

NEW ZEALAND NOTICES TO MARINERS

Notices

NZ 140 – 143

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- [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 Notice No. 1.

Mariners are requested to immediately inform Land Information New Zealand, PO Box 5501 Lambton Quay, 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. 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 : (04) 577-8030 Fax : (04) 577-8038 or (04) 577-8041 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: 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 Chart 5011 (*INT 1*) Symbols and Abbreviations used on Admiralty 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.

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.13 dated 26 June 2009)

NZ Chart No.	NZ Notices	INT Chart No.	Notices
NZ 68 NZ 69 NZ 681 NZ 5215 NZ 5322 NZ 5323 NZ 6823	NZ 141 NZ 141 NZ 141 NZ 140 NZ 143(T) NZ 143(T) NZ 141		
ENC Cell	Notices		
NZ505322	NZ 143(T)		

NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.13 dated 26 June 2009)

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, INT Chart, ENC Cell	
133/01	T	NZ 6612	Otago Hr.: Shoaling
180/03	T	NZ 6154	Picton Hr.: Shoal Depths.
129/04	T	NZ 52, 53, 522, 5227	Hauraki Gulf: Dredging Operations
194/04	P	NZ 46, 48, 61, 463, 614, 6151, 6152, 6153, 6154	Marlborough Sounds: Use of Automated Navigation Systems
110/05	T	NZ 8248	Tonga: Light Unlit
161/05	P	NZ 4633, 4634	Wellington Hr.: Navigation Safety Bylaw
173/05	T	NZ 53, 54, 531, 534, 5318	Whitianga Hr.: Sandbar
176/06	T	NZ 23, 26, 56, 14060, 14600, INT 60, 600, 640	N. Island, E. Coast: Scientific Instruments
177/06	T		Indian Ocean: Operation 'Enduring Freedom'
205/06	T	NZ 532, 5324	Tamaki Strait: Motuihe Is.: E. Cardinal Lt Beacon
213/06	P	NZ 6153, 6154	Picton Hr.: Lights
244/06	T	NZ 23, 25, 63, 64, INT 640, 648	Lyttelton Hr.: Waverider Buoy
37/07	T	NZ 53, 532, 533, 5327	Firth of Thames: Moorings, Research Instruments
63/07	T	NZ 4633	Wellington Hr.: Race Marker Buoys
219/07	P	NZ 54, 542	Bay of Plenty, Opotiki: Fish Haven
20/08	T	NZ 54, 542	Bay of Plenty: Research Instruments
35/08	T	NZ 614	Motueka River: Current Meter
91/08	P	NZ 4424	W. Coast, Taharoa Hr.: Hr. Limits
131/08	T	NZ 68, 69, 681	Foveaux Strait, Ruapuke Is.: Seabed Obstruction
132/08	T	NZ 14051, 14052, 14060, 14061, 14604, 14605, 14606, 14607, 14629, INT 51, 52, 60, 61, 604, 605, 606, 607, 629	North, South Pacific Ocean: ATLAS Buoys
147/08	T	NZ 6321	Lyttelton Hr.: Works in Progress
216/08	T	NZ 45, 48	S. Taranaki Bight: Drilling Operations
237/08	T	NZ 632, 6321	Lyttelton Hr.: Buoys, Lights
243/08	P	NZ 5612	Napier Hr.: New Wharf Development
244/08	P	NZ 632, 6321	Banks Peninsula: Mussel Farms
258/08	T	NZ 63, 64	Lyttelton Hr.: Works in Progress
259/08	T	NZ 5225	Great Barrier Island: Marine Farm
262/08	T	NZ 2411	Snares Islands/Tini Heke: Seabed Obstruction
39/09	T	NZ 4314, 4315	Manukau Hr.: Light Beacons, Buoys
45/09	T	NZ 5214	Marsden Point: Works in Progress
48/09	T	NZ 6321	Sumner Head: Buoy
95/09	T	NZ 521	Bream Bay: Scientific Moorings
96/09	T	NZ 532, 5321, 5322	Hauraki Gulf: Works in Progress
97/09	T	NZ 4314	Manukau Hr.: Depths
103/09	T		Maritime Safety Broadcasts
107/09	P	NZ 6612	Otago Hr: Lights
117/09	T	NZ 25, 64, 66, 661	Cape Saunders Southwards: Waverider Buoy
118/09	T	NZ 8275 (T 8275)	Tonga, Nuku'alofa Hr.: Light
119/09	T	NZ 7142	Greymouth Hr.: Depths
123/09	T	NZ 4634, NZ546342	Wellington Hr.: Light, Beacon
138/09	T	NZ 23, 25, 62, 63, INT 640, 648	Kaikoura Peninsula: Scientific Moorings
139/09	T	NZ 845, 14630, 14631, INT 630, 631	Nuie Is: Lights
143/09	T	NZ 5322, NZ 5323, NZ505322	Auckland Hr.: Vertical Clearance

NZ 140/09 NEW ZEALAND – North Island – East Coast – Whangarei Harbour – Buoy.

Chart NZ 5215 [NE Apr 09]

Insert  Fl.R.2s No.H2
R

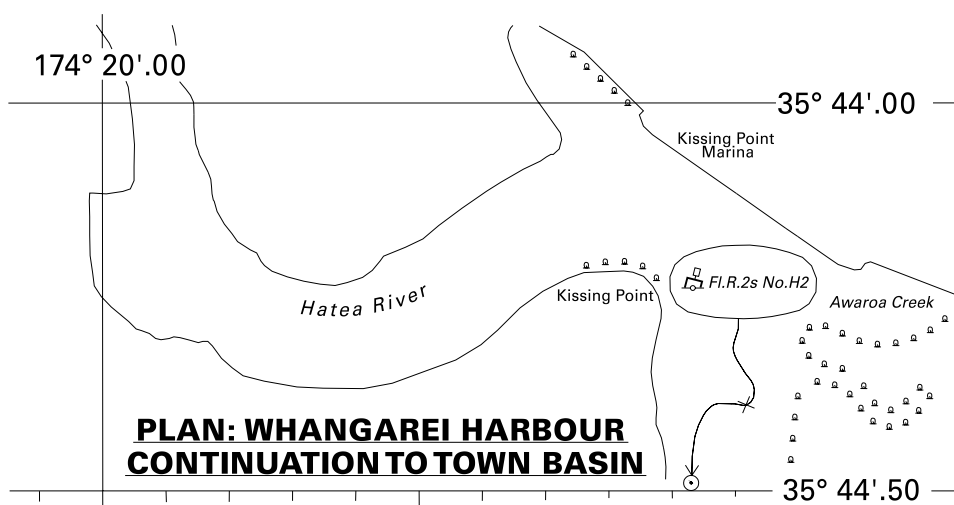
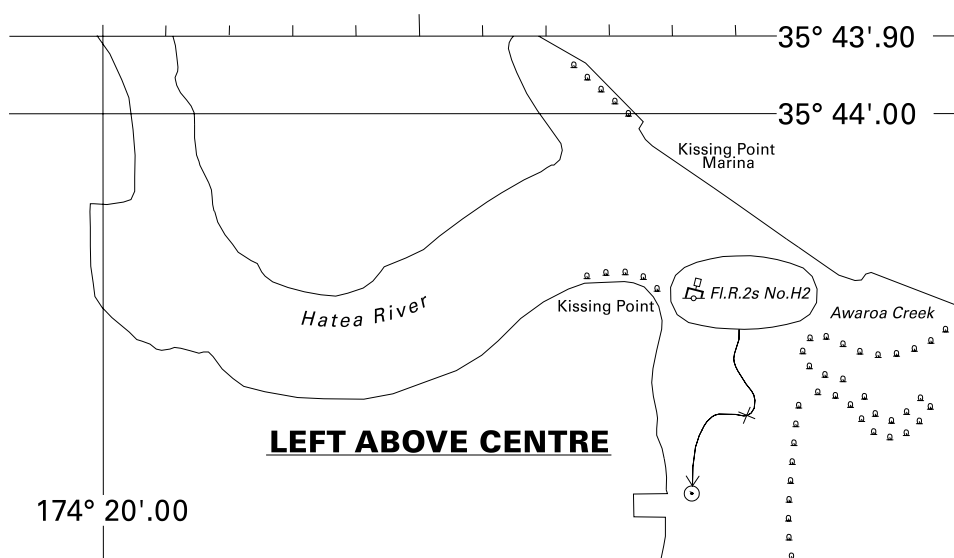
35° 44'.49S., 174° 20'.93E.

Chart NZ 5215 (Continuation Plan)

Insert  Fl.R.2s No.H2
R

35° 44'.49S., 174° 20'.93E.

Northland Regional Council
NI 133/2009



Issued as a guide to chart correction.		Use in conjunction with the appropriate NZ Notice to Mariners.
LAST CORRECTION	NZ NTM No.	CHART No.
NE Apr 09	NZ 140/09	NZ 5215

NZ 141/09 NEW ZEALAND – South Island – Stewart Island/Rakiura – Muttonbird (Titi) Islands – Overfalls.

Chart NZ 68 [131/09]

Insert		46° 49'.9S.,	168° 12'.1E.
		46° 48'.7S.,	168° 13'.8E.
	legend, <i>Overfalls</i> (see Note)	46° 49'.1S.,	168° 12'.2E.
	the accompanying note, OVERFALLS, left of title		

Chart NZ 69 [131/09]

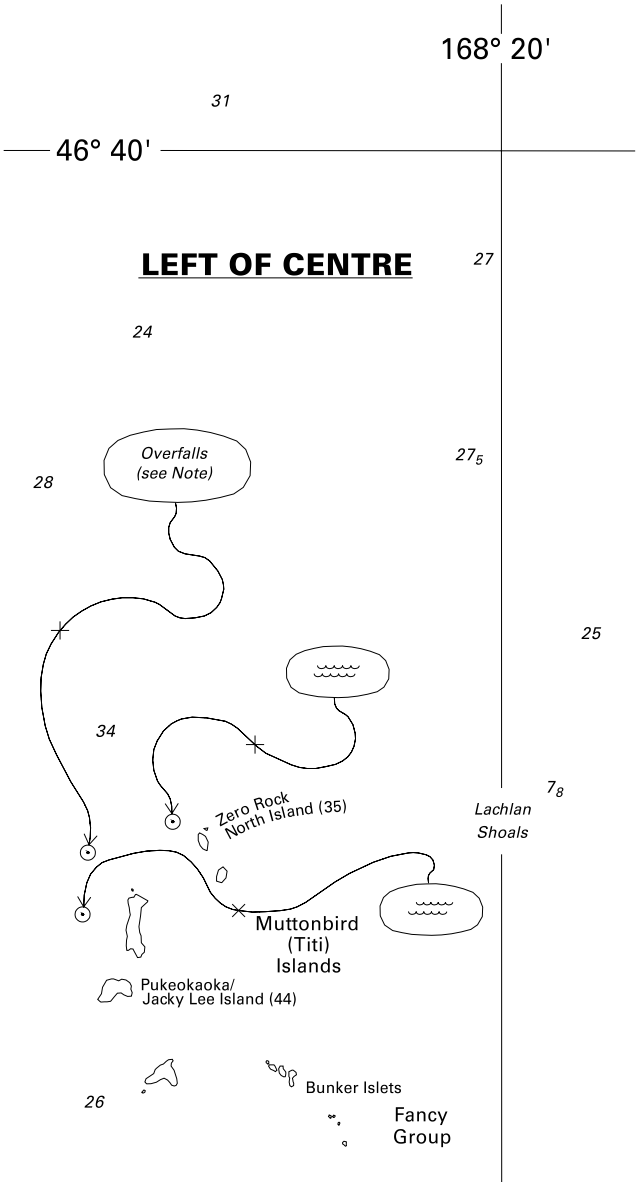
Insert		46° 49'.9S.,	168° 12'.1E.
		46° 48'.7S.,	168° 13'.8E.
	legend, <i>Overfalls</i> (see Note)	46° 49'.1S.,	168° 12'.2E.
	the accompanying note, OVERFALLS, below title		

Chart NZ 681 [131/09]

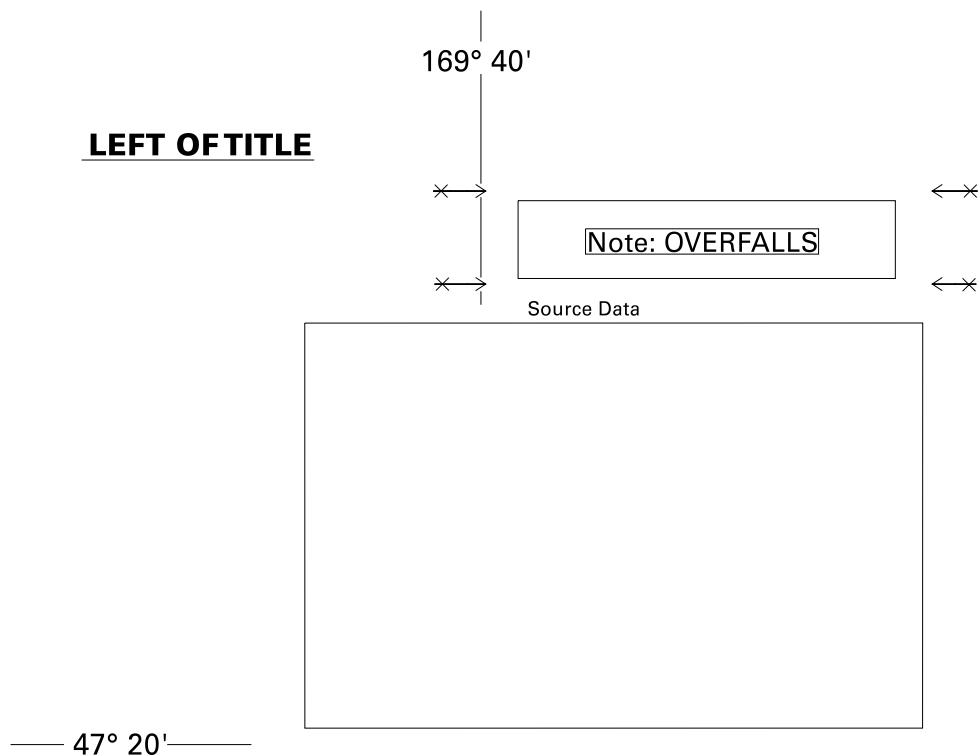
Insert		46° 49'.72S.,	168° 12'.22E.
		46° 48'.67S.,	168° 13'.78E.
	legend, <i>Overfalls</i> (see Note)	46° 49'.27S.,	168° 12'.95E.
	the accompanying note, OVERFALLS, below title		

Chart NZ 6823 [131/09]

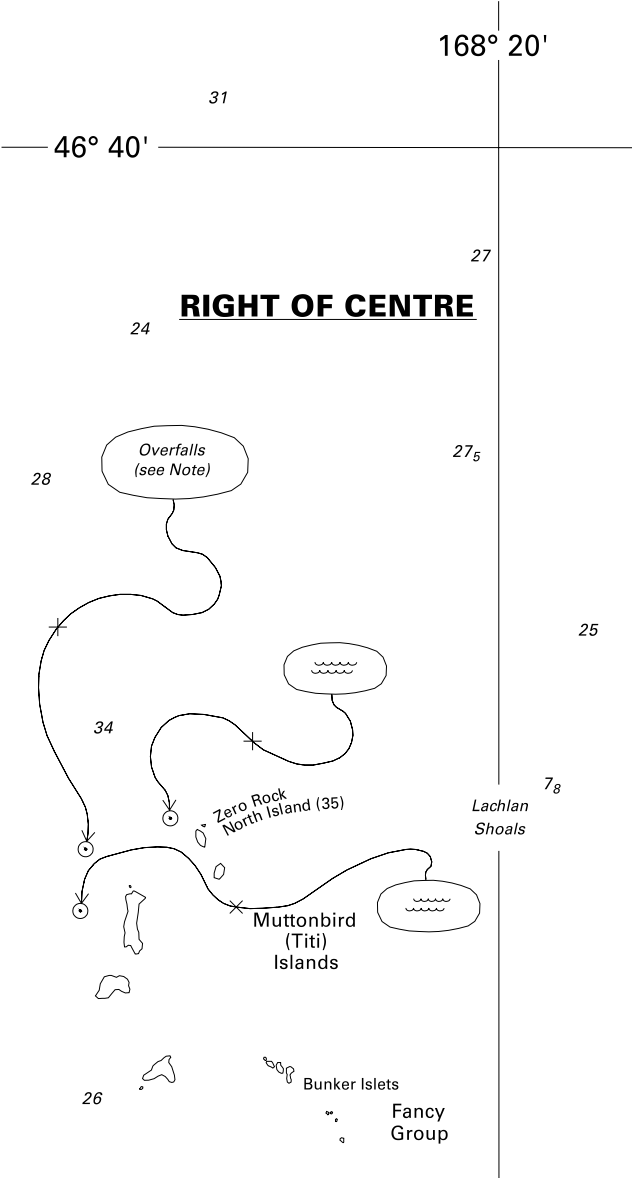
Insert		46° 49'.72S.,	168° 12'.22E.
		46° 48'.67S.,	168° 13'.78E.
	legend, <i>Overfalls</i> (see Note)	46° 49'.27S.,	168° 12'.95E.
	the accompanying note, OVERFALLS, below title		



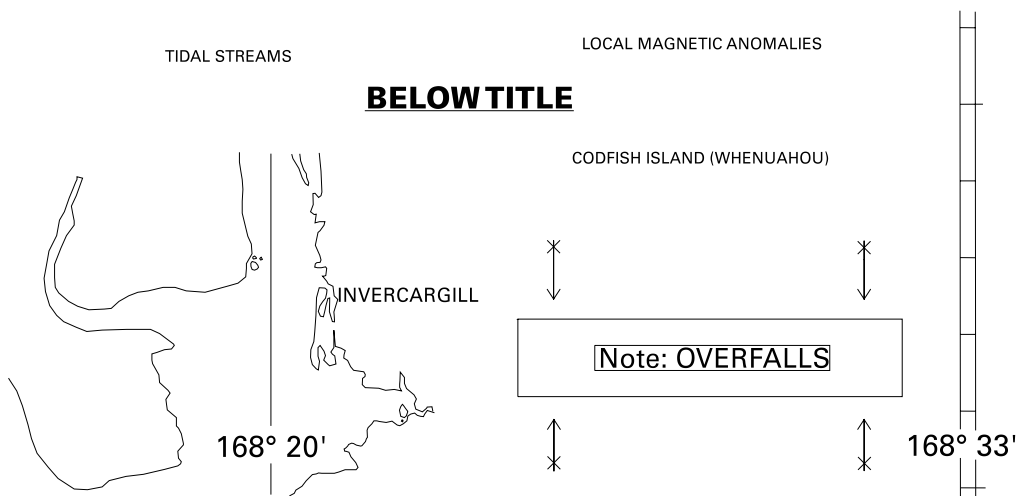
Issued as a guide to chart correction. Use in conjunction with the appropriate NZ Notice to Mariners.		
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 68



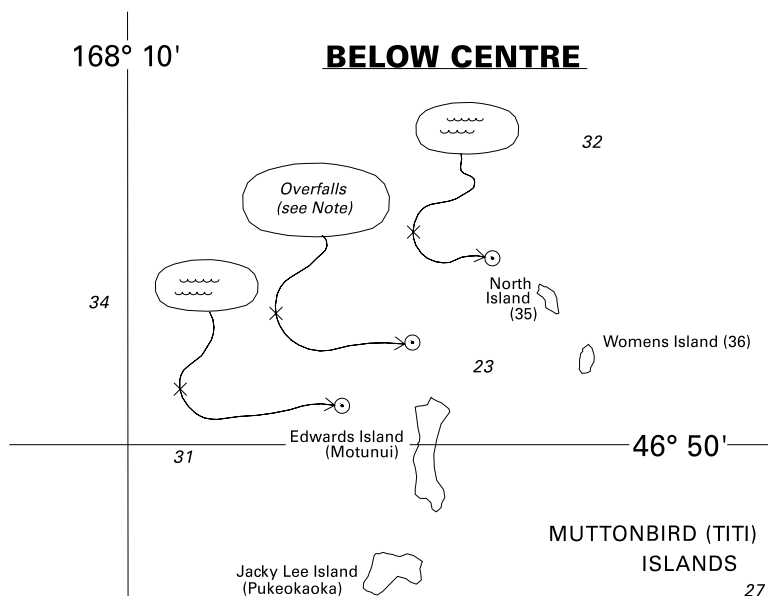
<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 68



Issued as a guide to chart correction.		Use in conjunction with the appropriate NZ Notice to Mariners.
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 69



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 69



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 681

BLUFF ENTRANCE

BELOW TITLE

HARBOUR ENTRANCES

— 46° 30' —

VOLUNTARY CODE

*

↑

TIDAL STREAMS

↑

*

Note: OVERFALLS

↑

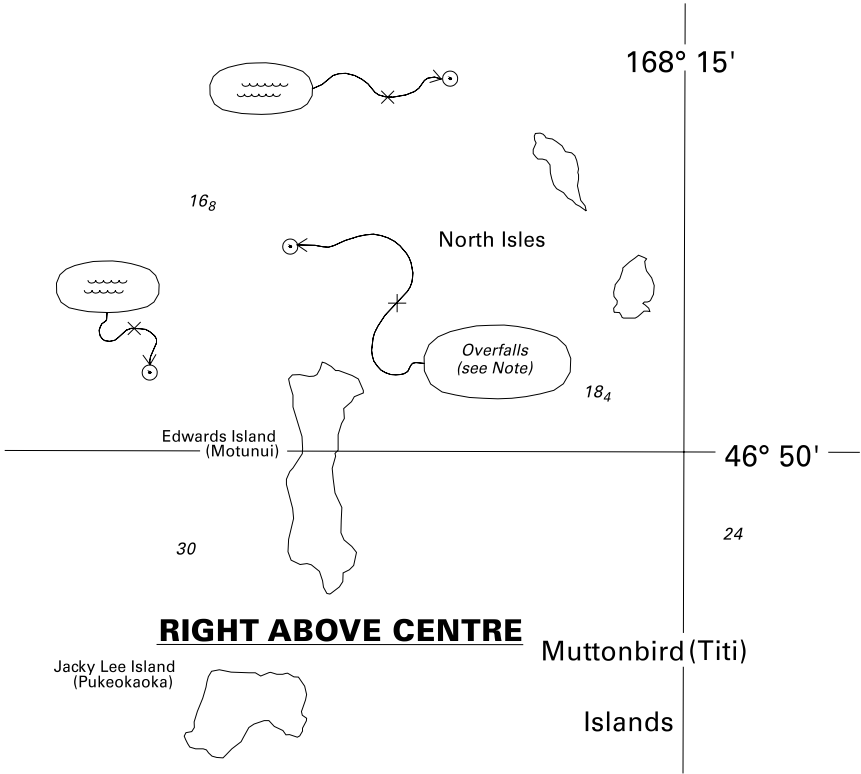
*

↑

*

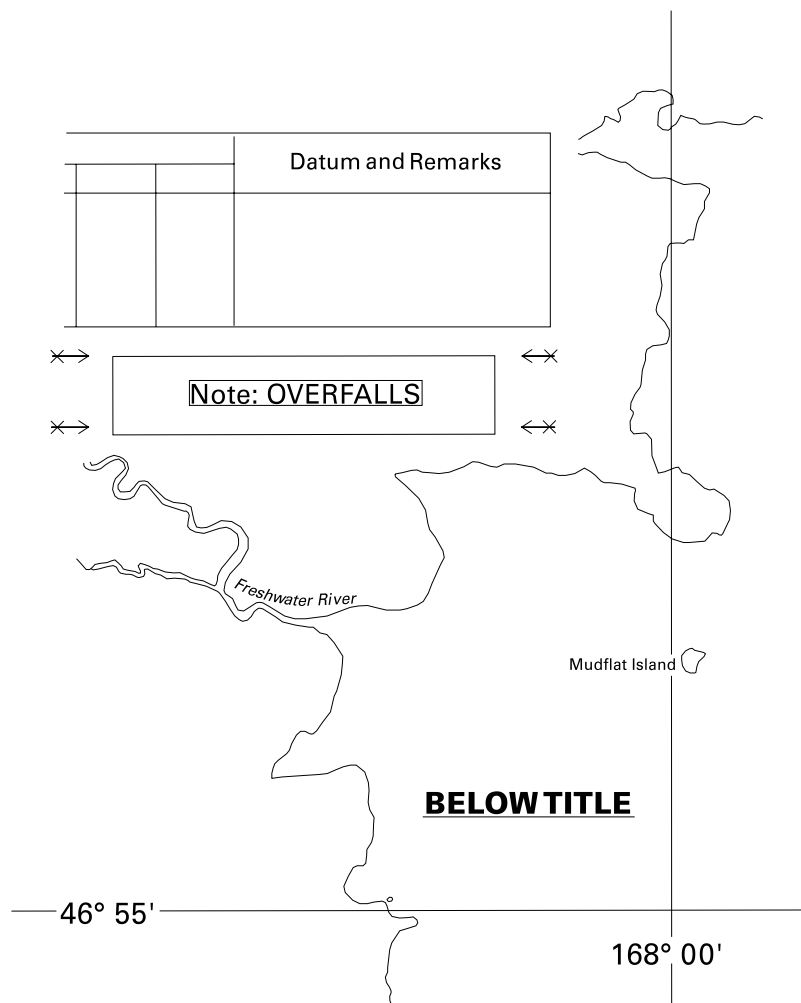
168° 40'

Issued as a guide to chart correction.		Use in conjunction with the appropriate NZ Notice to Mariners.
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 681



RIGHT ABOVE CENTRE

Issued as a guide to chart correction.		Use in conjunction with the appropriate NZ Notice to Mariners.
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 6823



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 131/09	NZ 141/09	NZ 6823

NZ 142/09 NEW ZEALAND PUBLICATIONS – Cumulative List of New Zealand Notices to Mariners.

The Cumulative List of New Zealand Notices to Mariners, corrected up to Edition 13/09 dated 26 June 2009 is attached as an accompanying supplement to this Edition.

Land Information New Zealand
NI 132/2009

**NZ 143(T)/09 NEW ZEALAND – North Island – East Coast – Auckland Harbour – Auckland Harbour
Bridge – Vertical Clearance.**

1. Due to maintenance work of Auckland Harbour Bridge the vertical clearance at the centre of the bridge is reduced from 42m to 40m above MHWS until further notice.
2. Mariners transiting under the bridge are advised to navigate with caution.

Charts temporarily affected – NZ 5322 – NZ 5323 – NZ505322

Auckland Regional Council
NI 135/2009

III

CORRECTIONS TO NEW ZEALAND LIGHT LIST

(NZ NTM Edition No.13 dated 26 June 2009)

NEW ZEALAND NAUTICAL ALMANAC 2008/09 LIGHT LIST SECTION

3845.4	- Matiatia Bay. App. Dir Lt 077° 10'	36 46.79 174 59.54	Dir Oc WRG 6s	20	3	White metal structure	ec 2. G 074.6°-076.6° (2°) W 076.6°-077.7° (1.1°) R 077.7°-079.7° (2°) *
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(NI 137/2009)

NEW ZEALAND NAUTICAL ALMANAC 2009/10 LIGHT LIST SECTION

3845.4	- Matiatia Bay. App. Dir Lt 077° 10'	36 46.79 174 59.54	Dir Oc WRG 6s	20	3	White metal structure	ec 2. G 074.6°-076.6° (2°) W 076.6°-077.7° (1.1°) R 077.7°-079.7° (2°) *
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(NI 137/2009)

IV

CORRECTIONS TO PUBLICATIONS

(NZ NTM Edition No.13 dated 26 June 2009)

CORRECTIONS TO NEW ZEALAND NAUTICAL ALMANAC (NZ 204) 2009/10 EDITION

Page 188, ANNUAL NZ NOTICES TO MARINERS 1, NEW ZEALAND CHARTING AND NOTICES TO MARINERS, Legal Status – Use of Electronic Charts

Delete and replace with:

27. For compliance with NZ legal requirements for nautical charts and publications please refer to *Maritime Rules Part 25*, as supported by MNZ Marine Guidance Notice 8 "Use of Electronic Charts, ECDIS and ENC's in NZ" available from www.mnz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notices.asp

Pages 192 – 197, ANNUAL NZ NOTICES TO MARINERS 3A, SAFETY OF BRITISH MERCHANT SHIPS IN PERIODS OF PEACE, TENSION, CRISIS AND CONFLICT

Delete pages and replace with attached pages 23-26

(NI 136/09)

V

NAVIGATIONAL WARNINGS

Navarea XIV warnings in force 24 June 2009

NAVAREA XIV

(South West Pacific)

Nil

VI

CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS

(NZ NTM Edition No.13 dated 26 June 2009)

VOLUME 3, PART 2, NP 283(2), 2009/10

Published Wk 5/09

(Last Amendments: Weekly Edition No. 23 dated 4 June 2009)

SAFETYNET

PAGE 22, diagram, SafetyNET, METAREA X - POR & IOR, AUSTRALIA, COASTAL WATERS FORECAST BULLETINS table, column 5, Broadcast Times (UTC), line 3.

Delete footnote reference 2 together with footnote 2

(former amendment 9/09)

OAG Worldwide Ltd (HH080/030/11 - E23) 25/09

VOLUME 5, NP 285, 2009/10

Published Wk 23/09

(Last Amendments: Weekly Edition No. 23 dated 4 June 2009)

CHAPTER 14: SAFETYNET

PAGE 236, diagram SafetyNET, METAREA X - POR & IOR, AUSTRALIA, COASTAL WATERS FORECAST BULLETINS table.

Delete and replace by:

COASTAL WATERS FORECAST BULLETINS				
Satellite	Coastal Waters Bulletin Region	Nav Area See Figure SN-10N	Broadcast Times (Local)	Broadcast Times (UTC)
POR	Bass Strait	D	0510 1700 LST	0700 ¹ 1910 ¹
POR	Northern Territory	G and H	0545 1745 ACST	0815 2015
IOR	Western Australia	F and G	0430 1630 AWST	0830 2030
1) 1 hour earlier during Australian Eastern Daylight Saving Time KEY: LST - Local Standard Time; ACST - Australian Central Standard Time; AWST Australian Western Standard Time				

UKHO & OAG Worldwide Ltd (HH080/030/11 - E23) 25/09

(NI 134/09)

(BA WK 25/09)

To accompany New Zealand Notice to Mariners 141/09

Chart No. NZ 68

OVERFALLS Mariners are warned that overfalls can develop rapidly without warning in the vicinity of the Muttonbird (Titi) Islands.

Chart No. NZ 69

OVERFALLS Mariners are warned that overfalls can develop rapidly without warning in the vicinity of the Muttonbird (Titi) Islands.

Chart No. NZ 681

OVERFALLS Mariners are warned that overfalls can develop rapidly without warning in the vicinity of the Muttonbird (Titi) Islands.

Chart No. NZ 6823

OVERFALLS Mariners are warned that overfalls can develop rapidly without warning in the vicinity of the Muttonbird (Titi) Islands.



CUMULATIVE LIST OF NEW ZEALAND NOTICES TO MARINERS

June 2009

GENERAL INFORMATION

This list records the date of issue of the current edition of each chart and of subsequent relevant New Zealand Notices to Mariners up to and including **Edition No. 13 of 26 June 2009**. Users of this list are reminded that the authoritative source for information concerning current editions of New Zealand charts and the corrections that affect them are the Editions of New Zealand Notices to Mariners.

THE CURRENT EDITION OF A CHART

When a new chart or new edition is published the date of publication is shown in the bottom outside margin of the chart. A new edition of a chart, on being published and issued as notified by a Notice to Mariners, becomes the current edition and the previous edition is superseded. Withdrawn charts and superseded editions should not be used for navigation; nor should current editions that have not been corrected for relevant Notices to Mariners.

Published by Land Information New Zealand
For further information contact LINZ Hydrographic Services
Land Information New Zealand, PO Box 5501
Lambton Quay, Wellington 6145, New Zealand
Phone: 0800 665 463 or (04) 460 0110
Fax: (04) 460 0161
E-mail: info@linz.govt.nz
Internet site: www.linz.govt.nz

NZ 21 (INT 641)	Apr 2005	2005-163-248, 2006-23, 2007-26-94-131-180, 2008-31-134, 2009-43
NZ 22 (INT 639)	Apr 2005	
NZ 23 (INT 640)	Apr 2005	2005-163, 2006-23-32, 2007-26-94-104-131-180, 2008-31-134-249, 2009-43
NZ 24	Apr 2005	2007-209, 2008-101
NZ 25 (INT 648)	Apr 2005	2005-163, 2006-34-114 -145, 2007-26-94-104-131-180, 2008-31-134-249
NZ 26	Apr 2005	2005-163, 2006-32
NZ 27	Apr 2005	
NZ 28	Apr 2005	
NZ 29	Apr 2005	2005-206
NZ 31	Apr 2005	
NZ 41	Jan 2003	2003-119, 2004-219, 2005-135
NZ 42	Apr 2001	2003-119, 2004-219, 2005-135
NZ 43	Jun 1999	1999-326, 2000-201-208, 2002-118, 2003-143, 2004-101, 2007-69-94-119-120-131, 2008-134, 2009-43
NZ 45	Jul 2001	2003-114-149, 2004-100, 2006-128-160, 2007-26-94-105-124-180, 2008-31-240
NZ 46	Jul 2000	2000-365-417-420, 2001-153-204-205, 2002-104, 2003-57-131-149-175, 2004-29-53-80, 2005-49-127-245
NZ 48	Apr 2000	2000-417-420, 2001-167-195-241, 2003-29-114-131-143-149, 2004-108-109-126, 2006-128-160, 2007-26-53-94-119-124-131-180, 2008-31-240
NZ 51	Apr 2001	2003-119, 2004-219, 2005-135, 2007-45, 2008-64
NZ 52	Jul 2004	2005-167, 2006-23, 2008-77-248
NZ 53	Mar 2002	2002-67-93-135, 2003-66-141-155-172, 2004-57-70-106-164, 2005-133-167-189, 2006-199-215, 2007-83-168-197-238, 2008-30-42-77-179-230-248, 2009-130
NZ 54	Jul 1997	1997-333, 1998-109-122-123-233, 2000-220-338-402, 2002-25-94-135, 2003-142, 2005-95, 2007-83
NZ 55	Apr 1998	2000-176-253, 2002-94, 2004-47-88
NZ 56	Sep 2001	2006-32-79-227, 2007-25
NZ 57	Sep 2001	
NZ 58	Sep 2001	
NZ 61	Apr 1999	1999-452, 2000-420, 2001-153-195-241-248, 2002-143, 2003-29-120, 2004-89-109-207, 2006-43-161, 2007-53, 2008-100
NZ 62	Apr 1998	1998-255-355, 1999-90-284, 2001-204, 2002-104, 2003-175, 2004-29-53, 2007-178
NZ 63	Apr 1998	1998-255-355-402, 1999-90-200-284-302, 2000-275-296-403, 2002-104
NZ 64	Mar 2003	2006-34-53 -145-229-240
NZ 66	Jan 2003	2006-34-53-114 -145
NZ 68	Jan 2003	2004-208, 2006-114-172-173, 2007-170, 2009-131-141
NZ 69	Jul 2001	2002-68-69, 2003-91, 2004-208, 2006-172-173, 2009-131-141
NZ 71	Mar 2002	2005-63-113
NZ 72	Mar 2002	
NZ 73	Mar 2002	
NZ 76	Jul 2001	2003-111
NZ 82 (T 82)	Oct 1993	1994-77-92-182-222-228-298-353, 1995-20-34-35-118-191-214-220-231-236, 1996-278, 1997-97, 1998-409, 1999-327-418, 2000-51, 2002-27, 2005-103, 2007-140
NZ 86	Oct 1993	1994-36, 1995-225, 1998-32-304-305-325, 1999-364, 2003-97, 2009-76
NZ 93	Oct 1997	2002-72-73
NZ 222	Jun 2008	
NZ 223 F	Apr 1999	2000-80-259-268, 2003-132-156, 2005-248, 2008-52-134-249
NZ 224 F	Apr 1999	2006-114-145
NZ 232	Jun 2006	2007-240, 2008-117, 2009-22
NZ 252	Oct 2006	
NZ 268	Oct 1995	1996-165-343, 1997-112-132-396, 1999-137-252, 2001-197, 2002-70, 2004-111
NZ 286	Apr 1992	1994-158-209-321, 2000-21
NZ 443	Jul 2001	2002-118, 2003-143, 2004-101, 2006-128-160, 2007-26-94-105-119-131-138-180, 2008-134-240, 2009-67
NZ 463	Jul 2000	2000-365, 2001-205, 2002-79-104, 2003-57-131, 2004-53-80-90, 2005-49-127-245, 2006-113-127, 2007-118, 2009-75
NZ 512	Dec 1999	2001-107-214, 2006-66, 2007-45, 2008-64-80-219-229
NZ 521	Jul 2008	

NZ 522	Sep 1999	2000-116-260-390, 2001- 239, 2003-141, 2004-46-106-155, 2005-47-167, 2007-167, 2008-70-77-248, 2009-121
NZ 531	Dec 1999	2000-437, 2001-237, 2002-135, 2003-141, 2004-78, 2005-190, 2008-78-200-248
NZ 532	Apr 2008	2008-163-179-201, 2009-121-130
NZ 533	Dec 1999	2001-177, 2002-49-78-93, 2003-28, 2004-157, 2005-76-77-189, 2006-126-170-191, 2007-238, 2008-30-42-163-201
NZ 534	Dec 1999	1999-471, 2001-237, 2002-135, 2004-70, 2007-83, 2008-78-202
NZ 541	Jan 1998	1998-436, 2000-220-378, 2002-24-25, 2003-142, 2004-171-172, 2005-95
NZ 542	Apr 1997	1998-122-123-233, 1999-23, 2000-220-338-378, 2009-73
NZ 561	Oct 2006	2006-228, 2007-93-169
NZ 614	Apr 2009	
NZ 615	Apr 1999	1999-276-376-400-424-452, 2000-93-355-417-420, 2001-76, 2002-62-104, 2003-57, 2004-49-53-80-110, 2005-62, 2006-113, 2007-61, 2008-171
NZ 632	Jun 2000	2000-296-403, 2001-228, 2005-205-246, 2007-106
NZ 661	Jun 2000	2002-128, 2003-101, 2004-23, 2006-145, 2009-92
NZ 681	Jul 2000	2002-68-69, 2004-184-208, 2006-172-173, 2007-170, 2009-131-141
NZ 827 (T 827)	Oct 1998	1999-327, 2000-51, 2003-177, 2005-103
NZ 845	Apr 2009	
NZ 865	Oct 1993	1998-304-325, 2003-97, 2009-57
NZ 885	Apr 2009	
NZ 945	Oct 1995	2001-84, 2002-71
NZ 955	Oct 1993	1994-209, 1995-284, 1997-397, 2001-85, 2002-73
NZ 1414	Oct 1980	1983-165-174, 1990-87-192, 1991-23, 2001-242
NZ 2225	Jun 2008	
NZ 2325	Jun 2006	2006-144, 2007-70
NZ 2411	Jul 2000	2004-71
NZ 2681	Oct 1995	1997-132
NZ 2862	Apr 1992	1993-37, 1994-158-209
NZ 3111	Jun 2008	
NZ 4111	Jan 2003	
NZ 4212	Apr 2001	2001-226, 2006-216
NZ 4265	Jul 2008	2009-55
NZ 4314	Jun 2004	2004-176, 2005-177, 2006-129, 2008-116
NZ 4315	Oct 2004	2004-226, 2005-20-48, 2006-80
NZ 4421	Jul 2001	2003-143
NZ 4423	Jul 2001	
NZ 4424	Jul 2001	2001-98, 2004-102
NZ 4432	Jul 2008	2009-32-67
NZ 4541	Apr 1995	2001-110, 2003-114-149
NZ 4631	Jan 2000	2003-131-149
NZ 4632	Jul 2000	2003-131
NZ 4633	Jul 2000	2001-165-205, 2002-79-104, 2003-58-67, 2004-158-218, 2005-49-96-127-221-245, 2006-127, 2007-118-198, 2008-220, 2009-75
NZ 4634	Jul 2000	2001-165-194, 2003-58-67, 2004-158-216-218, 2005-89-127-221, 2006-159, 2007-118, 2008-220
NZ 5111	Apr 2001	2003-51, 2004-26-87, 2008-64
NZ 5113	Apr 2009	
NZ 5114	Apr 2001	2008-64-219
NZ 5121	Oct 1994	
NZ 5124	Jul 1994	1994-287-314, 1995-240-290-317, 1996-80-144-182-285-291-407, 1997-145-206-214, 1998-108-394, 2000-346-398, 2001-107-214, 2003-153, 2004-56-189, 2005-117-137-175, 2007-33-51, 2008-170, 2009-90
NZ 5125	Jul 2004	1995-30, 1996-80, 1997-20-206, 1998-296-403, 2000-346, 2001-214, 2005-117-118, 2006-66, 2007-45-51-229, 2008-80-170-229
NZ 5212	Sep 1999	2003-154, 2005-167
NZ 5214	Jul 2004	2005-53-163, 2006-189, 2008-39-57-81-141, 2009-31
NZ 5215	Apr 2009	2009-140
NZ 5225	Oct 1997	1998-268, 1999-109-232-374, 2000-219, 2003-141, 2007-167, 2008-248
NZ 5227	Apr 2008	2009-121

NZ 5318	Sep 2001	2002-135, 2004-70, 2005-190, 2006-208, 2008-78-200
NZ 5321	Apr 2008	2008-155-179-193
NZ 5322	Apr 2008	2008-155-179
NZ 5323	Apr 2008	2008-155
NZ 5324	Apr 2008	2008-127-163-179-193, 2009-83-130
NZ 5325	Jan 2008	2008-127-164
NZ 5327	Mar 2005	2005-77, 2006-126, 2007-82-238, 2008-41-42
NZ 5328	Mar 2005	2006-126, 2007-82-231-238, 2008-41-42
NZ 5411	Jul 2004	2005-78-95, 2007-239, 2009-42-66
NZ 5412	Oct 2004	2005-78-95, 2007-239, 2008-58, 2009-42-66
NZ 5413	Jan 1998	1998-362, 2000-220-425, 2002-24-25, 2003-142-185, 2004-171-172, 2005-95
NZ 5423	Jul 2001	
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NZ 6142	Jun 2008	
NZ 6144	Apr 2009	
NZ 6151	Apr 1998	1999-120-452, 2000-420, 2001-76-196, 2004-49-53
NZ 6152	Apr 1998	1998-303-334, 1999-120-185-276-452, 2001-62-76, 2002-62, 2004-49-53-173, 2005-146
NZ 6153	Jul 2000	2003-90-187, 2004-53-110, 2005-61-62, 2006-209, 2007-34-61-121
NZ 6154	Jul 2000	2003-90, 2004-53-125, 2005-204, 2006-209, 2007-34-121, 2008-209
NZ 6212	May 1999	1999-293, 2000-356, 2002-104, 2003-57, 2004-53-60
NZ 6321	Jun 2000	2000-379-403, 2001-154-228, 2002-55-63, 2004-81-174, 2005-178, 2006-33
NZ 6324	Apr 2009	
NZ 6422	Apr 2009	
NZ 6433	Apr 2003	
NZ 6612	Jul 2004	2005-102-157, 2008-135
NZ 6821	Jul 2007	2007-170, 2008-32
NZ 6823	Jul 2000	2001-64, 2002-33-69-85, 2005-222, 2006-173, 2009-131-141
NZ 6912	Jul 2001	2003-91, 2004 -82
NZ 7132	Mar 2005	
NZ 7142	Oct 1994	1997-263, 2009-111
NZ 7622	Oct 1998	1999-24-284, 2004-227, 2005-64, 2006-54
NZ 7623	Apr 1999	2005-64, 2006-54
NZ 7624	Apr 1999	2005-79, 2006-67
NZ 7653	Jan 1997	1997-168, 1998 -151-298, 1999-410, 2005-90, 2006-59
NZ 7654	Mar 2002	2002-108, 2005-90, 2006-54-89
NZ 8215 (T 8215)	Jan 1996	
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NZ 8235 (T 8235)	Oct 1993	2004-31
NZ 8238 (T 8238)	Apr 2005	
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NZ 8248 (T 8248)	Oct 1993	1994-182-266, 1995-262, 1998-180-378, 2005-97-129
NZ 8259 (T 8259)	Jul 1993	
NZ 8266 (T 8266)	Jul 1993	1993-304, 1994-87-106-346, 1995-181, 1997-298, 1998-409
NZ 8275 (T 8275)	Apr 2007	2007-139, 2009-102
NZ 8655	Jul 2007	2007-232
NZ 8685	Oct 1993	1995-203-224, 1996-30-280, 1997-154-169, 1998-32, 2004-166, 2009-76
NZ 9558	Oct 1992	1994-209, 1995-126-269-357, 2002-72-95, 2003-160, 2007-191
NZ 14051 (INT 51)	Jan 1997	1997-370, 2000-43-44 -92-357-426, 2001-124, 2004-94-135, 2005-140-158-183, 2006-137-151, 2007-171-210
NZ 14052 (INT 52)	Apr 1997	1997 -264-340-377, 1998-134-181-220, 1999-80-219, 2000 -74-102-163-178-244-276-277-357-410-427, 2001-51-57, 2002-58-59-96, 2004-73-93, 2005-28-80-81-158-182-199-201-214-215-251-252, 2006-35-55-60-98-99-116-164-165-166-174-181-221, 2007-36
NZ 14060 (INT 60)	Oct 2008	2009-56
NZ 14061 (INT 61)	Oct 2008	2009-56

NZ 14065 (INT 65)	Jan 1997	1997-162-178, 1998 -152-195-392, 1999-137-320-338, 2002-74, 2004-103, 2005-235
NZ 14600 (INT 600)	Jul 2007	2008-52-134-249
NZ 14601 (INT 601)	Jul 2007	2007-209, 2008-52-101-134-249
NZ 14602 (INT 602)	Jul 2007	
NZ 14604 (INT 604)	Oct 1996	1997-21-144-163-277, 1998-125-220, 1999-81, 2000-94-95-129-190-300-302, 2001-86-168-2002-34-42-56-57-58, 2003-133-150, 2004-40-50-63-67-91-92, 2005-27-37-81-179-180-198-214-223-250, 2006-100-150-164, 2007-36-201
NZ 14605 (INT 605)	Jul 2007	2008-143
NZ 14606 (INT 606)	Jul 2007	2007-233, 2008-88-143
NZ 14607 (INT 607)	Apr 1997	1997-278, 1999-201-213, 2000-65-311-374-380-391, 2001-124-135-169, 2002-113, 2003-128, 2004-64-127-135-142-167-178-179, 2005-148, 2006-131-181
NZ 14612	Apr 1999	
NZ 14613	Apr 1999	2000-154, 2001-135, 2004-74
NZ 14629 (INT 629)	Apr 1997	1998-212, 2000-161, 2001-51, 2002-120, 2005-28
NZ 14630 (INT 630)	Apr 1997	1997-283, 2000-169, 2001-51, 2002-72-73-120
NZ 14631 (INT 631)	Apr 1997	1997-283, 1998-132-234, 1999-327, 2000-74-175, 2001-51, 2002-27-120, 2004-41, 2005-28, 2007-140, 2008-143
NZ 14638 (INT 638)	Oct 1996	1997-196, 1998 -132-234-290-316-317, 1999-81-327-367, 2000-22-23-129-320, 2002-34, 2003-127-156, 2004-41, 2005-223, 2007-47, 2008-143
NZ 14900 (INT 900)	Apr 1998	2002-74, 2003-126
NZ 14901 (INT 9001)	Jul 2007	
NZ 14902 (INT 9002)	Jul 2007	
NZ 14903 (INT 9003)	Aug 2008	
NZ 14906 (INT 9006)	Aug 2006	
NZ 14907 (INT 9007)	Aug 2006	
NZ 14908 (INT 9008)	Aug 2006	
NZ 14909 (INT 909)	Jun 2004	
NZ 14912 (INT 9012)	Aug 2006	

3A**SAFETY OF BRITISH MERCHANT SHIPS IN PERIODS OF PEACE, TENSION, CRISIS OR CONFLICT**

THE MATERIAL IN THIS NOTICE HAS BEEN REPRODUCED FROM ADMIRALTY NOTICES TO MARINERS, ANNUAL NOTICE 3. REPRODUCED WITH THE PERMISSION OF THE UNITED KINGDOM HYDROGRAPHIC OFFICE

Source: UK Ministry of Defence (NAVY) & CINCFLEET

1 GENERAL

1.1 This notice describes the organisation by which official messages are passed to merchant vessels in periods of peace, tension, crisis and conflict. Such messages will normally relate to the safety and security of the vessels concerned and will usually be addressed to British flagged merchant vessels and those flying the flag of Crown Dependencies and Overseas Territories and to any other vessels of UK economic or strategic benefit as decided by government authorities.

1.2 Participation in the procedures outlined in this Annual Notice is encouraged where activated. However, in extreme circumstances, the UK government may direct the introduction of mandatory naval supervision. Detailed reporting will be in accordance with Annex A.

2 UK MILITARY / CIVIL SHIPPING RELATIONS

2.1 The organisation for the protection of UK merchant shipping involves civil and military authorities, including the UK Ministry of Defence (MOD), Commander in Chief Fleet of the Royal Navy (CINCFLEET), the UK Permanent Joint Headquarters (PJHQ), the UK Department for Transport (DfT), the Foreign and Commonwealth Office (FCO), the UK Chamber of Shipping and vessel owners.

2.2 The UK has adopted the Maritime Trade Operations (MTO) organisation which liaises between government, military and the merchant shipping community. This operates at national, shipping company and vessel level and includes measures for enhanced security.

2.3 Maritime Security (MSy) is one of the roles of the Royal Navy (RN) and the MOD takes a general interest in shipping at all times. During periods of tension, crisis and conflict, this interest is greatly magnified and CINCFLEET maintains a Recognised Maritime Picture (RMP) that includes merchant vessel positional data. This is as comprehensive as possible and is available to UK military headquarters, deployed headquarters and warships. An awareness of the whereabouts of shipping allows the military authorities to:

2.3.1 Advise on threat areas.

2.3.2 Provide advice, dialogue and issue guidance to avoid interference with military operations and to enhance security in the vicinity of threat areas.

2.3.3 Offer direct military assistance where possible or appropriate.

2.4 For these mutually beneficial reasons, the shipping industry and vessels are encouraged to participate in MTO. In an operations area, non-participating vessels may draw greater military attention and hence are more likely to be challenged with the subsequent potential for the disruption of a vessel's voyage.

2.5 The World-Wide Navigation Warning Service (WWNWS) will be used to alert vessels to an area of risk through the promulgation of a Navigation Warning. Additional communication methods and channels to make contact via vessels', owners' or charterers' may also be used where necessary.

2.6 MTO incorporates 2 distinct levels of operation:

Normal Maritime Business

2.6.1 CINCFLEET will maintain the RMP using AIS data. Maritime security will be discussed routinely with the UK Chamber of Shipping, TRANSEC, FCO, Home Office and police. Any information arising will be promulgated through normal commercial channels.

Tension, crisis or conflict

2.6.2 The appropriate level of MTO for a particular region in tension, crisis or conflict is subject to ongoing review within the MOD. In the first instance where the regional security status changes, this will be communicated on behalf of DfT to shipping as a Navigation Warning.

2.6.3 Establishment of a reporting cell in an Area of Interest (AOI), which may be a forward-deployed unit. MTO contact details can be found on the UK MTO website www.rncom.mod.uk/templates/maritime_operations.cfm?id=902. Vessels can also contact the UK Chamber of Shipping via their owner.

2.6.4 To assist UK authorities to determine the whereabouts of merchant vessels and refining the RMP in a specific AOI, vessels are encouraged to pass their information voluntarily using a passage report (See Annex A). In return vessels will receive a brief on the security status within the region.

2.6.5 The initiation of the passage report procedure may be by the promulgation of the following message, which will be received as a navigation warning, e.g.:

Authority: Royal New Zealand Navy

SPECIAL NOTICE TO MERCHANT VESSELS – An area of risk to merchant vessels exists in [area]. Vessels within, or intending to enter this area should contact their owners or national shipping authorities. Merchant vessels should submit a report in accordance with Admiralty Annual Notice to Mariners 3 Annex A para 1 to [contact details of military authority] when passing [lat/long] and subsequent daily position report requirements if any.

Note: The text of the Special Notice to merchant vessels message issued by the UK will be amended to match the prevailing circumstances.

2.6.6 If the situation deteriorates further the Secretary of State may implement naval supervision of shipping which may include mandatory routing.

3. NATO MILITARY / CIVIL SHIPPING RELATIONS

3.1 NATO Maritime Component Commanders Headquarters: The focal point for shipping during a NATO operation is the NATO Shipping Centre (NSC) based at the NATO Headquarters in Northwood, London. Its mission is to collect and process shipping details to develop and maintain an accurate maritime plot and provide guidance and advice. During operations and exercises, merchant vessels will additionally be provided with a freephone number to contact the NSC. Routine contact details are as follows:

Tel: +44 1923 956574

Fax: +44 1923 956575

Email: info@shipping.nato.int

NSC website: www.shipping.nato.int

3.2 Naval Co-operation And Guidance to Shipping (NCAGS) is a NATO policy that underpins the UK MTO measure described in this Notice. In a NATO operation, planning for NCAGS will similarly involve consultation with government, shipping companies and vessels.

3.3 ATP-2 Vol II is the NATO publication which provides information to vessel owners, masters and officers regarding the interaction between naval forces and commercial shipping. In particular this publication serves as a handbook for the world-wide application of NCAGS principals and procedures that exist to enhance safety of shipping in time of tension, crisis and conflict. This unclassified publication is available for download via the NSC website.

4. CURRENT OPERATIONS

4.1 UK Operations: Red Sea, Horn of Africa and the Gulf. The UK currently has a MTO team deployed which receives position reports and offers advice on current military operations in the region. Details of the merchant vessel voluntary reporting scheme are at Annex B to this Notice. Further information can also be obtained from the website: www.ukho.gov.uk/mto and contact can be made by the following means:

Tel: 00 971 50 552 3215

Fax: 00 971 4 306 5710

Email: ukmto@eim.ae

4.2 NATO operations: Operation Active Endeavour. Operation Active Endeavour's mission is to conduct naval operations in the Mediterranean and to actively demonstrate NATO resolve and solidarity. Operation Active Endeavour is one of the measures resulting in NATO's decision to implement Article 5 of the Washington Treaty, expanding the options available in the campaign against terrorism.

Tel: +44 1923 956574

Fax: +44 1923 956575

Email: info@shipping.nato.int

NSC website: www.shipping.nato.int

Authority: Royal New Zealand Navy

ANNEX A TO UK ANNUAL NOTICES TO MARINERS No. 3
EXAMPLES OF RESPONSES TO SECURITY RELATED INFORMATION

1. PASSAGE REPORT (FORMAT ALPHA)

When sending a passage report the content and format is as follows and should be returned to the military authority as per the initiating navigation warning.

Vessels name
 International Radio Call Sign (IRCS)
 Flag
 No. of Crew
 Master – Nationality
 Nationalities
 IMO number
 Draft
 MMSI
 Inmarsat telephone number
 Telex and fax number
 Email address
 Current position (at time UTC), course and planned passage speed
 Waypoints of track through AOI
 Next port of call and ETA (UTC)
 Last port of call
 Name and address of ship owner/operator/charterer
 Agent Name and email address Next Port

2 DAILY POSITION REPORT

To be sent when requested by military authorities, but usually once every 24 hours after the initial passage report.

Vessels name
 IMO number
 Current position (at time UTC), course, speed
 Any change to itinerary

ANNEX B TO UK ANNUAL NOTICES TO MARINERS No. 3

UK Maritime Trade Operations – Dubai

INFORMATION

MERCHANT VESSEL VOLUNTARY REPORTING SCHEME

1 The UK Royal Navy's (RN) Maritime Trade Organisation (MTO) team was established in October 2001. Although its focus is in support of UK flag and UK interest shipping, it works closely with coalition forces and is available to provide support across the entire maritime industry including real time advice to shipping of all flag registry and ownership.

2 The voluntary reporting scheme covers the Red Sea, Gulf of Aden, Indian Ocean north of latitude 5°S as well as the Gulf region. On a voluntary basis only, vessels of any flag or ownership are encouraged to report to the MTO team in Dubai on passing the following reference points:

- a. Suez for vessels entering or leaving the area via the Red Sea.
- b. Latitude 5°S for vessels entering or leaving the area via the Indian Ocean (South).
- c. Longitude 78°E for vessels entering or leaving the area via the Indian Ocean (East).

3 The initial report should contain the following:

Vessels name

International Radio Call Sign (IRCS)

Flag

IMO number

MMSI

Inmarsat telephone number

Telex and fax number

Email address

Current course, speed (including time of readings)

Next port of call and Estimated Time of Arrival (ETA)

Last port of call

Company having day-to-day management of the vessel

Itinerary in the region with route way points



HYDROGRAPHIC NOTE

(For instructions, see next page)

LINZ Hydrographic Services
National Office
PO Box 5501
Lambton Quay
Wellington 6145
New Zealand

Tel: 0800 665 463
Fax : +64 4 460 0161
Email: info@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

Charts 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 LINZ Hydrographic Services, National Office, Land Information New Zealand, PO Box 5501, Lambton Quay, 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 8", 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 LINZ Hydrographic Services at the address above, or in PDF format directly from the LINZ website at www.linz.govt.nz.
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. 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.
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.