Toitu te whenua
Land Information New Zealand

EDITION 18

31 August 2012

NEW ZEALAND NOTICES TO MARINERS

Notices

NZ 151 – 154

CONTENTS

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, 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.

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.

I

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.

I

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) 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

II

NUMERICAL INDEX OF CHARTS AFFECTED

(NZ NTM Edition No.18 dated 31 August 2012)

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 22	639		151
NZ 71		NZ300071	154(T)
NZ 222			151
NZ 532		NZ305322	152(T)
NZ 5324		NZ405324	152(T)
NZ 7132		NZ407132	153(T), 154(T)
		NZ507132	153(T), 154(T)
NZ 14060	60		151
NZ 14061	61		151
NZ 14605	605		151

II

NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No.18 dated 31 August 2012)

NZ Notice	T/P	Charts Affected NZ Chart, ENC Cell	Locality and Subject
194/04	P	**NZ 46, NZ 48, NZ 61, NZ 463, NZ 614, NZ 6151, NZ 6152, NZ 6153, NZ 6154**	Marlborough Sounds: Use of Automated Navigation Systems
161/05	P	**NZ 4633, NZ 4634**	Wellington Hr.: Navigation Safety Bylaw
173/05	T	**NZ 53, NZ 54, NZ 531, NZ 534, NZ 5318**	Whitianga Hr.: Sandbar
37/07	T	**NZ 53, NZ 532, NZ 533, NZ 5327**	F irth of Thames: Moorings, Research Instruments
63/07	T	**NZ 4633**	Wellington Hr.: Race Marker Buoys
219/07	P	**NZ 54, NZ 542**	Bay of Plenty, Opotiki: Fish Haven
91/08	P	**NZ 4424**	W. Coast, Taharoa Hr.: Hr. Limits
131/08	T	**NZ 68, NZ 69, NZ 681**	Foveaux Strait, Ruapuke Is.: Seabed Obstruction
244/08	P	**NZ 632, NZ 6321**	Banks Peninsula: Mussel Farms
118/09	T	**NZ 8275 (T 8275)**	Tonga, Nuku'alofa Hr.: Light
139/09	T	**NZ 845, NZ 14630 (INT 630), NZ 14631 (INT 631)**	Nuie Is: Lights
242/09	P	**NZ 42, NZ 4265**	Kaipara Hr. Entrance: Depths
28/10	T	**NZ 5321, NZ 5322, NZ405321, NZ505322**	Auckland Hr. Approaches: Light
132/10	P	**NZ 5113**	Rangaunu Hr.: Lights, Beacons, Buoys
222/10	P	**NZ 542**	Whakatane: Depths
20/11	P	**NZ 5411, NZ5412, NZ405411, NZ505412**	Tauranga Hr.: Lights
40/11	T	**NZ 4633, NZ 4634, NZ404633, NZ546341, NZ546342**	Wellington Hr.: Yacht Club Race Marker Buoys
82/11	T	**NZ 68, NZ 69, NZ 681, NZ 6821, NZ 6825, NZ300681, NZ506811**	Foveaux Strait: Scientific Instruments
128/11	P	**NZ 9558**	Rarotonga Avatiu: Works in Progress
166/11	T	**NZ 6321, NZ506321, NZ606321**	Lyttelton Hr.: Beacon
172/11	P	**NZ 4265**	Kaipara Hr.: Lights, Beacons, Buoys
175/11	P	**NZ 6152**	Havelock: Lights, Beacons
202/11	P	**NZ 6142, NZ606142**	Port Nelson: Light, Beacon, Works in Progress
226/11	T	**NZ 23(INT 640), NZ 26, NZ 55, NZ14600 (INT 600), NZ200023, NZ300055**	Gisborne, Northeastwards: Scientific Instrument
247/11	T	**NZ 54, NZ 541, NZ 542, NZ 5413, NZ300541, NZ405413**	East Coast, Bay of Plenty: Waverider Buoy
26/12	P	**NZ 43, NZ 4424**	West Coast, Taharoa Offshore Terminal: Works in Progress
44/12	T	**NZ 45, NZ 48**	West Coast, South Taranaki Bight: Waverider Buoy
67/12	T	**NZ 53, NZ 532, NZ 5324, NZ305321, NZ405324**	East Coast, Waiheke Channel: Scientific Instrument
68/12	T	**NZ 53, NZ 533, NZ300533**	East Coast, Firth of Thames: Scientific Instrument
76/12	T	**NZ 23 (INT 640) NZ 26, NZ 55, NZ 56, NZ14600 (INT 600), NZ200023, NZ300055, NZ300056**	East Coast, Gisborne, Eastwards: Scientific Instruments
81/12	T	**NZ 45, NZ 48, NZ 4541**	West Coast, Wanganui: South Mole Light
83/12	T	**NZ 614, NZ300614**	North Coast, Golden Bay: Scientific Instruments
94/12	T	**NZ 4633, NZ404633**	South Coast, Wellington, Moa Point Southwards: Light Buoys
102/12	T	**NZ 63, NZ 632, NZ300063, NZ400632**	East Coast, Banks Peninsula, Okains Bay: Scientific Instrument
116/12	T	**NZ 532, NZ 5324, NZ305322, NZ405324**	East Coast, Waiheke Island, Matiata Bay: Lead Light
117/12	T	**NZ 54, NZ 534, NZ 541, NZ 542, NZ 5411, NZ 5413, NZ300541, NZ405411, NZ405413**	East Coast, Tauranga, Astrolabe Reef: Exclusion Zone
118/12	T	**NZ 5324, NZ 5325, NZ405324, NZ505325**	East Coast, Tamaki Strait: Buoy
119/12	T	**NZ 4314, NZ404314**	West Coast, Manukau Harbour Entrance: Depths
122/12	T	**NZ 532, NZ 5324, NZ305322, NZ405324**	Tamaki Strait, Papakohatu Island: West Cardinal Buoy
123/12	P	**NZ 23 (INT 640), NZ 25 (INT 648), NZ 63, NZ 64, NZ 224F, NZ 632, NZ 6321, NZ 14600 (INT 600), NZ 14601 (INT 601), NZ14600E, NZ200025, NZ300063, NZ400632, NZ506321**	East Coast, Godley Head: Light
132/12	T	**NZ 4315, NZ504315**	West Coast, Approaches to Onehunga: Beacons
133/12	P	**NZ 8275, NZ 8277**	Kingdom of Tonga, Nuku'alofa Harbour: Wharf Developments
142/12	T		South Pacific Ocean: Maritime Safety Broadcasts
144/12	T	**NZ 7142, NZ407142, NZ507142**	West Coast, Greymouth Harbour: Depths
154/12	T	**NZ 71, NZ 7132, NZ300071, NZ407132, NZ507132**	West Coast, Westport: Light

NZ 151/12 SOUTH WEST PACIFIC – Kermadec Islands – Curtis Island – Southwesterly – Volcanic Activity.

Chart NZ 22 (INT 639) *[NE Jun 12]*

Insert	◌ *Volcanic Activity (2012)*	30° 57’.00S.,	179° 07’.80W.

Chart NZ 222 *[NE Jun 08]*

Insert	◌ *Volcanic Activity (2012)*	30° 57’.00S.,	179° 07’.80W.

Chart NZ 14060 (INT 60) *[56/09]*

Insert	◌	30° 57’.0S.,	179° 07’.8W.

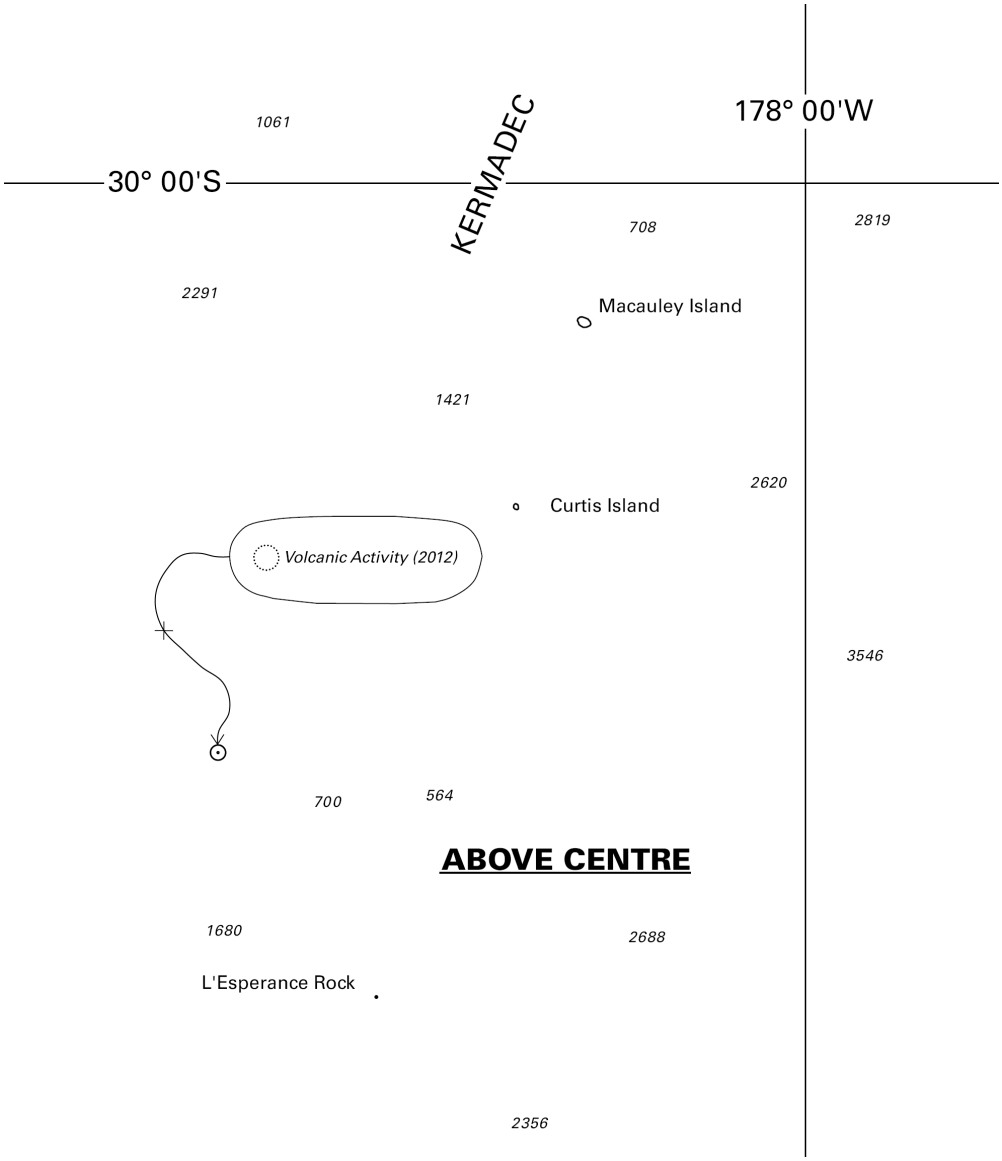
Chart NZ 14061 (INT 61) *[161/09]*

Insert	◌	30° 57’.0S.,	179° 07’.8W.

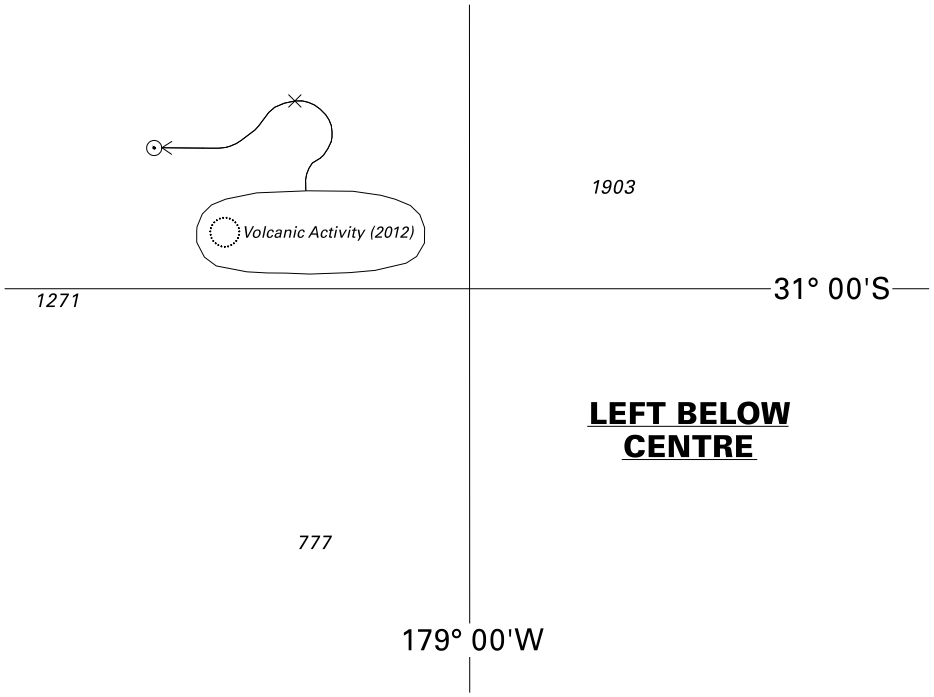
Chart NZ 14605 (INT 605) *[218/09]*

Insert	◌ *Volcanic Activity (2012)*	30° 57’.00S.,	179° 07’.80W.

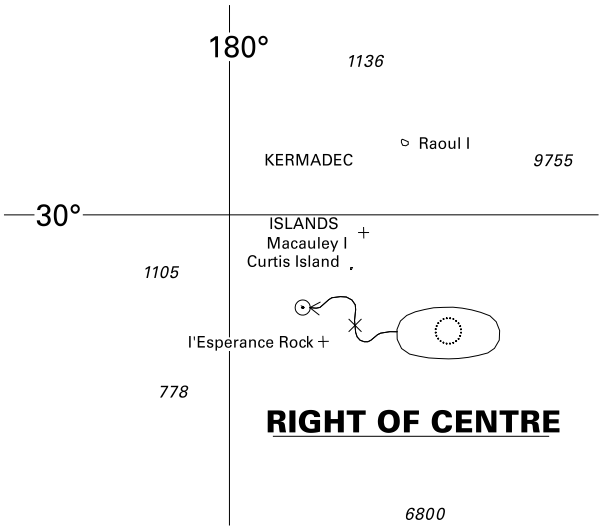
GNS Science
NI 172/2012



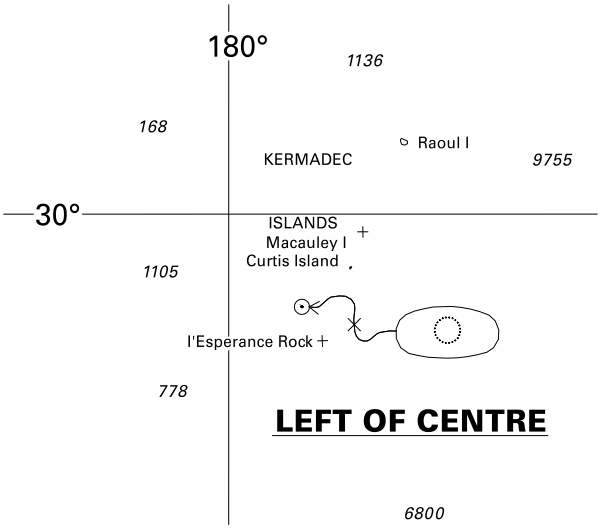
Issued as a guide to chart correction.	*Use in conjunction with the appropriate NZ Notice to Mariners.*	
LAST CORRECTION	**NZ NTM No.**	**CHART No.**
NE Jun 12	**NZ 151/12**	**NZ 22 (INT 639)**



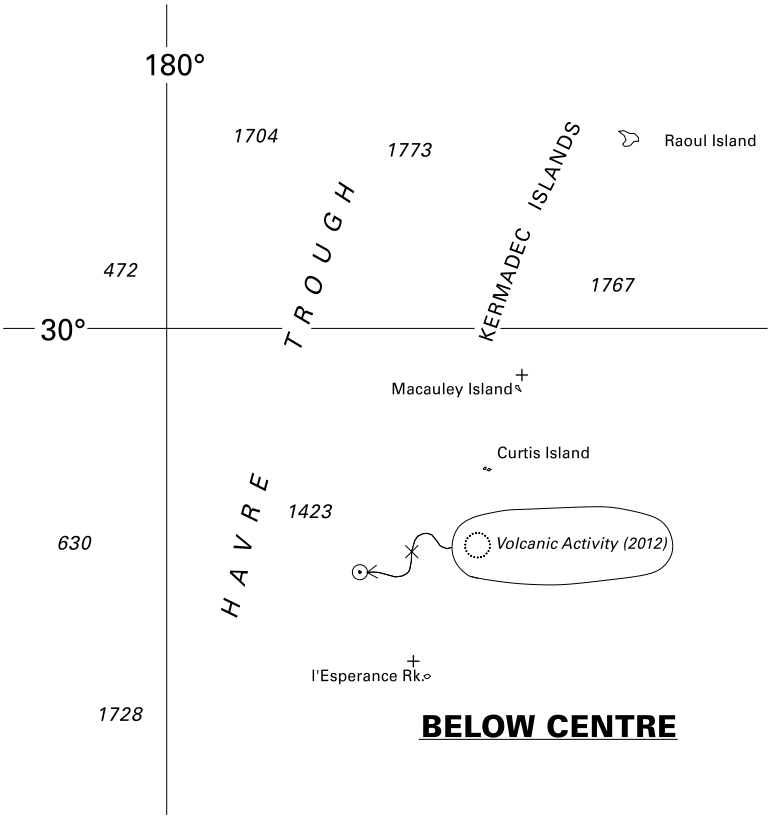
Issued as a guide to chart correction.	*Use in conjunction with the appropriate NZ Notice to Mariners.*	
LAST CORRECTION	**NZ NTM No.**	**CHART No.**
NE Jun 08	**NZ 151/12**	**NZ 222**



Issued as a guide to chart correction.	*Use in conjunction with the appropriate NZ Notice to Mariners.*	
LAST CORRECTION	**NZ NTM No.**	**CHART No.**
56/09	**NZ 151/12**	**NZ 14060 (INT 60)**



Issued as a guide to chart correction.	*Use in conjunction with the appropriate NZ Notice to Mariners.*	
LAST CORRECTION	**NZ NTM No.**	**CHART No.**
161/09	**NZ 151/12**	**NZ 14061 (INT 61)**



Issued as a guide to chart correction.	*Use in conjunction with the appropriate NZ Notice to Mariners.*	
LAST CORRECTION	**NZ NTM No.**	**CHART No.**
218/09	**NZ 151/12**	**NZ 14605 (INT 605)**

NZ 152(T)/12 NEW ZEALAND – North Island – East Coast – Tamaki Strait – Motuihe Island – East Cardinal Light Beacon – Reinstated.

Former notice – NZ 57(T)/12 is cancelled.

Cancel this notice on receipt.

Charts formerly affected: NZ 532, NZ 5324, NZ305322, NZ405324

Ports of Auckland Ltd.
NZ Light List K3845.2
NI 171/2012

NZ 153(T)/12 NEW ZEALAND – South Island – West Coast – Westport – Light Reinstated.

Former notice – NZ 150(T)/12 is cancelled.

Cancel this notice on receipt.

Charts formerly affected: NZ 7132, NZ407132, NZ507132

Westport Harbour
NZ Light List K4492
NI 174/2012

NZ 154(T)/12 NEW ZEALAND – South Island – West Coast – Westport – Light.

1. Westport Harbour, Rear Leading Light, F.G.15m(Neon), in position 41° 44'.38S., 171° 35'.55E, is extinguished until further notice.

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

Charts temporarily affected: NZ 71, NZ 7132, NZ300071, NZ407132, NZ507132

Westport Harbour
NZ Light List K4494.1
NI 175/2012

III

CORRECTIONS TO NEW ZEALAND LIGHT LIST

(NZ NTM Edition No.18 dated 31 August 2012)

NEW ZEALAND NAUTICAL ALMANAC 2012/13
LIGHT LIST SECTION

3845.2	- E Cardinal	36 48.53 174 57.66	Q(3)W 10s	2	1	⍋on wood pile, black & yellow bands	*
4492	- E breakwater head	41 43.64 171 35.36	Fl R 2s	9	5	White round tower with red band at top 5	*fl 0.5* *
4494.1	- - Rear. 360 m from front	41 44.38 171 35.55	F G	15		Red ◇ on □ frame red and white vertical bands, orange fluorescent reflective □ panels 11	Neon □ ***TE (2012)*** *

(NI 171, 174, 175/2012)

IV

CORRECTIONS TO SAILING DIRECTIONS AND NEW ZEALAND PUBLICATIONS

(NZ NTM Edition No.18 dated 31 August 2012)

Nil

V

NAVIGATIONAL WARNINGS

Navarea XIV warnings in force 29 August 2012

NAVAREA XIV

(South West Pacific)

74/12 SECURITE
FM NAVAREA XIV COORDINATOR 270900 UTC AUG 12
NAVAREA XIV 074/12
SOUTH PACIFIC
THERE ARE CURRENTLY NO WARNINGS ISSUED FOR NAVAREA XIV.

VI

CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS

(NZ NTM Edition No.18 dated 18 August 2012)

VOLUME 1, PART 2, NP 281(1), 2011/12

Published Wk 40/11
(Last Updates: Weekly Edition No. 27 dated 5 July 2012)

MARITIME RADIO STATIONS

PAGE 143, FRENCH POLYNESIA, PAPEETE MRCC, Contacts table, row 2.
Delete and replace by:

☎ +689 541616 (Emergency) +689 541615 (Information) +689 541617 (Office H24) +881 641 425630 (Iridium)	🖷 +689 423915 (H24) +689 829610 (Secondary)

French Radio List Correction 28/12 (RSDRA2012000143211) 31/12

VOLUME 2, NP 282, 2012/13

Published Wk 11/12
(Last Updates: Weekly Edition No. 30 dated 26 July 2012)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 160, AUSTRALIA, below Darwin Lt Buoy No 12 entry.
Insert:

Douglas Shoal Lt Buoy	23°06′·21S 151°38′·72E				

Australian Notice 14/676/12 (RSDRA2012000139933) 31/12

PAGE 160, AUSTRALIA, below Pluto A Platform entry.
Insert:

Polmaise Reef Lt Buoy	23°31′·90S 151°36′·11E				

Australian Notice 14/676/12 (RSDRA2012000139933) 31/12

PAGE 160, AUSTRALIA, below Pyrenees Venture FPSO entry.
Insert:

Rock Cod Shoal Lt Buoy	23°39′·75S 151°34′·59E				

Australian Notice 14/676/12 (RSDRA2012000139933) 31/12

UNIVERSAL TIME

PAGE 253, LEAP SECONDS, IMPLEMENTATION DATES, TABLE 2.
Insert:

0 hours	1 July 2012	+0·4 seconds	31/12

French Notices 28/12 (RSDRA2012000143211) 31/12

VOLUME 3, PART 2, NP 283(2), 2011/12

Published Wk 52/11
(Last Updates: Weekly Edition No. 32 dated 9 August 2012)

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

PAGE 162, GUAM (USA), NAVTEX.
Delete entry and replace by:

NAVTEX			
V	Guam	518 kHz	13°29′N 144°50′E
DIAGRAM: page 36			
Weather Bulletins			
V: 0330 0730 1130 1530 1930 2330	Weather forecast for Guam and N Mariana Islands.		
Navigational Warnings			
V: 0330 0730 1130 1530 1930 2330	Gale and Navigational Warnings for Guam and N Mariana Islands.		
NOTE: Broadcasts are remotely controlled from CAMSPAC (Point Reyes).			

US Notice 32/12 (RSDRA2012000156463) 34/12

VOLUME 6, PART 4, NP 286(4), 2012/13

Published Wk 31/12

(Last Updates: Weekly Edition No. 33 dated 16 August 2012)

PAGES 7 & 10 to 20, AUSTRALIA, AUSTRALIA - SHIP REPORTING SYSTEM (AUSREP), Australian Ship Reporting System (AUSREP).
Delete and replace by:

Australian Ship Reporting System (AUSREP)

USER DEFINITIONS:

Glossary	
AIS	Automatic Identification System required to be operated in accordance with SOLAS Regulation 19.2.4
AMSA	Australian Maritime Safety Authority established under the Australian Maritime Safety Authority Act 1990
AUSREP	The Australian Ship Reporting System established under Division 14 of Part IV of the Navigation Act 1912
DR	Deviation Report – sent when voyage details change or an estimate previously given for a position varies by more than 2 hours steaming time
DSC	Digital Selective Calling
FR	Final Report – ends an AUSREP voyage
GMDSS	Global Maritime Distress and Safety System
IMO	International Maritime Organization
LES	Land Earth Station
MMSI	Maritime Mobile Service Identity
Polling	Automatic position reporting using Inmarsat C data packets
PR	Position Report
RCC Australia	The Rescue Coordination Centre located in Canberra, Australia responsible for coordinating search and rescue across the Australian SRR
REEFVTS	The Great Barrier Reef and Torres Strait Vessel Traffic Service established by Australia as a means of enhancing navigational safety and environmental protection in Torres Strait and the Great Barrier Reef
SAC	Special Access Code
SAR	Search and Rescue
SOLAS	International Convention for the Safety of Life at Sea
SP	Sailing Plan - initiates AUSREP voyage
SRR	Search and Rescue Region

AUSTRALIAN SHIP REPORTING SYSTEM (AUSREP):

(1) AUSREP is a Ship Reporting System designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Australian Rescue Coordination Centre (RCC Australia) in Canberra. **Participation in AUSREP is mandatory for certain ships** but other commercial ships visiting Australia or transiting Australian Waters are encouraged to participate voluntarily.

(2) AUSREP was established in 1973 in accordance with the International Convention for the Safety of Life at Sea (SOLAS). SOLAS required signatories to that Convention to provide maritime Search and Rescue (SAR) services and in accordance with this requirement, Australia established AUSREP as a source of ship position data.

(3) The International Convention on Maritime Search and Rescue was opened for signature in 1979 and, by becoming a signatory to the SAR Convention, Australia has accepted SAR responsibility for the area shown in the diagram Australian Ship Reporting System (AUSREP). The AUSREP system has been continued to ensure Australia meets its obligations under Chapter 5 of the Annex to the SAR Convention as it relates to Ship Reporting Systems.

continued on next column

(4) Ships participating in AUSREP are provided with a positive SAR watch within the Australian Search and Rescue Region (SRR). This means that if a Position Report or Final Report is not received within 24h of the last report, RCC Australia will initiate communication checks to establish the safety of the ship. These checks are aimed solely at establishing whether a ship and its crew are safe. The checks include direct communications with the ship, broadcasts to shipping and communications with owners, agents and/or charterers as necessary. If these checks are unsuccessful, then an air search may be started. As a positive system, it is vital that Masters comply with the defined procedures as closely as circumstances permit.

(5) AUSREP provides positional data on ships transiting Australia's region and allows the Rescue Coordination Centre to determine what ships that could render assistance are in the vicinity of SAR incidents. The Search and Rescue Officers conducting such operations in the Australian region routinely use this facet of AUSREP. Given the expansiveness of Australia's Search and Rescue Region, merchant ships are often the only resources available that can quickly respond to an incident.

AUSREP COVERAGE AREA:

(1) The area of coverage for AUSREP and for the Australian Search and Rescue Region (SRR) are identical.

(2) Coordinates of this area are:

(a) The coast of the Antarctic continent in longitude 75°00′·00E thence
(b) 6°00′·00S 75°00′·00E
(c) 2°00′·00S 78°00′·00E
(d) 2°00′·00S 92°00′·00E
(e) 12°00′·00S 107°00′·00E
(f) 12°00′·00S 123°20′·00E
(g) 9°20′·00S 126°50′·00E
(h) 7°00′·00S 135°00′·00E
(i) 9°50′·00S 139°40′·00E
(j) 9°50′·00S 141°00′·00E
(k) 9°37′·00S 141°02′·00E
(l) 9°08′·00S 143°53′·00E
(m) 9°24′·00S 144°13′·00E
(n) 12°00′·00S 144°00′·00E
(o) 12°00′·00S 155°00′·00E
(p) 14°00′·00S 155°00′·00E
(q) 14°00′·00S 161°15′·00E
(r) 17°40′·00S 163°00′·00E
(s) Thence to the coast of the Antarctic continent in longitude 163°00′·00E

COMPETENT AUTHORITY:

The Australian Maritime Safety Authority operates AUSREP and is the competent authority for both SOLAS and SAR Convention purposes.

ADMINISTRATION:

AUSREP is operated by AMSA as part of the services offered by the Rescue Coordination Centre (RCC Australia). RCC Australia is manned H24.

MANDATORY REPORTING REQUIREMENTS:

(1) The Commonwealth of Australia Navigation Act 1912 (Division 14 Part IV) makes participation in AUSREP **mandatory** for certain ships.

(2) The following ships must report to AUSREP:

(a) All Australian registered ships engaged in interstate or overseas trade and commerce, while in the AUSREP area;
(b) Ships not registered in Australia, but engaged in the coasting trade between Australia and an external territory, or between external territories, while in the AUSREP area;
(c) Ships not registered in Australia, but demised or as arranged under charter parties to charterers whose residence or principal places of business are in Australia, while in the AUSREP area;
(d) Foreign ships, other than the above mentioned ships, from their arrival at their first Australian port until their departure from their final Australian port. However, they are encouraged to participate in AUSREP from their entry into and final departure from the AUSREP area; and
(e) Australian fishing vessels which are:
  (i) GMDSS compatible and
  (ii) Are required to be fitted with SOLAS AIS, and
  (iii) Are proceeding on overseas voyages, while in the AUSREP area

continued on next page

This does not include those vessels operating from Queensland ports, which may call at ports in Papua New Guinea as an incidental part of their fishing operation.
(3) A definition of "overseas voyage" is given in section 6 (1) of the Navigation Act 1912.

VOLUNTARY PARTICIPATION:
(1) Ships participating in AUSREP will have their positions plotted for search and rescue reasons. Not only does this enable the RCC to maintain a positive SAR watch on the ship but also allows for ships in the vicinity of search and rescue incidents to be determined.
(2) To assist AMSA in achieving its purpose, Masters are strongly encouraged to report to AUSREP voluntarily even where it is not mandated. Such participation will enhance the safety of reporting ships and that of others operating in the Australian SRR.

SMALL CRAFT AUSREP:
(1) Small craft may use AUSREP provided:
- (a) The voyage is 200 n miles or more; or
- (b) The voyage will take longer than 24h; and
- (c) The appropriate communications equipment is carried (see Section COMMUNICATIONS WITH RCC AUSTRALIA).

(2) Position reports must be sent via the ship's AIS (See SHIP REPORTING OBLIGATIONS section).

REEFVTS INTERACTION:
(1) Ships transiting through the Great Barrier Reef and the Torres Strait must report to the REEFVTS.
(2) Ships participating in AUSREP will continue to transmit their AIS positions while transiting the REEFVTS area.
(3) When a ship departs a port within the REEFVTS area and intends to report to AUSREP upon exiting the REEFVTS area, a Sailing Plan should be sent to RCC Australia within 2 hours of departure from the port.
(4) When a ship departs the REEFVTS area and is reporting to AUSREP, the ship's AIS will continue transmitting and be processed by AUSREP until the ship departs from the AUSREP area, where the Master must submit a FR.
(5) Procedures for reporting to the REEFVTS are provided in the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS) User Guide available from AMSA and Maritime Safety Queensland offices. An electronic copy of the user manual is also located on the AMSA and MSQ websites.
(6) See also GREAT BARRIER REEF AND TORRES STRAIT (REEFVTS).

COMMUNICATIONS WITH RCC AUSTRALIA:
(1) **Primary Communications:**
- (a) Ships participating in AUSREP are required to be GMDSS compliant and transmit position reports with fitted AIS as required by SOLAS Chapter 5, Regulation 19.2.4.
- (b) Ships are required to provide several reports (Sailing Plans, Position Reports (these will be obtained automatically from the ship's AIS transmitted), Deviation Reports and Final Reports).
- (c) The primary means of communication with AUSREP for reporting purposes is Inmarsat C. Messages sent to AUSREP using special access code (SAC 1243) via the Perth LES (Pacific 212 or Indian 312 Ocean Region satellites) will be reverse charged to RCC Australia and are free of charge to ships.
- (d) **If Inmarsat C reports are not sent using SAC 1243 via 212 or 312 it is likely that the message will not be received by RCC Australia and charges will apply to the ship.**
- (e) While reporting to AUSREP, Masters should ensure that the ship's Inmarsat C equipment remains active in the 'LOGIN' mode at all times. Masters of vessels are required to set up their Inmarsat C terminal's address book with the new Special Access Code (SAC) 1243 via Perth LES 212 (Pacific Ocean), or 312 (Indian Ocean). When setting up the address book entry for sending to SAC 1243, ASCII, 7-bit or IA5 needs to be selected for data presentation or character code.
- (f) AIS. Ship's AIS must be operated in accordance with SOLAS, Chapte 5, Regulation 19.2.4.

(2) **Alternative Communications:**
If for any reason communications are not possible via Inmarsat C, the required information must be passed by alternative means to RCC Australia using one of the following:

continued on next column

- (a) HF DSC. Messages sent via the AMSA HF DSC network will be free of charge. Initial contact through the AMSA HF DSC station is made by using a DSC safety priority call to MMSI 005030001. The AUSREP message can then be passed on an appropriate RT frequency. All reports sent by voice should include the mandatory format fields including the identifying letter.
- (b) E-mail. The e-mail address to be used is **rccaus@amsa.gov.au** (ships are advised that e-mail is a non-confirmed delivery communication mechanism and as such positive receipt cannot be guaranteed).

SHIP REPORTING OBLIGATIONS:
(1) **AUSREP reporting:** The following Main Report Types must be provided to AUSREP:
- (a) Sailing Plan (SP)
- (b) Position Reports (PR) (these will be obtained automatically from the ship's AIS transmitter)
- (c) Deviation Reports (DR), where applicable
- (d) Final Report (FR)
- (e) Special Report Types, where applicable:
  - (i) Dangerous Goods report (DG)
  - (ii) Harmful Substances report (HS)
  - (iii) Marine Pollutants report (MP)

(2) Detailed reporting requirements for special report types are listed in Appendix A.

DEFECTS, DAMAGE, DEFICIENCIES OR OTHER LIMITATIONS:
(1) Masters should advise RCC Australia or the ReefVTS (if in the REEFVTS area) by using the Special Report Types when:
- (a) Damage to the ship or its equipment will affect its operation and/or seaworthiness; or
- (b) Damage to the ship or its equipment means that a loss of cargo or pollution from the ship is about to, or is likely to happen.

(2) Examples of such incidents include, but are not limited to, the following: failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipboard navigational aids, collision, grounding, fire, explosion, structural failure, flooding, cargo shifting, Automatic Identification System (AIS).
(3) When making reports about the likelihood of a discharge, Masters should take into account the sea and wind state and also traffic density in the area at the time and place of the incident.

REPORT FORMATS:
The Sailing Plan, Deviation Reports and Final Reports should all be sent using selected standard IMO message format fields (Appendix B). Position Reports will be transmitted by the ship's AIS in accordance with SOLAS V, Regulation 19.2.4.

OVERDUE AUSREP REPORTS:
AUSREP is a positive reporting system. If a PR or a ship's FR is not received by RCC Australia within 24h of the last report, action is taken to ascertain the ship's whereabouts and confirm the safety of the crew.

WHAT IF A REPORT CANNOT BE SENT:
(1) If, for any reason, a Master is unable to transmit a PR due to a deficiency in the shipboard AIS, the Master must report the deficiency. A failure of the ship's AIS will result in termination of the SAR Watch.
(2) If, for any reason, a Master is unable to send a FR they should attempt to pass a message through available communications, another ship or harbour or other shore authority as appropriate.

ACTION TAKEN BY RCC AUSTRALIA IN THE EVENT OF AN OVERDUE REPORT:
(1) The action taken by RCC Australia if your report is not received as expected will depend upon prevailing circumstances, but will generally include:
- (a) Internal checks to establish if your ship's report has been received by RCC Australia
- (b) For Inmarsat equipped ships, attempts to contact the ship directly
- (c) Electronic communications, including e-mail, Inmarsat and LRIT polling
- (d) Attempt to contact the ship directly by calling on HF DSC to ship's MMSI
- (e) An all station broadcast indicating concern for the safety of the ship due to non-receipt of the PR or FR
- (f) Extensive communication checks with overseas Coast Radio Stations, owners, agents and other ships are carried out to trace the last sighting or contact with the ship, and

continued on next page

(g) At twenty-one hours overdue an Urgency Signal PAN PAN will be broadcast

(2) By the time the report is twenty-four hours overdue, positive SAR action will have been started to locate the ship. This action may include the launching of search aircraft. (Note: The resources available for an air search decrease with distance from an Australian base).

REPORTS TO OTHER REPORTING SYSTEMS:

(1) Reports from ships to other Reporting Systems (AMVER, JASREP etc) will not be forwarded by RCC Australia. Ships are requested to pass these reports direct.

(2) Masters of ships outside the AUSREP area are encouraged to make reports to AMVER by e-mail addressed to **amvermsg@amver.org** or transmit Inmarsat C message through TELENOR using Aussaguel LES (321) when in the Indian Ocean Region and Santa Paula LES (201) when in the Pacific Ocean Region to ensure the reports are received by AMVER.

SAILING PLAN:

(1) The Sailing Plan (SP) contains information necessary to initiate a plot and gives an outline of the intended passage. The AUSREP SP should be sent up to 24h prior to leaving an Australian port or entering the AUSREP area or within 2h of leaving port or crossing the AUSREP boundary. If the ship does not sail or crosses the boundary more than 2h after the time specified in the SP, the SP is deemed to be cancelled and another sent within 2h of the revised time.

(2) An SP must contain the following mandatory fields: A, F, H, K, L, M, U and V. The additional fields G, I, N, Q, R, and X should be added if applicable.

(3) **Automated reports by AIS**: The use of a correct IMO number, callsign and MMSI will ensure the ship is correctly identified and the automatic PR's are correlated. If a ship's AIS is not operational, this deficiency must be reported in field 'Q' in addition to normal deficiency. **A vessel with a faulty AIS will not be provided with a SAR watch**.

(4) **Port names**: Use the actual port name only, do not include additional items such as PBG or Pilotage Boarding Ground.

(5) **Example AUSREP SP**: The HESPERUS (BCBC), a container ship, is making for Sydney from Melbourne. She departs Melbourne at 0700 on the 2nd and arrives in Sydney 1300 on the 3rd of the month. She has a speed of advance of 18 knots. The ship is fitted with Inmarsat C and has a functional AIS.

ID	System identified and Message type	AUSREP/SP//
A	Ship Name/Callsign/IMO number	A/HESPERUS/ BCBC/8502458//
F	Speed	F/18//
G	Name of last non-Australian Port of Call (if applicable)	G/Auckland//
H	Date/Time and point joining the AUSREP system. e.g. Either Lat/Long of point of entry to AUSREP area or Australian port of departure	H/020700UTC/35065/ 15130E// or H/020700UTC/ Melbourne
I	Next non-Australian Port of Call and ETA (if applicable)	I/UJANG PANDUNG/ 080100UTC//
K	Date/Time of point of departure from the AUSREP system. e.g. Either Lat/Long of point of exit from AUSREP area or Australian port ship is making for	K/031300UTC/12005/ 15100E// or K/031300UTC/ Sydney
L	Route information	L/Sydney/direct coastal route//
M	Communications arrangements. Coast Radio Stations monitored, Inmarsat/DSC numbers	M/HLS/ZLM/INMARSAT B 322443110/INMARSAT C 422446210//
N	This item is left blank; or If no Final Report is to be sent by the Master of an outbound voyage (other than an Australian ship), the code 'NOREP' is to be inserted	
Q	Details of defects or other limitations (if any), for example damage, failure or breakdown affecting the safety of the ship and; if the ship's AIS is not operational this deficiency must be reported. As AIS reports will not be transmitted, no SAR watch will be maintained during the voyage.	Q/FWD HOLD CRANE DAMAGE DUE TO WHARF COLLISION//
U	Ship type, length (metres) and gross tonnage	U/CONTAINER/150/98800//
V	Medical Personnel	V/NO MEDIC//
X	Remarks	X/NAME CALLSIGN CHANGED FROM SWEETAPPLE/ABAB SINCE LAST VOYAGE//

SHIPS NOT INTENDING TO SEND A FINAL REPORT (NOREP):

(1) If the Master of a foreign ship departing on an overseas voyage from an Australian port does not intend sending AUSREP final report, an SP must be sent to RCC Australia and include the word NOREP in format field 'N'. Amplifying remarks may be included in field 'X' if required.

(2) Under this option RCC Australia will not undertake any 'positive checks' regarding the ship's safety. A NOREP ship must comply with the mandatory AIS transmission requirements as specified in SOLAS regulation 19.2.4.

POSITION REPORTS:

(1) Position Reports will be obtained using fitted Automatic Identification System (AIS) transmissions in accordance with SOLAS V, Regulation 19.2.4. Masters are required to ensure an operational AIS transmitter.

(2) If a ship's AIS is not operational, then the deficiency must be reported. A vessel with a faulty AIS will not be provided with a SAR watch.

(3) A Position Report transmitted by AIS should include the following information:

(a) Static information:
- (i) Identity, including IMO number, call sign and name
- (ii) Length and beam
- (iii) Type of ship

(b) Dynamic:
- (i) Ship's position
- (ii) Time in UTC
- (iii) Course over ground
- (iv) Speed over ground
- (v) Navigational status (e.g. NUC, at anchor, etc. - manual input)

(c) Voyage related:
- (i) Ship's draught
- (ii) Destination and ETA

(4) UN/LOCODE: IMO AIS guidance is to use the UN/LOCODE system to indicate the destination port. These UN/LOCODEs are listed in Admiralty List of Radio Signals Volume 6 for each port.

DEVIATION REPORTS:

(1) A Deviation Report (DR) must be sent when a ship is more than 2h steaming from the position that would be predicted from the ship's voyage plan. A DR can also be sent when any other voyage details are altered.

(2) The mandatory fields for a DR are: A, B, C, N and X. Additional fields should be included where applicable. The reason for the deviation should be included in Field X.

(3) **Example AUSREP DR:**

ID	System identifier and message type	AUSREP/DR//
A	Ship name/call sign/IMO No	A/HESPERUS/ BCBC/8502458//
B	Date/time of event	B/050200UTC//
C	Position - lat/long	C/3900S/14500E//
F	Speed	F/6//
I	Next port of destination and ETA (UTC)	I/ADELAIDE/080200UTC//
N	Date/time of next report	N/060200UTC//
X	Remarks	X/REDUCED SPEED DUE TO MAIN ENGINE PROBLEMS//

continued on next page

FINAL REPORTS:

(1) An AUSREP Final Report (FR) should be sent:

(a) For ships en route overseas and departing the AUSREP area, at the AUSREP boundary.

(b) For ships ending a voyage at an Australian port within the REEFREP area, at the last REEFVTS reporting point.

(c) For ships ending a voyage at any other Australian port, when within 2h steaming of the port or Pilot Station.

(2) When a ship approaches an Australian destination and arrives at a position where VHF contact is made with the local Harbour Authority or Pilot Station, which under normal circumstances is within 2h steaming of the pilotage, an FR is to be sent to RCC Australia.

(3) Mandatory fields for an FR are A and K.

(4) Masters must ensure that an FR is always sent to RCC Australia to prevent unnecessary SAR action and a waste of valuable resources.

(5) **Example Final Report:**

ID	**System identifier and message type**	**AUSREP/FR//**
A	Ship name/call sign/IMO No	A/HESPERUS/ BCBC/8502458//
K	Date, time and point of exit from AUSREP area or Australian port of arrival	K/080200UTC/ADELAIDE//

APPENDIX A - SPECIAL REPORT TYPES DETAILED REPORTING REQUIREMENTS:

(1) **Dangerous Goods (DG) Reports:** When an incident takes place involving the loss or likely loss overboard of packaged dangerous goods, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges into the sea. The primary report should contain message format fields A, B, C, M, Q, R, S, T, U of the standard reporting format. If the condition of the ship is such that there is danger of further loss of packaged dangerous goods into the sea, fields P and Q of the standard reporting format should be reported.

Example of Dangerous Goods (DG) Report:

Dangerous Goods (DG) Report	
ID	**System identifier and message type**
A	Ship name/call sign/IMO No
B	Date/time of position
C	Position
M	Coast Radio Stations monitored/Inmarsat numbers
P	**P1** Correct technical name or names of goods
	P2 UN number or numbers
	P3 IMO hazard class or classes
	P4 Names of manufacturers of goods when known, or consignee or consignor
	P5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	P6 An estimate of the quantity and likely condition of the goods
Q	**Q1** An assessment of the defects and damage
	Q2 The ability of the ship to transfer cargo and ballast or fuel
R	**R1** Correct technical name or names of goods
	R2 UN number or numbers
	R3 IMO hazard class or classes
	R4 Names of manufacturers of goods when known, or consignee or consignor
	R5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	R6 An estimate of the quantity and likely condition of the goods
	R7 Whether lost goods floated or sank
	R8 Whether loss is continuing
	R9 Cause of loss
S	Prevailing weather conditions
T	Name, address, phone number and e-mail address (if applicable) of the ship's owners and representatives (charterer, manager or agent)
U	Ship size and type. Details of length, breadth, tonnage etc

Particulars not immediately available should be inserted in a supplementary message or messages.

(2) **Harmful Substances (HS) Reports:** When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL 73/78) or noxious liquid substances in bulk (Annex II of MARPOL 73/78). In the case of actual discharge the primary report should contain message format fields A, B, C, E, F, L, M, N, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, field B should also be included.

Example of Harmful Substances (HS) Report:

Harmful Substances (HS) Report	
ID	**System identifier and message type**
A	Ship name/call sign/IMO No
B	Date/time of position
C	Position
E	Course
F	Speed
L	Route
M	Coast Radio Stations monitored/Inmarsat numbers
N	Nominated daily reporting time
P	**P1** Type of oil or the correct technical name of the noxious liquid substances on board
	P2 UN number or numbers
	P3 Pollution category (A, B, C or D), for noxious liquid substances
	P4 Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor
	P5 Quantity
Q	**Q1** An assessment of the defects and damage
	Q2 Ability to transfer cargo and ballast or fuel

R	**R1** Type of oil or the correct technical name of the noxious liquid discharged into the sea
	R2 UN number or numbers
	R3 Pollution category (A, B, C or D), for noxious liquid substances
	R4 Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor
	R5 An estimate of the quantity of the substances
	R6 Whether lost substances floated or sank
	R7 Whether loss is continuing
	R8 Cause of loss
	R9 Estimate of movement of the discharge or lost substances, giving current conditions if known
	R10 Estimate of the surface area of the spill if possible
S	Prevailing weather conditions
T	Name, address, phone number and e-mail address (if applicable) of the ship's owner and representatives (charterer, manager or agent)
U	Ship size and type. Details of length, breadth, tonnage etc
X	**X1** Actions being taken with regard to the discharge and the movement of the ship
	X2 Assistance or salvage efforts which have been requested or which have been provided by others
	X3 The Master of an assisting or salvaging ship should report the particulars of the action undertaken or planned

Particulars not immediately available should be inserted in a supplementary message or messages.

(3) **Assisting Ships:** The Master of any ship engaged in, or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, fields A, B, C, E, F, L, M, N, P, Q, R, S, T, U, X of the standard reporting format.

(4) **Marine Pollutants (MP) Reports:** In the case of loss or likely loss overboard of harmful substances in packaged form including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, identified in the International Maritime Dangerous Goods Code as marine pollutants (Annex III of MARPOL 73/78). In the case of actual discharges the primary report should contain message format fields A, B, C, M, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, field P should also be included.

Example of Marine Pollutants (MP) Report:

Marine Pollutants (MP) Report	
ID	**System identifier and message type**
A	Ship name/call sign/IMO No
B	Date/time of position
C	Position
M	Coast Radio Stations monitored/Inmarsat numbers
P	**P1** Correct technical name or names of goods
	P2 UN number or numbers
	P3 IMO hazard class or classes
	P4 Names of manufacturers of goods when known, or consignee or consignor
	P5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	P6 An estimate of the quantity and likely condition of the goods
Q	**Q1** An assessment of the defects and damage
	Q2 Ability to transfer cargo-ballast-fuel
R	**R1** Correct technical name or names of goods
	R2 UN number or numbers
	R3 IMO hazard class or classes
	R4 Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor
	R5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	R6 An estimate of the quantity and likely condition of the goods
	R7 Whether lost goods floated or sank
	R8 Whether loss is continuing
	R9 Cause of loss
S	Prevailing weather conditions
T	Name, address, phone number and e-mail address (if applicable) of the ship's owner and representatives (charterer, manager or agent)
U	Ship size and type. Details of length, breadth, tonnage etc
X	X1 Actions being taken with regard to the discharge and the movement of the ship
	X2 Assistance or salvage efforts which have been requested or which have been provided by others
	X3 The Master of an assisting or salvaging ship should report the particulars of the action undertaken or planned

Particulars not immediately available should be inserted in a supplementary message or messages. The Master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, fields A, B, C, M, P, Q, R, S, T, U, X of the standard reporting format.

APPENDIX B - IMO MESSAGE FORMAT FIELDS FOR AUSREP REPORTS:

The message format fields listed below comply with IMO Resolution A648(16) of 19th October 1989 and are described in a manner suitable for them to be used by the AUSREP Ship Reporting System.

System Identifier: AUSREP

Message Type Identifiers: SP, PR, DR or FR as appropriate.

ID	**Information Required**
A	1 - Ship name; 2 - callsign; 3 - IMO No
B	Date/Time of event (UTC)
C	Position (latitude and longitude in degrees and minutes)
D	(Not to be used in AUSREP messages)
E	Course
F	Speed (ship's anticipated average speed until next report - in knots & decimals to the nearest tenth of knots)
G	Name of last non-Australian port of call
H	Date/Time (UTC) and point of joining the AUSREP system. The point of joining must be either the Australian port the ship is departing from, or if joining from overseas, the latitude/longitude of crossing the AUSREP boundary
I	Next non-Australian port of destination and estimated time of arrival at that port
J	Coastal pilotage details: 1 - Yes/No; 2 - last name of Pilot; 3 - licence number of Pilot
K	Date/Time (UTC) and point of exit from the AUSREP system (point of exit is either the latitude/longitude of crossing the AUSREP boundary or the Australian port to which the ship is bound)
L	Route information
M	Radiocommunications arrangements. State in full: names of stations/ frequencies guarded including MMSI and Inmarsat numbers (B, C, F77 etc).

ID	Information Required
N	This item is left blank; or, if no Final Report is to be sent by the Master of an outbound voyage (other than an Australian ship), the code 'NOREP' is to be inserted
O	Draught (forward and aft in metres and tenths of metres)
P[1]	Cargo information may be passed by non-voice means if required. 1 - Normal name of the Cargo; 2 - indicate Yes or No if cargo is classified as hazardous
Q[1]	Defects or other limitations such as damage, failure or breakdown affecting the safety of the ship, including any AIS malfunction
R[1]	Brief details of type of pollution lost overboard (oil, chemicals, etc) and also report if any pollution sighted
S	Weather conditions in area
T	Ship' s agents
U	1 - Ship type; 2 - ship length (metres); 3 - gross tonnage
V	Medical personnel carried
W	Number of persons on board
X	Remarks. If polling, report make and type of Inmarsat C terminal

[1] Refer to Appendix A for "Detailed Reporting Requirements" for Dangerous Goods (DG), Harmful Substances (HS), Marine Pollutants (MP).

APPENDIX C - NOTES ON FORMAT FIELDS AND PROCEDURES:

(1) To enable efficient processing by RCC Australia computer systems, Masters are encouraged to send reports in IMO format. Message format fields should be clearly identified by the relevant alphabetical letter.

(2) **Date/Time Group:** Dates and times contained in AUSREP reports are to be in Universal Coordinated Time (UTC) and must include the suffix 'UTC'. **Example:** 5 November 2100UTC transmitted as 052100UTC.

(3) **Latitude/Longitude:**

(a) **Latitude:** Four figure group indicated by suffix 'S' (south) with seconds rounded to nearest minute

(b) **Longitude:** Five figure group indicated by suffix 'E' (east) with seconds rounded up or down to nearest minute

(c) **Example:** Latitude 13°15′46″S transmitted as 13 16S Longitude 152°06′24″E transmitted as 152 06E

(4) **Intended Route:** Indicate Great Circle or Rhumb Line with way points being followed, expressed in latitude or longitude. Courses are not required if way points are mentioned.

(5) **Speed:** Anticipated average speed ship will make till next report. Must be specified in knots and decimals of knots to the nearest tenth of a knot. e.g. 13.74 would be sent as 13.7; and 13.77 would be sent as 13.8.

(6) **Course:** True course anticipated until next reporting time. Must be written as three digits; e.g. 073. When more than one course will be steered enter 'various'.

(7) **Rules for DRs:** AUSREP - Should a ship, at any time, be in a position more than 2h steaming from the position that would be predicted a DR MUST BE SENT.

(8) **Radio Stations Monitored:** Identification details should be provided on those CRS which the ship normally works for commercial radio communications. If the ship is fitted with satellite communications, the station identity number(s) should also be included.

APPENDIX D - CHECK LIST FOR AUSREP REPORTS:

X = Mandatory field

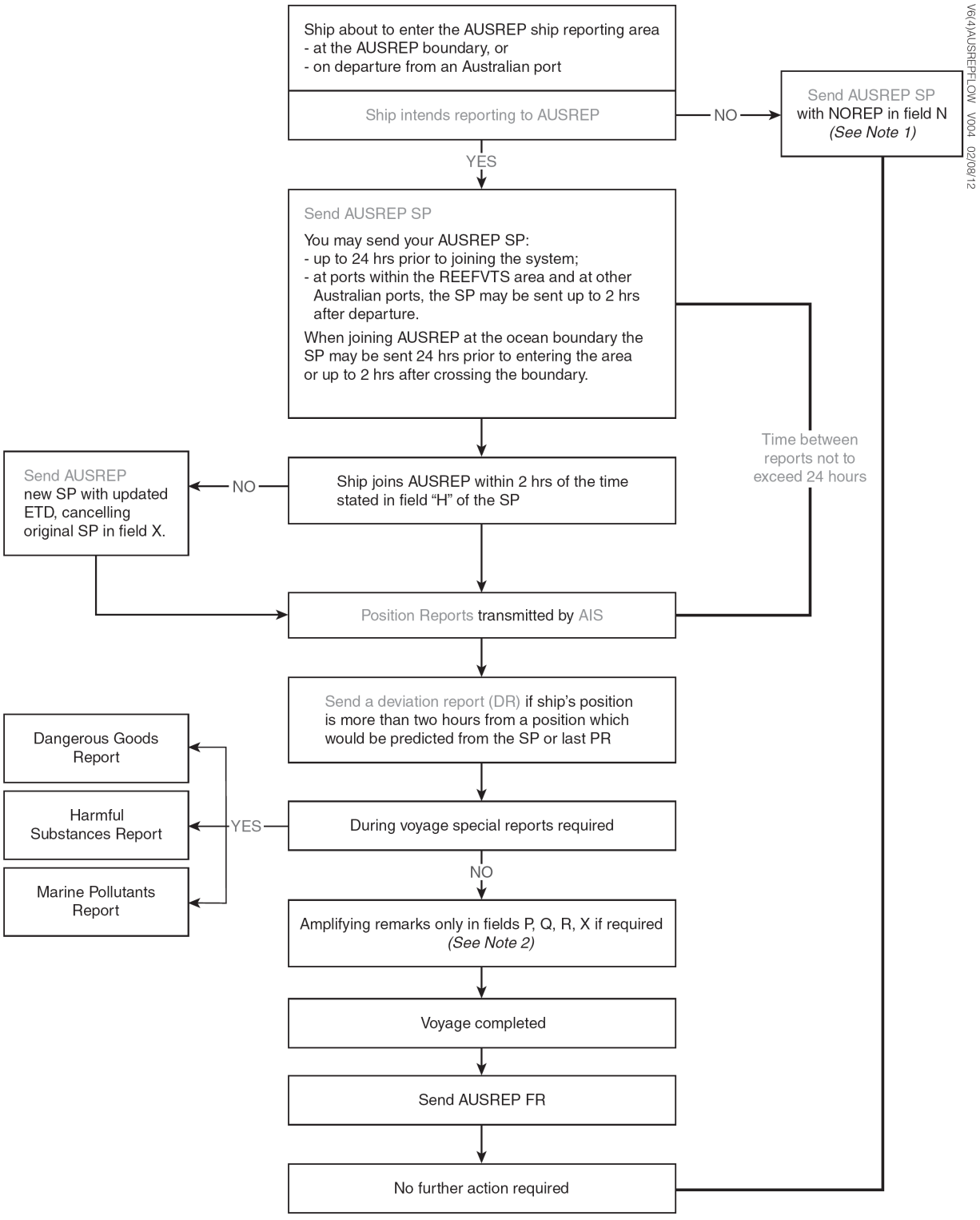
* = Optional field as appropriate to circumstances

	SP	PR	DR	FR
A	X		X	X
B			X	
C			X	
D				
E			* Required if affected by deviation	
F	X		* Required if affected by deviation	
G	* Required when entering AUSREP system from overseas			
H	X			
I	* Required when leaving AUSREP system			
J			* Required if affected by deviation	
K	X		* Required if affected by deviation	X
L	X		* Required if affected by deviation	
M	X		* Required if affected by deviation	
N			* Required if affected by deviation	
Q	* Details as required			
R	* Details as required			
U	X			
V	X			
X	* Details as required		X * Reason for deviation	

PAGE 9, AUSTRALIA, AUSTRALIA - SHIP REPORTING SYSTEM (AUSREP), diagram AUSREP Reporting Sequence.

Delete and replace by diagram AUSREP Reporting Sequence on page 6.14

AUSREP
Reporting Sequence



Note 1: Foreign ships may only use NOREP procedures on transit from and to the AUSREP boundary. All ships must use AIS positional reporting between Australian ports.

Note 2: Any defects of shipboard AIS must be reported in field Q of the Sailing Plan. A vessel with a faulty AIS will not be provided with a SAR Watch.

Toitu te whenua
Land Information New Zealand

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

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.
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.