

# NEW ZEALAND NOTICES TO MARINERS

Notices

**NZ 87 – 94**

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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.11 dated 25 May 2012)*

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 23		NZ200023	93(T)
NZ 25			93(T)
NZ 45			93(T)
NZ 48		NZ300045	87, 93(T)
		NZ300057	93(T)
		NZ300058	87
NZ 4314			87
NZ 4633			88
NZ 5219			94(T)
NZ 5412			88
NZ 6821			90
NZ 14900	INT 900		91
		NZ 404633	92
			94(T)

## NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.11 dated 25 May 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
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
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
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,</b>	East Coast, Gisborne, Eastwards: Scientific

II

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
81/12	T	<b>NZ14600 (INT 600), NZ200023, NZ300055, NZ300056</b>	Instruments
83/12	T	<b>NZ 45, NZ 48, NZ 4541</b>	West Coast, Wanganui: South Mole Light
85/12	T	<b>NZ 614, NZ300614</b>	North Coast, Golden Bay: Scientific Instruments
86/12	T	<b>NZ 4314, NZ404314</b>	West Coast, Manukau Harbour Entrance: Depths
93/12	T	<b>NZ 23, NZ 25, NZ 45, NZ 48, NZ200023, NZ300045</b>	South Pacific Ocean: Maritime Safety Broadcasts
94/12	T	<b>NZ 4633, NZ404633</b>	West Coast, South Taranaki Bight: Scientific Instruments
			South Coast, Wellington, Moa Point Southwards: Light Buoys

**NZ 87/12 NEW ZEALAND PUBLICATIONS – Electronic Navigational Charts (ENCs).**

**New ENCs Published**

*ENC Cell Published Title*

NZ300045	May 12	NZ300045 - NZ45 - North Island - West Coast - Cape Egmont to Rangitikei River
NZ300057	May 12	NZ300057 - NZ57 - North Island - East Coast - Blackhead Point to Castle Point
NZ300058	May 12	NZ300058 - NZ58 - North Island - East Coast - Castle Point to Cape Palliser

**README.TXT File**

The README.TXT file located within the ENC\_ROOT folder of an ENC exchange set contains important safety related information. This file is updated on a regular basis and should be consulted to ensure that all related issues are taken into consideration. The latest README.TXT file is also located on the LINZ website

[www.linz.govt.nz/hydro/enc/readme](http://www.linz.govt.nz/hydro/enc/readme)

**Use of Electronic Navigational Charts**

For compliance with New Zealand legal requirements for nautical charts and publications please refer to Maritime Rules Part 25, as supported by Maritime New Zealand Marine Guidance Notice 8 "Use of Electronic Charts, ECDIS and 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).

New Zealand Hydrographic Authority  
NI 93/2012

**NZ 88/12 NEW ZEALAND PUBLICATIONS – Paper Charts.**

**New Editions to be Published Shortly.**

*Chart No. Title*

**NZ 4314** Manukau Harbour

**NZ 5219** Approaches to Marsden Point

New Zealand Hydrographic Authority  
NI 95/2012





**NZ 89/12 NEW ZEALAND PUBLICATIONS – Nautical Almanac 2012/13 (NZ 204) to be published shortly.**

1. Mariners are advised that the 2012/13 edition of the New Zealand Nautical Almanac (NZ 204) will be available from chart retailers early June 2012.
2. This edition covers the period 1 July 2012 to 30 June 2013 and contains updated tidal predictions for 2012/13, Annual Notices to Mariners and the New Zealand Light List.

New Zealand Hydrographic Authority  
NI 94/2012

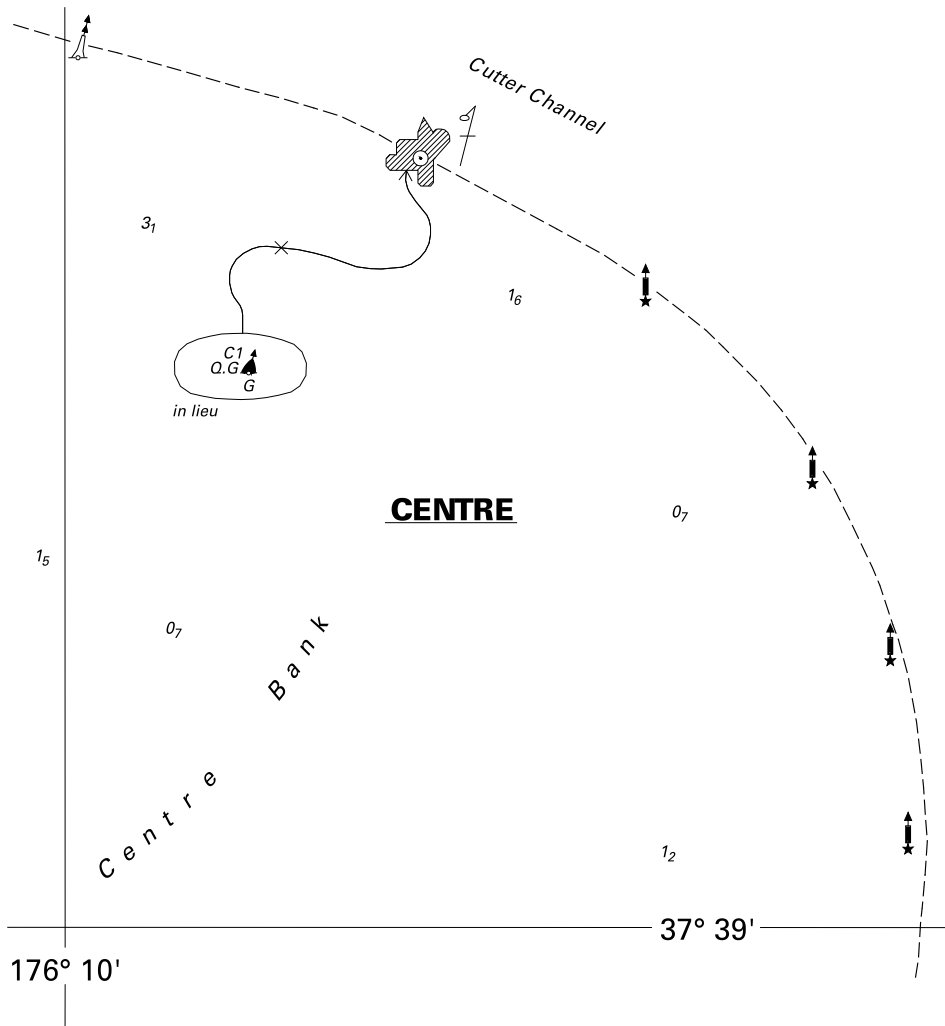
NZ 90/12 NEW ZEALAND – North Island – East Coast – Tauranga Harbour – Light buoy

Chart NZ 5412 [ 66/09 ]

Replace  C1, Q.G with  C1, Q.G  
 G G

37° 38'.45S., 176° 10'.32E.

Port of Tauranga Ltd.  
 NI 91/2012



<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 66/09</b>	<b>NZ 90/12</b>	<b>NZ 5412</b>	

**NZ 91/12 NEW ZEALAND – South Island – South Coast – Bluff Harbour – Light buoy**

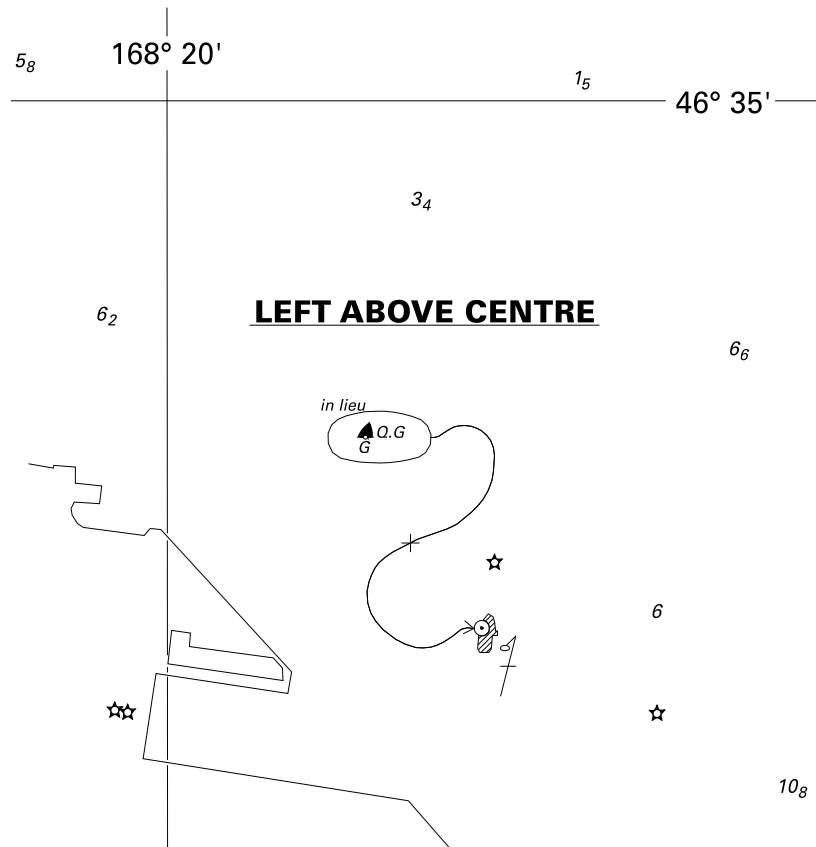
**Chart NZ 6821 [ 175/10 ]**

Replace  with  Q.G  
 G G 46° 35'.45S., 168° 20'.39E.

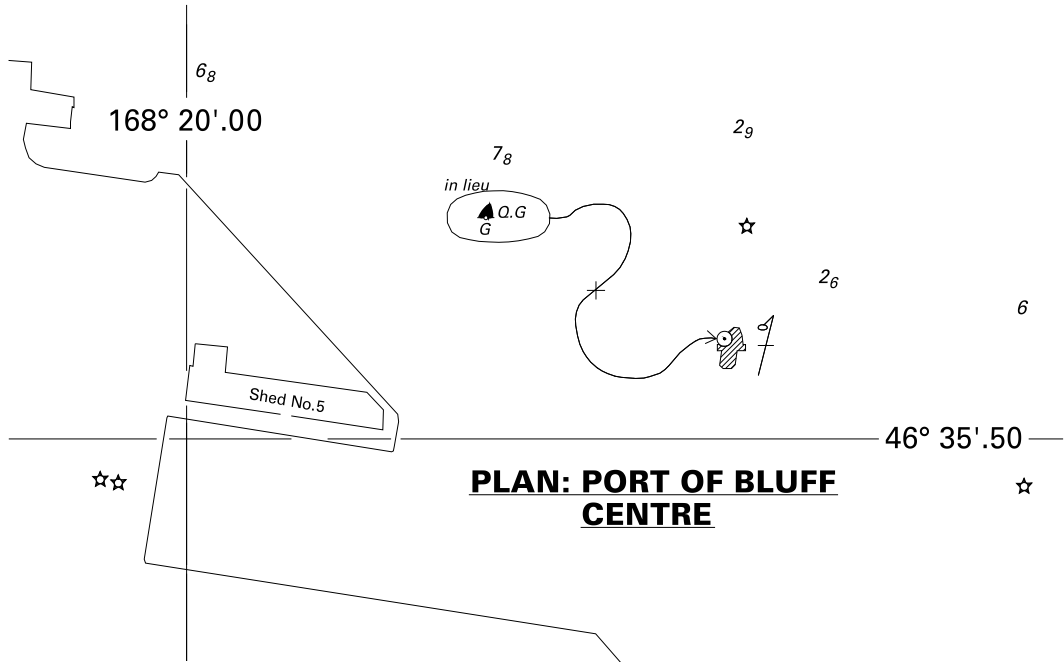
**Chart NZ 6821 (plan, Port of Bluff) [ 175/10 ]**

Replace  with  Q.G  
 G G 46° 35'.45S., 168° 20'.39E.

South Port NZ Ltd.  
 NI 89/2012



<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 175/10</b>	<b>NZ 91/12</b>	<b>NZ 6821</b>	



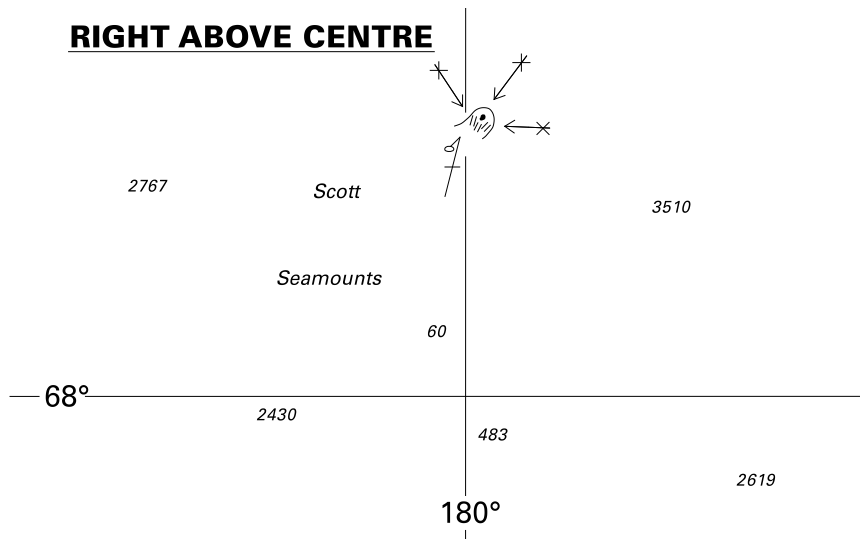
<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
<b>LAST CORRECTION</b>	<b>NZ NTM No.</b>	<b>CHART No.</b>	
<b>NZ 175/10</b>	<b>NZ 91/12</b>	<b>NZ 6821</b>	

**NZ 92/12 SOUTHERN OCEAN – Scott Island – Islet, contour.**

**Chart NZ 14900** [ 126/03]

Move	Islet, from:	67° 24'.3S.,	179° 54'.9W.
	to:	67° 22'.7S.,	179° 54'.7W.
	extend 200m contour north to enclose		

New Zealand Hydrographic Authority  
 NI 88/2012



<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 126/03</b>	<b>NZ 92/12</b>	<b>NZ 14900 (INT 900)</b>	

**NZ 93(T)/12 NEW ZEALAND – North Island – West Coast – South Taranaki Bight – Scientific Instruments.**

1. Scientific instruments marked by lit buoys, *Fl(5)Y.20s*, have been deployed in the following locations, until early June 2012:

39° 57'.90S., 174° 10'.71E.  
39° 58'.09S., 174° 10'.79E.  
39° 57'.70S., 174° 11'.01E.  
39° 53'.17S., 174° 04'.35E.  
39° 53'.25S., 174° 04'.18E.  
39° 53'.04S., 174° 04'.12E..

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

**Charts temporarily affected – NZ 23, NZ 25, NZ 45, NZ 48, NZ200023, NZ300045**

NIWA

NI 99/2012

**NZ 94(T)/12 NEW ZEALAND – North Island – South Coast – Wellington – Moa Point Southwards – Light buoys**

1. Four lit cardinal marks have been deployed in the following positions, until further notice, to mark a wave energy test site:

<i>Position</i>	<i>Type</i>
41° 21'.35S., 174° 48'.29E.	North cardinal mark
41° 21'.46S., 174° 48'.29E.	South cardinal mark
41° 21'.40S., 174° 48'.22E.	West cardinal mark
41° 21'.40S., 174° 48'.36E.	East cardinal mark

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

**Charts temporarily affected – NZ 4633, NZ404633**

Power Projects Limited  
NI 101/2012

### III

#### CORRECTIONS TO NEW ZEALAND LIGHT LIST (NZ NTM Edition No. 11 dated 25 May 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. 11 dated 25 May 2012)

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

#### Western Australia – Ashmore Reef — Harbour

142

Paragraph 4.13 *1 Replace by:*

- 1* **Landmarks:** West Island has two prominent trees, visible from 5 miles and the remains of a weather station, charted as poles, visible from 3 miles (see 1.21).

**Approach:** A passage to the W lagoon lies 2 miles NE of West Island (12°14'·50S 122°58'·00E) and leads into a lagoon where there are numerous detached reefs and coral heads with depths of less than 2 m (charted as dangerous rocks) over them. A marked channel leads to visitor moorings, however the channel is not fully surveyed.

Paragraph 4.13 *2 line 5 Add:*

Securing to a mooring is recommended and preferable to anchoring.

AA589034

[20/12]



## NP15 Australia Pilot Volume 3 (2009 Edition)

### Queensland – Mackay — Pilotage

237

Paragraph 6.194 1 lines 2-3 *For* 2 miles ESE of the harbour entrance as shown on the chart. *Read* in position 21°07'·03S 149°17'·14E.

Australian Notice 08/382/12  
(SDD 2012000 080233)

[20/12]

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

### Tahiti – Passe de Taapuna — Directions

163-164

Paragraph 6.93 2 *Replace by:*

- 2 **Passe de Taapuna to Lagon de Punaauia.** From a position W of Passe de Taapuna (17°36'·10S 149°37'·60W) the track leads E, through the entrance, following a buoyed channel, passing:

164

Paragraph 6.93 3-5 *Replace by:*

- 3 Close N of patches, depths 4·6 m (17°36'·14S 149°37'·38W) and 1·6 m (17°36'·12S 149°37'·24W), over which a moderate swell may cause even boats to ground.

The track then leads NE to a position SE of a light beacon (E cardinal) (17°35'·80S 149°36'·85W) which marks the E extremity of Récif Tepuahono at the entrance to Lagon de Punaauia.

Paragraph 6.94 1-5 *Replace by:*

- 1 **Lagon de Punaauia to Chenal de Faaa.** Mariners using this channel must be aware of the possibility of confusing the lighted beacons and buoys with those of the adjacent airport and navigate with caution.
- 2 From a position at the entrance to Lagon de Punaauia, the track leads NNW following the buoyed channel, passing:
  - ENE of the inner edge of Récif Tepuahono, marked by a light beacon (17°35'·71S 149°36'·85W), thence:
  - SSW of a light beacon (17°35'·29S 149°37'·00W), marking a detached reef.Thence the track leads generally N for 1½ miles to a position 2 cables W of Toa Mao (17°34'·00S 149°37'·30W), a reef island which divides the channel into two. The use of the E channel is prohibited (6.92).
- 3 **Useful mark:**
  - Tower (17°34'·15S 149°37'·66W). Charted as an aero light beacon on chart 1382.

French NM 09/25-P-03; ENC FR674601  
(SDD 2009000 049391)

[20/12]

## Corrections to New Zealand Nautical Almanac (NZ 204), 2011/12 Edition

Page 237, SHIPPING ROUTES AROUND THE NEW ZEALAND COAST, ROUTES AROUND THE NEW ZEALAND COAST, Tauranga

Delete and replace with:

<b>Tauranga</b>	<i>From the North</i>	Keep at least 4 nautical miles off Mayor Island and thence to the Pilot Station.
	<i>From the East</i>	Keep at least 5 nautical miles to the north of Volkner Rocks, thence 3 nautical miles to the north of Astrolabe Reef (which breaks in all swell conditions and in fair weather appears like a boat) and thence to the Pilot Station.
	<i>Eastbound</i>	from the Pilot Station set course to pass 3 nautical miles to the north of Astrolabe Reef passing abeam of Brewis Shoal (distance 3.38 nautical miles) thence; keeping at least 5 nautical miles north of Volkner Rocks

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(NI 96, 100/2012)

## V

### NAVIGATIONAL WARNINGS

*Navarea XIV warnings in force 23 May 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.
- 44/12 FM NAVAREA XIV COORDINATOR 152045 UTC MAY 12  
NAVAREA XIV 44/12  
SOUTH PACIFIC OCEAN, ILES WALLIS  
1. UNDERWATER OPERATIONS BY VESSEL R/V L'ATALANTE 17 MAY TO 21 JUN 2012, IN AREA BOUNDED BY:  
A. 13-00S 175-00W  
B. 16-00S 175-00W  
C. 16-00S 180-00E  
D. 13-00S 180-00E  
2. WIDE BERTH REQUESTED
-

## VI

### **CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS** (NZ NTM Edition No. 11 dated 25 May 2012)

**VOLUME 6, PART 4, NP 286(4), 2011/12**

Published Wk 34/11

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(Last Amendments: Weekly Edition No. 19 dated 10 May 2012)

#### **PAGE 80, AUSTRALIA, QUEENSLAND COAST AND TORRES STRAIT PILOTAGE, Pilots, AREA.**

Delete and replace by:

##### **AREA:**

The major channels available for shipping through the Great Barrier Reef are as follows:

- (1) Inner Route - between the Great Barrier Reef and the Queensland Coast
- (2) Great North East Channel - between the Great Barrier Reef and the Papua New Guinea coast
- (3) Hydrographer's Passage
- (4) Palm Passage
- (5) Grafton Passage
- (6) Jomard Entrance/Hydrographers Passage

Australian Reef Pilots. (RSDRA2012000084787). 20/12

#### **PAGES 80 and 83, AUSTRALIA, QUEENSLAND COAST AND TORRES STRAIT PILOTAGE, Australian Reef Pilots (ARP), CONTACT DETAILS, PROCEDURE and PILOT BOARDING POSITIONS sections.**

Delete and replace by:

##### **Australian Reef Pilots (ARP)**

###### **CONTACT DETAILS:**

Call: Reef Pilots

###### **ARP Operations**

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

###### **ARP Head Office**

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

###### **Mackay Pilot Station (for Hydrographer's Passage)**

Telephone: +61(0)7 49574877  
Fax: +61(0)7 49530736  
Telex: +51 94076257 ARPM G  
E-mail: mky@reefpilots.com.au

**Cairns Pilot Station (for Inner Route Great Barrier Reef)**

Telephone: +61(0)7 40558311  
Fax: +61(0)7 40557828  
Telex: +51 94076258 ARPC G  
E-mail: cns@reefpilots.com.au

**Thursday Island Pilot Station (for Inner Route Great Barrier Reef and Torres Strait)**

Telephone: +61(0)7 40691570  
Fax: +61(0)7 40691812  
Telex: +51 94076256 ARPT G  
E-mail: tis@reefpilots.com.au

**Yorke Island Pilot Station (For Great North East Channel - Torres Strait)**

Telephone: +61(0)427 726966  
E-mail: yki@reefpilots.com.au

**Jomard Pilot Station (for Hydrographers Passage, Grafton Passage, Palm Passage, 2 Mile Opening into Cape Flattery)**

Telephone: +870 773202288  
+870 776391129  
E-mail: jomard@reefpilots.com.au

**PROCEDURE:**

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

- (a) **Vessels inward-bound** should order a Pilot by contacting ARP Operations 5 days (if possible) before arrival, stating the following information:
  - (i) Vessel's name, IMO Number, Call Sign
  - (ii) Required boarding ground
  - (iii) ETA (UTC+10h)
  - (iv) Deepest draught
  - (v) Sea speed
  - (vi) Destination and intended route
- (b) **Vessels outward-bound** should order a Pilot by contacting ARP Operations

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

- (a) **Vessels inward-bound** should order a Pilot by contacting ARP Operations 5 days before arrival, advising ETA (UTC+10h) at the Pilot boarding position and confirming that the vessel is suitable for a land-on helicopter
- (b) The Reef Pilot helicopter will call on VHF Ch 16, 30 to 40 mins before the given ETA, changing to VHF Ch 09 to give advice on Pilot boarding procedures
- (c) **Vessels outward-bound** should order a Pilot by contacting ARP Operations

**(3) Hydrographer's Passage via Jomard (Lunn Island):**

- (a) **Vessels inward-bound** should order a Pilot by contacting ARP Operations 7 days before arrival, stating the following information:
  - (i) IMO number/call sign
  - (ii) ETA Lunn Island (GMT/UTC+10h)
  - (iii) Maximum draught
  - (iv) Destination
  - (v) Sea speed
- (b) Pilot Station can be contacted on VHF Ch 16, approximately 20 n miles from boarding position
- (c) **Vessels outward-bound** should order a Pilot by contacting ARP Operations with as much notice as possible

**PILOT BOARDING POSITIONS:**

Torres Strait (including the Great North East Channel) and the Inner Route: Pilot boarding may be arranged for any Queensland, New South Wales, Northern Territory or Papua New Guinea port at any of the following Pilot boarding positions:

Location	Position	VHF Channel	Method
Brisbane (Point Cartwright)	26°43'00S 153°11'00E	16	PV
Gladstone (North Point)	23°44'00S 151°22'00E	16; 12	PV or Helicopter
Hydrographer's Passage (Lunn Island)	10°43'50S 152°01'50E	16; 11	PV
Hydrographer's Passage (Blossom Bank)	19°43'60S 150°25'90E	16; 09	Helicopter
Whitsunday (Penrith Island)	21°00'00S 149°57'00E	16; 09	Helicopter
Whitsunday (Bailey Island)	21°00'00S 149°36'00E	16; 09	Helicopter
Palm Passage (Pith Reef)	18°13'00S 147°07'00E	16; 09	Via Jomard
Cairns (Yorkeys Knob)	16°44'00S 145°45'00E	20	PV or Helicopter
Grafton Passage (Euston Reef)	16°39'00S 146°14'00E	20	PV or Helicopter
Torres Strait (Goods Island)	10°33'99S 142°04'34E	20	PV or Helicopter
Torres Strait (Booby Island)	10°36'30S 141°49'80E	20	PV or Helicopter
Great NE Channel (Dalrymple Island)	9°34'00S 143°24'50E	20	PV
Gove	11°56'00S 136°49'00E	16	PV or Helicopter

Australian Reef Pilots. (RSDRA2012000084787). 20/12

**PAGE 81, AUSTRALIA, QUEENSLAND COAST AND TORRES STRAIT PILOTAGE, diagram QUEENSLAND COAST AND TORRES STRAIT PILOTAGE, in approx position 11°50'S 151°00E.**

Delete legend (Torlesse Islands) and replace by legend:

(Lunn Island)

Australian Reef Pilots. (RSDRA2012000084787). 20/12

**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.