

# **NEW ZEALAND NOTICES TO MARINERS**

*Notices*

**NZ 206 – 215**

© Crown Copyright 2009. All rights Reserved. Permission is not required to make analogue copies of these Notices but such copies are not to be sold.

---

## **CONTENTS**

- [I Explanatory Notes.](#)
- [II New Zealand Notices to Mariners.](#)
- [III Corrections to New Zealand Light List.](#)
- [IV Corrections to Sailing Directions and New Zealand Publications.](#)
- [V Navigational Warnings. \(NAVAREA XIV\)](#)
- [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](mailto: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](mailto:rccnz@maritimenz.govt.nz).

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

## EXPLANATORY NOTES

**Charts.** The notices in Section II give instructions for the correction of charts. Geographical positions refer to the largest scale chart unless otherwise stated. They are normally given in degrees, minutes and decimals of a minute, but may occasionally quote seconds for convenience when plotting from the graduation of some older-style charts. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are given as seen by an observer from seaward. Symbols referred 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.23 dated 13 November 2009)

NZ Chart No.	NZ Notices	INT Chart No.	Notices
NZ 45 NZ 48 NZ 54 NZ 61 NZ 63 NZ 64 NZ 71 NZ 72 NZ 521 NZ 542 NZ 561 NZ 614 NZ 4315 NZ 5212 NZ 6144 NZ 7142	NZ 214(T) NZ 214(T) NZ 213(T) NZ 211(T) NZ 215(T) NZ 215(T) NZ 210 NZ 210 NZ 212(T) NZ 213(T) NZ 209 NZ 211(T) NZ 208 NZ 212(T) NZ 211(T) NZ 210		
ENC Cell	Notices		
NZ20022E NZ20022W NZ200023 NZ200025	NZ 207 NZ 207 NZ 207 NZ 207		

# NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.23 dated 13 November 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
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
243/08	P	NZ 5612	Napier Hr.: New Wharf Development
244/08	P	NZ 632, 6321	Banks Peninsula: Mussel Farms
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
96/09	T	NZ 532, 5321, 5322	Hauraki Gulf: Works in Progress
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
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, 5323, NZ505322	Auckland Hr.: Vertical Clearance
155/09	T	NZ 5125	Bay of Islands: Light
164/09	T	NZ 4314, NZ404314	Manukau Hr.: Depths
182/09	T	NZ 51, 512, 5125	Bay of Islands: Scientific Moorings
184/09	T	NZ 614, 6144	Motueka River: Current Meter
188/09	T	NZ 561, 5612, NZ400561, 505612, 605612	Napier Hr.: Dredging Operations
189/09	T	NZ 53, 532, 533, 5327, NZ200053, 305321	Firth of Thames: Scientific Buoy
190/09	T	NZ 632, 6321	Lyttelton Hr.: Dredging Operations
194/09	T	NZ 512, 521, 522, 5113, 5114, 5125, 5214, 5215	Rangaunu Bay, Doubtless Bay, Whangaroa to Matauri Bay, Bay of Islands, Whangarei, Bream Bay: Scientific Moorings
195/09	T	NZ 6321	Sumner Head: Buoy
196/09	T	NZ 7142	Greymouth Hr.: Depths
200/09	T		Maritime Safety Broadcasts
202/09	T	NZ 53, 532, 5322, 5324, 5325, NZ305322, 405324, 505322, 505325	Rangitoto Channel: Light
204/09	T	NZ 43, 443, NZ300443	N. Taranaki Bight: Waverider Buoy.
205/09	T	NZ 632, 6321	Lyttelton Hr.: Current Meter
211/09	T	NZ 61, 614, 6144	Tasman Bay, Golden Bay: Spat Catching Areas
215/09	T	NZ 63, 64	Lyttelton Hr.: Works in Progress

**NZ 206/09 NEW ZEALAND PUBLICATIONS – Raster Navigational Charts.**

**LINZ Raster Navigational Charts**

From 11 November 2009, the *NZMariner* October 2009 Update file will be available from the LINZ website [www.linz.govt.nz/hydro/nzmariner](http://www.linz.govt.nz/hydro/nzmariner)

*NZMariner* Raster Navigational Charts (RNC) can only be used in conjunction with compatible viewing software called Electronic Charting Systems (ECS).

For compliance with New Zealand legal requirements for nautical charts and publications please refer to Maritime Rules Part 25, as supported by Maritime New Zealand Marine Guidance Notice 8 "Use of Electronic Charts, ECDIS and ENC's in NZ" available from the Maritime New Zealand website [www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notice.aspx](http://www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notice.aspx)

Paper copies of Official New Zealand Charts can be purchased from LINZ chart retailers.

Further details can be found in the New Zealand Nautical Almanac (NZ204), Annual New Zealand Notices to Mariners, No.1 and on the LINZ website [www.linz.govt.nz](http://www.linz.govt.nz)

Land Information New Zealand  
NI 224/2009

**NZ 207/09 NEW ZEALAND PUBLICATIONS – New Zealand ENC's Published.**

<i>ENC Cell</i>	<i>Released</i>	<i>Title</i>
NZ20022E	November 2009	NZ20022E – NZ22 - South Pacific Ocean - Kermadec Islands to East Cape - East
NZ20022E	November 2009	NZ20022E – NZ22 - South Pacific Ocean - Kermadec Islands to East Cape - East
NZ20022W	November 2009	NZ20022W – NZ22 - South Pacific Ocean - Kermadec Islands to East Cape - West
NZ200023	November 2009	NZ200023 – NZ23 - South Pacific Ocean - New Zealand - North Island
NZ200025	November 2009	NZ200025 – NZ25 - South Pacific Ocean - New Zealand - South Island

**README.TXT File**

The README.TXT file located within the ENC\_ROOT folder of an ENC exchange set contains important safety related information. This file is updated on a regular basis and should be consulted to ensure that all related issues are taken into consideration. The latest README.TXT file is also located on the LINZ website  
[www.linz.govt.nz/hydro/enc/readme](http://www.linz.govt.nz/hydro/enc/readme).

**Use of Electronic Navigational Charts**

For compliance with New Zealand legal requirements for nautical charts and publications please refer to Maritime Rules Part 25, as supported by Maritime New Zealand Marine Guidance Notice 8 "Use of Electronic Charts, ECDIS and ENC's in NZ" available from the Maritime New Zealand website  
[www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notice.aspx](http://www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notice.aspx).

Land Information New Zealand  
NI 226/2009

**NZ 208/09      NEW ZEALAND PUBLICATIONS – New Publication to be Published shortly.**

**New Edition to be published shortly**

<i>Chart No.</i>	<i>Title</i>
<b>NZ 4315</b>	Approaches to Onehunga: Onehunga Wharf

Land Information New Zealand  
NI 223/2009

**NZ 209/09 NEW ZEALAND – North Island – East Coast – Hawke Bay – Pipeline Protection Area.**

**Chart NZ 561 [ 169/07 ]**

Insert TTTT, joining

39°32'.47S. 176°55'.58E.  
39°32'.39S. 176°56'.41E.  
39°32'.52S. 176°56'.43E.  
39°32'.60S. 176°55'.60E.

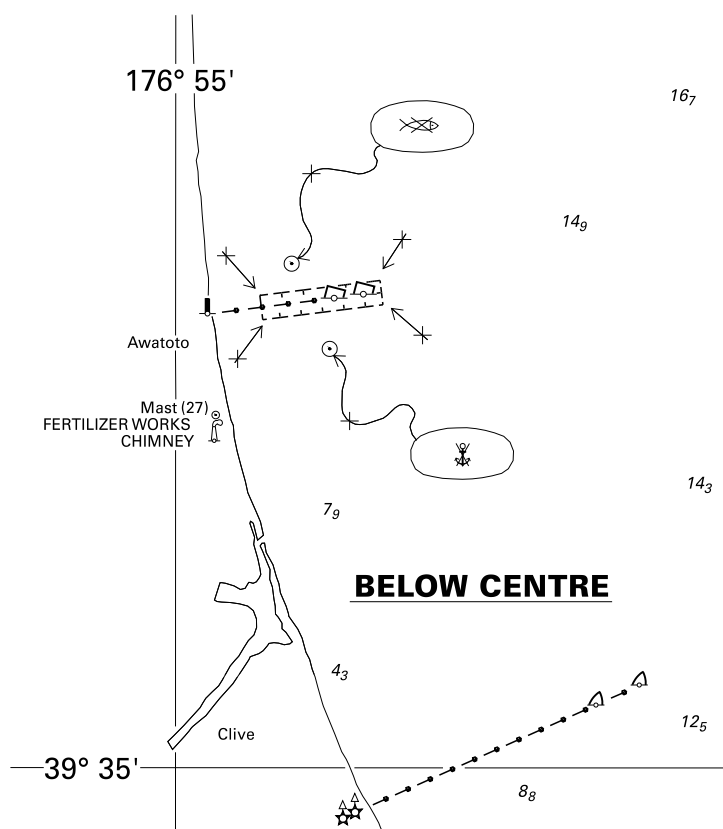


39°32'.30S. 176°55'.80E.



39°32'.75S. 176°56'.05E.

Napier City Council  
NI 227/2009



Issued as a guide to chart correction.		Use in conjunction with the appropriate NZ Notice to Mariners.
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 169/07	NZ 209/09	NZ 561



**NZ 210/09 NEW ZEALAND – South Island – West Coast – Greymouth Harbour – Light.**

**Chart NZ 71 [ 113/05 ]**

Amend elevation of light to, 17m 42° 26'.41S. 171° 11'.41E.

**Chart NZ 72 [ NE Mar 02 ]**

Amend elevation of light to, 17m 42° 26'.41S. 171° 11'.41E.

**Chart NZ 7142 [ 111/09 ]**

Amend light to, LFI.10s17m9M & F.G.11m3M 42° 26'.41S. 171° 11'.40E.

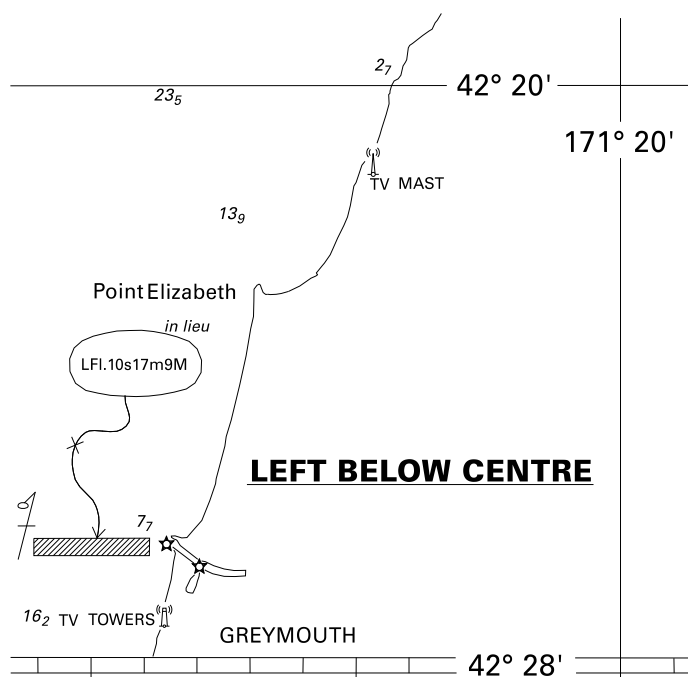
Delete ★ L.FI.10s20m9M 42° 26'.44S. 171° 11'.47E.

**Chart NZ 7142 (plan, Greymouth Harbour)**

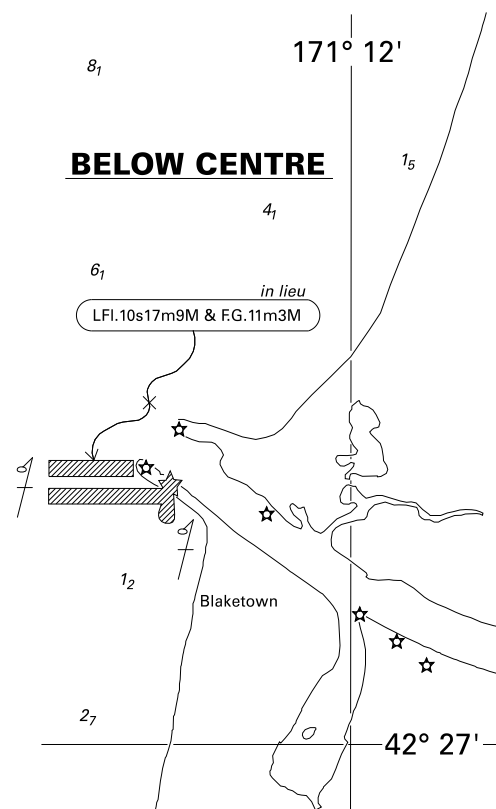
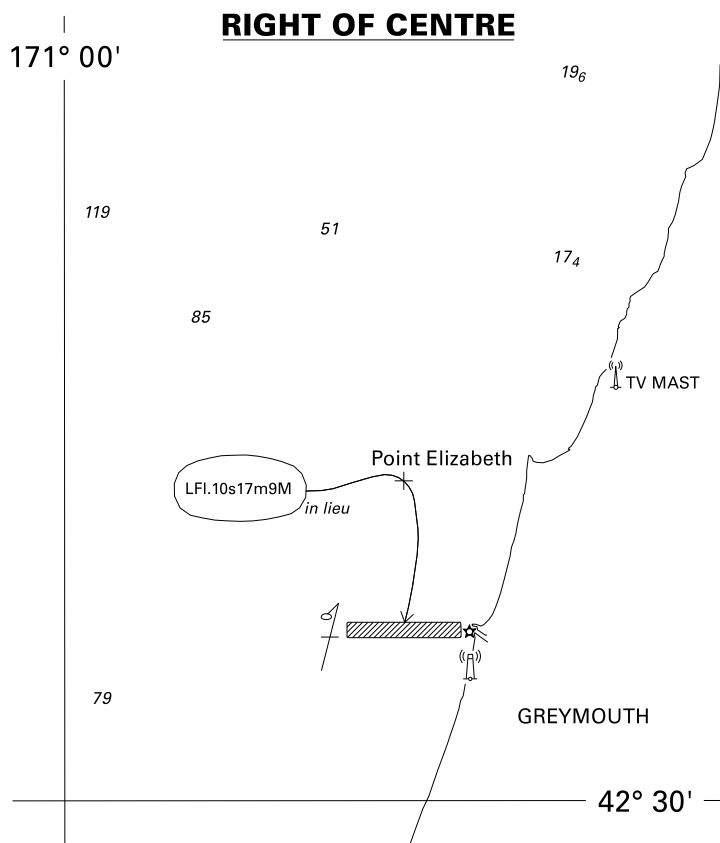
Insert ★ LFI.10s17m9M 42° 26'.403S. 171° 11'.425E.

Delete ★ L.FI.10s20m9M 42° 26'.440S. 171° 11'.478E.

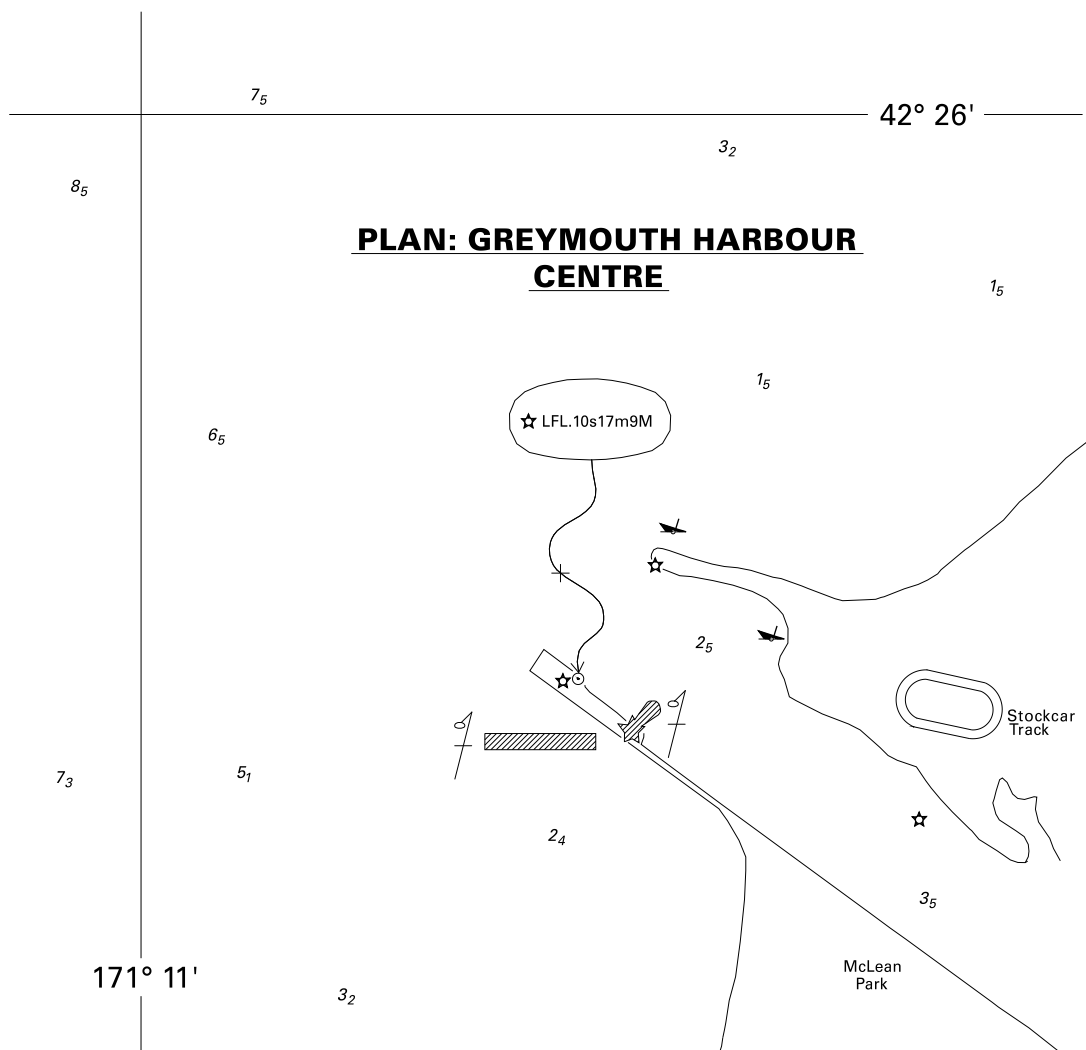
Port of Greymouth  
 NZ Light List K4470, 4472  
 NI 228/2009



Issued as a guide to chart correction. Use in conjunction with the appropriate NZ Notice to Mariners.		
LAST CORRECTION	NZ NTM No.	CHART No.
NZ 113/05	NZ 210/09	NZ 71



Issued as a guide to chart correction. Use in conjunction with the appropriate NZ Notice to Mariners.			Issued as a guide to chart correction. Use in conjunction with the appropriate NZ Notice to Mariners.		
LAST CORRECTION	NZ NTM No.	CHART No.	LAST CORRECTION	NZ NTM No.	CHART No.
NE Mar 2002	NZ 210/09	NZ 72	NZ 111/09	NZ 210/09	NZ 7142



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>
<b>LAST CORRECTION</b>	<b>NZ NTM No.</b>	<b>CHART No.</b>
<b>NZ 111/09</b>	<b>NZ 210/09</b>	<b>NZ 7142</b>

**NZ 211(T)/09 NEW ZEALAND – South Island – North Coast – Tasman Bay and Golden Bay – Spat Catching Areas.**

1. Seasonal Spat catching areas have been established in Tasman Bay and Golden Bay until the end of April 2010. The perimeter corners are identified by cardinal marks at the following positions:

Tasman Bay	41°03'.32S., 173°07'.21E.
	41°04'.55S., 173°08'.24E.
	41°04'.38S., 173°04'.89E.
	41°05'.60S., 173°05'.91E.

Golden Bay	40°45'.11S., 172°50'.88E.
	40°46'.03S., 172°52'.88E.
	40°46'.66S., 172°49'.33E.
	40°47'.61S., 172°51'.33E.

2. Mariners are requested to exercise caution when navigating in the area.

**Charts temporarily affected – NZ 61 – NZ 614 – NZ 6144**

Golden Bay Ring Road Spat Catching Limited, Tasman Bay Ring Road Spat Catching Limited  
NI 225/2009

**NZ 212(T)/09 NEW ZEALAND – North Island – East Coast – Tutukaka Harbour – Light Operational.**

*Former notice* – NZ 201(T)/09 is cancelled.

Cancel this notice on receipt.

**Charts formerly affected – NZ 521 – NZ 5212**

Northland Regional Council  
NZ Light List K3712.1  
NI 233/2009

**NZ 213(T)/09 NEW ZEALAND – North Island – East Coast – Bay of Plenty – Opotiki –  
Research Instruments Recovered.**

*Former notice* – NZ 20(T)/08 is cancelled.

Cancel this notice on receipt.

**Charts formerly affected – NZ 54 – NZ 542**

Cawthron Institute  
NI 229/2009

**NZ 214(T)/09 NEW ZEALAND – North Island – West Coast – South Taranaki Bight – Drilling Operations Completed.**

*Former notice – NZ 203(T)/09 is cancelled.*

Cancel this notice on receipt.

**Charts formerly affected – NZ 45 – NZ 48**

OMV New Zealand Ltd  
NI 231/2009

**NZ 215(T)/09 NEW ZEALAND – South Island – East Coast – Banks Peninsula – Lyttelton Harbour –  
Works in Progress.**

*Former notice* – NZ 258(T)/08 is cancelled.

1. The construction of an ocean outfall pipeline north of Lyttelton Harbour will continue until further notice.  
The construction area is bounded by the following co-ordinates:

43°31'.7S., 172°45'.0E.

43°31'.7S., 172°46'.8E.

43°31'.3S., 172°46'.8E.

43°31'.3S., 172°45'.0E.

2. All vessels should pass 2NM clear of the area.

**Charts temporarily affected – NZ 63 – NZ 64**

McConnell Dowell Constructors Ltd  
NI 230/2009



### III

#### CORRECTIONS TO NEW ZEALAND LIGHT LIST ( NZ NTM Edition No.23 dated 13 November 2009 )

#### NEW ZEALAND NAUTICAL ALMANAC 2009/10 LIGHT LIST SECTION

<b>3712.1</b>	- Ldg Lts 270°07' Front	35 36.89 174 31.98	Fl R 3s	3	5	Red <input type="checkbox"/> on red pile beacon 2	
							*
<b>4470</b>	- S breakwater. 47 m from head	42 26.40 171 11.43	LFl W 10s	17	9	White wooden pole	fl 3.5. Vis 016°-196°(180°), F R lights on radio mast 20 M SSW.
	*	*		*		*	
<b>4472</b>	- - 37 m from head	42 26.41 171 11.40	F G	11	3	White concrete column	
	*	*					

---

(NI 228, 233/2009)

### IV

#### CORRECTIONS TO PUBLICATIONS ( NZ NTM Edition No.23 dated 13 November 2009 )

Nil

---

# V

## NAVIGATIONAL WARNINGS

*Navarea XIV warnings in force 11 November 2009*

### NAVAREA XIV

*(South West Pacific)*

059/09 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](mailto:maritime@kordia.co.nz) or 00 64 4 914 8333

060/09 SOUTH PACIFIC OCEAN CHART INT 61

Hazardous Operations Space Debris. 161943 UTC to 162119 UTC and 171917 UTC to 172056 UTC Nov 09 in area bounded by:

- A. 42-59S. 171-56W.
- B. 37-18S. 161-52W.
- C. 30-02S. 152-30W.
- D. 21-26S. 143-59W.
- E. 23-09S. 141-47W.
- F. 29-56S. 148-15W.
- G. 38-23S. 158-56W.
- H. 43-06S. 167-03W.
- I. 44-49S. 170-49W.

Cancel this message 172156 UTC Nov 09

---

## VI

### CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS ( NZ NTM Edition No.23 dated 13 November 2009 )

#### VOLUME 5, NP 285, 2009/10

Published BA Wk 23/09  
(Last Amendments: BA Weekly Edition No. 42 dated 15 October 2009)

#### CHAPTER 16: DISTRESS, SEARCH AND RESCUE

**PAGE 345, MICRONESIA, contacts table, row 6, DCO YAP.**

Delete and replace by:

DISASTER COORDINATING OFFICE (DCO)	350 2166 350 2145	350 4430	<b>Mobile</b> +691 950 6679 +691 950 5395 +691 950 5939 <b>E-mail</b> kensleyap1@gmail.com praff_8@yahoo.com piustalim@yahoo.com opb@mail.fm planningchief_opb@mail.fm
---------------------------------------	----------------------	----------	---

Disaster Coordinating Office, Yap (RSDRA2009000142457) 44/09

(NI 217/2009)

(BA Wk44/2009)

## VOLUME 6, PART 4, NP 286(4), 2009/10

Published BA Wk 30/09

(Last Amendments: BA Weekly Edition No. 42 dated 15 October 2009)

**PAGE 22, AUSTRALIA, BOTANY BAY, N.S.W., Pilots and Port, PROCEDURE.**

Delete section (1) (j) and replace by:

- (j) **Pilot boards** in position 34°01'20S 151°18'70E.

[Australian Notice 20/1174\(P\)/2009, 44/09](#)**PAGE 22, AUSTRALIA, BOTANY BAY, N.S.W., Pilots and Port.**

Delete NOTE section and replace by:

**NOTES:****(1) Pilot boarding position trial:**

- A six month trial of the operation of a single pilot boarding position for Sydney Harbour and Botany Bay will be in force from 28 October 2009
  - Pilot boarding and disembarkation operations at the pilot boarding position for Sydney Harbour will cease on 27 October 2009
  - Pilot boarding for Sydney bound vessels will take place at Botany Bay pilot boarding position (34°01'20S 151°18'70E). Masters should note that the limit of compulsory pilotage area remains at the port limit and pilots will not take the conduct of the vessel until it approaches the port limit of Sydney Harbour.
  - Pilot disembarkation for vessels bound from Sydney will also take place at the Botany Bay pilot boarding position. Masters should note that pilots will hand over the conduct of the vessel as it passes the port limit of Sydney Harbour
- (2) There is only one Harbour Control servicing the ports of Sydney and Botany Bay. Masters should indicate their destination port when making initial contact.

[Australian Notice 20/1174\(P\)/2009, 44/09](#)**PAGE 79, AUSTRALIA, QUEENSLAND COAST AND TORRES STRAIT PILOTAGE, Australian Reef Pilots, CONTACT DETAILS, Brisbane Head Office:**

Delete section and replace by:

**ARP Operations**

Telephone: +61(0)7 36664041  
+61(0) 413 878792 (Mobile)  
Fax: +61(0)7 36664040  
Telex: +51 94076260 ARPBG  
E-mail: operations@reefpilots.com.au

**ARP Head Office**

Telephone: +61(0)7 36664000  
Fax: +61(0)7 36664040  
E-mail: admin@reefpilots.com.au  
Website: www.reefpilots.com.au

[Australian Reef Pilots, \(RSDRA2009000138407\), 44/09](#)**PAGE 82, AUSTRALIA, QUEENSLAND COAST AND TORRES STRAIT PILOTAGE, Australian Reef Pilots, PROCEDURE.**

Delete section and replace by:

**PROCEDURE:****(1) Torres Strait (including the Great North East Channel) and the Inner Route:**

- Vessels inward-bound** should order a pilot by contacting ARP Operations 5 days (if possible) before arrival, stating the following information:
  - Pilot boarding position
  - ETA (UTC+10h)
  - Deepest draught
  - Sea speed
  - Destination
- Vessels outward-bound** should order a pilot by contacting ARP Operations

**(2) Hydrographer's Passage:**

- Vessels inward-bound** should order a pilot by contacting ARP Operations 5 days before arrival, advising ETA (UTC+10h) at the pilot boarding position and confirming that the vessel is suitable for a land-on helicopter
- The Reef Pilot helicopter will call on VHF Ch 16, 30 to 40 mins before the given ETA, changing to VHF Ch 09 to give advice on pilot boarding procedures
- Vessels outward-bound** should order a pilot by contacting ARP Operations
- Pilot boards** (by land-on helicopter only) at Blossom Bank in position 19°43'60S 150°25'90E

**(3) Hydrographer's Passage via Torlesse Islands:**

- Vessels inward-bound** should order a pilot by contacting ARP Operations 7 days before arrival, stating the following information:
  - IMO number/call sign
  - ETA Torlesse Islands (GMT/UTC+10h)
- Pilot launch can be contacted on VHF Ch 16, approximately 2h before boarding time
- Vessels outward-bound** should order a pilot by contacting ARP Operations with as much notice as possible
- Pilot boards** in position 10°48'00S 152°07'00E

(former amendment 41/09)

[Australian Reef Pilots, \(RSDRA2009000138407\), 44/09](#)**PAGE 88, AUSTRALIA, SYDNEY, N.S.W. (PORT JACKSON), Pilots and Port.**

Delete NOTE section and replace by:

**NOTES:****(1) Pilot boarding position trial:**

- A six month trial of the operation of a single pilot boarding position for Sydney Harbour and Botany Bay will be in force from 28 October 2009
  - Pilot boarding and disembarkation operations at the pilot boarding position for Sydney Harbour will cease on 27 October 2009
  - Pilot boarding for Sydney bound vessels will take place at Botany Bay pilot boarding position (34°01'20S 151°18'70E). Masters should note that the limit of compulsory pilotage area remains at the port limit and pilots will not take the conduct of the vessel until it approaches the port limit of Sydney Harbour.
  - Pilot disembarkation for vessels bound from Sydney will also take place at the Botany Bay pilot boarding position. Masters should note that pilots will hand over the conduct of the vessel as it passes the port limit of Sydney Harbour
- (2) There is only one Harbour Control servicing the ports of Sydney and Botany Bay. Masters should indicate their destination port when making initial contact.

[Australian Notice 20/1174\(P\)/2009, 44/09](#)



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