1	- Rear 1.5 M from front	36 50.65 174 51.66	Dir. Oc. W. R. G. 2 s Q. R. G.	8	W21 R16 G16	Red □ on white pile	ec 0.3. QG 139.6°-140.6 (1°), OcG 140.6°-141.6° (1°), OcW 141.6°-142.6 (1°), OcR 142.6°-143.8° (1.2°), QR 143.8°-145° (1.2°)
			By Day		4		
		*		*			

(NI 274/2006)

IV

CORRECTIONS TO PUBLICATIONS

(NZ NTM Edition No.1 dated 5 January 2007)

NEW ZEALAND NAUTICAL ALMANAC 2006/07 (NZ 204)

Nil

IV

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

NP 15 Australia Pilot Volume III (2005 Edition)

Queensland - Varzin Passage — Light buoys

377

After Paragraph 13.78 1 line 2 *Insert:*
Varzin Passage C1 Light-buoy (10°32'.5S 141° 52'.2E).

380

Paragraph 13.86 2 line 1 *For* (S cardinal) *Read* (port hand)
Paragraph 13.86 3 line 1 *For* (N cardinal) *Read* (starboard hand)
Paragraph 13.86 3 line 5 *For* (N and S cardinal,
respectively) *Read* (starboard and port hand, respectively)

Australian Notice 20/1059(P)/06 [48/06]
(HH.577/560/03)

NP 51 New Zealand Pilot (2004 Edition)

North Island - Approaches to Auckland — Pilot boarding position

232

Paragraph 8.113 1 line 6 *For* 1½ miles N *Read* 2¾ miles NNE

New Zealand Notice 23/215/06 [48/06]
(HH. 580/475/07)

NP 61 Pacific Islands Pilot Volume II (1984 Edition) — Supplement 7-2001

Nouvelle-Calédonie — Tanker regulations

433 - 435

Existing Appendix II *Replace by new Appendix II which appears as pages 12-14 of this edition.*

French Notice 41/06 [49/06]
(HH. 078/638/01)

NP 100 The Mariner's Handbook (2004 Edition)

Overhead Power Cables

81

Paragraph 3.174 *Replace by:*
3.174

1 High voltages in overhead power cables sometimes make possible a dangerous electrical discharge or electrical arcing between a cable and a ship passing under it.

To avoid this danger some authorities require a clearance of 2 to 5 m to be allowed when passing under a cable, depending on the conditions affecting the particular cable. This safety margin, when subtracted from the physical vertical clearance of the cable, gives its Safe Vertical Clearance measured from the Height Datum (usually HAT), as defined by the responsible authority. Reference should be made to the explanatory notes under the chart title to determine the applicable Height Datum.

2 However, many nations do not distinguish between cables carrying different voltages, and even when they do it may not be certain that a safety margin has been taken into account in the clearance shown on their charts.

Safe Vertical Clearance is given on charts in magenta, where known; otherwise, the physical vertical clearance is shown in black. For the methods of showing clearances on older charts, see Chart 5011. The clearance is also given in Sailing Directions.

4 If the Safe Vertical Clearance is not specifically stated, nor is obtainable from local authorities, 5 m less than the physical vertical clearance should be allowed by ships passing under any power cable.

United Kingdom Hydrographic Office [46/06]
(HH. 073/200/05)

(continued next page)

IV

APPENDIX II

REGULATIONS ON THE NAVIGATION OF TANK SHIPS IN THE TERRITORIAL AND INTERNAL WATERS OF NOUVELLE—CALÉDONIE

(Extracts from the Decree No 20 dated 24 August 2006, issued by the High Commissioner of the Republic in Nouvelle-Calédonie)

Article 1: Definitions

1 In the present decree:

Hydrocarbons refers to oil in any form that conforms to the definition of rule 1 of Annex No 1 of the MARPOL agreement 73/78, the list of which is reproduced in Annex 4 of the present decree, intended passage in the territorial waters;

2 **Harmful liquid substance** refers to those substances classed in categories A, B, C or D, indicated in chapter 17 or 18 of the international anthology of regulations on transporters of chemical products and marked as subject to the dispositions of this annex in the column 'category of pollution'.

3 **Black products** refers to persistent hydrocarbons such as bitumens, crude oil, fuel, heavy diesel and oils, listed under the headings *Asphalt* and *Hydrocarbons* in appendix 1 of Annex No 1 of the MARPOL agreement 73/78.

reports

White products refers to refined, non-persistent hydrocarbons listed under the other headings in appendix 1 of Annex No 1 of the MARPOL agreement 73/78, as well as to liquefied gases.

4 **Tanker ship** refers to a vessel constructed or adapted principally for the transport of liquid bulk cargoes and includes oil tankers as defined in rules 1 and 2 of Annex No 1 of the MARPOL agreement 73/78, tanker ships for chemical products as defined in rule 1 of Annex No 2 of this same agreement, as well as gas-carriers as provided for in the IMO Code for the construction and equipping of vessels transporting liquid gases in bulk (1983).

5 **Internal waters** refers to all waters located between the coast and the base lines defined by decree No 2002-827 dated 3 May 2002.

Territorial waters refers to waters measured from the base lines to 12 miles offshore from these.

during the day only refers to the period of time which begins 15 minutes before sunrise and ends 15 minutes after sunset. casting off from the preceding foreign port, the captain of any vessel covered by Article 2 shall be obliged to send a message that follows the model in annex 1 of the present decree and states: 11 a) the captain's intentions as to movement in the territorial or internal water; b) the vessel's manoeuvring capabilities;

Article 2: Area of application

6 The present decree applies to tanker ships transporting hydrocarbons, liquefied gas or harmful liquid substances.

Article 3: Passage of tanker ships in territorial waters

7 Whilst they are sailing in territorial waters without the intention of making landfall at a pilot embarkation point, vessels covered by article 2 should, at all times, remain more than 7 miles outside the base lines marking the boundary between internal waters and Nouvelle Calédonie and the isolated islands or reefs.

However, when it is necessary to cross defined internal waters to make for the Îles Loyauté, these vessels are authorised to pass between the Îles Ouvéa and Lifou exclusively, on condition that they remain 7 miles from the coasts and reefs at all times.

Article 4: Compulsory system of vessel reports

8 Throughout the entire duration of their passage through the territorial or internal waters of Nouvelle Calédonie, vessels covered by Article 2 of the present decree shall be obliged, at all times, to listen to the international radio frequencies transmitted in metric waves (VHF 16 and ASN 70). They should respond to any call for vessels issued by the State, the coastal station Nouméa--Radio or Nouméa MRCC.

9 In the following cases, these vessels shall be subject to an obligation to report to MRCC Nouméa, either by message transmitted directly by fax (687.29.23.03), or by the intermediary of the coastal station Nouméa--Radio (FJP), or by the intermediary of the maritime agent.

4.1 Movements in territorial or internal waters.

10 Twenty-four hours before entering the internal waters of Nouvelle Calédonie, or, if the voyage is of a lesser duration than this period of notice, no later than casting off from the preceding foreign port, the captain of any vessel covered by Article 2 shall be obliged to send a message that follows the model in annex 1 of the present decree and states:

11 a) the captain's intentions as to movement in the territorial or internal water;
b) the vessel's manoeuvring capabilities;
c) its seaworthiness
d) the telephone number and e-mail address of the ship's owner.

12 The same message should be sent by the captain or his agent, six hours before casting off from any port or waiting mooring in Nouvelle Calédonie.

In the event that the captain modifies his movement intentions after sending a message as required by the present article, the vessel shall be obliged to immediately send a new message correcting the first, under the same conditions as before.

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4.2 Damage or peril of the sea.

13 4.2.1. The captain of any vessel covered by Article 2, who, whilst in internal waters, territorial waters, or less than 50 miles from the outer limit of these, suffers damage, breakdown due to an incident occurring on board the vessel or on its exterior that affects its manoeuvrability, its safety or the integrity of the environment, shall be obliged to inform MRCC Nouméa immediately. This report shall be transmitted subject to the aforementioned conditions, in a format that conforms to that given in annex 2 of the present decree.

14 4.2.2. The captain of any vessel called to assist or tow a tanker ship covered by paragraph 4.2.1 shall be obliged to inform MRCC Nouméa of this immediately, using a message that conforms to the model in annex 3 of the present decree.

4.2.3. Moreover, the captain of the vessel assisted and the captain of the assisting vessel shall be obliged to:

- a) inform MRCC Nouméa of the development of the situation, in a message that conforms to the models shown in annexes 2 or 3 of the present decree;
- 15 b) respond to any call issued by the coastal station Nouméa-Radio (FJP), by MRCC Nouméa or by a vessel belonging to the French state;
- c) take all measures stipulated by the Nouvelle Calédonie maritime authority in view of removing the dangers to navigation and the threats of pollution, or making them cease. their transit and their manoeuvres at night.

16 4.2.4. Messages sent to MRCC Nouméa are designed as notification for the authorities and do not in any way constitute requests for help or assistance. If the captains of the vessels concerned consider that it is necessary to request help or assistance, they shall be responsible for making this additional request to MRCC Nouméa, under the conditions set down by the international regulations.

Article 5: Transit and stopover of tanker ships in the internal waters of Nouvelle-Calédonie

5.1. General arrangements

17 Vessels to which Article 2 applies are forbidden to circulate in the internal waters of Nouvelle Calédonie, excepting those with special dispensations under paragraph 5.2 below, and unless special orders are issued by the maritime authority. During the day only, access to Port de Nepoui by the Passe de Muéo is authorised for tanker ships covered by Article 2, under the following conditions:

5.2. Particular arrangements**5.2.1. Port de Nouméa**

18 Access to the Port de Nouméa is authorised, during the day only, to tanker ships covered by Article 2, within the limits of draughts acceptable in the access channel and at their destination position. Once they have taken the pilot on board, these vessels should head towards the Passé de Dumbéa and take the channel for oil tankers to the North of Îlot Signal.

(continued next column)

19 Vessels covered by Article 2, transporting less than 1800 tonnes of black products or of harmful substances, or less than 20000 tonnes of white products, are authorised to carryout their transit and their manoeuvres at night.

5.2.2. Port de Prony

20 Access to Port de Prony is authorised, during the day only, to vessels covered by Article 2 transporting less than 55 000 tonnes of cargo, within the limits of draughts acceptable in the access channel and at their destination position.

21 Once they have taken the pilot on board, they should head towards the Passe Centrale de Boulari and take the route recommended by the Naval Hydrographical and Oceanographical Service (SHOM), through the Woodin Canal.

However, if they have a draught less than or equal to 10 m, these vessels are authorised to transit during the day only, through the Canal de la Havannah.

22 Vessels covered by Article 2 transporting less than 1800 tonnes of black products or of harmful substances, or less than 20 000 tonnes of white products, are authorised to carry out their transit and their manoeuvres at night.

5.2.3. Transit in the South lagoon between Nouméa, Baie de Prony and Passe de la Havannah.

23 During the day only, tanker ships transporting less than 55000 tonnes of hydrocarbons are authorised to pass through the lagoon between Nouméa and Baie de Prony, within the limits of draughts acceptable in the access channels and at their destination position, and on condition that they take the route recommended by the SHOM.

24 During the day only, navigation in the Canal de la Havannah is reserved to vessels with a draught less than or equal to 10 m, and transporting less than 55 000 tonnes of one or more of the cargoes mentioned in Article 2.

Tanker ships transporting less than 1800 tonnes of black products or of harmful liquid substances, or less than 20 000 tonnes of white products are authorised to carry out their transit and manoeuvres during the night.

5.2.4. Port de Nepoui

25 During the day only, access to Port de Nepoui by the Passe de Muéo is authorised for tanker ships covered by Article 2, under the following conditions:

- a) maximum length of 140 m;
- b) draught less than or equal to 8 m;
- c) load with maximum weight of 15 000 tonnes;
- d) cargo containing not more than 10 000 tonnes of hydrocarbons.

26 These vessels must take a pilot on board offshore from the Passé de Dumbéa, or, if the measures for taking the pilot on board are satisfactory, offshore from the Passe de Muéo.

When leaving, the disembarkation of the pilot should take place outside the channel.

In the case of vessels transporting black products, the present of a tug from the port is obligatory during the pilotage operation.

5.2.5. Îles Loyauté

27 In order to serve the territorial interest in hydrocarbons, when leaving a port on the main island of Nouvelle Calédonie, tanker ships transporting less than 1800 tonnes of hydrocarbons are

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authorised to transit within the internal waters of Îles Loyauté.

However, navigation in the Ouvéa lagoon and manoeuvres in the ports of the Îles Loyauté can only be carried out during the day.

5.3. Particular regulations relating to pilotage

28 5.3.1. Arrival in internal water:
Vessels covered by Article 2 of the present decree must take pilots on board 3 miles offshore of the Dumbéa, Boulari and la Havannah channels.

However, if the local means of transferring pilots are satisfactory and of a type agreed by the Office of Maritime Affairs, these vessels may take pilots on board and disembark them 3 miles offshore of the channel through which the entry into internal waters is authorised.

29 In the event that weather conditions mean that it is not possible to pick up a pilot 3 miles offshore, the pilot shall guide the tanker ship from the pilot boat and embark as soon as possible, if necessary after clearing the channel.

30 5.3.2. Getting under way:
Departure from the port and transit towards the channel are subject to the same conditions as arrival. However, once he is certain that the vessel exiting has full manoeuvring capability, the pilot may disembark before clearing the channel.

31 5.3.3. Reporting obligation:
The pilot shall inform MRCC Nouméa when he goes on board any vessel covered by Article 2, then when he disembarks at the conclusion of the pilotage operation. Moreover, he should report to the competent authority any events that could affect the safety of persons or of navigation, or the integrity of the environment.

(continued next column)

Article 6:

32 Anyone contravening the arrangements of the present decree shall be liable to punishment as detailed in Article 63 of the law dated 17 December 1926, which details the disciplinary and penal code for commercial shipping.

Article 7:

33 Decree No 1042, dated 13 September 2001 and regulating the movement of tanker ships within the territorial and internal waters of Nouvelle Calédonie, is revoked.

Article 8:

34 The commander of the navy and of naval aeronautics in Nouvelle Calédonie, the director of the Office of Maritime Affairs and officers and agents with authorisation to police shipping shall all be responsible for the matters that concern them regarding the implementation of the present decree, which will be recorded and published in the Official Paper of Nouvelle Calédonie.

ANNEXES

Annex 1

35 Sample message notifying of entry into territorial waters or of getting under way from the last port to be visited in Nouvelle Calédonie.

See *Admiralty List of Radio Signals Volume 6 (4)*.

Annex 2

36 Sample message to report damage or peril of the sea, to be sent by the tanker ship in difficulty.

See *Admiralty List of Radio Signals Volume 6 (4)*.

Annex 3

37 Sample message from a towing or assisting vessel reporting damage or peril of the sea.

See *Admiralty List of Radio Signals Volume 6*

V

NAVIGATIONAL WARNINGS

Navarea XIV warnings in force 3 January 2007

NAVAREA XIV

(South West Pacific)

- 018/06 SOUTH PACIFIC. FIJI. Lights
1. Following light reported unlit:
Navula Reef S end K4702 17° 55'S 177° 13'E.
 2. Cancel Navarea XIV warning 014/06.
- 046/06 SOUTH PACIFIC OCEAN. TONGA. VOLCANIC ACTIVITY
1. Volcanic activity and large amount of pumice reported in vicinity of Late Island 18-48S 174-38W.
 2. Vessels advised to navigate with caution in this area.
- 048/06 SOUTH PACIFIC OCEAN. ICEBERG
1. Large iceberg reported 210300Z Nov 06 as far north as 44-43S.
 2. Mariners should navigate with extreme caution south of latitude 43-00S.
- 049/06 SOUTH PACIFIC. VOLUNTARY SHIP REPORTING SYSTEM IN THE NEW ZEALAND SEARCH AND RESCUE AREA SOUTH OF 60° SOUTH
1. The New Zealand Search and Rescue authorities have established a voluntary ship reporting system for all vessels operating in the NZSAR region south of 60° south for the purposes of assisting the SAR authority in coordinating SAR operations in that area.
 2. Area covered: 60°S to the southern edge of the Ross Sea bounded by 163°E to 131°W.
 3. All vessels are requested to notify Taupo Maritime Radio on entry and departure into the area and are also encouraged to make daily position reports. Information provided will be used for SAR purposes only.
 4. Taupo Maritime Radio can be contacted on Inmarsat C 582 451 200 067, HF, email maritime@kordia.co.nz or 00 64 4 914 8333
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VI

CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS (NZ NTM Edition No.1 dated 5 January 2007)

VOLUME 1, PART 2, NP281(2), 2006/07

Published Wk 26/06





(Last Amendments: Weekly Edition No. 46 dated 16 November 2006)

RADIO QUARANTINE REPORTS FROM VESSELS AT SEA

PAGES 258 and 260, INTERNATIONAL HEALTH REGULATIONS, AUSTRALIA.



Delete entry and replace by:

AUSTRALIA

AUSTRALIAN QUARANTINE AND INSPECTION SERVICE (AQIS)		Diagram page 259
 AQIS National Office: +61 2 6272 3933 Free call (from within Australia): +1800 020 504 AQIS Seaports Program Manager: +61 2 6272 4525 Ballast Water Adviser: +61 2 6272 4363	 Ballast Water Adviser: +61 2 6272 3276	
PROCEDURE: <ol style="list-style-type: none"> 1. The AQIS Seaports program inspects all incoming vessels, including commercial and non-commercial vessels that enter Australian ports. Prior to arrival, all vessels, greater than 25 metres in length, arriving in Australia from overseas, or that have been in contact with overseas vessels or sea installations, are required to submit a Quarantine Pre-arrival Report for Vessels (Pratique) (QPAR) form. 2. The QPAR details the condition of the vessel including human health, cargoes and ballast water management. 3. The Master or Vessel's agent should forward a completed QPAR to AQIS 12-48 hours prior to the vessel's arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel's arrival. 4. If the Master or agent do not submit the QPAR to AQIS the vessel will be met by a quarantine officer on or shortly after arrival to complete quarantine formalities. This will cause delays to the vessel and will incur additional AQIS charges. 5. Vessels will require written permission to discharge any ballast water in Australian ports or waters. This may be given following lodgement of the QPAR to AQIS. If the vessel's ballast water details change, a revised QPAR must be sent to AQIS for clearance prior to discharging any ballast water. 6. Vessel Masters will be required to complete the AQIS Ballast Water Log. 7. A version of the Quarantine Pre-Arrival Report in telex format, for vessels without facsimile is available on the website and can be used as a guide to assist in the transferral of information from the vessel to the agent. Under no circumstances will AQIS accept vessel information in telex format. AQIS will only accept information in the approved format. 8. AQIS must be notified immediately if the current status of the vessel changes at any time. Vessel Masters or Medical Officers who knowingly give false or misleading information or negligently give false or misleading information are guilty of an offence. 9. Yachts and small craft less than 24 metres in length must give 48 hours notice by contacting the Australian Customs and Quarantine National Communications centre by telephone, fax or E-mail. Alternatively contact should be made with the intended port of entry; for a list of proclaimed quarantine first ports of entry refer to diagram: Australian Quarantine and Inspection Service (AQIS) First Ports of Entry. 		
CUSTOMS: National Communications Centre		
 +61 3 9244 8973	 +61 2 6275 6331	
E-MAIL: yachtreport@customs.gov.au		

(continued next page)

VI

FORMS ONLINE:	www.aqis.gov.au		
<p>Additional information and AQIS forms can be found at the website address: www.aqis.gov.au/shipping Select: General Quarantine At the page headed: General Vessel Quarantine, the following links are available; Select from the list: Human Quarantine - Reporting an illness. Port contact details - for a full list of AQIS contacts. Forms for vessel clearance: Guide to completing AQIS forms re: vessel clearance; Quarantine Pre-Arrival Report (Pratique) for vessels; Telex format Quarantine Pre-Arrival Report (Pratique) for vessels; Additional Quarantine Pre-Arrival Report for Cruise Liners and navy vessels - Berthing details form; Application for 20AA Permission to Enter an Australian Non-Proclaimed First Port of Entry and/or Subsequent Port of Call; Livestock Vessel Masters information sheet; Statement by Master of Livestock Vessel form; Application for a BWDSS username and password; AQIS Ballast Water Log.</p> <p>Forms may be download as a Word document or in PDF format.</p>			
REMARKS:			
<ol style="list-style-type: none"> 1. A "Maritime Awareness Kit" is available as a download and also in CDRom format by application to the AQIS E-Mail address: seaports@aqis.gov.au E-Mails sent to this address will be forwarded to the relevant port where necessary. 2. For details of the quarantine first ports of entry - refer to diagram: Australian Quarantine and Inspection Service (AQIS) First Ports of Entry. Vessel's wishing to arrive at a port not listed will be required to complete an Application for 20AA Permission to enter an Australian non-proclaimed first port of entry and/or subsequent port of call. 			
AQIS REGIONAL OFFICES			E- Mail
Adelaide South Australia	+61(0)8 8201 6053	+61(0)8 8201 6088	saaqis@aqis.gov.au
Adelaide AOH (0730-1530)	+61(0)8 8201 6054		
Brisbane Queensland	+61(0)7 3246 8755	+61(0)7 3246 8778	qldaqis@aqis.gov.au
Cairns N. Queensland	+61(0)7 4030 7852	+61(0)7 4035 9578	actaqis@aqis.gov.au
Cairns AOH	+0417 749 256		
Darwin Northern Territory	+61(0)8 8920 7055	+61(0)8 8920 7022	ntaqis@aqis.gov.au
Hobart Tasmania	+61(0)3 6233 3352	+61(0)3 6234 6785	tasaqis@aqis.gov.au
Melbourne Victoria	+61(0)3 8387 0100	+61(0)3 9396 1411	vicaqis@aqis.gov.au
Freemantle Western Australia	+61(0)8 9430 2312	+61(0)8 9430 8392	waaqis@aqis.gov.au
Sydney/Newcastle New South Wales	+61(0)2 4962 4450	+61(0)2 4962 4460	nswaqis@aqis.gov.au
NOTES:			
<ol style="list-style-type: none"> 1. The Northern Australia Quarantine Strategy (NAQS) region encompasses the coastal area of northern Australia, from Broome in the west, to Cairns in the east, including the Torres Strait. NAQS also conducts collaborative activities in agreed areas of East Timor, Indonesia and Papua New Guinea. 2. If your vessel is over 7 metres and you have visited or been operating in the Torres Strait on a domestic voyage, you must report to Quarantine before you return to the mainland. You must report between 12 and 48 hours before reaching your mainland destination. Contact AQIS directly on VHF radio, or via local harbour authorities. More information can be obtained by: E-MAIL: naqs@aqis.gov.au Post: GPO Box 858 Canberra ACT 2601 			

(continued next page)

QUARANTINE PRE-ARRIVAL REPORT FOR VESSELS (PRATIQUE) FORM

This form is divided into 4 sections. Vessel's agents and Masters are required to fill out each section.

Section 1 — Vessel's particulars for first port of call in Australia

1. Vessel Name.
2. Voyage Number.
3. IMO/Lloyd's Number.
4. Radio Call Sign.
5. Last Port of Call.
6. ETA Anchorage First Port of Call: (as 24hr hh:mm dd/mm/yy).
7. ETA Berth First Port of Call (as 24hr hh:mm dd/mm/yy).
8. First Australian Port of Call.
9. Berth.
10. ETD First Port of Call - Time and Date (as 24hr hh:mm dd/mm/yy) (advise AQIS as to any amended change to the original departure time).
11. Next Port of Call.
12. Net Tonnage.
13. Number of Cargo Holds/Tanks/Decks.
14. Vessel Type.
15. Country of Registry.
16. Deratting/Deratting Exemption Certificate Issue Date (dd/mm/yy).
17. Port of Issue.

Please indicate if any details relating to your vessel (e.g. Name, Call Sign) have changed since the vessel's last visit to Australia. Failure to do this may result in unnecessary delays in processing of the QPAR form. If information, such as berthing details, is unknown at the time of reporting, please state "UNKNOWN". Any changes to arrival or departure times must be reported to AQIS.

Section 2 — Quarantine Pre-Arrival Information

18. Have there been any deaths amongst crew or passengers during the current voyage? **YES/NO:** (If YES; please state number and cause).
19. Is there any person on the vessel during the voyage suffering from an illness that may have been caused by an infectious disease? **YES/NO:** (If YES; please state number of people who suffer from the illness and cause of the illness).
20. Are there any animals on board the vessel? (including birds & fish) **YES/NO:** (If YES, please give a description of the animal/s).
21. In the past 2 years has your vessel been in any Russian Far East Port(s) between 40°N and 60°N and west of 147°E during any period between July and September? **YES/NO:** (If NO, go to Question 24).
22. If YES; since your last visit to the port(s), has your vessel been inspected and cleared as being free of **ASIAN GYPSY MOTH** by agricultural authorities in Australia, Canada, New Zealand or the USA? **YES/NO:** (If YES, please forward relevant certificate to AQIS)
23. If NO; do you have a certificate on board the vessel issued by Russian Agricultural Authorities during your last visit to a Russian Far East Port/s, certifying that they have inspected the vessel and found it free of **ASIAN GYPSY MOTH** egg masses? **YES/NO:** (If YES; please forward relevant certificate to AQIS).
24. Have you carried livestock, grain or meal in the last 10 cargoes? **YES/NO:** (If NO, go to question 26).
25. If YES; list the type of cargoes, the loading port/s and discharge port/s and cleaning performed since the livestock or grain was discharged. Livestock/Grain/Meal (delete which ever is inapplicable).
26. After the examination of the vessel and its cargo since leaving the last port of call, did you discover any BEES on board? **YES/NO.**
27. Will there be any crew changes or disembarking passengers while the vessel is in any Australian ports or waters? **YES/NO:**
28. If YES; specify the port(s) and number of crew/passengers that will be signing off/disembarking.

Section 3 — Ballast Water Management

29. Do you intend discharging ANY ballast water in Australian ports or waters? **YES/NO:** (If NO, go to Declaration).
30. If YES; indicate all ports/locations of intended ballast water discharge in Australian ports or waters;
1st port: _____ 2nd port: _____ 3rd port: _____
4th port: _____ 5th port: _____ 6th port: _____
31. Have you undertaken a full ballast water exchange at sea (independent of an AQIS DSS report) in a manner consistent with the IMO guidelines, before arrival in Australian ports or waters? **YES/NO:** (If YES, go to question 37).
32. Does your vessel have a current Compliance Agreement with AQIS? **YES/NO:** (If NO, go to question 34).
33. If YES; are you operating in accordance with this Compliance Agreement during your current voyage to Australia? **YES/NO:** (If YES, go to Declaration).
34. Have you entered ballast tank information into the AQIS DSS to have a risk assessment performed on the ballast water currently in those tanks to be discharged in Australian ports or waters? **YES/NO:** (If NO go to Declaration).
35. If YES; what is the Risk Assessment Number assigned to your vessel by the AQIS DSS?
RAN:
36. If your AQIS DSS result was HIGH have you undertaken a ballast water treatment/exchange at sea prior to arrival in Australian ports or waters? **YES/NO:**
37. If YES; indicate ballast water exchange method you used?
Sequential [empty/refill] Flow Through Dilution Method Other
If other, please specify:
38. If treatment was not conducted fully in any of the tanks/holds intended for discharge in Australian ports or waters, please state reason:

Section 4 — Declaration

1. Shipping agents/Masters are required to complete and sign the declaration to confirm that the information provided is correct.
2. The Declaration must state: "I declare that the Master of the above-mentioned vessel has provided the information within this AQIS form".
3. Declarations are to be held on board the ship for a minimum of 2 years and must be presented for inspection by a Quarantine Officer at any Australian port. Declaration to be endorsed with: Printed Name, Signature, Rank or Position and Date.
4. The agent's contact details should be listed as follows: Shipping Agency Name/Telephone number/ FAX number/E-Mail address.

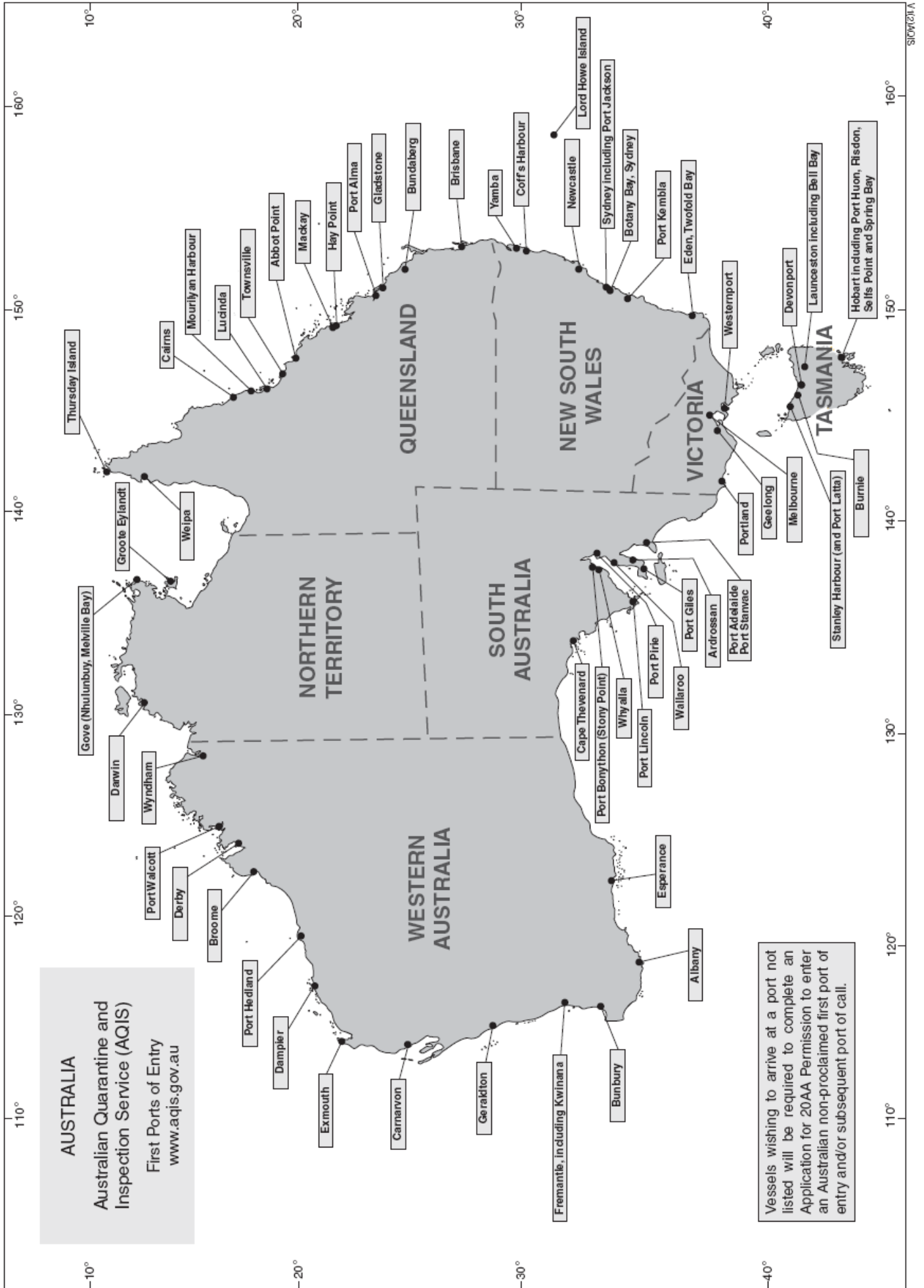
Note: AQIS may reply by FAX unless you state otherwise.

VI

PAGE 259, diagram, AUSTRALIA, AUSTRALIAN QUARANTINE AND INSPECTION SERVICE (AQIS), First Ports of Entry.
Delete and replace by diagram on page 20.

(former amendment 36/06)
Australian Quarantine and Inspection Service (HH080/153/02 -- E1) 48/06

(NI 270/2006)



NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.1 dated 5 January 2007)

NZ Notice	T/P	Charts Affected		Locality and Subject
		NZ	INT	
133/01	T	6612		Otago Hr.: Shoaling
154/02	T	534		Aldermen Islands: Shoal
180/03	T	6154		Picton Hr.: Shoal Depths.
129/04	T	52, 53, 522, 5227		Hauraki Gulf: Dredging Operations
194/04	P	46, 48, 61, 463, 614, 6151, 6152, 6153, 6154		Marlborough Sounds – Use of Automated Navigation Systems.
221/04	T	54, 542		Bay of Plenty.: Research instruments.
39/05	P	52, 53, 522, 531, 5225		Gt. Barrier Is.: Isolated Danger Buoy.
54/05	T	5322		Auckland Hr. : Works in Progress
110/05	T	8248		Tonga : Light Unlit
159/05	T	5322		Auckland Hr. Bridge: Precautionary Area.
161/05	P	4633, 4634		Wellington Hr.: Navigation Safety Bylaw
173/05	T	53, 54, 531, 534, 5318		Whitianga Hr. : Sandbar
207/05	T	52, 53, 531, 532, 5318, 5327		N. Island, E. Coast: Research Instruments.
208/05	T	53, 522, 5321		Mahurangi Hr.: Scientific Instruments.
209/05	T	23, 26, 58, 223F	640	Flat Pt. : Scientific Instruments
211/05	T	61,614		Tasman Bay : Experimental Sites
219/05	T	614		Motueka River : Current Meter
228/05	P	48, 61, 614, 6142		Nelson Hr.: Schnapper Light.
237/05	T	5214, 5215		Whangarei Hr.: Light : Works in Progress
240/05	T	6821		Bluff Hr. : Depths
25/06	P	5214, 5215		Whangarei Hr.: Lights
36/06	T	5215		Whangarei Hr.: Shoaling
46/06	P	43, 443		Taranaki Bight: Works in Progress
69/06	T	43, 443		Taranaki Bight: Wave Recorder, Mooring Buoy
84/06	T	5322		Waitemata Hr.: Dredging Operations
91/06	T	4314		Manukau Hr. Entrance: South West Channel
104/06	T	4314, 4315		Manukau Hr.: Light Destroyed, Light Buoy
123/06	T	5214, 5215		Whangarei Hr.: Works in Progress
141/06	T	42, 4212		Hokianga Hr. Entrance: Waverider Buoy
147/06	T	845, 14630, 14631	630, 631	Niue Is.: Navigational Aids, Lights
149/06	P	827, 8275		Tonga: Fishing & Anchoring Prohibited Areas
156/06	P			Australia: Torres Strait: Revised Pilotage
162/06	T	42, 43, 4314		Manukau Hr.: Ninepin Rock Light
167/06	T	5322		Waitemata Hr., Devonport: Works in Progress
176/06	T	23, 26, 56, 14060, 14600	60, 600, 640	N. Island, E. Coast: Scientific Instruments
177/06	T			Indian Ocean: Operation 'Enduring Freedom'
185/06	T	4633, 4634		Wellington Hr.: Racing Buoys
186/06	T	661		Approaches to Otago Hr.: Works in Progress
192/06	T	23, 43, 4424	640	Taharoa Offshore Terminal.: Light-Buoy
194/06	T	6821		Bluff Hr.: South Davey Buoy
202/06	P	53, 532, 5321, 5322, 5324, 5325		Auckland Hr.: Rangitoto Channel.: Buoys
204/06	T	5322		Auckland Hr.: Calliope Wharves.: Buoys
205/06	T	532, 5324		Tamaki Strait: Motuihe Is.: E. Cardinal Lt Beacon
206/06	P	4265		Kaipara Hr.: Lights, Buoys and Beacons
210/06	T			Maritime Safety Broadcasts
212/06	T	614, 615, 6151, 6152		Marlborough Sounds, Admiralty Bay: Buoys
213/06	P	6153, 6154		Picton Hr.: Lights
218/06	P	48, 61, 614		Tasman, Golden Bays: Spat Catching Areas
219/06	T	14051, 14052, 14060, 14061, 14604, 14605, 14606, 14607, 14629	51, 52, 60, 61, 604, 605, 606, 607, 629 640, 641, 648	North, South Pacific Ocean: Buoys
223/06	T	21, 23, 25, 45, 48, 443		Taranaki Westwards: Drilling Operations
224/06	T	4432		Port Taranaki: Dredging Operations
225/06	T	4432		Port Taranaki: Dredging Operations
230/06	P	52, 521, 5214, 5215		Whangarei Hr.: Deepwater Port Extension
232/06	T	54, 542		N. Island, E. Coast, Opotiki: Current Meter
234/06	T	56, 561		Hawke Bay: Research Light-Buoy
237/06	T	48, 61, 614		S. Island, N. Coast, Tasman Bay: Buoys
243/06	T	48, 61, 614		S. Island, N. Coast, Golden Bay: Buoys
244/06	T	23, 25, 63, 64	640, 648	Lyttelton Hr.: Waverider Buoy
245/06	T	5322, 5324		Auckland Hr., Rangitoto Channel: Buoys
20/07	P	5321, 5322		Auckland Hr., Rangitoto Channel: Buoys
21/07	T	21, 23, 25, 42, 43, 45, 48	640, 641 648	S. Taranaki Bight., Manukau to Kawhia: Seismic Surveys
22/07	P	43, 443		N. Taranaki Bight, Waitara Northwards: Drilling and pipelaying operations

NZ 133(T)/01 NEW ZEALAND – South Island – East Coast – Otago Harbour – Shoaling in Eastern Channel.

Former Notice – NZ 40(T)/01 is cancelled.

Shoaling has been reported between beacons 'L' and 'M' in Company Bay, Eastern Channel (45° 51'.4S., 170° 35'.8E.)

Chart temporarily affected – NZ 6612

Otago Regional Council.

NI 91/2001

NZ 154(T)/02 NEW ZEALAND – North Island – East Coast – Bay of Plenty – Aldermen Islands – Shoal

1. A shoal depth 12.2 metres has been reported 3 cables offshore on the NE side of Ruamahua Island in position 36° 58'.2S., 176° 05'.5E.
2. Charting action will follow after further investigation.

Chart temporarily affected – NZ 534

HMNZS *Kiwi*

NI 145/2002

NZ 180(T)/03 NEW ZEALAND – South Island – North Coast – Picton Harbour – Shoal Depths.

Depths of 7.5 metres are reported on the western side of Waitohi Wharf, (41° 17'.0S., 174° 00'.3E.), in charted depths of 8.4metres

Chart temporarily affected – NZ 6154

Port Marlborough Ltd.

NI 164/2003

NZ 129(T)/04 NEW ZEALAND – North Island – East Coast – Hauraki Gulf – Jellicoe Channel – Dredging Operations.

1. Sand extraction activities have commenced in Jellicoe Channel west of a line joining :
 - (a) Taranga Island 35° 57'.85S., 174° 44'.60E.
 - (b) Little Barrier Island 36° 10'.30S., 175° 06'.35S.,
 - (c) Horn Rock 36° 15'.35S., 175° 11'.40E.
 - (d) Anchorite Rock 36° 25'.95S., 175° 07'.85E.
2. Dredgers may be operating anywhere within this area.

Charts temporarily affected – NZ 52 – NZ 53 – NZ 522 – NZ 5227.

Kaipara Ltd.

NI 111/2004

NZ 194(P)/04 NEW ZEALAND – South Island – North Coast – Marlborough Sounds – Use of Automated Navigation Systems.

Direction pursuant to Section 650C (3)(a) of the Local Government Act 2002
Use of Automated Navigation Systems.

1. The use of automated navigation systems that act on their own (e.g. linked to GPS or DGPS receivers) without the immediate preceding direction of the Master or Officer of the Watch is prohibited within the areas set out below.
2. Areas to which this Direction applies:
Queen Charlotte Sound/Tory Channel Pilotage District
Pelorus Sound Pilotage District
French Pass
3. This Direction will remain in force until further notice.

A. van Wijngaarden
Harbourmaster.

Charts temporarily affected – NZ 46 – NZ 48 – NZ 61 – NZ 463 – NZ 614 – NZ 6151 – NZ 6152 – NZ 6153 – NZ 6154

Marlborough Regional Council
NI 181/2004

NZ 221(T)/04 NEW ZEALAND – North Island – East Coast – Bay of Plenty – Opotiki – Research Instruments.

1. Four subsurface research instruments have been deployed within 50 metres of a yellow light-buoy, *Fl.(5)Y20s1M*; in position 37°55'.207S; 177°16'.036E until July 2006.
2. Mariners are requested to keep well clear.

Charts temporarily affected – NZ54 – NZ542.

Cawthorn Institute
NI 213/04

NZ 39(P)/05 NEW ZEALAND – North Island – East Coast – Great Barrier Island – Isolated Danger Buoy.

1. An unlit isolated danger buoy with topmark has been established on Paget Rock in approximate position 36° 11'S., 175° 18'.6E.
2. Permanent charting action will take place in due course.

Charts affected – NZ 52 – NZ 53 – NZ 522 – NZ 531 – NZ 5225

Auckland Coastguard.
NI 21/2005

NZ 54(T)/05 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Works in Progress.

Former Notices – NZ 160(T)/04 and NZ 191(P)/04 are cancelled.

1. Dredging and reclamation work is in progress at the eastern side of Fergusson Container Terminal and Rangitoto Channel.
2. Mariners are requested to keep clear of all dredging activities and not to proceed within 200 metres of any dredge, barge or associated vessel.

Chart temporarily affected – NZ 5322

Ports of Auckland Ltd.
NI 38/2005

NZ 110(T)/05 SOUTH PACIFIC – Tonga Islands – Ha’apai Group – Ha’afeva Is. – Light Unlit.

Ha’afeva Island light, Fl.(4)12s 19 ft 10M (K4637) (19° 57’.5S 174° 41’.3W.) is temporarily unlit.

Chart temporarily affected – NZ 8248 (T 8248)

Tonga Defence Services
UKHO Light List K 4637
NI 84/2005

NZ 159(T)/05 NEW ZEALAND – North Island – East Coast – Auckland Harbour Bridge – Precautionary Area.

Harbour Bridge Precautionary Area

1. The Harbour Bridge Precautionary Area has been established within an area bound by a line drawn from:

a. 36° 49’.61 S	174° 44’.61 E	to
b. 36° 49’.79 S	174° 45’.50 E	to
c. 36° 49’.90 S	174° 44’.97 E	to
d. 36° 49’.73 S	174° 44’.54 E	to
e. 36° 49’.61 S	174° 44’.61 E	
2. Within this area no vessel may impede the passage of:
 - a. a Vessel under pilotage,
 - b. a Warship,
 - c. a Passenger Ferry,
 - d. a Vessel over 500 gross tonnes
3. The use of the precautionary area by any vessel implies no priority or status. Every vessel shall observe the provisions of Maritime Rule 22, Maritime Rule 91, Auckland Regional Navigation and Safety Bylaws and Harbourmaster Directions.
4. Anchoring and fishing are prohibited within the precautionary area

Chart temporarily affected – NZ 5322

Auckland Regional Council
NI 142/2005

NZ 161(P)/05 NEW ZEALAND – North Island – South Coast – Wellington Harbour – Navigation and Safety Bylaw 6.3

Former Notice – NZ 142(T)/05 is cancelled

Duty of a Master of a Vessel Under 500 Gross Tonnage

1. Wellington Region Navigation and Safety Bylaw 6.3 : The master of every vessel in Wellington Harbour, under 500 gross tonnage (including vessels at anchor) shall not impede the navigation of any vessel of 500 gross tonnage or more.
2. Greater Wellington Regional Council have defined Wellington Harbour in Schedule 1 of the Wellington Region Navigation and Safety Bylaws.
3. The Wellington Region Navigation and Safety Bylaws can be obtained from the following website :
www.gw.govt.nz

Charts affected – NZ 4633 – NZ 4634

Greater Wellington Regional Council
NI 136/2005

NZ 173(T)/05 NEW ZEALAND – North Island – East Coast – Mercury Bay – Approaches to Whitianga – Sandbar.

1. A sandbar has developed in the approaches to Whitianga extending from Pandora Rock (36° 49'.5S., 175° 43'.3E.) to a position one mile northwards.
2. Depths as shallow as one metre have been recorded in position 36° 49'.27S., 175° 43'.14E.
3. Vessels may encounter steep, breaking waves when onshore swell opposes the outgoing tide.
4. Mariners are cautioned to exercise care when navigating in the vicinity.

Charts temporarily affected – NZ 53 – NZ 54 – NZ 531 – NZ 534 – NZ 5318

Whitianga Harbourmaster.
NI 154/2005

NZ 207(T)/05 NEW ZEALAND – North Island – East Coast – Buoys, Moorings and Research Instruments.

Former Notice – NZ 22(T)/02 is cancelled.

1. Unmarked sub-surface research moorings are established in the following positions :
 - (a) ENE of Cape Brett 34° 50'.00S., 175° 09'.97E.
 - (b) Firth of Thames 36° 46'.05S., 175° 18'.33E
2. Mariners are requested to exercise care when in the vicinity.

Charts temporarily affected – NZ 52 – NZ 53 – NZ 531– NZ 532 – NZ 5318 – NZ 5327

NIWA
NI 189/2005

NZ 208(T)/05 NEW ZEALAND – North Island – East Coast – Hauraki Gulf – Mahurangi Harbour – Scientific Instruments.

1. Scientific instruments marked with a yellow light-buoy, Fl.(5) Y.20s, has been deployed until October 2006 in position 36° 30'.7S., 174° 43'.55E.
2. Mariners are requested to exercise care in the vicinity.

Charts temporarily affected – NZ 53 – NZ 522 – NZ 5321.

NIWA
NI 188/2005

NZ 209(T)/05 NEW ZEALAND – North Island – East Coast – Wairarapa – Flat Point Eastwards – Scientific Instruments.

Scientific instruments and mooring with a submerged buoy have been established in position 41° 11'.07S., 176° 15'.27E., least depth 70m in 210m of water.

Charts temporarily affected – NZ 23 (INT 640) – NZ 26 – NZ 58 – NZ 223F.

NIWA
NI 187/2005

NZ 211(T)/05 NEW ZEALAND – South Island – North Coast – Tasman Bay – Experimental Oyster and Spat Collecting Sites.

1. Four experimental oyster sites have been established until April 2006 in the following positions:
41° 03'.43 S, 173° 06'.72 E,
41° 05'.20 S, 173° 08'.11 E,
41° 08'.20 S, 173° 12'.37 E,
41° 09'.33 S, 173° 15'.27 E.
2. The four corners of each site are marked with an unlit yellow spar buoy, fitted with radar reflector and yellow flag.
3. Six spat collecting sites have been established in the following positions:
41° 01'.27 S, 173° 09'.90 E,
41° 01'.02 S, 173° 12'.76 E,
41° 03'.71 S, 173° 07'.56 E,
41° 05'.54S, 173° 05'.96 E.
41° 07'.20 S, 173° 16'.69 E,
41° 09'.68 S, 173° 16'.88 E.
4. Each spat collecting site is marked with two unlit yellow buoys with yellow flags, 50 metres apart.
5. Mariners are cautioned to exercise care when navigating in the area.

Charts temporarily affected – NZ 61 – NZ 614

Challenger Scallop Enhancement Company
NI 190/2005

NZ 219(T)/05 NEW ZEALAND – South Island – North Coast – Tasman Bay – Motueka River – Current Meter.

A current meter marked by a large yellow buoy has been established in position 41° 03'.49S., 173° 05'.47E. until September.2007.

Chart temporarily affected – NZ 614

Cawthron Institute
NI 199/2005

NZ 228(P)/05 NEW ZEALAND – South Island – North Coast – Nelson Harbour – Schnapper Light.

Former Notice – NZ 193(T)/04 is cancelled.

1. Schnapper light, L.Fl.(4) W.R.20s, (K4222) (41° 12'.2S., 173° 19'.4E.) remains unlit until further notice
2. Work will commence on or about 28 November 2005 to replace the destroyed light-beacon
3. The light characteristics will be changed to Fl.(4) W.R.20s

Charts temporarily affected – NZ 48 – NZ 61 – NZ 614 – NZ 6142

Port Nelson Ltd.
NZ Light List K4222
NI 212/2005

NZ 237(T)/05 NEW ZEALAND – North Island – East Coast – Whangarei Harbour – Marsden Point – Light: Works in progress.

Northport Wharf East End light, 3 F.R.(vert), (K3716.625) (35° 50'.0S., 174 29'.3E.) has been replaced with a temporary Q.R. light whilst construction of the third berth is carried out.

Charts temporarily affected – NZ 5214 – NZ 5215

Northland Regional Council
NZ Light List K3716.625
NI 223/2005

NZ 240(T)/05 NEW ZEALAND – South Island – South Coast – Bluff Harbour – Depths.

1. Shoal depths have been reported in the dredged areas of the Port of Bluff.
2. Mariners are reminded that dredged areas may not be regularly maintained and to contact the South Port Harbourmaster for information on the latest depths.

Chart temporarily affected – NZ 6821

Environment Southland
NI 219/2005

NZ 25(P)/06 NEW ZEALAND – North Island - East Coast - Whangarei Harbour - Navigation Aids.

Former Notice – NZ 137(P)/04 is cancelled.

1. Sinclair Point rear leading light-beacon, F.G.13m.5M(neon), (K3716.71) (35° 49'.46S, 174° 27'.59 E) has been permanently removed.
2. The existing front leading light-beacon, F.R.8m.5M(neon), (K3716.7) (35° 49'.53S., 174° 27'.91E.) temporarily becomes the rear leading light-beacon.
3. A new temporary front leading light-beacon, Fl. 2.5s 5m.5M, will be established shortly in position 35° 49' .78S, 174° 28' .80E and will be painted orange and white.
4. This temporary arrangement of leading light-beacons is expected to be in position for approximately 7 months.

Charts temporarily affected – NZ 5214 – NZ 5215

Northland Regional Council
NZ Light List K3716.7, K3716.71
NI 07/2006

NZ 36(T)/06 NEW ZEALAND – North Island – East Coast – Whangarei Harbour – Hatea Channel - Shoaling

Former Notice – NZ 253(T)/05 is cancelled.

Due to shoaling of the Hatea Channel, the Hatea River chart note should be amended to read:

'The maximum vessel draught for navigation in the Hatea River to the Whangarei Town Basin at Lowest Astronomical Tide (LAT) is 0.4 metres.'

Charts temporarily affected – NZ 5215.

Northland Regional Council
NI 17/2006

NZ 46(P)/06 NEW ZEALAND – North Island – West Coast – North Taranaki Bight – Waitara Northwards – Work in Progress.

Former Notice – NZ 210(P)/05 is cancelled.

1. Marine construction diving and remotely operated underwater vehicle activities are underway intermittently from 1 March until 1 May 2006, from a moored vessel offshore of the *Pohokura* drilling site in position 38° 58'.47S., 174° 17'.38E., approximately 13.1NM NE of Port Taranaki, in approximately 10m depth .
2. All vessels are requested to stay at least 250m clear of this site at all times. Large buoys will mark the location of mooring blocks and associated equipment on the seabed.

Chart temporarily affected – NZ 43 – NZ 443

Shell Todd Oil Services
NI 28/2006

NZ 69(T)/06 NEW ZEALAND – North Island – West Coast – Taranaki Bight – Pohokura B Platform – Wave Recorder and Mooring Buoy.

1. A wave recorder has been deployed in position 38° 54'.50S., 174° 16'.41E. and marked by a light-buoy.
2. A mooring buoy has been deployed in position 38° 54'.48S., 174° 16'.25E.
3. These are expected to remain on station until June 2006.
4. Mariners are advised to exercise caution and not to approach within 250m of these buoys.

Charts temporarily affected – NZ 43 – NZ 443

Shell Todd Oil Services
NI 57/2006

NZ 84(T)/06 NEW ZEALAND – North Island – East Coast – Waitemata Harbour – Westhaven Marina – Dredging Operations.

1. A barge mounted backhoe is operating on the eastern side of Westhaven Marina.
2. Dredged material will be transported by barge for disposal in the Fergusson Terminal Reclamation area.
3. Mariners are requested to exercise caution when navigating in this area.

Chart temporarily affected – NZ 5322

Becca Infrastructure Ltd
NI 61/2006

NZ 91(T)/06 NEW ZEALAND – North Island – West Coast – Manukau Harbour Entrance – South West Channel.

Former Notice – NZ 47(T)/06 is cancelled.

South West Channel

1. A recent survey (April 2006) indicates that the deepest water was found to lie within a sector bearing Ninepin Rock Lt. 056° - 058° True. Within this sector, least depths of 6.4m below CD can be expected.
2. All vessels should contact the Signalman at South Head. Phone (09) 235-1013, for the latest conditions.
3. Mariners should be aware that depths in the approaches to Manukau Harbour and across the bar are constantly changing.

Charts temporarily affected – NZ 4314

Ports of Auckland Ltd
NI 76/2006

NZ 104(T)/06 NEW ZEALAND – North Island – West Coast – Manukau Harbour – Wairopa Channel – Light Beacon Destroyed, Light Buoy.

1. Wairopa Channel No.1 beacon Q(2)G.3s (37° 00'.94S., 174° 36'.74E) has been destroyed.
2. The beacon has been replaced with a temporary starboard hand light buoy Q(2)G.5s.

Charts temporarily affected – NZ 4314 – NZ 4315

Ports of Auckland Ltd
NZ Light List K4116.1
NI 89/2006

NZ 123(T)/06 NEW ZEALAND – North Island – East Coast – Whangarei Harbour – Marsden Bay – Works in Progress.

1. Dredging operations to establish an access channel to Marsden Cove Marina are taking place in an area bounded by the following coordinates until further notice:

35° 50'.00S.,	174° 28'.18E.	(shore)
35° 49'.87S.,	174° 28'.40E.	
35° 49'.87S.,	174° 28'.50E.	
35° 50'.00S.,	174° 28'.29E.	
35° 50'.00S.,	174° 28'.50E.	
35° 50'.09S.,	174° 28'.91E.	(shore)
2. A suction dredge will be pumping sand to various points along the shoreline.
3. The works area is marked with unlit yellow buoys.
4. Mariners are cautioned that there will be numerous obstructions in the work area and are advised to give the area a wide berth.

Charts temporarily affected – NZ 5214 – NZ 5215

Northland Regional Council
NI 108/2006

NZ 141(T)/06 NEW ZEALAND – North Island – West Coast – Hokianga Harbour Entrance – Waverider Buoy Westwards.

1. A waverider buoy FI(5)Y.20s3M has been deployed in position 35° 33'.154S., 173° 19'.082E. until further notice.
2. Mariners are requested to exercise caution when navigating in this area.

Charts temporarily affected – NZ 42 – NZ 4212

Northland Regional Council
NI 121/2006

NZ 147(T)/06 SOUTH PACIFIC – Niue Island – Alofi Bay – Navigation Aids – Lights.

Former Notice – NZ 228(T)/04 is cancelled.

1. The two leading beacons at Alofi Bay have been re-established after being destroyed in Cyclone Heta (January 2004) in positions:

19° 03'.19S., 169° 55'.22W

19° 03'.21S., 169° 55'.19W.

Beacons are conic in shape with painted boards, comprising four sets of double red and single white with no distinctive topmark.

2. The following lights remain unlit:

- a. Alofi Bay leading lights, F.R. (K4656) & F.R. (K4656.1) in position 19° 03'.2S., 169° 55'.2W.

- b. Alofi North light, Fl.10s (K4660) in position 19° 02'.7S., 169° 55'.1W.

Charts temporarily affected – NZ 845 – NZ 14630 (INT 630) – 14631 (INT 631)

Government of Niue
BA Light List K4656, K4656.1
NI 132/2006

NZ 149(P)/06 SOUTH PACIFIC OCEAN – Tonga – Nuku’alofa Harbour – Fishing and Anchoring Prohibited Areas.

1. Prohibited Anchorage and Fishing Areas have been established in the Port of Nuku’alofa bounded by the following positions:

21° 07'.32S., 175° 12'.55W.
21° 06'.00S., 175° 12'.64W.
21° 04'.25S., 175° 14'.12W.
21° 01'.30S., 175° 11'.50W.
21° 01'.50S., 175° 10'.90W.
21° 03'.64S., 175° 12'.64W.
21° 04'.95S., 175° 12'.64W.
21° 07'.60S., 175° 10'.20W.
21° 08'.20S., 175° 10'.20W.
21° 08'.15S., 175° 10'.80W.
21° 08'.20S., 175° 11'.04W.
21° 07'.32S., 175° 12'.55W.

Excluding Mounu Reef bounded by the following positions:

21° 07'.71S., 175° 11'.02W.
21° 07'.87S., 175° 11'.35W.
21° 07'.55S., 175° 11'.53W.
21° 07'.42S., 175° 11'.47W.
21° 07'.36S., 175° 11'.30W.
21° 07'.47S., 175° 11'.07W.
21° 07'.71S., 175° 11'.02W.

Excluding Uolanga'uta Reef bounded by the following positions:

21° 07'.00S., 175° 11'.82W.
21° 07'.00S., 175° 12'.06W.
21° 06'.82S., 175° 12'.06W.
21° 06'.82S., 175° 11'.82W.
21° 07'.00S., 175° 11'.82W.

2. Charting action will be taken in due course.

Charts temporarily affected – NZ 827 (T 827) – NZ 8275 (T 8275)

Tonga Port Authority
NI 124/2006

NZ 156(P)/06 AUSTRALIA – North Coast – Torres Strait – Revised Pilotage Requirements.

Australian Maritime Safety Authority 035198 dated 10 July 2006

On 22 July 2005, the IMO's Marine Environment Protection Committee approved Australia's proposal to extend, to the Torres Strait, the existing IMO approved system of pilotage within the Great Barrier Reef. Australia has operated a system of compulsory pilotage within the Great Barrier Reef since 1991.

From 06 October 2006 Australian law will make it compulsory for all vessels of 70 metres or more in overall length, and all loaded tankers, chemical tankers and liquefied gas carriers, except defence force vessels, to embark a pilot, licensed by the Australian Maritime Safety Authority (AMSA), when making passage through Torres Strait and the Great North East channel.

The new requirements will apply to the waters between Australia's Cape York coast and the south coast of PNG between longitudes 141° 50'E to 142° 05'E for vessels of draught 8 metres or more, and 142° 05'E to 143° 24'E for all vessels irrespective of draught.

Full details of the compulsory pilotage requirements are contained in AMSA Marine Notice 8/2006. Ship Masters, operators and owners who intend to have vessels passing through Torres Strait on or after 06 October 2006 are advised to obtain Marine Notice 8/2006. This notice is available on the AMSA internet site www.amsa.gov.au, or on request from www.public.relations.gov.au or by mail request to Manager PR, AMSA, GPO Box 2181 Canberra, ACT, Australia 2601.

Australian Maritime Safety Authority
NI 147/2006

NZ 162(T)/06 NEW ZEALAND – North Island – West Coast – Manukau Harbour – Light.

1. Ninepin Rock Light Fl(4)30s29m14M (37° 03'.0S., 174° 30'.2E) is intermittent and flashing in emergency mode (every 5 seconds) until further notice.
2. Mariners are advised to exercise caution when navigating in this area.

Charts temporarily affected – NZ 42 – NZ 43 – NZ 4314

Ports of Auckland Ltd
NZ Light List K4107
NI 163/2006

NZ 167(T)/06 NEW ZEALAND – North Island – East Coast – Waitemata Harbour – Devonport Naval Base – Works in Progress.

Devonport Naval Base Wharf Maintenance – Pass with Caution.

1. Commencing from mid August 2006 until further notice, maintenance and construction work will be carried out underneath all wharves at Devonport Naval Base.
2. Contractors will be working from small boats, barges and scaffolding underneath the wharf areas.
3. Mariners in the vicinity are advised to adjust their speed accordingly and to be wary of creating excessive wash.

Chart temporarily affected – NZ 5322

Auckland Regional Council
NI 164/2006

NZ 176(T)/06 NEW ZEALAND – North Island – East Coast – Cape Kidnappers Eastwards – Scientific Instruments.

Former Notice – NZ 70(T)/05 is cancelled.

Scientific instruments and mooring with submerged buoys remain in position 41° 09'.91S., 178° 30'.66E. in 3100 metres water depth.

Charts temporarily affected – NZ 23 (INT 640) – NZ 26 – NZ 56 – NZ 14060 (INT 60) – NZ 14600 (INT 600)

NIWA
NI 177/2006

NZ 177(T)/06 INDIAN OCEAN – Arabian Penla. & Somalian Coast – Operation ‘Enduring Freedom’

Former Notice – NZ 58(T)/05 is cancelled.

SUPPORT OF GERMAN TASK GROUP 500.01 IN OPERATION ‘ENDURING FREEDOM’

1. In order to support the U.S. and multinational task groups in their surveillance and anti-terrorist operation in the area east of the Arabian Peninsula and to seaward of the Somalian coast, German Task Group 500.01 is tasked with providing shipping information and acting as a point of contact for merchant shipping. Information will be forwarded to merchant shipping in the area east of Bab-El-Mandeb and outside the territorial waters of Somalia for safe passage, especially to all German merchant ships.
2. All merchant shipping is invited to participate to improve the reporting and exchange of information. Such reporting is voluntary however. Civil Maritime authorities are encouraged to support this service which, by its stabilising naval presence benefits shipping in the region.
3. Shipping Companies and Merchant ships are kindly requested to report detailed information to GERMAN TASK GROUP 500.01 by email: ctg_500.01@arcor.de or by Inmarsat 00 870 321 820 210. All ships are requested to provide name, international callsign, IMO number and general nature of cargo.
4. Ships intending to transit an area of operation westwards to the Red Sea and the Suez Canal are requested to provide position, ETD and name of last port of call, and ETA Suez. Ships intending to transit eastwards after passing the Suez Canal are requested to provide position, ETD Suez and next port of call. General information and the ‘ship-data’ form are also available on website : www.scc-gluecksburg.de .
5. The emphasis is on the exchange of information between military authorities, naval forces and merchant shipping. Provision of this information will assist the compilation of an accurate shipping plot for the security of shipping by naval forces in the region. It will also reduce VHF traffic between merchant ships and warships.

Federal Republic of Germany
NI 175/2006

NZ 185(T)/06 NEW ZEALAND – North Island – South Coast – Wellington Harbour – Racing Buoys.

Five unlit orange buoys have been deployed until May 2007:

Name	Mark No.	Position	
Ngauranga	4	41° 15'.425S.,	174° 48'.539E.
Hutt Road	16	41° 14'.924S.,	174° 49'.488E.
Korokoro	11	41° 14'.259S.,	174° 50'.740E.
Somes	5	41° 15'.590S.,	174° 51'.165E.
Falcon	10	41° 18'.230S.,	174° 50'.920E.

Charts temporarily affected – NZ 4633 – NZ 4634

Greater Wellington Regional Council
NI 185/2006

NZ 186(T)/06 NEW ZEALAND – South Island – East Coast – Approaches to Otago Harbour – Works in Progress.

1. An ocean outfall is to be constructed at St. Kilda Beach from 18 September 2006 until January 2008.
2. A temporary steel framed trestle pier is to be erected and marked by a light, Oc.R.5s6m2M in position 45° 54'.63S., 170° 31'.32E.
3. A directional wave buoy FI(5)Y20s3M will be in place from mid October 2006 until January 2008. The buoy will be located within 1 km seaward of the above position.
4. Mariners are requested to navigate with caution when in the vicinity.

Chart temporarily affected – NZ 661

McConnell Dowell Constructors Ltd
NI 189/2006

NZ 192(T)/06 NEW ZEALAND – North Island – West Coast – Kawhia Harbour Southwards – Taharoa Offshore Terminal – Light-Buoy.

1. The Ironsands Loading Buoy light *Fl.5s6M* (38°10'.5S., 174°40'.2E.) is temporarily extinguished until further notice.
2. Mariners are requested to exercise caution when navigating in this area.

Charts temporarily affected – NZ 23 (INT 640) – NZ 43 – NZ 4424

NZ Marine Division, Kawhia
NZ Light List K4099
NI 196/2006

NZ 194(T)/06 NEW ZEALAND – South Island – South Coast – Bluff Harbour – Light-Buoy.

1. The South Davey Buoy light Q.G (46° 36'.827S., 168° 22'.036E.) has been reported as being of low intensity.
2. Mariners are requested to exercise caution when navigating in this area.

Chart temporarily affected – NZ 6821

South Port NZ Ltd
NI 198/2006

NZ 202(P)/06 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Rangitoto Channel – Buoys.

1. During November 2006, the buoy configuration in Rangitoto Channel will be progressively altered.
2. 21 buoys with new light characteristics will be laid. Existing charted buoys will be moved and altered at short notice.
3. Mariners are advised to contact Harbour Control VHF channel 12 for updated buoy configurations.

Charts temporarily affected – NZ 53 – NZ 532 – NZ 5321 – NZ 5322 – NZ 5324 – NZ 5325

Ports of Auckland Ltd
NI 202/2006

NZ 204(T)/06 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Calliope Wharves – Buoys.

1. The western perimeter of the Defence Area, west of Callipoe South Wharf, has been marked by yellow spherical buoys (Q. Y) in the following positions, until further notice.

36° 49'.825S., 174° 46'.888E.
36° 49'.790S., 174° 46'.850E.
2. As a Defence Area subject to the Defence Act 1990, there continues to be no entry to unauthorised vessels inside the marked Defence Area perimeter.

Chart temporarily affected – NZ 5322

Auckland Regional Council
NI 209/2006

NZ 205(T)/06 NEW ZEALAND – North Island – East Coast – Tamaki Strait – Motuihe Island – East Cardinal Light Beacon.

Former Notice – NZ 138(T)/06 is cancelled.

1. Motuihe Island East Cardinal Light beacon Q(3)10s2m1M (36° 48'.6S., 174° 57'.7E) has been destroyed.
2. The beacon has been replaced with a temporary buoy Q(3)6s.

Charts temporarily affected – NZ 532 – NZ 5324

Ports of Auckland Ltd
 NZ Light List K3845.2
 NI 201/2006

NZ 206(P)/06 NEW ZEALAND – North Island – West Coast – Kaipara Harbour – Lights, Buoys and Beacons.

Former notice NZ 70(P)/06 is cancelled

1. Lights have been established on existing unlit buoys and beacons as follows:

Position	Type	Light	Name
Middle Channel			
36° 14'.240S., 174° 06'.834E.	Starboard Beacon	Q.G	M1
36° 14'.481S., 174° 06'.523E.	Port Beacon	Q.R	M2
Subritzky Channel			
36° 12'.948S., 174° 07'.952E.	Starboard Beacon	Fl.G.3s	S3
36° 12'.217S., 174° 06'.881E.	Starboard Beacon	Fl.G.3s	S5
36° 12'.429S., 174° 06'.401E.	Port Beacon	Fl.R.3s	S2
36° 11'.504S., 174° 05'.045E.	Starboard Beacon	Fl.G.3s	S7
Otamatea Channel			
36° 18'.456S., 174° 13'.596E.	Port Can	Fl.R.3s	O2
2. The unlit beacon S9 has been replaced with a lit buoy as follows:			
36° 10'.860S., 174° 03'.340E.	Starboard Conical	Fl.G.3s	S9
3. Unlit beacons have been established as follows:			
36° 15'.950S., 174° 08'.417E.	Port Beacon	--	Doughboy
36° 12'.973S., 174° 04'.854E.	Port Beacon	--	Tomb Point
36° 12'.639S., 174° 04'.621E.	Port Beacon	--	Narrows
36° 12'.442S., 174° 04'.486E.	Port Beacon	--	Te Kuri Point
4. The following unlit beacons have been removed:			
36° 12'.220S., 174° 04'.050E.	--	--	Clarks Bay Lead
36° 12'.390S., 174° 04'.400E.	--	--	The Narrows, Te Kuri

Charting action will be taken in due course.

Chart temporarily affected – NZ 4265

Northland Regional Council
 NZ Light List K4137.5, 4138, 4138.1, 4139.05, 4139.1, 4139.2, 4139.3
 NI 210/2006

NZ 210(T)/06 NEW ZEALAND – Maritime Safety Broadcasts.

Former Notice – NZ 152(T)/06 is cancelled

Optimum R/T frequencies within Navarea XIV

The accompanying diagrams show the optimum R/T calling and working frequency bands and times for navigational warnings broadcast within 1000 nautical miles of Taupo Maritime Radio (ZLM) (38° 50'S., 176° 00'E. approx.) for the period November 2006 to January 2007.

Aus Govt IPS Radio and Space Services
NI 215/2006

NZ 212(T)/06 NEW ZEALAND – South Island – North Coast – Marlborough Sounds – Admiralty Bay – Buoys.

1. Scientific instruments, consisting of a line of three moorings have been installed in position 40° 58'.102S., 173° 51'.373E., until January 2007. The northern and southern extents are marked by orange buoys (Fl(5)Y.20s).
2. Mariners are requested not to approach within 200m of the buoys.

Charts temporarily affected – NZ 614 – NZ 615 – NZ 6151 – NZ 6152

Met Ocean Solutions Ltd
NI 222/2006

NZ 213(P)/06 NEW ZEALAND – South Island – North Coast – Picton Harbour – Lights.

The following navigational aids have been installed at the entrance and on fixed and floating breakwaters for the new basin at Picton Town Wharf:

		Position	Light
Leading Lights	Front	41° 17'.299S., 174° 00'.488E.	F.G.3m2M
	Rear	41° 17'.310S., 174° 00'.489E.	F.G.4m2M
Picton Floating Breakwater		41° 17'.258S., 174° 00'.500E.	Fl.G.4s2m5M
Shelly Beach Breakwater		41° 17'.219S., 174° 00'.526E.	Fl.R.6s5m5M

Charting action will be taken in due course.

Chart temporarily affected – NZ 6153 – NZ 6154

Port Marlborough New Zealand Ltd
NZ Light List K4256.85, 4256.9, 4257.8, 4257.81
NI 219/2006

NZ 218(P)/06 NEW ZEALAND – South Island – North Coast – Tasman Bay and Golden Bay – Spat Catching Areas.

1. Spat catching areas have been established in Tasman Bay and Golden Bay, centred on the following positions:

Tasman Bay	41° 04'.5S.,	173° 05'.5E.
Golden Bay	40° 47'.0S.,	172° 51'.0E.

2. The perimeter corners of the areas are identified by cardinal marks.
3. Mariners are requested to navigate with caution when in the vicinity.
4. Charting action will take place in due course.

Charts temporarily affected – NZ 48 – NZ 61 – NZ 614

Maritime New Zealand
NI 230/2006

NZ 219(T)/06 NORTH PACIFIC OCEAN, SOUTH PACIFIC OCEAN – Autonomous Temperature Line Acquisition System (ATLAS) – Buoyage.

1. The National Oceanic and Atmospheric Administration (NOAA) maintains an array of buoys called Autonomous Temperature Line Acquisition System (ATLAS) in the Pacific Ocean.
2. The ATLAS buoys, orange and white bands, Q (2-3 metre toroid buoy) which make up the array are located in the following positions:

8° 03'.8N., 94° 56'.0W.	4° 59'.2S., 124° 55'.2W.	2° 09'.9S., 170° 00'.7W.
4° 57'.3N., 95° 01'.3W.	7° 58'.9S., 124° 58'.9W.	5° 00'.3S., 169° 59'.6W.
1° 59'.6N., 95° 18'.3W.	8° 59'.8N., 140° 15'.3W.	7° 58'.0S., 170° 01'.5W.
0° 00'.3N., 94° 57'.4W.	4° 59'.5N., 139° 57'.2W.	8° 00'.1N., 179° 51'.5W.
1° 58'.5S., 95° 10'.1W.	1° 58'.6N., 139° 58'.5W.	4° 59'.6N., 179° 54'.4W.
5° 04'.8S., 95° 03'.9W.	0° 00'.0N., 139° 53'.9W.	2° 01'.1N., 179° 47'.6W.
8° 00'.3S., 95° 14'.6W.	2° 01'.4S., 140° 00'.4W.	0° 01'.5N., 179° 54'.0W.
8° 02'.2N., 110° 08'.5W.	4° 58'.7S., 139° 55'.2W.	2° 00'.0S., 179° 53'.0W.
4° 59'.4N., 110° 04'.5W.	7° 58'.0N., 154° 58'.7W.	4° 58'.4S., 179° 53'.9W.
2° 03'.0N., 110° 02'.3W.	4° 59'.9N., 154° 55'.8W.	7° 59'.1S., 179° 49'.9W.
0° 02'.3N., 109° 54'.2W.	1° 59'.7N., 154° 59'.2W.	8° 02'.1N., 165° 03'.8E.
1° 58'.4S., 109° 59'.0W.	0° 00'.2N., 154° 56'.4W.	5° 02'.3N., 165° 00'.3E.
4° 59'.7S., 109° 59'.2W.	1° 58'.2S., 154° 59'.9W.	1° 59'.9N., 165° 00'.9E.
7° 59'.8S., 110° 03'.3W.	4° 58'.7S., 154° 58'.8W.	0° 01'.6N., 165° 02'.5E.
8° 02'.7N., 124° 59'.0W.	8° 15'.7S., 154° 59'.7W.	2° 00'.1S., 165° 00'.8E.
5° 05'.7N., 124° 52'.4W.	8° 00'.1N., 170° 01'.5W.	4° 59'.4S., 165° 11'.8E.
1° 58'.1N., 125° 05'.2W.	5° 00'.3N., 169° 59'.7W.	8° 01'.5S., 164° 46'.7E.
0° 09'.9S., 124° 24'.9W.	2° 01'.1N., 170° 00'.7W.	
2° 02'.3S., 124° 54'.1W.	0° 02'.0S., 170° 02'.8W.	

3. Mariners are advised to give all mooring positions a 5 nautical mile wide berth.

Chart temporarily affected – NZ 14051 (INT 51) – NZ 14052 (INT 52) – NZ 14060 (INT 60) – NZ 14061 (INT 61) – NZ 14604 (INT 604) – NZ 14605 (INT 605) – NZ 14606 (INT 606) – NZ 14607 (INT 607) – NZ 14629 (INT 629)

UKHO Notice 4971(T)/06
NI 229/2006

NZ 223(T)/06 NEW ZEALAND – North Island – West Coast – Cape Egmont – Taranaki Westwards – Drilling Operations.

1. On or about 17 November 2006, until March 2007, the semi-submersible drilling rig, *Ocean Patriot*, will be undertaking drilling operations in the following positions:

Tieke-1	39° 29'.4S.,	173° 17'.9E.
Pateke-3H	39° 22'.9S.,	173° 12'.4E.
Tui-2H	39° 26'.6S.,	173° 14'.2E.
Amokura-2H	39° 25'.4S.,	173° 12'.7E.

2. Two anchor-handling vessels, *Far Grip* (call sign LGRO) and *Pacific Wrangler* (call sign 9VICTOR6218) will assist in operations and act as supply vessels for the duration of the drilling.
3. The *Ocean Patriot* (call sign V7EL6) will monitor VHF channel 16.
4. All vessels should pass 5NM clear of the rig.

Charts temporarily affected – NZ 21 (INT 641) – NZ 23 (INT 640) – NZ 25 (INT 648) – NZ 45 – NZ 48 – NZ 443

Australian Worldwide Exploration Ltd
NI 234/2006

NZ 224(T)/06 NEW ZEALAND – North Island – West Coast – Port Taranaki – Dredging Operations.

1. Commencing early December 2006, and for approximately 8 weeks or until further notice, the trailer suction dredge *Pelican* will be dredging at Port Taranaki. Dredge spoils and sand will be dumped at the northern half of the designated spoil ground north of the harbour.
2. Clean sand will also be dumped for an experimental sand bypass study in an area bounded by the following coordinates:

39° 02'.74S.,	174° 03'.10E.
39° 02'.25S.,	174° 03'.74E.
39° 02'.47S.,	174° 04'.02E.
39° 02'.60S.,	174° 03'.86E.
39° 02'.60S.,	174° 03'.69E.
39° 02'.73S.,	174° 03'.53E.
39° 02'.86S.,	174° 03'.53E.
39° 02'.96S.,	174° 03'.39E.

3. The dredge *Pelican* will exhibit the appropriate lights and shapes for a vessel Restricted in its Ability to Manoeuvre.
4. The dredge *Pelican* will maintain a listening watch on VHF channel 12.
5. Mariners are advised to keep clear of operations and to give the dredger a wide berth.

Chart temporarily affected – NZ 4432

Port Taranaki Ltd
NI 241/2006

NZ 225(T)/06 NEW ZEALAND – North Island – West Coast – Port Taranaki – Dredging Operations.

Former Notice – NZ 258(T)/06 is cancelled

1. Dredging operations are underway at Port Taranaki and its approach channel until further notice from the backhoe dredge *Machiavelli* accompanied by 2 dump hopper barges and the tug *Pacific Way*.
2. Dredge spoils will be dumped from the barges at the northern half of the designated spoil ground north of the harbour bounded by :
 - 39° 02'.4S., 174° 02'.5E.
 - 39° 02'.4S., 174° 03'.3E.
 - 39° 01'.6S., 174° 03'.3E.
 - 39° 01'.6S., 174° 02'.5E.
3. All vessels will exhibit the appropriate lights and shapes for a vessel Restricted in Ability to Manoeuvre.
4. The dredge *Machiavelli* will maintain a listening watch on VHF channel 12 and further information may be obtained by contacting Port Taranaki Harbour Control also on VHF Channel 12.
5. Mariners are advised to keep clear of operations and to give the dredger a wide berth.

Chart temporarily affected – NZ 4432

Port Taranaki Ltd
NI 242/2006

NZ 230(P)/06 NEW ZEALAND – North Island – East Coast – Whangarei Harbour – Marsden Point – Deepwater Port Extension.

Former Notice – NZ 254(P)/05 is cancelled.

Navigation Safety Notice

1. Works are in progress at Marsden Point to extend the existing deep-water port facility. Dredging operations, land reclamation and wharf construction will be in progress until completion in early 2007.
2. The works area is bounded by:
 - A) East extent of existing reclamation at 35° 50'.07S: 174° 29'.25E.
 - B) thence to 35° 50'.05S: 174° 29'.46E.
 - C) thence to 35° 49'.46S: 174° 29'.24E.
 - D) thence to 35° 49'.38S: 174° 28'.58E.
 - E) thence to 35° 49'.51S: 174° 28'.52E.
 - F) thence to western end of existing wharf at 35° 49'.55S: 174° 28'.59E.
3. Numerous submerged obstacles such as rock walls, mooring lines and steel structures exist within this area.
4. Twin sheet pile walls will be advanced from the existing east end of the Northport wharf to a position approx. 180 metres further east. The co-ordinates of the eastern end of Northport's wharf (X) and the extent of the sheet pile walls (Y) are:
 - (X) 35° 49'.58S: 174° 29'.14E.
 - (Y) 35° 50'.00S: 174° 29'.22E.
5. All piling works have been completed and the concrete wharf deck is under construction. The construction works require a clearance of approx. 50 metres to seawards.
6. A dredger will be operating within the works area with an attached floating pipeline to pump the dredged sand ashore. The dredge and pipeline will have numerous anchors in place and associated submerged wires will exist in the vicinity.
7. Mooring anchor positions will be marked with buoys.
8. All obstructions will be lit using yellow flashing light (60 flashes per minute) with approx. 1 nautical mile range.
9. Vessels should avoid entering the works area unless involved with the construction project or authorised to enter the area by the Harbourmaster. In any event, all vessels should navigate with extreme caution and at minimum safe speed when passing or transiting through the works area.
10. A temporary pile (Fl.Y.4s) with a yellow cross top mark, has been placed in position 35° 49'.87 S, 174° 29'.23 E, approx. 200 metres to the North, in line with the western end of the new berth. A dredger will be working from a floating line attached to a barge moored to the pile and all through traffic must pass to the south of the pile, between the pile and the new wharf. This pile will be in place for approx. 2 months.

Charts temporarily affected – NZ 52 – NZ 521 – NZ 5214 – NZ 5215

Northland Regional Council
NI 243/2006

NZ 232(T)/06 NEW ZEALAND – North Island – East Coast – Opotiki – Waioeka River Entrance – Current Meter.

A current meter mooring has been laid off the Opotiki Estuary, in position 37° 58'.91S., 177° 15'.85E., until the end of January 2007. The mooring is marked with an unlit surface float.

Charts temporarily affected – NZ 54 – NZ 542

Cawthron Institute
NI 261/2006

NZ 234(T)/06 NEW ZEALAND – North Island – East Coast – Hawke Bay – Research Light-Buoy.

A yellow special mark light-buoy, Q.Y., has been deployed in position 39° 16'.246S., 177° 07'.155E.

Charts temporarily affected – NZ 56 – NZ 561

Land Information New Zealand
NI 257/2006

NZ 237(T)/06 NEW ZEALAND – South Island – North Coast – Tasman Bay – Buoys.

1. The Western Cardinal buoy (41° 04'.38S, 173° 04'.89E) and the Eastern Cardinal buoy (41° 04'.75S, 173° 06'.06E) on the Ringroad Spat Catching sites in Tasman Bay area are unlit until further notice.
2. Mariners are requested to exercise caution when navigating in this vicinity.

Charts temporarily affected – NZ 48 – NZ 61 – NZ 614

Maritime New Zealand
NI 265/2006

NZ 243(T)/06 NEW ZEALAND – South Island – North Coast – Golden Bay – Buoys.

1. A seasonal Spat catching farm has been established in Golden Bay until April 2007. The perimeter corners are identified by cardinal marks as follows:

North Cardinal (BY)	VQ	radar reflector	40° 43'.93S.,	172° 46'.42E.
East Cardinal (BYB)	VQ(3)	radar reflector	40° 44'.53S.,	172° 48'.10E.
South Cardinal (YB)	VQ(6) + LFI	radar reflector	40° 44'.87S.,	172° 47'.79E.
West Cardinal (YBY)	VQ(9)	radar reflector	40° 44'.18S.,	172° 46'.10E..
2. Mariners are requested to navigate with caution when in the vicinity.

Charts temporarily affected – NZ 48 – NZ 61 – NZ 614

Challenger Scallop Enhancement Co Ltd
NI 268/2006

NZ 244(T)/06 NEW ZEALAND – South Island – East Coast – Lyttelton Harbour Northwards – Waverider Buoy.

1. A waverider buoy FI(5)Y.20s3M has been laid in position 43° 31'.05S., 172° 46'.82E. until further notice.
2. Mariners are requested to exercise caution when navigating in this area.

Charts temporarily affected – NZ 23 (INT 640) – NZ 25 (INT 648) – NZ 63 – NZ 64

McConnell Dowell Constructors Ltd
NI 266/2006

NZ 245(T)/06 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Rangitoto Channel – Buoys.

The following Rangitoto Channel buoys are reported off-station due to dredging operations until further notice:

Buoy	Characteristic	Temporary Position	
12	Iso.R.1s	36° 48'.73S.,	174° 49'.95E.
13	Iso G.1s	36° 49'.18S.,	174° 49'.81E.
14	Iso.R.1s	36° 49'.35S.,	174° 50'.12E

Charts temporarily affected – NZ 5322 – NZ 5324

Ports of Auckland Ltd
NI 274/2006

NZ 20(P)/07 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Rangitoto Channel – Buoys.

1. The following Rangitoto Channel buoys have been laid in position:

<i>Buoy</i>	<i>Characteristic</i>	<i>Position</i>
1	Iso.G.1s	36° 46'.37S., 174° 48'.57E
3	Iso.G.1s	36° 46'.77S., 174° 48'.34E

2. Charting action will take place in due course.

Charts temporarily affected – NZ 5321 – NZ 5322

Ports of Auckland Ltd
NI 279/2006

NZ 21(T)/07 NEW ZEALAND – North Island – South Coast – South Taranaki Bight, West Coast – Tasman Sea – Manukau to Kawhia – Seismic Surveys.

1. From early January to March 2007 the SRV *Pacific Titan* will undertake 2D and 3D seismic work in areas bounded by the following coordinates:

South Taranaki Bight	39° 49'S.	174° 05'E
	39° 49'S.	174° 11'E
	39° 56'S.	174° 11'E
	39° 56'S.	174° 05'E
Tasman Sea	36° 50'S.,	173° 35'E.
	36° 50'S.,	174° 10'E.
	37° 35'S.,	174° 35'E.
	38° 00'S.,	174° 35'E.
	38° 00'S.,	173° 35'E.

2. SRV *Pacific Titan* will be deploying streamers up to 6km long and is restricted in its ability to manoeuvre.
3. The MV *Star Keys* (call sign 62549) will act as the support vessel to the SRV *Pacific Titan*.
4. All vessels are requested to pass at least 6NM clear of the SRV *Pacific Titan*.
5. SRV *Pacific Titan* (call sign 9V5935) will be monitoring VHF channel 16.
6. Mariners are requested to exercise caution when navigating in these areas.

Charts temporarily affected – NZ 21 (INT 641) – NZ 23 (INT 640) – NZ 25 (INT 648) – NZ 42 – NZ 43 – NZ 45 – NZ 48

Origin Energy Resources NZ Limited
NI 269/2006

**NZ 22(P)/07 NEW ZEALAND – North Island – West Coast – North Taranaki Bight – Waitara Northwards
– Drilling and Pipelaying Operations.**

Former Notices – NZ 21(P)/06 and NZ 86(P)/06 are cancelled

1. Construction of the *Pohokura* Platform B and associated pipeline and power cable in position 38° 54'.71 S., 174° 16'.26 E has been completed.
2. Drilling activities will be performed by the *ENSCO 56* Jack-Up Drilling Rig, which remains alongside the platform.
3. From mid January 2007 until further notice the *RockWater 2* pipe laying vessel will undertake pipe laying operations between *Pohokura* Platform B and the onshore *Pohokura* Production Station.
4. The pipeline coordinates are:

38° 58'.47S.	174° 17'.38E.
38° 58'.23S.	174° 17'.58E.
38° 54'.71S.	174° 16'.26E.
5. All vessels are required to keep a minimum distance of 500m from the rig, pipe laying vessel and pipeline at all times.
6. The Jack-Up Rig and pipe laying vessel may be restricted in their ability to manoeuvre due to operational requirements.
7. For further information contact the Shell Exploration NZ Limited Helpline, 0800 117 867.

Charts temporarily affected – NZ 43 – NZ 443

Shell Exploration NZ Limited
NI 277/2006