

# NEW ZEALAND NOTICES TO MARINERS

## Notices NZ 28-34

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New Zealand Notices to Mariners are the authority for correcting New Zealand charts within the New Zealand area of charting responsibility as shown in [Annual Notice No. 1](#).

Mariners are requested to immediately inform New Zealand Hydrographic Authority, Land Information New Zealand, 155 The Terrace, PO Box 5501, Wellington 6145, New Zealand, Phone : 0800 665 463 or +64 (0)4 460-0110 Fax: +64 (0)4 460-0161 or e-mail: [customersupport@linz.govt.nz](mailto:customersupport@linz.govt.nz), of the discovery of new or suspected dangers to navigation, or shortcomings in charts and publications. A copy of a Hydrographic Note, a convenient form on which to send such information, is included at the end of Section VI of the Fortnightly Notices to Mariners.

Changes or defects in aids to navigation should be reported to the Rescue Coordination Centre New Zealand (RCCNZ) via the nearest New Zealand Coastal Maritime Radio Station Phone : +64 (0)4 577-8030 Fax : +64 (0)4 577-8038 or +64 (0)4 577-8041 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 to are those shown in publication Chart 5011 (*INT 1*) Symbols and Abbreviations used on Admiralty Paper Charts, published by the United Kingdom Hydrographic Office.

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

Block corrections or notes accompanying notices in Section II are placed after Section VI.

**Temporary and Preliminary Notices.** These are indicated by (T) or (P) after the notice number. A list of [\(T\) and \(P\) Notices in force](#) is published on the LINZ website and in the fortnightly Editions of Notices to Mariners. Charts are not corrected for them before issue; they should be corrected in pencil on receipt.

**Light Lists.** The detailed correction to the Light List is given in Section III and may not be published in the same edition as the chart correcting notice. The entire entry for each light is printed, and an asterisk (\*) is shown under the column which contains an amendment. In the case of a new light, an asterisk (\*) appears under all the columns. New and extensively altered entries are intended to be pasted in. It is recommended that a manuscript entry be made for all shorter corrections.

It is emphasized that the [List of Lights](#) is the authority for lights and that many alterations, especially those of a temporary but operational nature, may only be promulgated as corrections to the List of Lights.

**Sailing Directions.** Corrections to Sailing Directions are given in Section IV. It is recommended that such corrections be kept together in a file with the latest list of those in force on top. The file can then be consulted when using the Current Edition of the book to see if any notices affecting the area under consideration are extant. Corrections should not be pasted into the Current Edition of the book or Supplement.

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

**Navigational Warnings (NAVAREA XIV).** NAVAREA XIV Navigational Warnings that are in force at the time of publication are given in Section V.

**Radio Signals.** When radio signals are affected by a notice the Admiralty List of Radio Signals reference number is quoted. The detailed correction to the List of Radio Signals is given in Section VI and may be published in a later edition than the chart correcting notice. It is recommended that such corrections be kept together in a file with the latest list of those in force on top. Corrections should not be pasted into the Current Edition of the book.

**Correction of Charts and Publications by the User.** New Zealand Notices to Mariners contain important information and should be used to keep the specified charts and books up to date.

## THE USE OF CHARTS AND ASSOCIATED PUBLICATIONS

**Reliance on Charts and Associated Publications.** While every effort is made to ensure the accuracy of the information on New Zealand charts and other publications, it should be appreciated that it may not always be complete and up to date. The mariner must be the final judge of the reliance to be placed on the information given, bearing in mind their particular circumstances, local pilotage guidance and the judicious use of available navigational aids.

**Charts.** Charts should be used with prudence: there are areas where the source data are old, incomplete or of poor quality. The mariner should use the largest scale appropriate for his particular purpose; apart from being the most detailed, the larger scales are usually corrected first. When extensive new information (such as a new hydrographic survey) is received, some months may elapse before it can be fully incorporated in published charts. On small scale charts of ocean areas where hydrographic information is, in many cases, still sparse, charted shoals may be in error as regards position, least depth and extent. Undiscovered dangers may exist, particularly away from well-established routes.

**Further guidance.** The Mariner's Handbook (NP 100) gives a fuller explanation of the limitations of charts. All users should study it in their own interest.

II

**NUMERICAL INDEX OF CHARTS AFFECTED**  
*(NZ NTM Edition No.3 dated 3 February 2012)*

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 22 NZ 26 NZ 27     NZ 6142 NZ 8215 (T8215) NZ 14061 NZ 14065 NZ 14600	INT 639	NZ300512 NZ300521 NZ300522 NZ300531 NZ300533 NZ300534	32 34(T) 34(T) 29 29 29 29 29 29 30 31 34(T) 34(T) 34(T)

## NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.3 dated 3 February 2012)

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
129/04	T	<b>NZ 52, NZ53, NZ 522, NZ 5227</b>	Hauraki Gulf: Dredging Operations
194/04	P	<b>NZ 46, NZ 48, NZ 61, NZ 463, NZ 614, NZ 6151, NZ 6152, NZ 6153, NZ 6154</b>	Marlborough Sounds: Use of Automated Navigation Systems
161/05	P	<b>NZ 4633, NZ 4634</b>	Wellington Hr.: Navigation Safety Bylaw
173/05	T	<b>NZ 53, NZ 54, NZ 531, NZ 534, NZ 5318</b>	Whitianga Hr.: Sandbar
176/06	T	<b>NZ 23 (INT 640), NZ 26, NZ 56, NZ 14060 (INT 60), NZ 14600 (INT 600)</b>	N. Island, E. Coast: Scientific Instruments
177/06	T		Indian Ocean: Operation 'Enduring Freedom'
205/06	T	<b>NZ 532, NZ 5324</b>	Tamaki Strait: Motuihe Is.: E. Cardinal Lt Beacon
37/07	T	<b>NZ 53, NZ 532, NZ 533, NZ 5327</b>	Firth of Thames: Moorings, Research Instruments
63/07	T	<b>NZ 4633</b>	Wellington Hr.: Race Marker Buoys
219/07	P	<b>NZ 54, NZ 542</b>	Bay of Plenty, Opotiki: Fish Haven
91/08	P	<b>NZ 4424</b>	W. Coast, Taharoa Hr.: Hr. Limits
131/08	T	<b>NZ 68, NZ 69, NZ 681</b>	Foveaux Strait, Ruapuke Is.: Seabed Obstruction
132/08	T	<b>NZ 14051 (INT 51), NZ 14052 (INT 52), NZ 14060 (INT 60), NZ 14061 (INT 61), NZ 14604 (INT 604), NZ 14605 (INT 605), NZ 14606 (INT 606), NZ 14607 (INT 607), NZ 14629 (INT 629)</b>	North, South Pacific Ocean: ATLAS Buoys
244/08	P	<b>NZ 632, NZ 6321</b>	Banks Peninsula: Mussel Farms
118/09	T	<b>NZ 8275 (T 8275)</b>	Tonga, Nuku'alofa Hr.: Light
139/09	T	<b>NZ 845, NZ 14630 (INT 630), NZ 14631 (INT 631)</b>	Nuie Is: Lights
242/09	P	<b>NZ 42, NZ 4265</b>	Kaipara Hr. Entrance: Depths
28/10	T	<b>NZ 5321, NZ 5322, NZ405321, NZ505322</b>	Auckland Hr. Approaches: Light
63/10	T	<b>NZ 53, NZ 532, NZ 533, NZ 5327, NZ300053, NZ305321</b>	Firth of Thames: Scientific Buoy
132/10	P	<b>NZ 5113</b>	Rangaunu Hr.: Lights, Beacons, Buoys
151/10	P	<b>NZ 4314, NZ404314</b>	Manukau Hr.: Lights, Beacons, Buoys
222/10	P	<b>NZ 542</b>	Whakatane: Depths
20/11	P	<b>NZ 5411, NZ5412, NZ405411, NZ505412</b>	Tauranga Hr.: Lights
40/11	T	<b>NZ 4633, NZ 4634, NZ404633, NZ546341, NZ546342</b>	Wellington Hr.: Yacht Club Race Marker Buoys
68/11	P	<b>NZ 53, NZ 532, NZ 5322, NZ 5324, NZ 5325, NZ305322, NZ405324, NZ505322, NZ505325</b>	Rangitoto Channel: Light
78/11	P	<b>NZ 521, NZ 5219</b>	Marsden Point & Whangarei Harbour: Radio Reporting Points & Anchorage Areas.
81/11	T	<b>NZ 46, NZ 463, NZ 615, NZ300463, NZ300615</b>	Cook Strait: Scientific Instruments
82/11	T	<b>NZ 68, NZ 69, NZ 681, NZ 6821, NZ 6825, NZ300681, NZ506811</b>	Foveaux Strait: Scientific Instruments
127/11	T	<b>NZ 63, NZ 632, NZ400632, NZ506321</b>	Okains Bay: Scientific Instruments
128/11	P	<b>NZ 9558</b>	Rarotonga Avatiu: Works in Progress
149/11	P	<b>NZ 6153, NZ 6154, NZ406153, NZ561541</b>	Tory Channel: Light Beacon, Rock
156/11	T	<b>NZ 632, NZ 6321, NZ400632, NZ506321, NZ606321</b>	Lyttelton Hr.: Light
158/11	T	<b>NZ 14060 (INT 60), NZ 14061 (INT 61), NZ 14605 (INT 605), NZ 14638 (INT 638)</b>	Kingdom of Tonga, N. & S. Minerva Reefs: Lights
166/11	T	<b>NZ 6321, NZ506321, NZ606321</b>	Lyttelton Hr.: Beacon
172/11	P	<b>NZ 4265</b>	Kaipara Hr.: Lights, Beacons, Buoys
175/11	P	<b>NZ 6152</b>	Havelock: Lights, Beacons
202/11	P	<b>NZ 6142, NZ606142</b>	Port Nelson: Light, Beacon, Works in Progress
209/11	T	<b>NZ 45, NZ 48</b>	South Taranaki Bight: Drilling Operations
219/11	T	<b>NZ 45, NZ 48, NZ 443, NZ300443</b>	South Taranaki Bight: Scientific Instruments
226/11	T	<b>NZ 23(INT 640), NZ 26, NZ 55, NZ14600 (INT 600), NZ200023, NZ300055</b>	Gisborne, Northeastwards: Scientific Instrument
230/11	T	<b>NZ 4314, NZ404314</b>	Manukau Hr. Entrance: Depths
241/11	T	<b>NZ 61, NZ 614, NZ 6144, NZ300614, NZ406144</b>	Tasman Bay and Golden Bay: Spat Catching Areas.
247/11	T	<b>NZ 54, NZ 541, NZ 542, NZ 5413, NZ300541, NZ405413</b>	East Coast, Bay of Plenty: Waverider Buoy
249/11	T	<b>NZ 7142, NZ407142, NZ507142</b>	West Coast, Greymouth Harbour: Depths.
255/11	T	<b>NZ 23 (INT 640), NZ 25 (INT 648), NZ 45, NZ 48, NZ 443, NZ200023, NZ200025, NZ300443</b>	Cape Egmont Southwestwards: Drilling Operations.
260/11	T	<b>NZ 6612, NZ506612</b>	Otago Harbour; Lower Harbour: Beacon, Light.
267/11	T	<b>NZ 25 (INT 648), NZ 29, NZ 64, NZ 66, NZ 68, NZ200025</b>	Otago Peninsula Southwards: Seismic Survey

Continued

II

Continued

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
24/12	T	<b>NZ 54, NZ 534, NZ 541, NZ 542, NZ 5411, NZ 5413, NZ300541, NZ405411, NZ405413</b>	Tauranga, Astrolabe Reef: Exclusion Zone.
25/12	T	<b>NZ 43, NZ 45, NZ 48, NZ 443, NZ300443</b>	West Coast, Cape Egmont: Underwater Operations
26/12	P	<b>NZ 43, NZ 4424</b>	West Coast, Taharoa Offshore Terminal: Works in Progress
27/12	T	<b>NZ 43, NZ 45, NZ 48, NZ 443, NZ300443</b>	West Coast, Cape Egmont: Underwater Operations
33/12	T		South Pacific Ocean: Maritime Safety Broadcasts

**NZ 28/12 NEW ZEALAND PUBLICATIONS – Raster Navigational Charts.**

**LINZ Raster Navigational Charts**

From 3 February 2012, the *NZMariner* January 2012 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 ENCs in NZ" available from the Maritime New Zealand website [www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notices.asp](http://www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notices.asp).

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).

New Zealand Hydrographic Authority  
NI 16/2012

**NZ 29/12 NEW ZEALAND PUBLICATIONS – Electronic Navigational Charts.**

**New ENC's to be Published Shortly**

<i>ENC Cell</i>	<i>Title</i>
NZ300512	NZ300512 - NZ512 - North Island - East Coast - Cape Karikari to Cape Brett
NZ300521	NZ300521 - NZ521 - North Island - East Coast - Cape Brett to Bream Tail
NZ300522	NZ300522 - NZ522 - North Island - East Coast - Bream Tail to Kawau Island including Great Barrier Island (Aotea Island)
NZ300531	NZ300531 - NZ531 - North Island - East Coast - Great Barrier Island (Aotea Island) to Mercury Bay
NZ300533	NZ300533 - NZ533 - North Island - East Coast - Firth of Thames
NZ300534	NZ300534 - NZ534 - North Island - East Coast - Mercury Bay to Katikati Entrance

New Zealand Hydrographic Authority  
NI 15/2012

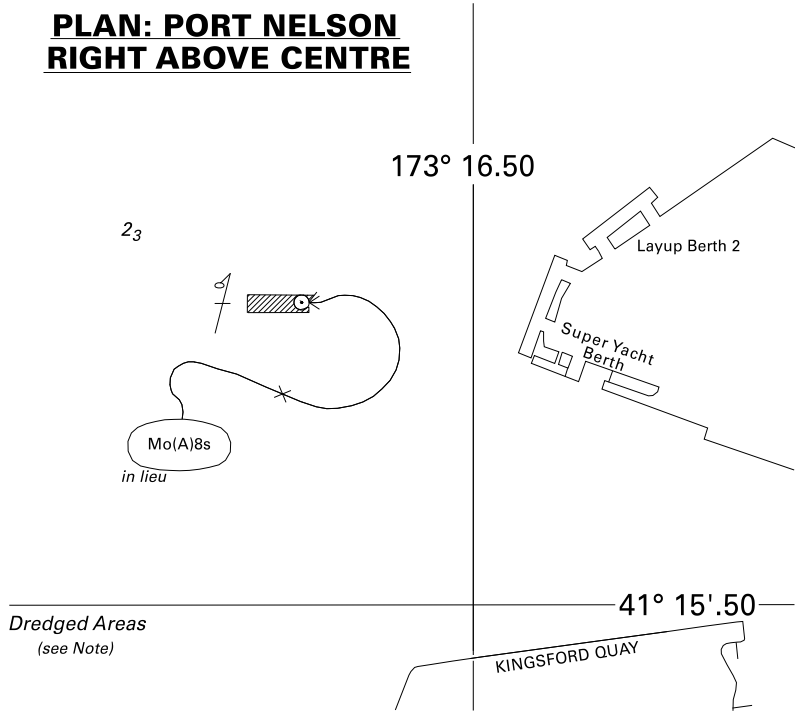
NZ 30/12 NEW ZEALAND – South Island – North Coast – Nelson Harbour – Port Nelson

Chart NZ 6142 (plan, Port Nelson) [ 218/10 ]

Amend light to, Mo(A)8s

41° 15'.370S., 173° 16'.403E.

Nelson City Council  
 NI 18/2012

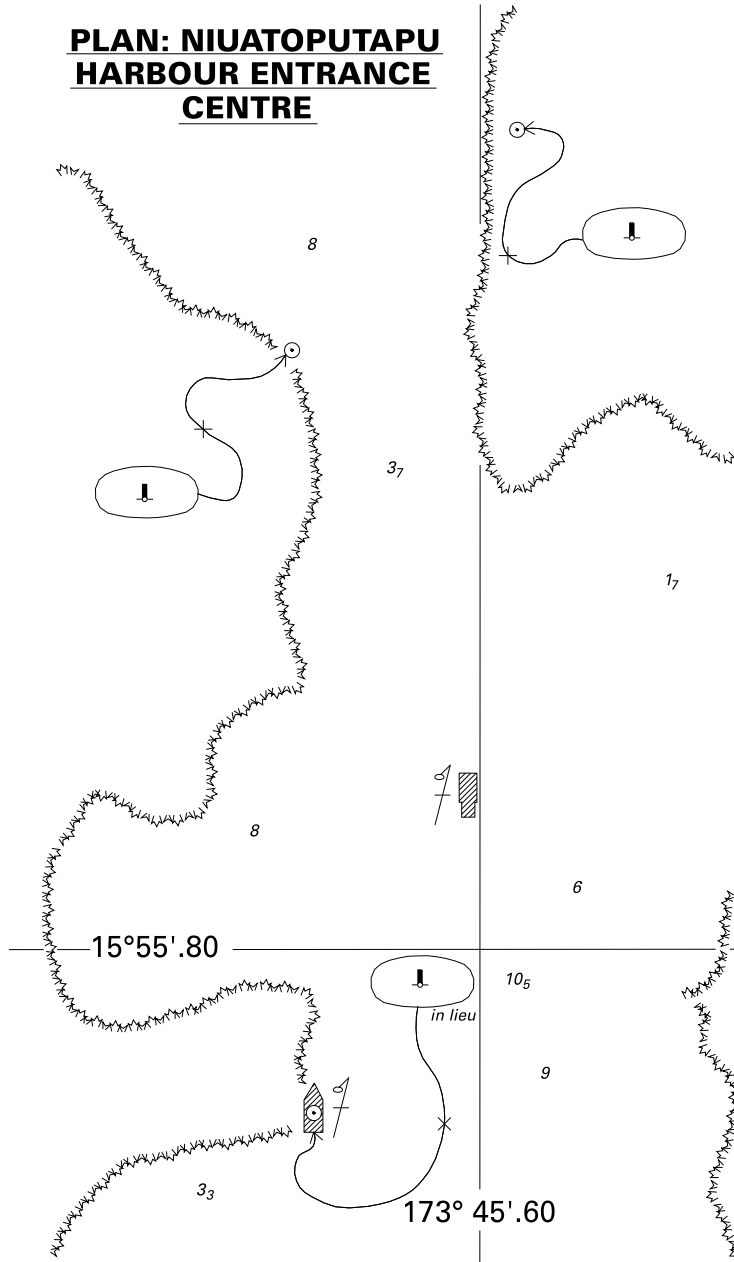


<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
<b>LAST CORRECTION</b>	<b>NZ NTM No.</b>	<b>CHART No.</b>	
<b>NZ 218/10</b>	<b>NZ 30/12</b>	<b>NZ 6142</b>	





**PLAN: NIUATOPUTAPU  
 HARBOUR ENTRANCE  
 CENTRE**



<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>NC Jan 96</b>	<b>NZ 31/12</b>	<b>NZ 8215 (T8215)</b>	

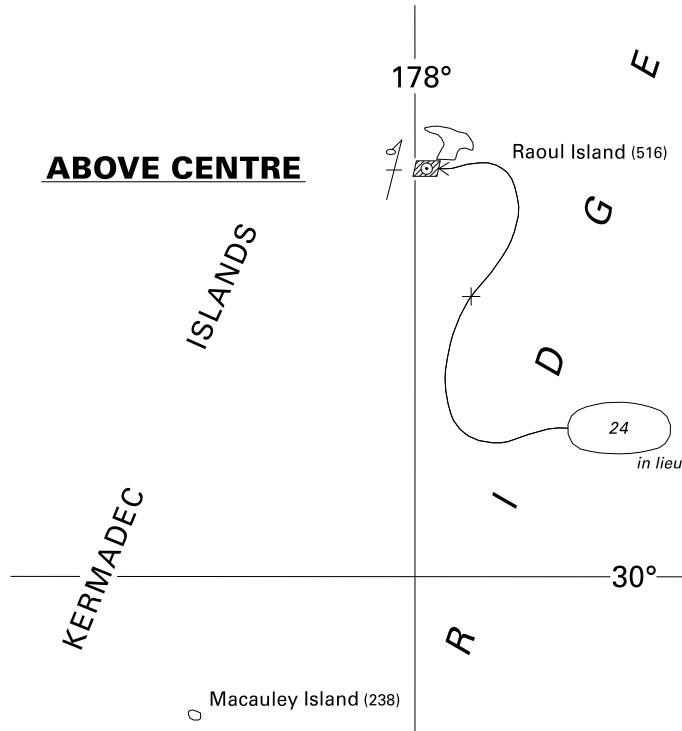
**NZ 32/12 SOUTH WEST PACIFIC – Kermadec Islands – Raoul Island – Depth.**

**Chart NZ 22 (INT 639) [ 218/09 ]**

Replace depth 36 with depth 24

29° 18'.7S., 177° 58'.4W.

New Zealand Hydrographic Authority  
 NI 291/2011



<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 218/09</b>	<b>NZ 32/12</b>	<b>NZ 22 (INT 639)</b>	

**NZ 33(T)/12 SOUTH PACIFIC OCEAN – Maritime Safety Broadcasts**

*Former notice* – NZ 242(T)/11 is cancelled.

Optimum R/T frequencies within NAVAREA XIV

The accompanying diagrams show the optimum R/T calling and working frequency bands and times for navigational warnings broadcast within 1000 nautical miles of Taupo Maritime Radio (ZLM) (38° 50'S., 176° 00'E. approx.) for the period February to April 2012.

Australian Government IPS Radio and Space Services  
NI 12/2012

**NZ 34(T)/12 SOUTH PACIFIC OCEAN – Chatham Rise – Scientific Instruments recovered.**

*Former notice* – NZ 159(T)/11 is cancelled.

Cancel this message on receipt

**Charts formerly affected – NZ 26 - NZ 27 - NZ 14061 (INT 61) - NZ 14065 (INT 65) - NZ 14600 (INT 600)**

iXSurvey Ltd.

NI 19/2012

III

**CORRECTIONS TO NEW ZEALAND LIGHT LIST**  
(NZ NTM Edition No. 3 dated 3 February 2012)

**NEW ZEALAND NAUTICAL ALMANAC 2011/12**  
**LIGHT LIST SECTION**

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<b>4231.1</b>	-- No. 10	41 15.37 Mo(A) 173 16.40		7	2	Red ○ on white beacon with red stripes	<i>fl 0.8, ec 1.2, fl 2.4, ec 3.6</i>
			*				*

(NI 18/2012)

## IV

### CORRECTIONS TO SAILING DIRECTIONS AND NEW ZEALAND PUBLICATIONS (NZ NTM Edition No.3 dated 3 February 2012)

#### NP13 Australia Pilot Volume 1 (2011 Edition)

##### Navigation and Regulations – Traffic and Operations – Fishing; marine farms

2

Paragraph 1.8 including heading *Replace by:*

##### Marine Farms

##### 1.8

- 1 Marine farms, which may be floating or fixed structures, and their associated moorings should be avoided. The farms and beds are generally marked by buoys or beacons, which may be lit. Their charted positions are approximate.

*Australian Notice 24/1253/11* [01/12]

##### South Australia – Point Boston — Directions; marine farms

361

Paragraph 11.63 1 line 1 *Replace by:*

- 1 **Caution.** Marine farms may be encountered in this passage (see 1.8).  
From a position SE of Point Boston the track leads...

*Australian Notice 24/1253/11* [01/12]

##### South Australia – Point Turton — Directions; marine farms

367

*After* Paragraph 11.91 1 line 10 *Insert:*

- 2 A marine farm exists in the vicinity of 34°51'·54S 137°21'·75E, (see 1.8).

*Australian Notice 24/1253/11* [01/12]

##### South Australia – Port Augusta — Directions; marine farms

380

Paragraph 11.229 1 line 1 *Replace by:*

- 1 **Caution.** Marine farms may be encountered in this passage (see 1.8).  
From a position SE of Point Lowly (33°00'S...

*Australian Notice 24/1253/11* [01/12]

#### NP13 Australia Pilot Volume 1 (2011 Edition)

##### South Australia – Smoky Bay — Directions; marine farms

345

*After* Paragraph 10.82 4 line 8 *Insert:*

**Caution.** Marine farms may be encountered in this passage (see 1.8).

*Australian Notice 25/1310/11* [02/12]

**NP14 Australia Pilot Volume 2 (2010 Edition)**

**Navigation and Regulations –  
Traffic and Operations — Fishing; marine farms**

**2**

*After Paragraph 1.5 1 line 6 Insert:*

**Marine Farms**

**1.5a**

- 1* Marine farms, which may be floating or fixed structures, and their associated moorings should be avoided. The farms and beds are generally marked by buoys or beacons, which may be lit. Their charted positions are approximate.

*Australian Notice 24/1253/11* [01/12]

**Tasmania – Cape Sorell — Directions; rock**

**228**

*After Paragraph 8.51 2 line 2 Insert:*

WSW of a rock (42°23'·65S 145°12'·80E) which dries, thence:

*Australian Notice 24/1255/11* [01/12]

**NP14 Australia Pilot Volume 2 (2010 Edition)**

**Victoria – Lakes Entrance — Directions; buoy**

**175**

*After Paragraph 6.92 3 line 5 Insert:*

SE of a light buoy (37°54'·91S 147°57'·94E) (special), thence:

*Australian (Victoria) Notice 124/11* [03/12]

**NP15 Australia Pilot Volume 3 (2009 Edition)**

**Navigation and Regulations –  
Traffic and Operations — Fishing; marine farms**

**2**

*After Paragraph 1.8 Insert:*

**Marine Farms**

**1.8a**

- 1* Marine farms, which may be floating or fixed structures, and their associated moorings should be avoided. The farms and beds are generally marked by buoys or beacons, which may be lit. Their charted positions are approximate.

*Australian Notice 24/1253/11* [01/12]



**NP15 Australia Pilot Volume 3 (2009 Edition)**

**Australia – Torres Strait – Red Island Point —  
Anchorage**

**440**

*After Paragraph 13.163 1 line 7 Insert:*

**Prohibited anchorage.** Anchoring is prohibited within Red Island Point approach, as shown on chart Aus 294.

Australian Notice 25/1304/11 [02/12]

**NP62 Pacific Islands Pilot Volume 3 (2010 Edition)**

**Îles Gambier – Port de Rikitea — Directions**

**122**

*Paragraph 5.36 4-6 Replace by:*

4 The track then alters NW into the inner bay area of Port de Rikitea passing:

Between the beacons (port and starboard hand) (23°07'·14S 134°57'·78W), thence:

SW of the beacon (starboard hand) standing on a detached reef (23°074'·4S 134°57'·80W), thence:

NW of a beacon (port hand) (23°07'·09S 134°57'·95W), thence;

SW of the beacon (S cardinal) standing on an unnamed detached reef (23°06'·93S 134°57'·88W).

French Chart 6418 [03/12]

(NI 13/2012)



## VI

### CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS (NZ NTM Edition No.3 dated 3 February 2012)

### VOLUME 2, NP 282, 2011/12

Published Wk 11/11  
(Last Amendments: Weekly Edition No. 1 dated 5 January 2012)

### RADAR BEACONS

**PAGE 93, KOREA, SOUTH.**  
**82300 Soraep'ogu Lt.**  
Delete entry

Korean Notice 50/860/11 (RSDRA2011000234881) 2/12

**PAGE 94, KOREA, SOUTH.**  
**82370 Pu Do Lt.**  
Delete entry

Korean Notice 50/860/11 (RSDRA2011000234881) 2/12

**PAGE 119, ECUADOR.**  
**91795 Canal de Jambelí Sea Lt Buoy.**  
Delete morse ident **Q** and replace by **J**

Ecuadorian Chart 108 (RSDRA2011000038873) 2/12

**PAGE 120, CHILE.**  
Insert:

**Islotes Salientes Lt Racon**                      55°06'·80S 70°14'·40W    **92257**  
**0**

Chilean Notice 11/145/11 (RSDRA2011000235302) 2/12

**VOLUME 6, PART 6, NP 286(6), 2011/12**

Published Wk 46/11

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*(Last Amendments: Weekly Edition No. 51 dated 22 December 2011)*

**PAGE 237, KOREA, SOUTH, JEJU, Pilots and Port, PROCEDURE, section (2).**

Delete and replace by:

(2) **Pilot boards** in position 33°33'·50N 126°33'·00E.

Korean Notice 51/875/11. (RSDRA2011000239652). 3/12

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**VOLUME 6, PART 7, NP 286(7), 2011/12**

Published Wk 48/11

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*(Last Amendments: Weekly Edition No. 2 dated 12 January 2012)*

**PAGE 193, PERU, CALLAO, Pilots and Port, PROCEDURE, section (3).**

Delete and replace by:

(3) **Pilot boards** in the Pilot Waiting Area bounded by the following positions:

- (a) 12°01'·84S 77°11'·67W
- (b) 12°02'·11S 77°11'·71W
- (c) 12°02'·15S 77°11'·44W
- (d) 12°01'·88S 77°11'·40W

Peruvian Notice 73/11. (RSDRA2011000240160). 3/12

(Last Amendments: Weekly Edition No. 1 dated 5 January 2012)

**PAGE 76, CHILE, ANGOSTURA GUIA, Reporting, PROCEDURE & NOTE sections.**

Delete and replace by:

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Angostura Guia.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA abeam Punta Porpoise (50°44'32S 74°31'12W) and Isla Escala Alta (50°46'28S 74°25'68W)
- (3) This information must be repeated every 15 mins until the completion of the passage.

[Chilean Notice 11/11. \(RSDRA2011000235302\). 2/12](#)

**PAGE 76, CHILE, ANGOSTURA INGLESIA, Reporting, PROCEDURE & NOTE sections.**

Delete and replace by:

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Angostura Inglesa.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA Between Cedar Headland and Clio Islet
- (3) This information must be repeated every 15 mins until the completion of the passage.

[Chilean Notice 11/11. \(RSDRA2011000235302\). 2/12](#)

**PAGE 79, CHILE, CANAL GRAY, Estrecho de Magallanes, Reporting System, PROCEDURE & NOTE sections.**

Delete and replace by:

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Canal Gray.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA abeam the Vereker SE Shoal (52°22'35S 73°41'98W)
- (3) This information must be repeated every 15 mins until the completion of the passage.

[Chilean Notice 11/11. \(RSDRA2011000235302\). 2/12](#)

**PAGE 79, CHILE, CANAL JERONIMO, Estrecho de Magallanes, Reporting System, PROCEDURE section.**

Delete and replace by:

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Canal Jeronimo.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA abeam the Islotes Teran (53°25'10S 72°28'89W)
- (3) This information must be repeated every 15 mins until the completion of the passage.

[Chilean Notice 11/11. \(RSDRA2011000235302\). 2/12](#)

**PAGE 79, CHILE, after CANAL O'BRIEN entry.**

Insert new entry:

**CANAL PICTON**

**49° 33'S 75° 23'W**

**Reporting System**

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Canal Picton.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA abeam Peligrosa Headland
- (3) This information must be repeated every 15 mins until the completion of the passage.

[Chilean Notice 11/11. \(RSDRA2011000235302\). 2/12](#)

**PAGE 79, CHILE, after CANAL PICTON entry.**

Insert new entry:

**CANAL WIDE**

**49° 56'S 74° 24'W**

**Reporting**

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Abismo Passage or Piloto Pardo Passage.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA abeam Centro Islet in the N and Entrada Headland in the S
- (3) This information must be repeated every 15 mins until the completion of the passage.

[Chilean Notice 11/11. \(RSDRA2011000235302\). 2/12](#)

**PAGE 91, CHILE, MAGALLANES, ESTRECHO DE, Reporting System, INGLES AND TORTUOSO PASSAGES section.**

Delete and replace by:

**INGLES AND TORTUOSO PASSAGES:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Ingles and Tortuoso Passages.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of passage
  - (d) ETA abeam Cabo Crosstide (53°33'·67S 72°25'·20W)
- (3) This information must be repeated every 15 mins until the completion of the passage.

(former amendment 48/11)

Chilean Notice 11/11, (RSDRA2011000235302), 2/12

**PAGE 92, CHILE, PASO SHOAL, Estrecho de Magallanes, Reporting System, PROCEDURE & NOTE sections.**

Delete and replace by:

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Paso Shoal.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA of passing Punta George (52°31'·75S 73°37'·31W) and Isla Shoal (52°32'·93S 73°38'·01W)
- (3) This information must be repeated every 15 mins until the completion of the passage.

Chilean Notice 11/11, (RSDRA2011000235302), 2/12

**PAGE 92, CHILE, PASO SUMMER, Estrecho de Magallanes, Reporting System, PROCEDURE & NOTE sections.**

Delete and replace by:

**PROCEDURE:**

- (1) Vessels must send a safety alert using DSC techniques on VHF Ch 70, 1h before commencing navigation in the Paso Summer.
- (2) On completion of the safety alert vessels must then broadcast the safety signal (SECURITE) in Spanish and English on VHF Ch 16. The following information must be transmitted:
  - (a) Vessel's name
  - (b) Position
  - (c) Direction of crossing and passage through which the vessel will be navigating
  - (d) ETA abeam the Summer Shoal (52°19'·06S 73°38'·48W)
- (3) This information must be repeated every 15 mins until the completion of the passage.

Chilean Notice 11/11, (RSDRA2011000235302), 2/12

**HYDROGRAPHIC NOTE**

(For instructions, see next page)

New Zealand Hydrographic Authority  
Land Information New Zealand  
Radio New Zealand House  
155 The Terrace  
PO Box 5501  
Wellington 6145  
New Zealand

Tel: 0800 665 463 or +64 (0)4 460-0110  
Fax : +64 (0)4 460-0161  
Email: [customersupport@linz.govt.nz](mailto:customersupport@linz.govt.nz)

Date ..... Ref.No. ....

Name and address of ship or sender  
.....  
.....

Tel/Fax/Telex/Email of sender .....

General locality .....

Subject .....

Position. Lat. .... Long.....

Position fixing system used .....

Datum .....

Paper Chart/ENC affected ..... Edition.....

Dated .....

Latest Notice to Mariners held.....

Publications affected (Edition No. and date of latest supplement, page no, ID no. etc) .....

Details:

A replacement copy of Chart No. ....  
is required (see Instruction 4).

Signature of observer/reporter.....

# HYDROGRAPHIC NOTE

## Forwarding Information for Charts and Hydrographic Publications

**Note:** An acknowledgement of receipt will be sent and the information then used to the best advantage, which may mean immediate action or inclusion in a revision in due course. When a Notices to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received in a foreign Notices to Mariners. An explanation of the use of contributions from all parts of the world would be too greater task and a further communication should only be expected when the information is of outstanding value or has unusual features.

### INSTRUCTIONS:

1. Mariners are requested to notify New Zealand Hydrographic Authority, Land Information New Zealand, 155 The Terrace, PO Box 5501, Wellington 6145, New Zealand, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seem to be necessary. The *Admiralty* publication, *The Mariner's Handbook* (NP 100), Chapter 4, gives general instructions.
2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed, closely, whenever appropriate. Copies of this form may be obtained gratis from the New Zealand Hydrographic Authority at the address above, or in PDF format directly from the LINZ website, [www.linz.govt.nz/hydro](http://www.linz.govt.nz/hydro).
3. When a position is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar should be quoted. However, when there is a series of fixes along a ship's course, only the method of fixing and the objects used need to be indicated. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum used should be given.
4. Paper Charts: A cutting from the largest scale paper chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than the chart itself) these should be in red as above, but adequate detail from the chart must be traced in black ink to enable the amendments to be fitted correctly.  
Electronic Navigational Charts (ENCs): A screen dump of the largest scale usage band ENC with the alterations and additions being shown thereon in red.
5. When soundings are obtained, *The Mariners Handbook* (NP 100) should be consulted. The echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface, or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name, and type of echo sounder set should also be given.
6. Modern echo sounders frequently record greater depths than the set's nominal range, e.g. with a set whose maximum is 500m a trace appearing at 50m may in fact be 550m or even 1,050m. Erroneous deep soundings beyond the sets nominal range can usually be recognised by the following:
  - (a) The trace being weaker than normal for the depth registered
  - (b) The trace appearing to pass through the transmission line
  - (c) The "feathery" nature of the trace.
7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of shoal soundings, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.



Image size (mm) (202.2 x 85.9)

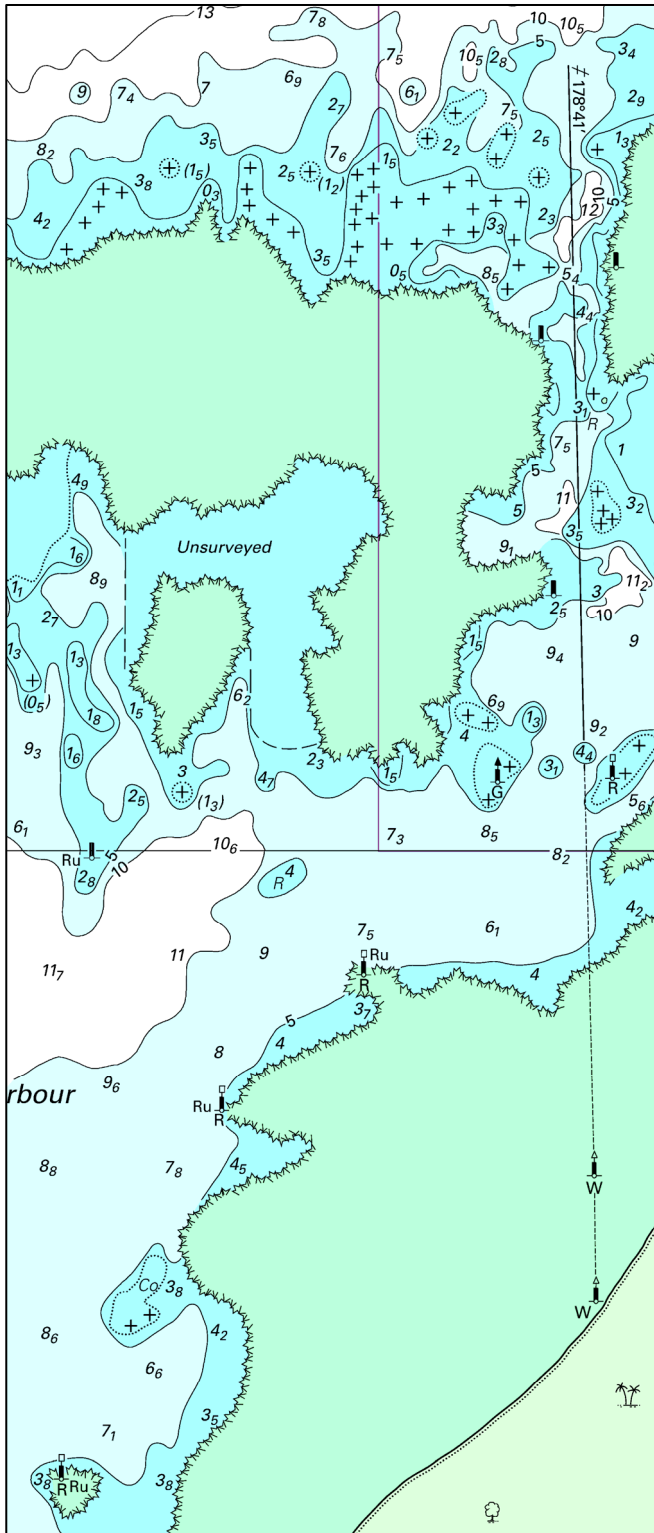
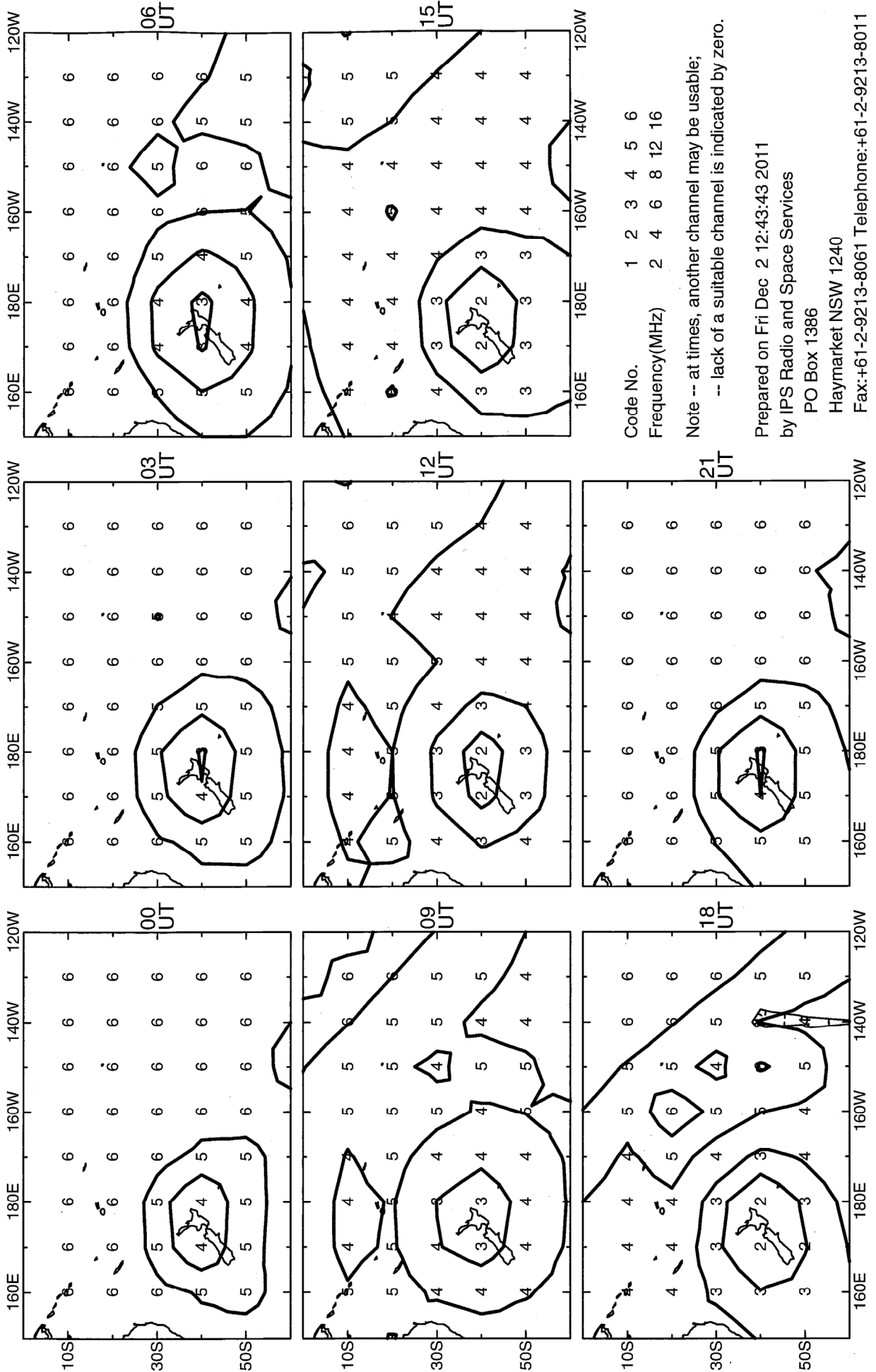


Chart No. NZ 8215 (T8215)

**Recommended frequency bands for communication with Taupo  
February - April 2012**



### NAVAREA XIV

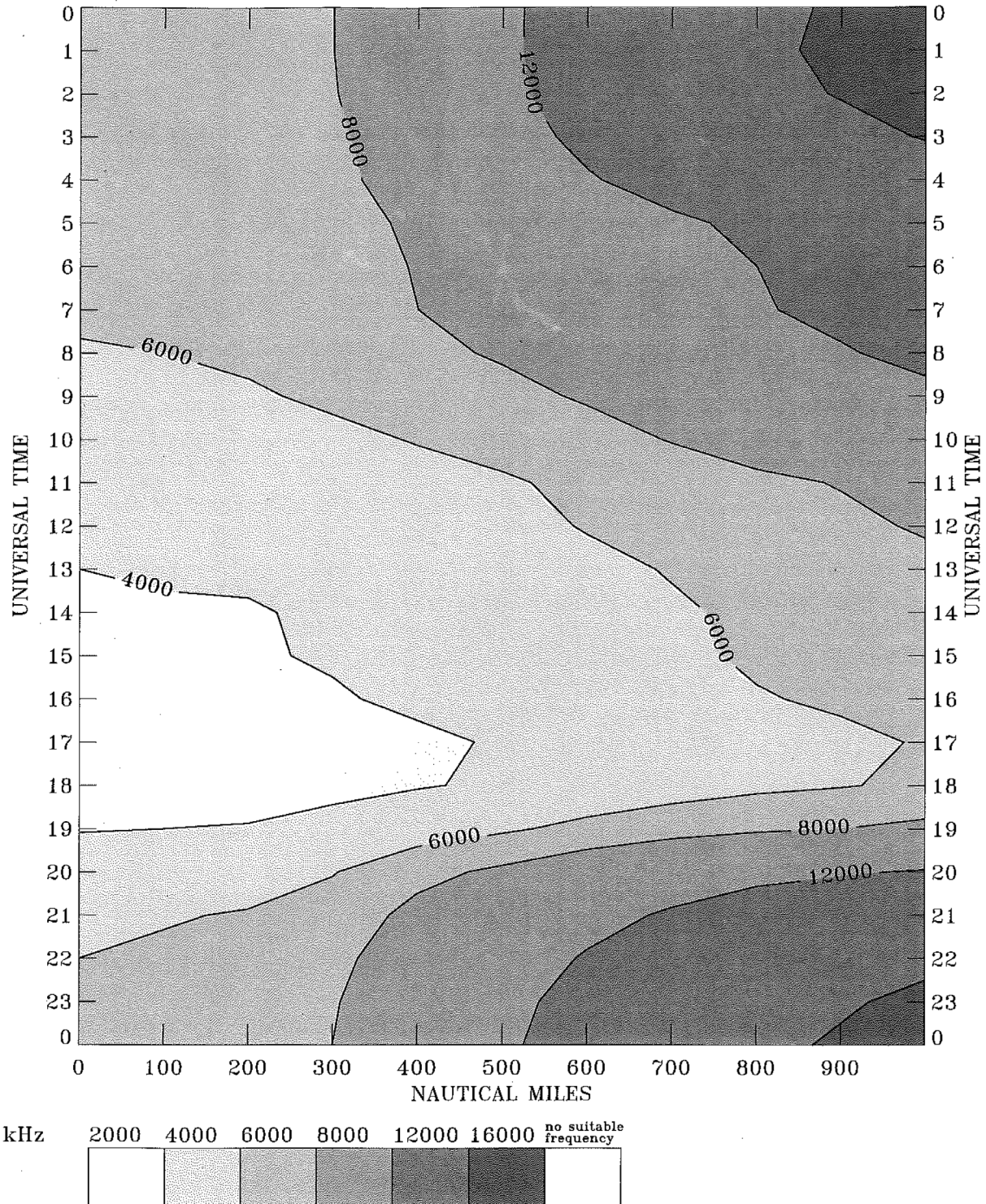


Chart: 1

Address No: 9038