



# NEW ZEALAND NOTICES TO MARINERS



## Notices

### **NZ 238 – 246**

© 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.

**NUMERICAL INDEX OF CHARTS AFFECTED**  
*(NZ NTM Edition No.26 dated 25 December 2009)*

NZ Chart No.	NZ Notices	INT Chart No.	Notices
NZ 23	NZ 245(T), 246(T)	INT 640	NZ 245(T), 246(T)
NZ 25	NZ 244(T), 245(T), 246(T)	INT 648	NZ 244(T), 245(T), 246(T)
NZ 26	NZ 245(T), 246(T)		
NZ 27	NZ 245(T), 246(T)		
NZ 29	NZ 246(T)		
NZ 42	NZ 242(P)		
NZ 43	NZ 240(T), 241(T)		
NZ 46	NZ 245(T)		
NZ 57	NZ 245(T)		
NZ 58	NZ 245(T)		
NZ 62	NZ 245(T)		
NZ 63	NZ 245(T)		
NZ 64	NZ 244(T), 246(T)		
NZ 66	NZ 244(T)		
NZ 443	NZ 240(T), 241(T)		
NZ 463	NZ 245(T)		
NZ 632	NZ 243(T)		
NZ 661	NZ 244(T)		
NZ 4265	NZ 242(P)		
NZ 4633	NZ 245(T)		
NZ 5318	NZ 239(T)		
NZ 6321	NZ 243(T)		
ENC Cell	Notices		
NZ200023	NZ 245(T), 246(T)		
NZ200025	NZ 245(T), 246(T)		
NZ300046	NZ 245(T)		
NZ300443	NZ 240(T), 241(T)		
NZ300463	NZ 245(T)		
NZ404633	NZ 245(T)		

## NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.26 dated 25 December 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: Motuhi 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
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
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
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
215/09	T	NZ 63, 64	Lyttelton Hr.: Works in Progress
219/09	T	NZ 5125	Bay of Islands: Scientific Moorings
224/09	T	NZ 25, 64, INT 648, NZ200025	Canterbury Basin: Scientific Drilling Operations
230/09	T	NZ 5124, 5125	Bay of Islands: Scientific Moorings
232/09	P	NZ 52, 53, 522, 531, 5225, NZ300053	Great Barrier and Mokohinau Islands: Depths
234/09	T	NZ 5571	Gisborne Hr.: Buoys
235/09	T	NZ 61, 614, 6144	Tasman and Golden Bays: Spat Catching Areas
236/09	T	NZ 632, 6321	Lyttelton Hr.: Current Meter
239/09	T	NZ 5318	Whitianga Hr.: Light, Beacon
242/09	P	NZ 42, 4265	Kaipara Hr. Entrance: Depths
246/09	T	NZ 23, 25, 26, 27, 29, 64, INT 640, 648, NZ200023, 200025	S. Island, E. Coast: Seismic Survey

**NZ 238/09      NEW ZEALAND PUBLICATIONS – Cumulative List of New Zealand Notices to Mariners.**

The Cumulative List of New Zealand Notices to Mariners, corrected up to Edition 26/09 dated 25 December 2009 is attached as an accompanying supplement to this Edition.

Land Information New Zealand  
NI 265/2009

**NZ 239(T)/09 NEW ZEALAND – North Island – East Coast – Whitianga Harbour – Light, Beacon.**

The Marina Entrance, port beacon, Fl(2+1)G.6s, in position 36° 50'.16S., 175° 42'.58E, has been destroyed and replaced by a port-hand lateral buoy, *Fl.R* until further notice.

**Chart temporarily affected – NZ 5318**

Environment Waikato  
NZ Light List K 3893.2  
NI 260/2009

**NZ 240(T)/09 NEW ZEALAND – North Island – West Coast – North Taranaki Bight – Waverider Buoy Recovered.**

*Former notice – NZ 204(T)/09 is cancelled.*

Cancel this notice on receipt.

**Charts formerly affected – NZ 43 – NZ 443 – NZ300443**

MetOcean Solutions Ltd  
NI 264/2009

**NZ 241(T)/09 NEW ZEALAND – North Island – West Coast – North Taranaki Bight – Drilling Operations Complete.**

*Former notice – NZ 221(T)/09 is cancelled.*

Cancel this notice on receipt.

**Charts formerly affected – NZ 43 – NZ 443 – NZ300443**

Westech Energy  
NI 268/2009

**NZ 242(P)/09 NEW ZEALAND – North Island – West Coast – Kaipara Harbour Entrance – Depths.**

1. A recent survey indicates that depths north of Tory Shoal are considerably less than charted. The most significant depths are as follows:

<i>Depth</i>	<i>Position</i>
3 <sub>3</sub> m	36° 24'.95S., 174° 02'.56E.
3 <sub>2</sub> m	36° 24'.57S., 174° 03'.20E.
1 <sub>5</sub> m	36° 24'.75S., 174° 03'.35E.
0 <sub>8</sub> m	36° 24'.52S., 174° 03'.87E.
0 <sub>9</sub> m	36° 24'.51S., 174° 04'.14E.
1 <sub>3</sub> m	36° 24'.69S., 174° 04'.42E.

(All positions are referred to WGS84 Datum)

2. These and other changes will be included in the next update of charts.

**Charts affected – NZ 42 – NZ 4265**

Discovery Marine Limited Ltd  
NI 241/2009

**NZ 243(T)/09 NEW ZEALAND – South Island – East Coast – Lyttelton Harbour – Dredging Operations Complete.**

*Former notice – NZ 237(T)/09 is cancelled.*

Cancel this notice on receipt.

**Charts formerly affected – NZ 632 – NZ 6321**

Lyttelton Port of Christchurch  
NI 259/2009

**NZ 244(T)/09 NEW ZEALAND – South Island – East Coast – Cape Saunders Southwards – Waverider Buoy Recovered.**

*Former notice – NZ 117(T)/09 is cancelled.*

Cancel this notice on receipt.

**Charts formerly affected – NZ 25 – NZ 64 – NZ 66 – NZ 661**

MetOcean Solutions Ltd  
NI 263/2009

**NZ 245(T)/09 NEW ZEALAND – North Island – East Coast – Cook Strait Eastwards – Seismic Survey.**

*Former notice – NZ 222(T)/09 is cancelled.*

Cancel this notice on receipt.

**Charts formerly affected – NZ 23 (INT 640) – NZ 25 (INT 648) – NZ 26 – NZ 27 – NZ 46 – NZ 57 – NZ 58 – NZ 62 – NZ 63 – NZ 463 – NZ 4633 – NZ200023 – NZ200025 – NZ300046 – NZ300463 – NZ404633**

Ministry of Economic Development  
NI 269/2009

**NZ 246(T)/09 NEW ZEALAND – South Island – East Coast – Seismic Survey.**

1. Until January 2010 the MV *Bergen Resolution* (call sign LAJH6) will undertake seismic work in the area bounded by the following coordinates:

43° 30'S., 175° 40'E  
49° 00'S., 174° 30'E  
47° 30'S., 171° 30'E  
45° 20'S., 173° 00'E  
43° 30'S., 175° 00'E
2. The MV *Bergen Resolution* will be deploying a streamer up to 12km long marked by a lit yellow tail buoy and is restricted in its ability to manoeuvre. All vessels are requested to pass at least 5NM clear of the vessel and tail buoy.
3. The MV *Ocean Pioneer* (call sign ZM2582) will act as the support vessel to the MV *Bergen Resolution*.
4. MV *Bergen Resolution* will be monitoring VHF channel 16.
5. Mariners are requested to exercise caution when navigating in the area.

**Charts temporarily affected – NZ 23 (INT 640) – NZ 25 (INT 648) – NZ 26 – NZ 27 – NZ 29 – NZ 64 – NZ200023 – NZ200025**

Ministry of Economic Development  
NI 271/2009

III

**CORRECTIONS TO NEW ZEALAND LIGHT LIST**  
( NZ NTM Edition No.26 dated 25 December 2009 )

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

<b>3893.2</b>	Marina Entrance - - Port	36 50.16   Fl(2+1)G 6s 175 42.58 *	Green/Red/Green Post	<b>Destroyed: port lateral light buoy</b> <b>Fl R in situ (T) 2009</b> *
---------------	-----------------------------	--	-------------------------	--

---

(NI 260/2009)

## IV

### CORRECTIONS TO PUBLICATIONS ( NZ NTM Edition No.26 dated 25 December 2009 )

### AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS

#### NP 14 Australia Pilot Volume II (2007 Edition)

##### **Victoria - Port Phillip — Depths; under-keel clearance; draughts**

102

After Paragraph 4.10 Add:  
**Controlling depths**

##### **4.10a**

1 Great Ship Channel - maintained depth 17·0 m.  
Port Phillip Heads Entrance W part - maintained depth 17·0 m.  
Port Phillip Heads Entrance E part - maintained depth 16·5 m.  
South Channel - maintained depth 15·5 m.  
South Channel E entrance - maintained depth 16·0 m.

##### **Under-keel clearance**

##### **4.10b**

1 A Dynamic Under-Keel Clearance System is in operation throughout the waters of Port Phillip. Its use is mandatory for vessels with a draught of 11·6 m or more. For further details see *Port of Melbourne Operations Handbook* available from the Port of Melbourne Corporation website (4.3) and *Admiralty List of Radio Signals Volume 6* (4).

Paragraph 4.11 1 lines 1-4 *Replace by*:

1 The maximum permissible draught of vessels transiting Port Phillip Heads and South Channel is 14·0 m.

In the main channels of Port Phillip there is no restriction on vessels with a draught less than 11·6 m.

Vessels with a draught of 11·6 m or more are subject to the limits of the Dynamic Under-Keel Clearance System. See 4.10b.

Paragraph 4.12 1 lines 1-2 *Delete*

Paragraph 4.16 1 line 7 *For* 14 m *Read* 17·0 m

120

Paragraph 4.127 1 *Replace by*:

1 Port of Melbourne Channel maintained depth 15·5 m.  
Williamstown Channel maintained depth 15·5 m.  
River Yarra maintained depth 15·2 m.  
River Yarra above River Maribyrnong maintained depth 14·6 m.

After Paragraph 4.127 *Add*:

##### **Draught**

##### **4.127a**

1 The maximum draught of vessels using the port is controlled by the maximum permissible draught limits (4.11) at Port Phillip entrance and in South Channel, and by the depth alongside the berths. Vessels drawing up to 14·0 m may navigate these waters when the tidal rise is sufficient to provide the necessary under-keel clearance and when the weather conditions permit. For further details see *Port of Melbourne Operations Handbook*, available from the Port of Melbourne Corporation website (4.126).

Victorian Notices 161/162/163/164/09 and Port of Melbourne Operations Handbook  
(AAs 441173; 441174; 441175; 441176) [BA52/09]

##### **Victoria - Port Phillip — Directions; light beacons; routes**

118

Paragraph 4.112 heading *Replace by*:  
**South Channel to Port Melbourne Channel**

Paragraph 4.112 5 lines 1-3 *Replace by*:

5 Between numbered light buoys (special) for 2 miles to the vicinity of E1 and E2 Light Beacons which stand 3½ miles W of Picnic Point (37°56'·8S 144°59'·8E). Picnic...

Paragraph 4.113 heading *Replace by*:  
**West Channel to Port Melbourne Channel**

Paragraph 4.113 2 lines 7-8 *Replace by*:

The track then leads N to the vicinity of E1 and E2 Light Beacons (16 miles NNE).

Paragraph 4.114 heading *Replace by*:  
**Point Richards Channel to Port Melbourne Channel**

Paragraph 4.114 3 line 11 *Replace by*:

...a spoil ground.

Paragraph 4.114 4 lines 1-2 *Replace by*:

4 The track then leads E to the vicinity of E1 and E2 Light Beacons (14 miles ENE).

## IV

### 122

Paragraph 4.142 1 line 6 *Replace by:*

...channel N of Nos 1 and 2 Light Beacons is marked by a directional light (37°50'·2S...)

*After Paragraph 4.142 2 line 3 Add:*

From the vicinity of E1 and E2 Light Beacons (37°57'·8S 144°55'·4E) Port Melbourne Channel initially leads 003¼° for 2½ miles, passing (with positions from Gellibrand Shoal Light Beacon (37°52'·6S 144°54'·9E)):

W of Fawkner Light Beacon (4¼ miles S) (4.110),  
thence:

W of an obstruction (3½ miles S) with a depth of  
13·0 m, lying close to the E edge of the dredged  
channel.

### 122-123

Paragraph 4.142 2 lines 8-12 *Replace by:*

From a position between Nos 1 and 2 Light Beacons (3 miles S), Port Melbourne Channel continues N for 5½ miles, on the alignment (001½°) of the above leading lights, passing:

Australian Notice 1318/23/09  
(AA 423968)

[BA52/09]

---

(NI 261/2009)

**V**

**NAVIGATIONAL WARNINGS**  
*Navarea XIV warnings in force 23 December 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

066/09      SOUTH PACIFIC OCEAN. ILES DE LA SOCIETE. CHART SHOM 6688, INT 606

Cable laying operations in progress by vessel Ile de Re until 08 Jan 10 at Bora Bora, Raiatea, Huanhine, Moorea and Tahiti. Wide berth requested.

072/09      SOUTHERN OCEAN. MACQUARIE ISLAND. CHART NZ 14065 (INT 65)

1. Numerous icebergs reported between Macquarie Island and Campbell Island.
2. Mariners should navigate with extreme caution south of latitude 50-00s

---

**CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS**  
*( NZ NTM Edition No.26 dated 25 December 2009 )*

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

Published BA Wk 23/09

(Last Amendments: BA Weekly Edition No. 51 dated 17 December 2009)

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

**PAGE 320, COSTA RICA, contacts table, after row 2, ARCC COSTA RICA.**  
 Insert new row:

SRC COSTA RICA (COCESNA)	372 2043 368 3702	443 8961 443 8961	<b>E-mail</b> vernorpiedra@yahoo.com carloscabesanchez@hotmail.com
--------------------------	----------------------	----------------------	---

COCESNA (Corporación Centroamericana de Servicios de Navegación Aérea) (RSDRA2009000182925) 52/09

**PAGE 324, EL SALVADOR, contacts table, after row 3, PORT COMMANDER OF ACAJUTLA.**  
 Insert new row:

SRC EL SALVADOR (COCESNA)	22950264	22950264	<b>E-mail</b> rhernandez@aac.gob.sv
---------------------------	----------	----------	-------------------------------------

COCESNA (Corporación Centroamericana de Servicios de Navegación Aérea) (RSDRA2009000182925) 52/09

**PAGE 330, GUATEMALA, SAR Agency table, after notes row.**  
 Insert new rows:

	<b>Telephone</b> +502	<b>Fax</b> +502	<b>Others</b>
SRC GUATEMALA (COCESNA)	22606538 22606379	22606538 22606379	<b>E-mail</b> minxoy@galileo.edu. rpradoa@turbonett.com alejandraregil@hotmail.com

COCESNA (Corporación Centroamericana de Servicios de Navegación Aérea) (RSDRA2009000182925) 52/09

**PAGE 348, NICARAGUA, SAR Agency table, after notes row.**  
 Insert new rows:

	<b>Telephone</b> +505	<b>Fax</b> +505	<b>Others</b>
SRC NICARAGUA (COCESNA)	276 8580 233 1602	276 8580 233 1602	<b>E-mail</b> cap-j.pinell@hotmail.com oguevara@hotmail.com

(former amendment 51/09)

COCESNA (Corporación Centroamericana de Servicios de Navegación Aérea) (RSDRA2009000182925) 52/09



## CUMULATIVE LIST OF NEW ZEALAND NOTICES TO MARINERS

**December 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. 26 of 25 December 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](mailto:info@linz.govt.nz)  
Internet site: [www.linz.govt.nz](http://www.linz.govt.nz)

<b>NZ 21 (INT 641)</b>	Apr 2005	<b>2005-163-248, 2006-23, 2007-26-94-131-180, 2008-31-134, 2009-43-199</b>
<b>NZ 22 (INT 639)</b>	Apr 2005	<b>2009-218</b>
<b>NZ 23 (INT 640)</b>	Apr 2005	<b>2005-163, 2006-23-32, 2007-26-94-104-131-180, 2008-31-134-249, 2009-43-199</b>
<b>NZ 24</b>	Apr 2005	<b>2007-209, 2008-101</b>
<b>NZ 25 (INT 648)</b>	Apr 2005	<b>2005-163, 2006-34-114 -145, 2007-26-94-104-131-180, 2008-31-134-249</b>
<b>NZ 26</b>	Apr 2005	<b>2005-163, 2006-32</b>
<b>NZ 27</b>	Apr 2005	
<b>NZ 28</b>	Apr 2005	
<b>NZ 29</b>	Apr 2005	<b>2005-206</b>
<b>NZ 31</b>	Apr 2005	
<b>NZ 41</b>	Jan 2003	<b>2003-119, 2004-219, 2005-135</b>
<b>NZ 42</b>	Apr 2001	<b>2003-119, 2004-219, 2005-135</b>
<b>NZ 43</b>	Jun 1999	<b>1999-326, 2000-201-208, 2002-118, 2003-143, 2004-101, 2007-69-94-119-120-131, 2008-134, 2009-43</b>
<b>NZ 45</b>	Jul 2001	<b>2003-114-149, 2004-100, 2006-128-160, 2007-26-94-105-124-180, 2008-31-240</b>
<b>NZ 46</b>	Jul 2000	<b>2000-365-417-420, 2001-153-204-205, 2002-104, 2003-57-131-149-175, 2004-29-53-80, 2005-49-127-245, 2009-186</b>
<b>NZ 48</b>	Apr 2000	<b>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</b>
<b>NZ 51</b>	Apr 2001	<b>2003-119, 2004-219, 2005-135, 2007-45, 2008-64</b>
<b>NZ 52</b>	Jul 2004	<b>2005-167, 2006-23, 2008-77-248, 2009-199</b>
<b>NZ 53</b>	Mar 2002	<b>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, 2009-130-199</b>
<b>NZ 54</b>	Jul 1997	<b>1997-333, 1998-109-122-123-233, 2000-220-338-402, 2002-25-94-135, 2003-142, 2005-95, 2007-83</b>
<b>NZ 55</b>	Apr 1998	<b>2000-176-253, 2002-94, 2004-47-88</b>
<b>NZ 56</b>	Sep 2001	<b>2006-32-79-227, 2007-25</b>
<b>NZ 57</b>	Sep 2001	
<b>NZ 58</b>	Sep 2001	
<b>NZ 61</b>	Apr 1999	<b>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</b>
<b>NZ 62</b>	Apr 1998	<b>1998-255-355, 1999-90-284, 2001-204, 2002-104, 2003-175, 2004-29-53, 2007-178</b>
<b>NZ 63</b>	Apr 1998	<b>1998-255-355-402, 1999-90-200-284-302, 2000-275-296-403, 2002-104</b>
<b>NZ 64</b>	Mar 2003	<b>2006-34-53 -145-229-240</b>
<b>NZ 66</b>	Jan 2003	<b>2006-34-53-114 -145</b>
<b>NZ 68</b>	Aug 2009	
<b>NZ 69</b>	Aug 2009	
<b>NZ 71</b>	Mar 2002	<b>2005-63-113, 2009 - 210</b>
<b>NZ 72</b>	Mar 2002	<b>2009 - 210</b>
<b>NZ 73</b>	Mar 2002	
<b>NZ 76</b>	Aug 2009	
<b>NZ 82 (T 82)</b>	Oct 1993	<b>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</b>
<b>NZ 86</b>	Oct 1993	<b>1994-36, 1995-225, 1998-32-304-305-325, 1999-364, 2003-97, 2009-76</b>
<b>NZ 93</b>	Oct 1997	<b>2002-72-73</b>
<b>NZ 222</b>	Jun 2008	
<b>NZ 223 F</b>	Apr 1999	<b>2000-80-259-268, 2003-132-156, 2005-248, 2008-52-134-249, 2009-218</b>
<b>NZ 224 F</b>	Apr 1999	<b>2006-114-145</b>
<b>NZ 232</b>	Jun 2006	<b>2007-240, 2008-117, 2009-22</b>
<b>NZ 252</b>	Oct 2006	
<b>NZ 268</b>	Oct 1995	<b>1996-165-343, 1997-112-132-396, 1999-137-252, 2001-197, 2002-70, 2004-111</b>
<b>NZ 286</b>	Apr 1992	<b>1994-158-209-321, 2000-21</b>
<b>NZ 443</b>	Jul 2001	<b>2002-118, 2003-143, 2004-101, 2006-128-160, 2007-26-94-105-119-131-138-180, 2008-134-240, 2009-67</b>
<b>NZ 463</b>	Jul 2000	<b>2000-365, 2001-205, 2002-79-104, 2003-57-131, 2004-53-80-90, 2005-49-127-245, 2006-113-127, 2007-118, 2009-75-186</b>
<b>NZ 512</b>	Dec 1999	<b>2001-107-214, 2006-66, 2007-45, 2008-64-80-219-229</b>
<b>NZ 521</b>	Jul 2008	

<b>NZ 522</b>	Sep 1999	<b>2000-116-260-390, 2001- 239, 2003-141, 2004-46-106-155, 2005-47-167, 2007-167, 2008-70-77-248, 2009-121-199</b>
<b>NZ 531</b>	Dec 1999	<b>2000-437, 2001-237, 2002-135, 2003-141, 2004-78, 2005-190, 2008-78-200-248</b>
<b>NZ 532</b>	Apr 2008	<b>2008-163-179-201, 2009-121-130-191</b>
<b>NZ 533</b>	Dec 1999	<b>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</b>
<b>NZ 534</b>	Dec 1999	<b>1999-471, 2001-237, 2002-135, 2004-70, 2007-83, 2008-78-202</b>
<b>NZ 541</b>	Jan 1998	<b>1998-436, 2000-220-378, 2002-24-25, 2003-142, 2004-171-172, 2005-95</b>
<b>NZ 542</b>	Apr 1997	<b>1998-122-123-233, 1999-23, 2000-220-338-378, 2009-73-217</b>
<b>NZ 561</b>	Oct 2006	<b>2006-228, 2007-93-169, 2009-209</b>
<b>NZ 614</b>	Apr 2009	
<b>NZ 615</b>	Apr 1999	<b>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, 2009-186</b>
<b>NZ 632</b>	Jun 2000	<b>2000-296-403, 2001-228, 2005-205-246, 2007-106</b>
<b>NZ 661</b>	Jun 2000	<b>2002-128, 2003-101, 2004-23, 2006-145, 2009-92</b>
<b>NZ 681</b>	Aug 2009	
<b>NZ 827 (T 827)</b>	Oct 1998	<b>1999-327, 2000-51, 2003-177, 2005-103</b>
<b>NZ 845</b>	Apr 2009	
<b>NZ 865</b>	Oct 1993	<b>1998-304-325, 2003-97, 2009-57</b>
<b>NZ 885</b>	Apr 2009	
<b>NZ 945</b>	Oct 1995	<b>2001-84, 2002-71</b>
<b>NZ 955</b>	Oct 1993	<b>1994-209, 1995-284, 1997-397, 2001-85, 2002-73</b>
<b>NZ 1414</b>	Oct 1980	<b>1983-165-174, 1990-87-192, 1991-23, 2001-242</b>
<b>NZ 2225</b>	Jun 2008	
<b>NZ 2325</b>	Jun 2006	<b>2006-144, 2007-70</b>
<b>NZ 2411</b>	Jul 2000	<b>2004-71</b>
<b>NZ 2681</b>	Oct 1995	<b>1997-132</b>
<b>NZ 2862</b>	Apr 1992	<b>1993-37, 1994-158-209</b>
<b>NZ 3111</b>	Jun 2008	
<b>NZ 4111</b>	Jan 2003	
<b>NZ 4212</b>	Apr 2001	<b>2001-226, 2006-216</b>
<b>NZ 4265</b>	Jul 2008	<b>2009-55</b>
<b>NZ 4314</b>	Jun 2004	<b>2004-176, 2005-177, 2006-129, 2008-116</b>
<b>NZ 4315</b>	Oct 2009	
<b>NZ 4421</b>	Jul 2001	<b>2003-143</b>
<b>NZ 4423</b>	Jul 2001	
<b>NZ 4424</b>	Jul 2001	<b>2001-98, 2004-102</b>
<b>NZ 4432</b>	Jul 2008	<b>2009-32-67</b>
<b>NZ 4541</b>	Apr 1995	<b>2001-110, 2003-114-149</b>
<b>NZ 4631</b>	Jan 2000	<b>2003-131-149</b>
<b>NZ 4632</b>	Jul 2000	<b>2003-131</b>
<b>NZ 4633</b>	Jul 2000	<b>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</b>
<b>NZ 4634</b>	Jul 2000	<b>2001-165-194, 2003-58-67, 2004-158-216-218, 2005-89-127-221, 2006-159, 2007-118, 2008-220</b>
<b>NZ 5111</b>	Apr 2001	<b>2003-51, 2004-26-87, 2008-64</b>
<b>NZ 5113</b>	Apr 2009	
<b>NZ 5114</b>	Apr 2001	<b>2008-64-219, 2009-180</b>
<b>NZ 5121</b>	Oct 1994	
<b>NZ 5124</b>	Jul 1994	<b>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</b>
<b>NZ 5125</b>	Jul 2004	<b>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, 2009-146</b>
<b>NZ 5212</b>	Sep 1999	<b>2003-154, 2005-167</b>
<b>NZ 5214</b>	Jul 2004	<b>2005-53-163, 2006-189, 2008-39-57-81-141, 2009-31</b>
<b>NZ 5215</b>	Apr 2009	<b>2009-140-198</b>
<b>NZ 5225</b>	Oct 1997	<b>1998-268, 1999-109-232-374, 2000-219, 2003-141, 2007-167, 2008-248</b>
<b>NZ 5227</b>	Apr 2008	<b>2009-121-191</b>

<b>NZ 5318</b>	Sep 2001	<b>2002-135, 2004-70, 2005-190, 2006-208, 2008-78-200</b>
<b>NZ 5321</b>	Apr 2008	<b>2008-155-179-193, 2009-191</b>
<b>NZ 5322</b>	Apr 2008	<b>2008-155-179, 2009-167-168-191</b>
<b>NZ 5323</b>	Apr 2008	<b>2008-155, 2009-167</b>
<b>NZ 5324</b>	Apr 2008	<b>2008-127-163-179-193, 2009-83-130</b>
<b>NZ 5325</b>	Jan 2008	<b>2008-127-164, 2009-192</b>
<b>NZ 5327</b>	Mar 2005	<b>2005-77, 2006-126, 2007-82-238, 2008-41-42</b>
<b>NZ 5328</b>	Mar 2005	<b>2006-126, 2007-82-231-238, 2008-41-42</b>
<b>NZ 5411</b>	Jul 2004	<b>2005-78-95, 2007-239, 2009-42-66</b>
<b>NZ 5412</b>	Oct 2004	<b>2005-78-95, 2007-239, 2008-58, 2009-42-66</b>
<b>NZ 5413</b>	Jan 1998	<b>1998-362, 2000-220-425, 2002-24-25, 2003-142-185, 2004-171-172, 2005-95</b>
<b>NZ 5423</b>	Jul 2001	<b>2009-217</b>
<b>NZ 5551</b>	Apr 1997	
<b>NZ 5571</b>	Jun 2008	
<b>NZ 5612</b>	Oct 2006	<b>2006-228, 2007-46-52-93-169, 2008-142, 2009-74-91</b>
<b>NZ 6142</b>	Jun 2008	
<b>NZ 6144</b>	Apr 2009	<b>2009-228</b>
<b>NZ 6151</b>	Apr 1998	<b>1999-120-452, 2000-420, 2001-76-196, 2004-49-53</b>
<b>NZ 6152</b>	Apr 1998	<b>1998-303-334, 1999-120-185-276-452, 2001-62-76, 2002-62, 2004-49-53-173, 2005-146</b>
<b>NZ 6153</b>	Jul 2000	<b>2003-90-187, 2004-53-110, 2005-61-62, 2006-209, 2007-34-61-121, 2009-169-181</b>
<b>NZ 6154</b>	Jul 2000	<b>2003-90, 2004-53-125, 2005-204, 2006-209, 2007-34-121, 2008-209, 2009-169-181</b>
<b>NZ 6212</b>	May 1999	<b>1999-293, 2000-356, 2002-104, 2003-57, 2004-53-60, 2009-176-186</b>
<b>NZ 6321</b>	Jun 2000	<b>2000-379-403, 2001-154-228, 2002-55-63, 2004-81-174, 2005-178, 2006-33</b>
<b>NZ 6324</b>	Apr 2009	
<b>NZ 6422</b>	Apr 2009	
<b>NZ 6433</b>	Apr 2003	
<b>NZ 6612</b>	Jul 2004	<b>2005-102-157, 2008-135, 2009-153</b>
<b>NZ 6821</b>	Aug 2009	
<b>NZ 6823</b>	Jul 2000	<b>2001-64, 2002-33-69-85, 2005-222, 2006-173, 2009-131-141-147</b>
<b>NZ 6912</b>	Jul 2001	<b>2003-91, 2004-82</b>
<b>NZ 7132</b>	Mar 2005	
<b>NZ 7142</b>	Oct 1994	<b>1997-263, 2009-111-210</b>
<b>NZ 7621</b>	Aug 2009	
<b>NZ 7622</b>	Aug 2009	
<b>NZ 7623</b>	Apr 1999	<b>2005-64, 2006-54</b>
<b>NZ 7624</b>	Aug 2009	
<b>NZ 7625</b>	Aug 2009	
<b>NZ 7653</b>	Aug 2009	
<b>NZ 7654</b>	Mar 2002	<b>2002-108, 2005-90, 2006-54-89</b>
<b>NZ 7655</b>	Aug 2009	
<b>NZ 7656</b>	Aug 2009	
<b>NZ 8215 (T 8215)</b>	Jan 1996	
<b>NZ 8234 (T 8234)</b>	Oct 1993	<b>1994-77</b>
<b>NZ 8235 (T 8235)</b>	Oct 1993	<b>2004-31</b>
<b>NZ 8238 (T 8238)</b>	Apr 2005	
<b>NZ 8247 (T 8247)</b>	Oct 1993	<b>1994-182-266, 1998-180-378, 2005-97-129</b>
<b>NZ 8248 (T 8248)</b>	Oct 1993	<b>1994-182-266, 1995-262, 1998-180-378, 2005-97-129</b>
<b>NZ 8259 (T 8259)</b>	Jul 1993	
<b>NZ 8266 (T 8266)</b>	Jul 1993	<b>1993-304, 1994-87-106-346, 1995-181, 1997-298, 1998-409</b>
<b>NZ 8275 (T 8275)</b>	Apr 2007	<b>2007-139, 2009-102</b>
<b>NZ 8655</b>	Jul 2007	<b>2007-232</b>
<b>NZ 8685</b>	Oct 1993	<b>1995-203-224, 1996-30-280, 1997-154-169, 1998-32, 2004-166, 2009-76</b>
<b>NZ 9558</b>	Oct 1992	<b>1994-209, 1995-126-269-357, 2002-72-95, 2003-160, 2007-191</b>
<b>NZ 14051 (INT 51)</b>	Jan 1997	<b>1997-370, 2000-43-44-92-357-426, 2001-124, 2004-94-135, 2005-140-158-183, 2006-137-151, 2007-171-210</b>

<b>NZ 14052 (INT 52)</b>	Apr 1997	<b>1997</b> -264-340-377, <b>1998</b> -134-181-220, <b>1999</b> -80-219, <b>2000</b> -74-102-163-178-244-276-277-357-410-427, <b>2001</b> -51-57, <b>2002</b> -58-59-96, <b>2004</b> -73-93, <b>2005</b> -28-80-81-158-182-199-201-214-215-251-252, <b>2006</b> -35-55-60-98-99-116-164-165-166-174-181-221, <b>2007</b> -36
<b>NZ 14060 (INT 60)</b>	Oct 2008	<b>2009</b> -56
<b>NZ 14061 (INT 61)</b>	Oct 2008	<b>2009</b> -56-161
<b>NZ 14065 (INT 65)</b>	Jan 1997	<b>1997</b> -162-178, <b>1998</b> -152-195-392, <b>1999</b> -137-320-338, <b>2002</b> -74, <b>2004</b> -103, <b>2005</b> -235
<b>NZ 14600 (INT 600)</b>	Jul 2007	<b>2008</b> -52-134-249
<b>NZ 14601 (INT 601)</b>	Jul 2007	<b>2007</b> -209, <b>2008</b> -52-101-134-249,
<b>NZ 14602 (INT 602)</b>	Jul 2007	
<b>NZ 14604 (INT 604)</b>	Oct 1996	<b>1997</b> -21-144-163-277, <b>1998</b> -125-220, <b>1999</b> -81, <b>2000</b> -94-95-129-190-300-302, <b>2001</b> -86-168- <b>2002</b> -34-42-56-57-58, <b>2003</b> -133-150, <b>2004</b> -40-50-63-67-91-92, <b>2005</b> -27-37-81-179-180-198-214-223-250, <b>2006</b> -100-150-164, <b>2007</b> -36-201
<b>NZ 14605 (INT 605)</b>	Jul 2007	<b>2008</b> -143, <b>2009</b> -218
<b>NZ 14606 (INT 606)</b>	Jul 2007	<b>2007</b> -233, <b>2008</b> -88-143, <b>2009</b> -161
<b>NZ 14607 (INT 607)</b>	Apr 1997	<b>1997</b> -278, <b>1999</b> -201-213, <b>2000</b> -65-311-374-380-391, <b>2001</b> -124-135-169, <b>2002</b> -113, <b>2003</b> -128, <b>2004</b> -64-127-135-142-167-178-179, <b>2005</b> -148, <b>2006</b> -131-181, <b>2009</b> -161
<b>NZ 14612</b>	Apr 1999	
<b>NZ 14613</b>	Apr 1999	<b>2000</b> -154, <b>2001</b> -135, <b>2004</b> -74
<b>NZ 14629 (INT 629)</b>	Apr 1997	<b>1998</b> -212, <b>2000</b> -161, <b>2001</b> -51, <b>2002</b> -120, <b>2005</b> -28
<b>NZ 14630 (INT 630)</b>	Apr 1997	<b>1997</b> -283, <b>2000</b> -169, <b>2001</b> -51, <b>2002</b> -72-73-120
<b>NZ 14631 (INT 631)</b>	Apr 1997	<b>1997</b> -283, <b>1998</b> -132-234, <b>1999</b> -327, <b>2000</b> -74-175, <b>2001</b> -51, <b>2002</b> -27-120, <b>2004</b> -41, <b>2005</b> -28, <b>2007</b> -140, <b>2008</b> -143, <b>2009</b> -218
<b>NZ 14638 (INT 638)</b>	Oct 1996	<b>1997</b> -196, <b>1998</b> -132-234-290-316-317, <b>1999</b> -81-327-367, <b>2000</b> -22-23-129-320, <b>2002</b> -34, <b>2003</b> -127-156, <b>2004</b> -41, <b>2005</b> -223, <b>2007</b> -47, <b>2008</b> -143, <b>2009</b> -218
<b>NZ 14900 (INT 900)</b>	Apr 1998	<b>2002</b> -74, <b>2003</b> -126
<b>NZ 14901 (INT 9001)</b>	Jul 2007	
<b>NZ 14902 (INT 9002)</b>	Jul 2007	
<b>NZ 14903 (INT 9003)</b>	Aug 2008	
<b>NZ 14906 (INT 9006)</b>	Aug 2006	
<b>NZ 14907 (INT 9007)</b>	Aug 2006	
<b>NZ 14908 (INT 9008)</b>	Aug 2006	
<b>NZ 14909 (INT 909)</b>	Jun 2004	
<b>NZ 14912 (INT 9012)</b>	Aug 2006	

## 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 Mariner's 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.