

NEW ZEALAND NOTICES TO MARINERS

Notices
NZ 201 – 211

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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, 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.

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) 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. 25 dated 7 December 2012)

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 23 NZ 25 NZ 53 NZ 61 NZ 63 NZ 64	INT 640 INT 648	NZ300061	204 208(P) 206(T) 211(P) 204 204
NZ 532 NZ 541 NZ 614		NZ200093 NZ305322 NZ300541 NZ300614 NZ506141	202 206(T) 207(P) 211(P) 211(P)
NZ 632 NZ 4421 NZ 5324 NZ 5325 NZ 5411 NZ 5413 NZ 6321 NZ 7621 NZ 14600 NZ 14601	INT 600 INT 601	NZ405324 NZ505325 NZ405411 NZ576211 NZ14600E	204 210(T) 205(T), 206(T) 205(T) 207(P) 207(P) 204 209(T) 208(P) 208(P)
		NZ214629 NZ214631 NZ24638E NZ24638W	202 202 202 202

II

NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE

(NZ NTM Edition No. 25 dated 7 December 2012)

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
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
173/05	T	NZ 53, NZ 54, NZ 531, NZ 534, NZ 5318	Whitianga Hr.: Sandbar
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
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
122/12	T	NZ 532, NZ 5324, NZ305322, NZ405324	Tamaki Strait, Papakohatu Island: West Cardinal Buoy
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
144/12	T	NZ 7142, NZ407142, NZ507142	West Coast, Greymouth Harbour: Depths
159/12	P	NZ 541, NZ 5413, NZ300541, NZ405413	East Coast, Tauranga, Motiti Island: Underwater Rocks
160/12	T	NZ 632, NZ 6321, NZ400632, NZ506321, NZ606321	East Coast, Port of Lyttelton: Depths
165/12	T	NZ 54, NZ 541, NZ 542, NZ 5413, NZ300541, NZ405413	East Coast, Tauranga, Astrolabe Reef: Exclusion Zone
167/12	T	NZ 4633, NZ404633	South Coast, Wellington, Moa Point Southwards: Subsurface Buoys
179/12	T		South Pacific Ocean, Maritime Safety Broadcasts
183/12	P	NZ 5612, NZ605612	East Coast, Napier, Inner Harbour: Depths
184/12	T	NZ 4314, NZ404314	West Coast, Manukau Harbour Entrance: Depths
185/12	P	NZ 46, NZ 48, NZ 463, NZ 615, NZ 6153, NZ 6154, NZ300463, NZ461532, NZ561541	North Coast, Entrance to Tory Channel: Buoy
192/12	T	NZ 61, NZ 614, NZ 6144, NZ300614, NZ406144	North Coast, Tasman Bay and Golden Bay: Spat Catching Areas
193/12	P	NZ 24, NZ 25, NZ 73, NZ 7622, NZ200025, NZ300073, NZ407622	West Coast, Fiordland, Milford Sound Northwards: Wreck
199/12	P	NZ 5215, NZ505215	East Coast, Whangarei Harbour, Hatea River: Work in Progress
200/12	P	NZ 531, NZ 5318, NZ300531	East Coast, Mercury Islands: Depths
207/12	P	NZ 541, NZ 5411, NZ 5413, NZ300541, NZ405411	East Coast, Tauranga: Anchorages
208/12	P	NZ 25 (INT 648), NZ 14600 (INT 600), NZ 14601 (INT 601), NZ14600E	East Coast, Godley Head: Light
209/12	T	NZ 7621, NZ576211	West Coast, Milford Sound, Deep Water Basin: Beacon

II

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
211/12	P	NZ 61, NZ 614, NZ300061, NZ300614, NZ506141	North Coast, Golden Bay & Tasman Bay: Lights

NZ 201/12 LINZ Raster Navigational Charts

From 7 December 2012, the NZMariner November 2012 Update file will be available from the LINZ website www.linz.govt.nz/hydro/nzmariner.

NZMariner Raster Navigational Charts (RNC) can only be used in conjunction with compatible viewing software called Electronic Charting Systems (ECS).

For compliance with New Zealand legal requirements for nautical charts and publications please refer to Maritime Rules Part 25, as supported by Maritime New Zealand Marine Guidance Notice 8 "Use of Electronic Charts, ECDIS and ENC's in NZ" available from the Maritime New Zealand website www.maritimenz.govt.nz/Commercial/Shipping-safety/Safety-updates/Guidance-notices.asp.

Paper copies of Official New Zealand Charts can be purchased from LINZ chart retailers

Further details can be found in the New Zealand Nautical Almanac (NZ204), Annual New Zealand Notices to Mariners, No.1 and on the LINZ website www.linz.govt.nz

New Zealand Hydrographic Authority
NI 240/2012

NZ 202/12 NEW ZEALAND PUBLICATIONS – Electronic Navigational Charts (ENCs).

New ENCs Published

ENC Cell Published Title

NZ200093	Dec 12	NZ 93 - South Pacific Ocean - Cook Islands
NZ214629	Dec 12	NZ 14629 - South Pacific Ocean - Samoa Islands to Northern Cook Islands and Tokelau
NZ214631	Dec 12	NZ 14631 - South Pacific Ocean - Samoa Islands to Tonga
NZ24638E	Dec 12	NZ 14638 - South Pacific Ocean - Fiji to Kermadec Islands including Tongatapu - East
NZ24638W	Dec 12	NZ 14638 - South Pacific Ocean - Fiji to Kermadec Islands including Tongatapu - West

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

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.

New Zealand Hydrographic Authority
NI 241/2012

NZ 203/12 BRITISH ADMIRALTY PUBLICATIONS – New Edition Published.

<i>NP No.</i>	<i>Title</i>	<i>Date</i>	<i>Remarks</i>
NP 15	Australia Pilot (Twelfth Edition) 2012. This publication is produced jointly by the Australian Hydrographic Office and the United Kingdom Hydrographic Office.	29/11/12	Updated to 21/6/12. First amendments in BA NM week 48/12. This edition supersedes NP15 (Eleventh Edition 2009) which is cancelled.

UKHO Weekly Edition 48/12
NI 244/2012

NZ 204/12 NEW ZEALAND – South Island – East Coast – Godley Head – Light.

Former notice – NZ 123(P)/12 is cancelled.

Chart NZ 23 (INT 640) [NE Jun 12]

Delete ★LFI(3)17M 43° 35'.25S., 172° 48'.49E.

Chart NZ 63 [246/11]

Delete ★LFI(3)26s97m17M (a) 43° 35'.25S., 172° 48'.49E.
 former obscured sector at light (a) above

Chart NZ 64 [196/10]

Delete ★LFI(3)26s97m17M (b) 43° 35'.25S., 172° 48'.49E.
 former obscured sector at light (b) above

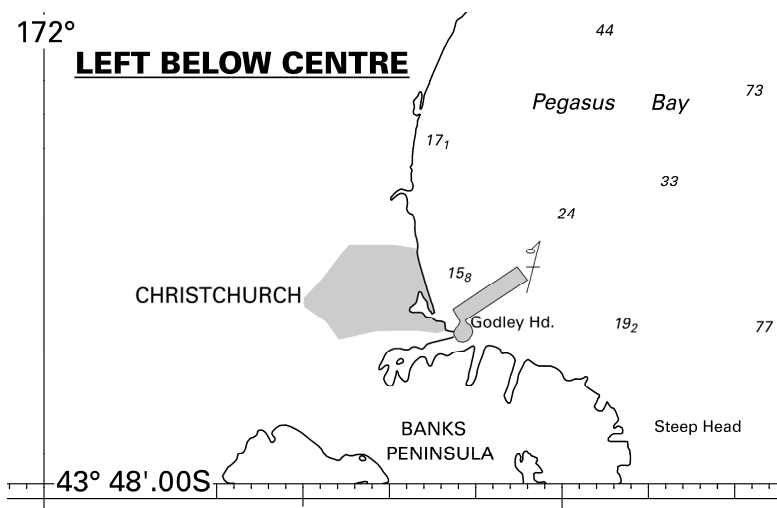
Chart NZ 632 [41/10]

Delete ★LFI(3)26s97m17M (c) 43° 35'.25S., 172° 48'.49E.
 former obscured sectors at light (c) above

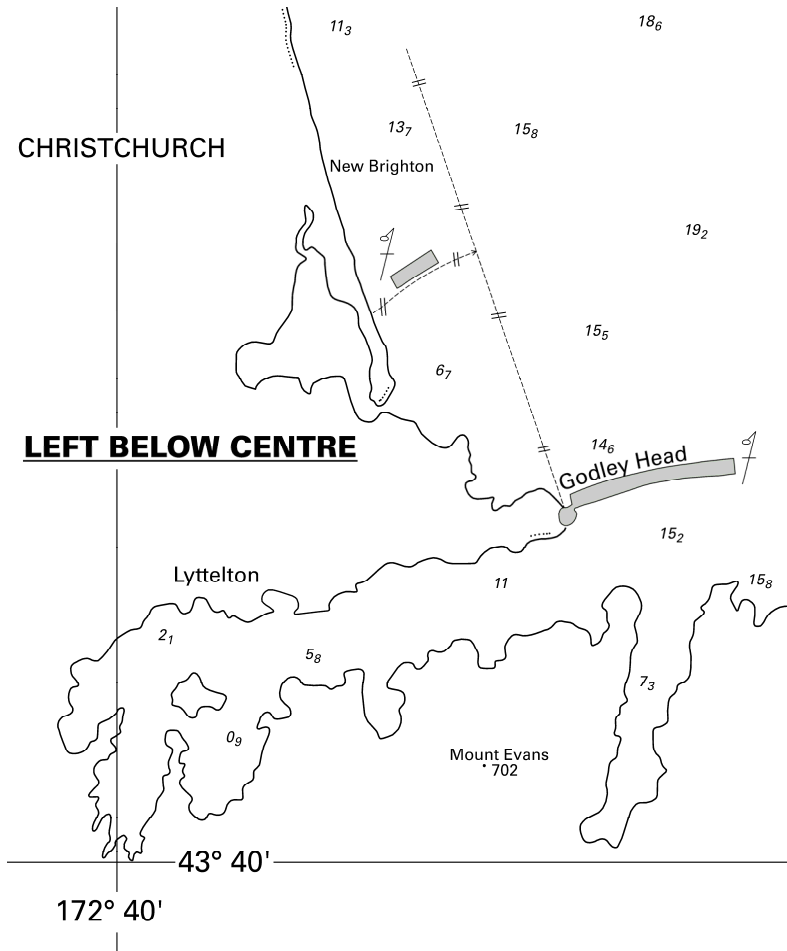
Chart NZ 6321 [54/12]

Delete ★LFI(3)26s97m17M (d) 43° 35'.25S., 172° 48'.49E.
 former obscured sectors at light (d) above

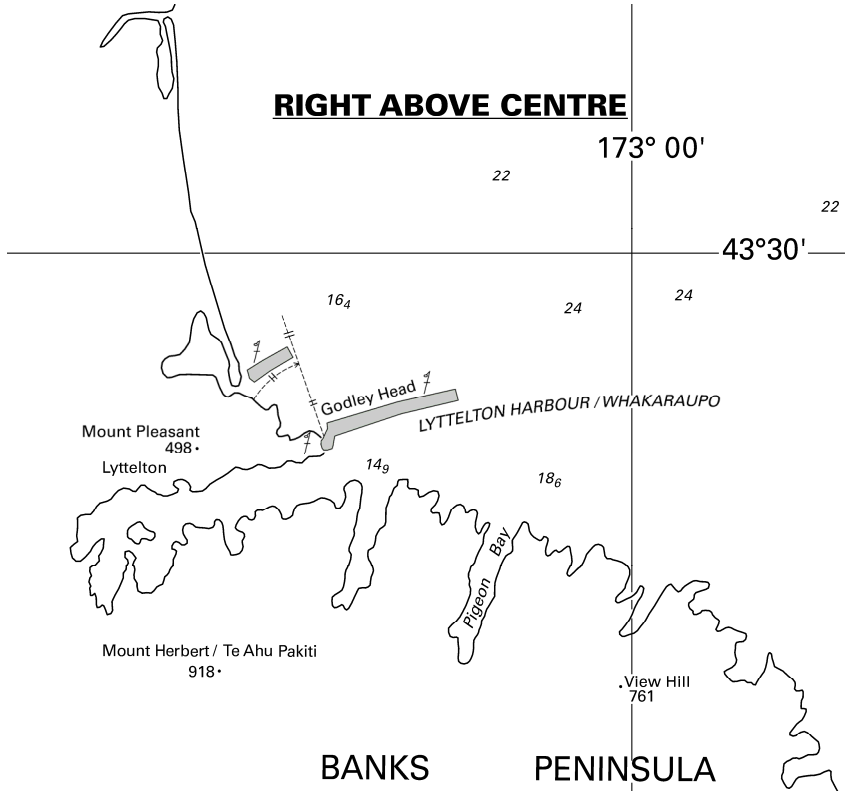
Lyttelton Port Company Ltd
 NI 235/2012



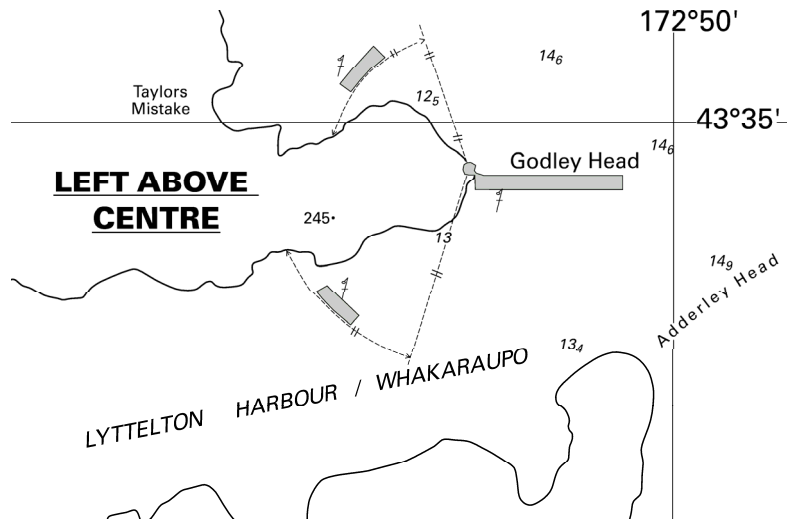
<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
LAST CORRECTION	NZ NTM No.	CHART No.	
NE Jun 12	NZ 204/12	NZ 23 (INT 640)	



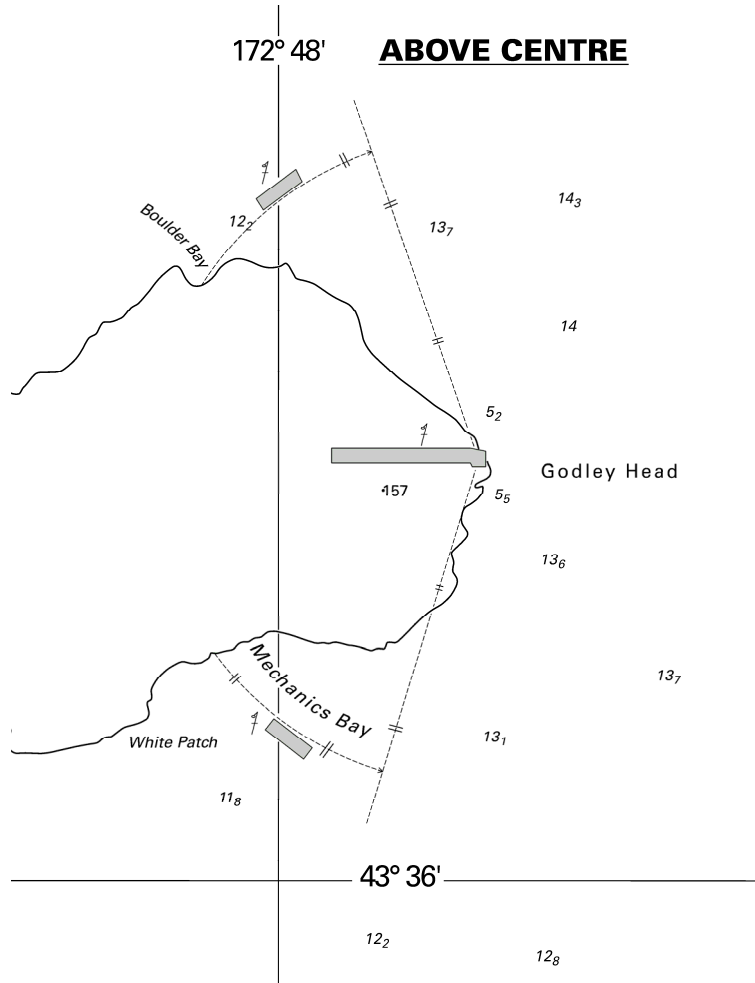
<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
LAST CORRECTION	NZ NTM No.	CHART No.	
NZ 246/11	NZ 204/12	NZ 63	



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
LAST CORRECTION	NZ NTM No.	CHART No.	
NZ 196/10	NZ 204/12	NZ 64	



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
LAST CORRECTION	NZ NTM No.	CHART No.	
NZ 41/10	NZ 204/12	NZ 632	



<i>Issued as a guide to chart correction.</i>		<i>Use in conjunction with the appropriate NZ Notice to Mariners.</i>	
LAST CORRECTION	NZ NTM No.	CHART No.	
NZ 54/12	NZ 204/12	NZ 6321	

NZ 205(T)/12 NEW ZEALAND – North Island – East Coast – Tamaki Strait – Buoy.

Former notice – NZ 194(T)/12 is cancelled.

Cancel this notice on receipt.

Charts formerly affected: NZ 5324, NZ 5325, NZ405324, NZ505325

Ports of Auckland
NI 242/2012

NZ 206(T)/12 NEW ZEALAND – North Island – Tamaki Strait – Shelly Bay Northwards – Wreck Salvaged.

Former notice – NZ 182(T)/12 is cancelled.

Cancel this notice on receipt.

Charts formerly affected: NZ 53, NZ 532, NZ 5324, NZ305322, NZ405324

Auckland Council
NI 247/2012

NZ 207(P)/12 NEW ZEALAND – North Island – East Coast – Tauranga – Anchorages.

1. Anchorages have been established in the following positions:

<i>Anchorage Number</i>	<i>Position</i>
4	37° 33'.40S., 176° 10'.00E.
5	37° 32'.70S., 176° 09'.00E.
6	37° 30'.60S., 176° 08'.20E.
7	37° 29'.80S., 176° 07'.30E.
8	37° 29'.00S., 176° 06'.50E.
9	37° 28'.10S., 176° 05'.90E.
10	37° 27'.20S., 176° 05'.30E.

2. Charting action will take place in due course

Charts affected: NZ 541, NZ 5411, NZ 5413, NZ300541, NZ405411

Environmental Bay of Plenty
NI 243/2012

NZ 208(P)/12 NEW ZEALAND – South Island – East Coast – Godley Head – Light.

1. The following light has been permanently discontinued:

Name	Position	Characterstics
<i>Godley Head</i>	43° 35'.25S., 172° 48'.49E.	L Fl(3)W 26s97m17M

2. Charting action will take place in due course.

Charts affected: NZ 25 (INT 648), NZ 14600 (INT 600), NZ 14601 (INT 601), NZ14600E

Lyttelton Port Company Ltd
NI 238/2012

NZ 209(T)/12 NEW ZEALAND – South Island – West Coast – Milford Sound – Deep Water Basin – Beacon.

1. The unlit starboard lateral beacon No. 1 in position 44° 40'.68S., 167° 54'.85E. has been destroyed and is temporarily replaced with a green lateral buoy.
2. Mariners are advised to exercise caution when navigating in the area.

Charts temporarily affected: NZ 7621, NZ576211

Maritime New Zealand
NI 248/2012

**NZ 210(T)/12 NEW ZEALAND – North Island – West Coast – Raglan Harbour – Scientific Instrument –
Recovered.**

Former notice – NZ 191(T)/12 is cancelled.

Cancel this notice on receipt.

Charts formerly affected: NZ 4421

University of Waikato
NI 250/2012

NZ 211(P)/12 NEW ZEALAND – South Island – North Coast – Golden Bay and Tasman Bay – Aids to Navigation.

1. The following light beacons have been installed:

<i>Name</i>	<i>Characteristics</i>	<i>Position</i>
Mapua Starboard Pile	Fl(2)G.6s3m2M	41°14'.84S., 173°06'.82E.
Mapua Port Pile	Fl.R.3m2M	41°15'.00S., 173°06'.74E.

2. The following lights have been removed:

<i>Name</i>	<i>Characteristics</i>	<i>Charted Position</i>
Collingwood Outer Ldg Lts. Front	F.W	40° 40'.59S., 172° 41'.04E.
Collingwood Outer Ldg Lts. Rear	F.W	40° 40'.59S., 172° 41'.04E.
Channel Entrance – Port Waitapu	Fl.G.3s	40° 48'.49S., 172° 49'.02E.
Port Waitapu Ldg Lts. Front	F.W	40° 49'.23S., 172° 48'.89E.
Port Waitapu Ldg Lts. Rear	F.W	40° 49'.23S., 172° 48'.89E.
Port Waitapu Inner Ldg Lts. Front	F.W	40° 49'.63S., 172° 48'.25E.
Port Waitapu Inner Ldg Lts. Rear	F.R	40° 49'.63S., 172° 48'.25E.
Riwaka Lts in line. Front	F.G	41° 04'.47S., 173° 00'.53E.
Riwaka Lts in line. Rear	F.G	41° 04'.47S., 173° 00'.53E.
Mapua outer Lts in line. Front	F.Bu	41° 14'.84S., 173° 06'.32E.
Mapua outer Lts in line. Rear	F.Bu	41° 14'.84S., 173° 06'.29E.
Mapua Lts. in line. Front	F.G	41° 15'.45S., 173° 06'.06E.
Mapua Lts. in line. Rear	F.G	41° 15'.47S., 173° 06'.03E.

3. Charting action will take place in due course.

Charts affected: NZ 61, NZ 614, NZ300061, NZ300614, NZ506141

Tasman District Council

NZ Light List K4186, K4186.1, K4194.1, K4196, K4196.1, K4197, K4197.1, K4210, K4210.1, K4220, K4220.1, K4220.14, 4220.16, K4220.2, K4220.21

NI 251/2012

III

CORRECTIONS TO NEW ZEALAND LIGHT LIST (NZ NTM Edition No. 25 dated 7 December 2012)

NEW ZEALAND NAUTICAL ALMANAC 2012/13 LIGHT LIST SECTION

4186	Delete from list							
4186.1	Delete from list							
4194.1	Delete from list							
4196	Delete from list							
4196.1	Delete from list							
4197	Delete from list							
4197.1	Delete from list							
4210	Delete from list							
4210.1	Delete from list							
4220	Delete from list							
4220.1	Delete from list							
4220.2	Delete from list							
4220.21	Delete from list							
4220.14	Mapua Starboard Pile	41 14.84 173 06.82	Fl(2)G 6s	3	2	Pile with ladder and band of green retro-reflective tape		*
*	*	*	*	*	*	*		*
4220.16	Mapua Port Pile	41 15.00 173 06.74	Fl R	3	2	Pile with ladder and band of red retro-reflective tape		*
*	*	*	*	*	*	*		*
4465	- Deep Water Basin (M)	44 40.69 167 54.83 *	Q(2)W 5s	2	5	Grey metal pile 3	<i>fl 0.3, ec 0.7, fl 0.3, ec 3.7</i>	

(NI 249, 251/2012)

IV

CORRECTIONS TO SAILING DIRECTIONS AND NEW ZEALAND PUBLICATIONS

(NZ NTM Edition No. 25 dated 7 December 2012)

NP61 Pacific Islands Pilot Volume 2 (2011 Edition)

Nouvelle-Calédonie – Anse Vavouto – Baie Chasseloup — Directions; anchorages; port

Nouvelle-Calédonie – Passe du Duroc — Directions; light beacons

108

104

Paragraph 3.114 *Replace by:*

Paragraph 3.85 *Charts Add:*

French Chart 6554

French Chart 6554

Paragraph 3.86 1 line 2 *For* Pointe Giboudot *Read* Pointe de Gatope

**Anse Vavouto
3.114**

Paragraph 3.86 3 lines 1-3 *Replace by:*

NW of a light beacon (starboard hand) (20°59'·85S 164°36'·88E) marking the N point of Grand Recifé de Koné, thence:

1 **General information.** Anse Vavouto (21°00'·00S 164°39'·81E) is a port development serving local nickel mines, lying SE of Baie Chasseloup (3.115).

2 **Directions.** (*continued from 3.86*). From a position 1½ miles WSW of Île Gatope (20°58'·48S 164°38'·64E) the track leads N to the entrance channel to Anse Vavouto. The channel entrance is marked by a light beacon (N cardinal) (20°58'·58S 164°37'·72E), a light beacon (S cardinal) lies 1·3 cables NE.

Paragraph 3.86 3 line 6-7 *Replace by:*

NW of Le Grand Ronfleur (20°59'·54S 164°37'·45E), marked by a light beacon (starboard hand), thence:

3 **Leading Lights.** The alignment (127·5°) of the following lights leads to the port area.

Front light (white upward pointing triangle on pylon) (21°00'·14S 164°40'·00E).

Middle light (red rectangle on red and white pylon) (260 m from front).

Rear light (white downward pointing triangle on pylon) (0·69 miles from front).

Paragraph 3.86 4 *Replace by:*

4 The dredged channel leads SE for 2·6 miles and is marked by light beacons (lateral), passing:

Between an extensive area of reefs and dangerous rocks lying on either side of the channel, SW of Île Gatope. Thence:

5 SW of Pointe Vincent (20°59'·32S 164°39'·37E), thence:

NE of an extensive area of drying reef (21°00'·20S 164°39'·50E).

The channel then leads to a basin area. A jetty lies on the SW side of Pointe de Vavouto.

6 **Anchorage** may be obtained in the following positions:

V3 (Barge anchorage) - 20°59'·58S 164°39'·64E in 4 m.

V4 - 20°59'·48S 164°38'·60E in 11-14 m.

4 The track then continues to anchorages in Baie Chasseloup (3.115) or to the entrance channel to Anse Vavouto (3.114).

(*Directions continue for the inshore passage NW at 3.110, Anse de Vavouto at 3.114 and for Bai Chasseloup at 3.115*)

French Chart 6554-12
(SDD 2012000 210085)

[46/12]

Paragraph 3.115 *Replace by:*

Baie Chasseloup

3.115

- 1 **General information.** Baie Chasseloup (20°57'·43S 164°39'·40E), NW of Presqu'île de Gatope, is protected from S by Grand Récif de Koné and from W by Grand Récif de Gatope and Plateaux des Massacres. It is well protected from winds from any direction.
- 2 **Directions** (*continued from 3.86*). From a position 1½ miles WSW of Île Gatope (20°58'·48S 164°38'·64E), the track leads N towards the anchorages, passing:
 - W of a light beacon (N cardinal) (20°58'·58S 164°37'·72E) marking the NW entrance to the buoyed channel to Anse Vavouto (3.114), thence:
 - W of Pointe de Gatope (20°58'·10S 164°38'·87E) (3.86).The track then continues to the anchorages.
- 3 **Useful mark:**
 - Monument (white pyramid) (20°57'·98S 164°39'·37E) stands on a hillock on the S side of the bay.
- 4 **Anchorage** may be obtained in the bay in the following positions:
 - V1 - 20°57'·40S 164°39'·00E in 4-6 m.
 - V2 - 20°57'·48S 164°37'·59E in 13-18 m.
 - V5 - 20°58'·29S 164°37'·03E in 12-39 m.The beach SE of the monument may be used as a landing place.
- 5 **Facilities.** Medical centre at Voh, an agricultural and mining centre 4 km ENE.

French Chart 6554-12
(SDD 2012000 210085)

[46/12]

NP61 Pacific Islands Pilot Volume 2 (2011 Edition)

Fiji Islands – Suva — Wrecks

269

Paragraph 8.176 *1* line 6 *For* (18°07'·24S 178°24'·90E)
Read (18°07'·45S 178°25'·43E)

After Paragraph 8.176 *1* *Insert:*

Two wrecks, with depths of 2·8 m and 6·3 m, lie close N and NW of a mooring buoy in position 18°08'·48S 178°24'·79E.

Fiji Hydrographic Office
(SDD 2012000 207975)

[47/12]

NP9 Antarctic Pilot (2009 Edition)

South Georgia – Ocean Harbour – Hound Bay — Directions; depth

172

Paragraph 3.86 5 line 4 *For* (54°22′.5S 36°09′.8W) *Read*
(54°22′.90S 36°09′.90W)

173

Paragraph 3.94 *For Chart 3588 Read Charts 3588, 3586 plan of
Ocean Harbour and Hound Bay*

174

Paragraph 3.95 including heading *Replace by:*

*Charts 3597 (unknown datum), 3586 plan of Ocean Harbour
and Hound Bay*

Hound Bay

3.95

General Information. Hound Bay is entered between Tijuca Point (54°20′.95S 36°12′.60W) and Cape Vakop (3.86).

Directions. From a position NNW of Cape Vakop (54°22′.90S 36°09′.90W), the track leads WSW into the bay, passing:

SSE of islets and shoals (3.86) lying up to 2 cables off Tijuca Point, thence:

NNW of Rolf Rock (54°22′.50S 36°11′.80W) comprising an islet 4½ m high and a drying rock. A reef with a least depth of 10.1 m extends 4 cables NNW. Thence:

ESE of a shoal (54°21′.75S 36°13′.40W) with a least depth of 11.3 m, thence:

N of a rock (54°22′.85N 36°13′.20W) with a least depth of 9.9 m.

Thence the track continues a short distance WSW to the anchorage.

Anchorage. Sheltered anchorage may be obtained in the bay, in depths from 18 to 27 m. At the SW end of the bay there are two small coves; the N-most cove is a suitable anchorage for small vessels, noting a shoal (54°22′.75S 36°14′.75W) with a depth of 2.9 m, lying close offshore near the head of the bay.

Chart 3586 [48/12]

South Georgia – St Andrews Bay — Directions; depth

174-175

Paragraph 3.97 including heading *Replace by:*

Charts 3597 (unknown datum), 3586 plan of St Andrews Bay

St Andrews Bay

3.97

Description. St Andrews Bay (54°26′.50S 36°10′.00W) is entered between Clark Point (54°26′.00S 36°11′.00W) 1¼ miles South of Mount Skittle (3.96), and a point 1¼ miles SSE. Both these points are foul and a number of dangerous rocks are reported within the bay.

Cook Glacier lies on the W side of St Andrews Bay. A beach lies close SW of Clark Point and is free from dangers.

Local Knowledge is required for the inner anchorage.

Local Weather. Strong katabatic winds may occur without warning within the bay.

Directions. From a position SE of Cape Vakop (54°22′.90S 36°09′.90W) the track towards the outer anchorage leads SW, passing SE of a dangerous rock (54°25′.70S 36°09′.03W) with a least known depth of 4.4 m, lying about 1 mile ENE of the N entrance point and close to the inner anchorage. Mariners should note Ryan Reef (54°27′.10S 36°08′.25W) with a rock awash and a depth of 3 m lying 7 cables NE of the S entrance point. A shoal (54°26′.30 N 36°09′.25 W) with a least charted depth of 7 m lies in the middle of the bay.

Anchorage may be obtained in the outer part of the bay, about 1¼ miles from the shoreline, in depths of about 30 m. Anchorage may also be obtained, closer to the shoreline, about 5 cables from the N end of the bay, in depths of about 12 m.

Landing on a beach S of Cook Glacier is often impossible because of swell and surf. The far N corner of the bay, under Clarke Point (54°26′.00S 36°11′.00W), is the most sheltered landing site.

Chart 3586 [48/12]

South Georgia – King Haakon Bay — Directions

181

Paragraph 3.134 including heading *Replace by:*

Chart 3586 plan of King Haakon Bay

King Haakon Bay

3.134

Description. King Haakon Bay (54°09′.50S 37°17′.00W), a fjord entered between Cape Rosa (54°11′.10S 37°24′.60W) and the E entrance point of Cheapman Bay (54°09′.00S 37°31′.70W), extends 9½ miles E.

Topography. McNish Island (54°08′.95S 37°28′.10W), McCarthy Island (54°10′.10S 37°25′.50W) and Vincent Islands (54°09′.20S 37°16′.37W) all lie within King Haakon Bay. Cheapman Bay (54°09′.00S 37°31′.70W) lies 4 miles ENE of Samuel Islands (54°11′.40S 37°36′.70W) (3.123); kelp extends across the entrance to the bay. Peters Glacier flows S into the inner part of Cheapman Bay, and Price Glacier reaches the sea near the N entrance point of King Haakon Bay.

Depths. Dangerous rocks lie between 2½ miles WNW and 8½ cables W of Cape Rosa (54°11′.10S 37°24′.60W), and a large area of kelp lies between these and McNish Island. A dangerous rock (54°11′.05S 37°26′.15W) (reported 2004), lies 7 cables W of the Cape.

Caution. The least charted depths over the terminal moraine are 7.8 m (54°10'00S 37°20'20W) and 8.0 m (54°09'75S 37°20'20W); these rocks are marked by kelp. The S shoreline is reported to be foul.

Local knowledge is required for a safe passage through the alternative S entrance channel.

History. It was here that Sir Ernest Shackleton's *James Caird*, *Endurance's* 6 m (20 ft) lifeboat, arrived at the end of their 17 day, 670 mile, epic crossing of the Scotia Sea, from Elephant Island, in May 1916. The party comprised of Shackleton, Worsley, McNish, McCarthy, Crean and Vincent. They beached on 10th May 1916, in a small cove just E of Cape Rosa (54°11'10S 37°24'60W). On 15th May they moved up the fjord to Peggotty Bluff (54°08'75S 37°17'10W) where they camped. On 19th May, Shackleton, Worsley and Crean started their remarkable crossing of South Georgia to arrive in Stromness Bay on 20th May.

Directions. From a position 3½ miles ESE of the Samuel Islands (54°11'40S 37°36'70W) the track leads NNW in deep water free from dangers towards Price Glacier front passing:

SE of Nilse Hullet (54°10'65S 37°35'00W), a cove 2 miles NW.

ESE of the East entrance point of Cheapman Bay (54°09'00S 37°31'70W) remaining in deep water 1 mile from the coast and clear of several dangerous rocks and rocks awash.

WNW of 2 dangerous rocks (54°10'15S 37°29'00W); and a rock awash (54°10'20S 37°28'70W) position doubtful.

When 8 cables from the North shore of the fjord the track leads E in the deep water channel, 5 cables S of McNish Island passing:

S of dangerous rocks WSW of McNish Island in positions (54°09'10S 37°29'15W) and (54°09'15S 37°28'40W).

N of a rock awash (54°09'78S 37°27'18W).

N of McCarthy Island (54°10'10S 37°25'50W) and a reef that extends up to 1 mile W.

The track then leads ESE to a position ENE of the E point of McCarthy Island. From this vicinity the track leads E, to pass about 6½ cables from the N shore over the terminal moraine.

On this track a least depth of 21 m was found crossing the terminal moraine.

The track continues to lead E towards the head of the fjord, noting a dangerous rock that uncovers (54°09'28S 37°16'85W) marked by kelp, lying 2½ cables WSW of the W extremity of Vincent Islands.

Directions for Alternative passage. An alternative approach into King Haakon Bay leads through a deep channel between between a group of islets (54°11'28S 37°25'30W) 4 cables WSW of Cape Rosa (54°11'10S 37°24'60W) and a rock dangerous to surface navigation (54°11'05S 37°26'15W) position approximate (reported 2004) 8 cables W of Cape Rosa. This channel should be navigated with extreme caution.

Anchorages. In 2003 MS *Explorer*, 2398 tonnes, 5 m draught, obtained good anchorage in position 54°09'10S 37°16'85W NW of Vincent Islands (54°09'20S 37°16'45W), in depths between 30 and 40 m, muddy clay. The same vessel obtained temporary anchorage about 3 cables E of Cape Rosa (54°11'10S 37°24'60W) and about 1 cable from the S shore of the fjord, in a depth of about 50 m.

- 8 **Landings.** Landing has been effected in the vicinity of Peggotty Bluff (54°08'75S 37°17'10W), on the N shore of the bay 7 cables NW of Vincent Islands, the ultimate site for Sir Ernest Shackleton's *James Caird* party. Shackleton Gap (3.54) connects the head of the bay with Possession Bay (3.54). Landing has also been effected in Cave Cove (54°10'94S 37°24'40W), the spectacular first landing site of the *James Caird* party.

Chart 3586

[48/12]

V

NAVIGATIONAL WARNINGS

Navarea XIV warnings in force 5 December 2012

NAVAREA XIV

(South West Pacific)

- 76/12 FM NAVAREA XIV COORDINATOR 070350 UTC SEP 12
NAVAREA XIV 76/12
DISPLAY ANOMALIES IN SOME ECDIS.
1. SOME ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS) MAY EXHIBIT OPERATING ANOMALIES. THE INTERNATIONAL MARITIME ORGANIZATION (IMO) CIRCULAR SN.1/CIRC. 312 (WWW.IMO.ORG/OURWORK/CIRCULARS/PAGES/IMODOCS.ASPX) (REGISTRATION REQUIRED) LISTS IDENTIFIED ANOMALIES, THEIR CHARACTERISTICS AND REMEDIAL ADVICE. MARINERS ARE REMINDED THAT THEY SHOULD ACCESS THE INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) DATA PRESENTATION AND PERFORMANCE CHECK DATASET (WWW.IHO.INT IHO NEWS) AND ENSURE THAT ALL INSTALLED ECDIS UNITS ARE CHECKED.
2. CANCEL NAVAREA XIV 74/12
- 91/12 FM NAVAREA XIV COORDINATOR 092145 UTC OCT 12
NAVAREA XIV 091/12
SOUTH PACIFIC OCEAN
RAOUL ISLAND NORTHWARDS
1. CANCEL NAVAREA XIV 84/12
2. PUMICE ON OR NEAR SURFACE REPORTED 1 OCT 12 IN AREA BOUNDED BY:
A. 24-00S 177-00W
B. 29-00S 177-00W
C. 29-00S 179-00E
D. 24-00S 179-00E
- 95/12 SECURITE
FM NAVAREA XIV COORDINATOR 312215 UTC OCT 12
NAVAREA XIV 095/12
SOUTHERN OCEAN
VOLUNTARY SHIP REPORTING SYSTEM IN THE NEW ZEALAND SEARCH AND RESCUE AREA SOUTH OF 60 SOUTH.

1. THE NEW ZEALAND SEARCH AND RESCUE AUTHORITIES HAVE ESTABLISHED A VOLUNTARY SHIP REPORTING SYSTEM FOR ALL VESSELS OPERATING IN THE NZSAR REGION SOUTH OF 60 SOUTH FOR THE PURPOSES OF ASSISTING THE SAR AUTHORITY IN COORDINATING SAR OPERATIONS IN THAT AREA.

2. AREA COVERED: 60S TO THE SOUTHERN EDGE OF THE ROSS SEA BOUNDED BY 163E TO 131W.

3. ALL VESSELS ARE REQUESTED TO NOTIFY TAUPO MARITIME RADIO ON ENTRY AND DEPARTURE INTO THE AREA AND ARE ALSO ENCOURAGED TO MAKE DAILY POSITION REPORTS. INFORMATION PROVIDED WILL BE USED FOR SAR PURPOSES ONLY.

4. TAUPO MARITIME RADIO CAN BE CONTACTED ON INMARSAT C 582 451 200 067, HF, EMAIL MARITIME@KORDIA.CO.NZ OR 00 64 4 550 5280.
-

VI

CORRECTIONS TO ADMIRALTY LIST OF RADIO SIGNALS (NZ NTM Edition No. 25 dated 7 December 2012)

VOLUME 1, PART 2, NP 281(2), 2012/13
Published Wk 38/12
(Last Updates: Weekly Edition No. 46 dated 15 November 2012)

MARITIME RADIO STATIONS

PAGE 244, SOLOMON ISLANDS. HONIARA (H4H).
Delete entry and replace by:

HONIARA (H4H) & MRCC					
9°26'S 160°04'E	MMSI 005570001	DSC HF 4, 6 & 8 MHz			Diagram page 225
+677 21609 & 21535			+677 23798		
NOTE: Station accepts reports from vessels participating in the Solomon Islands Ship Reporting System on 6215 kHz.					
VHF					
			Ch 16 26		H24
RT (MF)					
	Transmits	Receives	Hours of Watch		
	2167	2167			
	2182	2182	H24		
RT (HF)					
	Transmits	Receives	Hours of Watch		
	6215	6215	H24		
	6227	6227	2100-0530		
TRAFFIC LISTS: 2203-2230			POSITION ROUTEING: 2103-2130 0403-0430		

[AMSA, Dunstan and Associates & MRCC Honiara \(RSDRA2012000217211 & RSDRA2012000221844\) 47/12](#)

VOLUME 2, NP 282, 2012/13
Published Wk 11/12
(Last Updates: Weekly Edition No. 46 dated 15 November 2012)

RADAR BEACONS

PAGE 122, NEW CALEDONIA (France).
Insert:

Passe du Duroc M1 Lt Bn	20°59'·85S 164°36'·89E				K	88525
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[French Notice 12/10P/11 \(RSDRA2011000057148\) & French Chart 6554 \(RSDRA2012000210680\) 47/12](#)

SECTION 9: VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1

PAGE 130, below Slovenia.

Insert new entry:

Solomon Islands

Honiara	005570001	9°26'S 160°04'E	20	Operational (MRCC Honiara)
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Dunstan and Associates (RSDRA2012000217211) 47/12

SECTION 10: MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2

PAGE 176, diagram R17-A, SOUTH PACIFIC Digital Selective Calling (DSC) Limits of Sea Areas.

Insert orange Sea Area A1 shading centred on 9°26'S 160°04'E with approximate range of 20 n miles:

Dunstan and Associates (RSDRA2012000217211) 47/12

SECTION 11: HF DSC, LIST OF COAST STATIONS FOR SEA AREAS A3 AND A4

PAGE 183, below Romania.

Insert new entry:

Solomon Islands

Honiara	005570001	4,6, & 8 MHz	Operational (MRCC Honiara)
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Dunstan and Associates (RSDRA2012000217211) 47/12

PAGE 185, diagram Figure 13 - Operational HF DSC Stations with MMSI numbers for Sea Areas A3 and A4.

Insert in approximate position 9°26'S 160°04'E:

- Honiara 005570001

Dunstan and Associates (RSDRA2012000217211) 47/12

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

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.