

# NEW ZEALAND NOTICES TO MARINERS

## Notices NZ 71 – 76

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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.

**ENC/ECDIS Data Presentation and Performance Check in Ships.** The International Maritime Organization (IMO) has recently indicated its concerns about operating anomalies identified in some ECDIS that fail to display important new chart features.

The International Hydrographic Organization (IHO) has produced an ENC Data Presentation and Performance Check dataset that allows mariners to check their ECDIS. The check dataset is available through ENC service providers and from the IHO website ([www.iho.int](http://www.iho.int)) which includes instructions.

Mariners are strongly recommended to use the dataset and report the results of their checks to help the IHO identify how the different brands of ECDIS display and handle chart information. Mariners are asked to also inform the IMO, national Hydrographic Offices, ECDIS manufacturers and others, so that they can take any corrective action that may be necessary.

In order to present the most comprehensive report possible to the IMO and to further assist in resolving the issues so far identified, the IHO is keen that as many ships as possible forward their results. Reports on the results can be sent via a form provided with the data or the results can be submitted on-line through a web-form.

All relevant documentation can be downloaded free from the IHO website at: [www.iho.int](http://www.iho.int)

II

**NUMERICAL INDEX OF CHARTS AFFECTED**

*(NZ NTM Edition No.9 dated 27 April 2012)*

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 23 NZ 25 NZ 26 NZ 43 NZ 45 NZ 48 NZ 55 NZ 56 NZ 58	INT 640 INT 648	NZ200023 NZ200025  NZ300055 NZ300056  NZ300045 NZ300057 NZ300058 NZ300061 NZ407142 NZ507142	74(T), 76(T) 74(T) 76(T) 73 73, 74(T) 73, 74(T) 76(T) 76(T) 72 71 71 71 74(T) 75(T) 75(T) 76(T)
NZ 14600	INT 600		

## NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.9 dated 27 April 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
177/06	T		Indian Ocean: Operation 'Enduring Freedom'
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 Hr.: 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
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
226/11	T	<b>NZ 23(INT 640), NZ 26, NZ 55, NZ14600 (INT 600), NZ200023, NZ300055</b>	Gisborne, Northeastwards: Scientific Instrument
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
26/12	P	<b>NZ 43, NZ 4424</b>	West Coast, Taharoa Offshore Terminal: Works in Progress
33/12	T		South Pacific Ocean: Maritime Safety Broadcasts
40/12	T	<b>NZ 4314, NZ404314</b>	Manukau Hr. Entrance: Depths
44/12	T	<b>NZ 45, NZ 48</b>	West Coast, South Taranaki Bight: Waverider Buoy
49/12	T	<b>NZ 54, NZ 534, NZ 541, NZ 542, NZ 5411, NZ 5413, NZ300541, NZ405411, NZ405413</b>	East Coast, Tauranga, Astrolabe Reef: Exclusion Zone
56/12	P	<b>NZ 5322, NZ 5323, NZ505322, NZ653221</b>	East Coast, Auckland Hr., Fergusson Wharf: Dolphin
57/12	T	<b>NZ 532, NZ 5324, NZ305322, NZ405324</b>	East Coast, Tamaki Strait, Motuihe Island: East Cardinal Light Beacon

II

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
59/12	T	<b>NZ 614, NZ 6144, NZ300614, NZ406144</b>	North Coast, Tasman Bay: Scientific Instruments
67/12	T	<b>NZ 53, NZ 532, NZ 5324, NZ305321, NZ405324</b>	East Coast, Waiheke Channel: Scientific Instrument
68/12	T	<b>NZ 53, NZ 533, NZ300533</b>	East Coast, Firth of Thames: Scientific Instrument
75/12	T	<b>NZ 7142, NZ407142, NZ507142</b>	West Coast, Greymouth Harbour: Depths
76/12	T	<b>NZ 23 (INT 640) NZ 26, NZ 55, NZ 56, NZ14600 (INT 600), NZ200023, NZ300055, NZ300056</b>	East Coast, Gisborne, Eastwards: Scientific Instruments

**NZ 71/12 NEW ZEALAND PUBLICATIONS – Electronic Navigational Charts.**

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

<i>ENC Cell</i>	<i>Title</i>
NZ300045	NZ300045 - NZ45 - North Island - West Coast - Cape Egmont to Rangitikei River
NZ300057	NZ300057 - NZ57 - North Island - East Coast - Blackhead Point to Castle Point
NZ300058	NZ300058 - NZ58 - North Island - East Coast - Castle Point to Cape Palliser

New Zealand Hydrographic Authority  
NI 73/2012

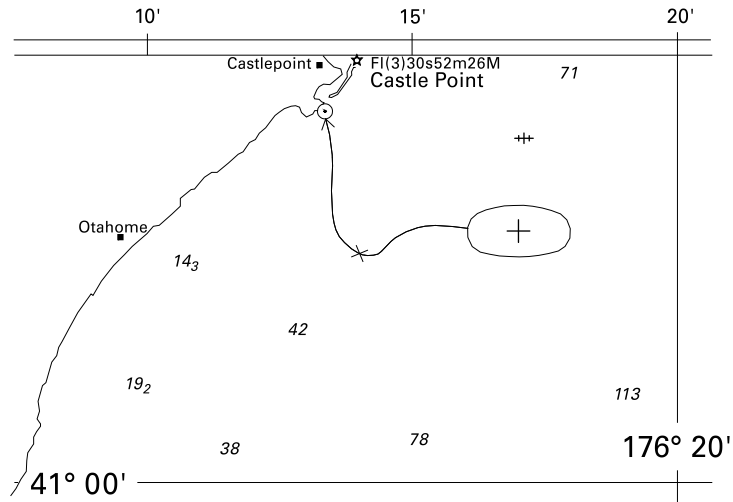
**NZ 72/12 NEW ZEALAND – North Island – East Coast – Castle Point – Rock.**

**Chart NZ 58 [ NE Sept 2001 ]**

Insert +

40° 54'.70S., 176° 13'.36E.

New Zealand Hydrographic Authority  
 NI 71/2012



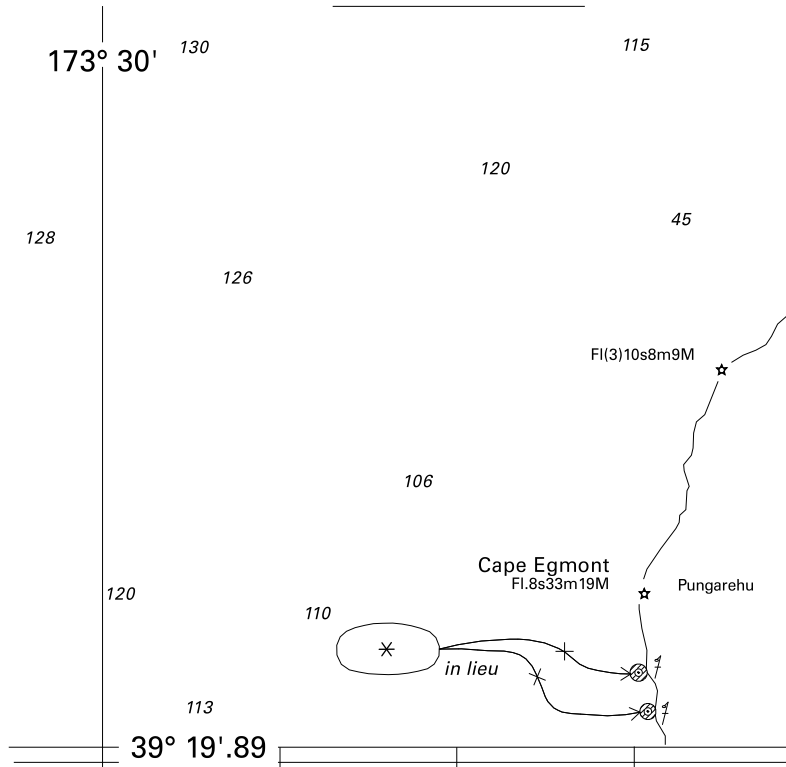
**LEFT ABOVE CENTRE**

<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>NE Sept 2001</b>	<b>NZ 72/12</b>	<b>NZ 58</b>	

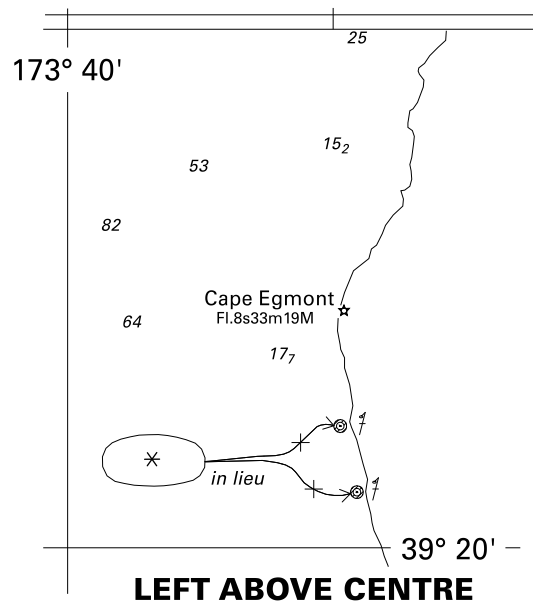




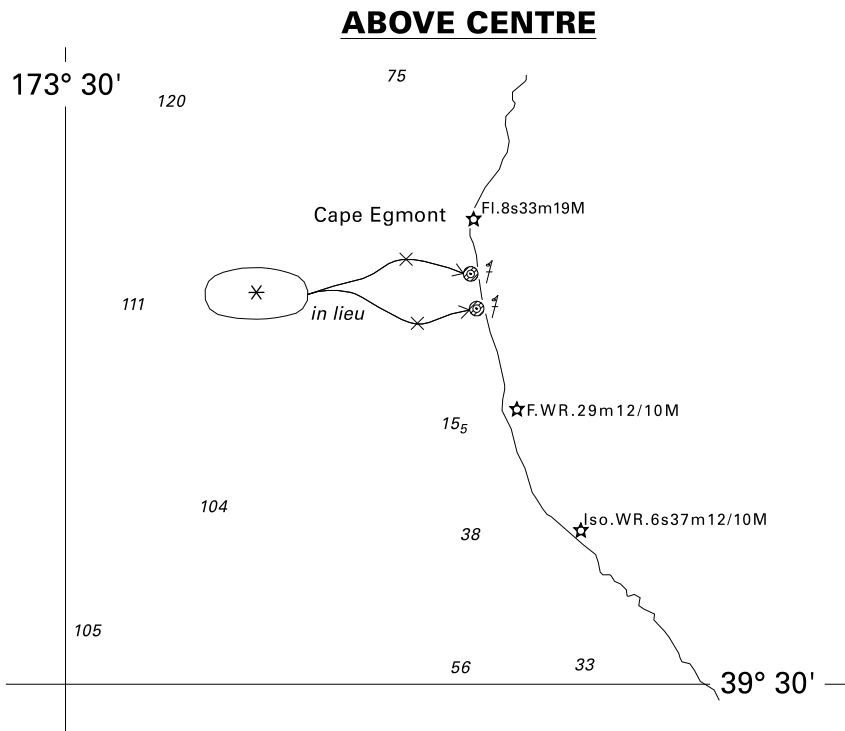
**BELOW CENTRE**



<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>NZ 216/11</b>	<b>NZ 73/12</b>	<b>NZ 43</b>	



<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 66/12</b>	<b>NZ 73/12</b>	<b>NZ 45</b>	



<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 66/12</b>	<b>NZ 73/12</b>	<b>NZ 48</b>	

**NZ 74(T)/12 NEW ZEALAND – North Island – West Coast – South Taranaki Bight – Seismic Survey Completed.**

*Former notice – NZ 58(T)/12 is cancelled.*

Cancel this notice on receipt.

**Charts formerly affected: NZ 23 (INT 640), NZ 25 (INT 648), NZ 45, NZ 48, NZ 61, NZ200023, NZ200025, NZ300061**

OMV New Zealand Ltd.  
NI 74/2012

**NZ 75(T)/12 NEW ZEALAND – South Island – West Coast – Greymouth Harbour – Depths.**

*Former notice* – NZ 39(T)/12 is cancelled.

1. A recent survey (19 April 2012) indicates the following depths below CD on the bar at the Grey River entrance:

North Transit Lead	1.8m	42° 26'.34S., 171° 11'.43E.
Central Transit Lead	1.5m	42° 26'.36S., 171° 11'.42E.
South Transit Lead	1.4m	42° 26'.36S., 171° 11'.40E.

2. Mariners should be aware that depths in Greymouth Harbour entrance are constantly changing and should contact the Harbourmaster for the latest conditions on (027) 435 3424 or (03) 768 5666 or Greymouth Harbour Radio Ch14.

**Charts temporarily affected – NZ 7142, NZ407142, NZ507142**

Port of Greymouth  
NI 75/2012

**NZ 76(T)/12 NEW ZEALAND – North Island – East Coast – Gisborne, Eastwards – Scientific Instruments.**

1. Scientific ocean bottom seismometers have been deployed in the following positions until May 2013:

38° 45'.46S., 178° 40'.73E.

38° 51'.34S., 178° 53'.12E.

39° 05'.45S., 178° 29'.53E.

38° 57'.67S., 178° 20'.00E.

2. Mariners engaged in seabed trawling activities are requested to remain 2.5NM clear of the above locations.

**Charts temporarily affected: NZ 23 (INT 640) NZ 26, NZ 55, NZ 56, NZ14600 (INT 600), NZ200023, NZ300055, NZ300056**

GNS Science  
NI 76/2012

**III**

**CORRECTIONS TO NEW ZEALAND LIGHT LIST**  
*(NZ NTM Edition No.9 dated 27 April 2012)*

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

*Nil*

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**IV**

**CORRECTIONS TO SAILING DIRECTIONS AND NEW ZEALAND PUBLICATIONS**  
*(NZ NTM Edition No.9 dated 27 April 2012)*

*Nil*

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## V

### NAVIGATIONAL WARNINGS

*Navarea XIV warnings in force 24 April 2012*

#### NAVAREA XIV

*(South West Pacific)*

28/12 FM NAVAREA XIV COORDINATOR 141850 UTC MAR 12  
NAVAREA XIV 28/12  
DISPLAY ANOMALIES IN SOME ECDIS.  
MARINERS ARE ADVISED THAT THE INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) CHECK DATA SET SHOWS THAT SOME ECDIS SYSTEMS FAIL TO DISPLAY SOME SIGNIFICANT UNDERWATER FEATURES IN THE STANDARD DISPLAY MODE. THE USE OF THIS CHECK DATA SET, ISSUED THROUGH ENC SERVICE PROVIDERS AND AVAILABLE FROM THE IHO WEBSITE [WWW.IHO.INT](http://WWW.IHO.INT), TO CHECK THE OPERATION OF ECDIS IS STRONGLY RECOMMENDED. JRC HAS CONFIRMED THAT CERTAIN VERSIONS OF JRC ECDIS FAIL TO DISPLAY SOME TYPES OF WRECK AND OBSTRUCTIONS, INCLUDING STRANDED WRECKS, IN ANY DISPLAY MODE.  
WHERE JRC ECDIS IS IN USE, PAPER CHARTS SHOULD BE THE PRIMARY MEANS OF NAVIGATION UNTIL THE ECDIS HAS BEEN PROVED TO OPERATE CORRECTLY. SEE [WWW.JRC.CO.JP/ENG/PRODUCT/MARINE/WHATSNEW/20120313/INDEX.HTML](http://WWW.JRC.CO.JP/ENG/PRODUCT/MARINE/WHATSNEW/20120313/INDEX.HTML) FOR FURTHER INFORMATION.

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## VI

### CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS

*(NZ NTM Edition No.9 dated 27 April 2012)*

*Nil*

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**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.