Toitū Te Whenua
Land Information
New Zealand

EDITION 22

30 October 2026

NEW ZEALAND
NOTICES TO MARINERS

Notices NZ 78 - 80

Published fortnightly by the New Zealand Hydrographic Authority

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CONTENTS

I Explanatory Notes.
II Miscellaneous Notices.
III General Notices.
IV Notices to Mariners.
V Corrections to New Zealand Publications.
VI Corrections to Admiralty Publications.
VII Navigational Warnings.

New Zealand Notices to Mariners are the authority for correcting New Zealand nautical publications and those charts within New Zealand's area of charting responsibility as shown in Annual Notice No. 1.

Mariners are requested to immediately inform the New Zealand Hydrographic Authority, Toitū Te Whenua 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, email: ntm@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 VII 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, email: rccnz@maritimenz.govt.nz.

Copies of these Notices can be obtained from Toitū Te Whenua Land Information New Zealand, Maritime New Zealand, Principal Chart Agents at the major ports of New Zealand and the internet: www.linz.govt.nz.

New Zealand Hydrographic Authority

New Zealand Government
Te Kāwanatanga o Aotearoa

EXPLANATORY NOTES

This edition of Notices to Mariners includes all significant information affecting New Zealand nautical charts and publications which the New Zealand Hydrographic Authority (NZHA) has become aware of since the last edition. All reasonable efforts have been made to ensure the accuracy and completeness of the information, including third party information, on which these updates are based. The NZHA regards third parties from which it receives information as reliable, however the NZHA cannot verify all such information and errors may therefore exist. The NZHA does not accept liability for errors in third party information.

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 publications up to date.

Charts. The notices in Section IV 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.

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

Blocks, notes or tracings accompanying notices in Section IV are placed at the end of this publication.

Permanent Notices. A Cumulative List of permanent corrections affecting charts is published on the Toitū Te Whenua LINZ website.

Temporary and Preliminary Notices. These are indicated by (T) or (P) respectively after the notice number. Charts are not corrected for them before issue; they should be corrected in pencil on receipt.

An asterisk (*) in a re-issued notice indicates a new or revised entry.

A list of (T) and (P) Notices in force is published on the Toitū Te Whenua LINZ website.

Local Notices to Mariners. In addition to Toitū Te Whenua LINZ issued Notices to Mariners, harbourmasters and regional councils may promulgate local Notices to Mariners. Mariners are advised to refer to such notices. For mariners operating in the Auckland Region please see https://at.govt.nz/boating-marine/local-notices-to-mariners/.

New Zealand Publications. Corrections to New Zealand Publications are given in Section V.

Light Lists. The detailed correction to the Light List is given in Section V 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 emphasised that the List of Lights is the authority for lights and that many alterations, especially those of a temporary but operational nature, may be promulgated only as corrections to the List of Lights.

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 their 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.

Symbols. Details on symbols and abbreviations used on charts are those shown in publication NP5011 (INT 1) Symbols and Abbreviations Used on ADMIRALTY Paper Charts, published by the United Kingdom Hydrographic Office.

Further guidance. The Mariner's Handbook (NP100) gives a fuller explanation of the limitations of charts. All users should study it in their own interest.

MISCELLANEOUS NOTICES

Index of Product Announcements

Chart No.
NZ 6142

Publication
Nil

NEW ZEALAND CHARTS. New Edition, Withdrawn Chart

New Edition Published

Number	*Title and other remarks*	*Scale 1:*	*Published*	*Notices to Mariners in Force*
NZ 6142	**Nelson Harbour And Entrance**	36 000	Oct 2026	Nil
	Port Nelson	6 000		
	New edition incorporating new survey information and general updating throughout.			

Chart Permanently Withdrawn

Number	*Published*
NZ 6142	August 2025

The chart listed above as withdrawn no longer meets carriage requirements and should be marked as “superseded” and replaced with the new edition listed prior to passage through the area covered by the new chart.

New Zealand Hydrographic Authority
HITS 6142/324

GENERAL NOTICES

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.

SOUTH PACIFIC OCEAN. MARITIME SAFETY BROADCASTS – OPTIMUM R/T FREQUENCIES WITHIN NAVAREA XIV

Diagrams showing the optimum R/T calling and working frequency bands and times for navigational warnings broadcast within 1000 nautical miles of Taupo Maritime Radio (ZLM) (38° 50'S., 176° 00'E. approx.) are available as follows:
https://downloads.sws.bom.gov.au/data/HF Systems/Monthly Predictions/9038/HAP9038Taupo_page_1.pdf
https://downloads.sws.bom.gov.au/data/HF Systems/Monthly Predictions/9038/LAMP9038NAVAREAXIV1.pdf

Australian Government IPS Radio and Space Services
HITS -/159

ADVANCED NOTICE - WITHDRAWAL OF UKHO-PRODUCED CHARTS FOR NEW ZEALAND WATERS

Mariners are advised that Toitū Te Whenua Land Information New Zealand (LINZ) and the United Kingdom Hydrographic Office (UKHO) have agreed to withdraw all UKHO-produced paper charts covering New Zealand waters.

The withdrawal will be implemented in two stages, with all affected charts withdrawn by **31 December 2026.** Details of chart withdrawals will be promulgated through Notices to Mariners.
The following chart products are **not affected:**
• LINZ-produced NZ paper charts.
• Smaller-scale UKHO charts of New Zealand waters that do not carry an NZ chart prefix.

LINZ-produced NZ paper charts will continue to be published, maintained, and available for purchase as per normal, there is no change for LINZ produced paper charts, and no loss of chart coverage. LINZ will continue to provide Notices to Mariners for the charts listed on the LINZ Charts website.

Mariners using the UKHO-produced paper charts and/or the ADMIRALTY SNC service may need to purchase equivalent LINZ Produced NZ Paper charts through chart retailers to meet carriage requirements.

HITS -/183

NEW ZEALAND – NORTH ISLAND – EAST COAST – HAURAKI GULF / TĪKAPA MOANA / TE MOANANUI Ā TOI - Marine Protected Areas

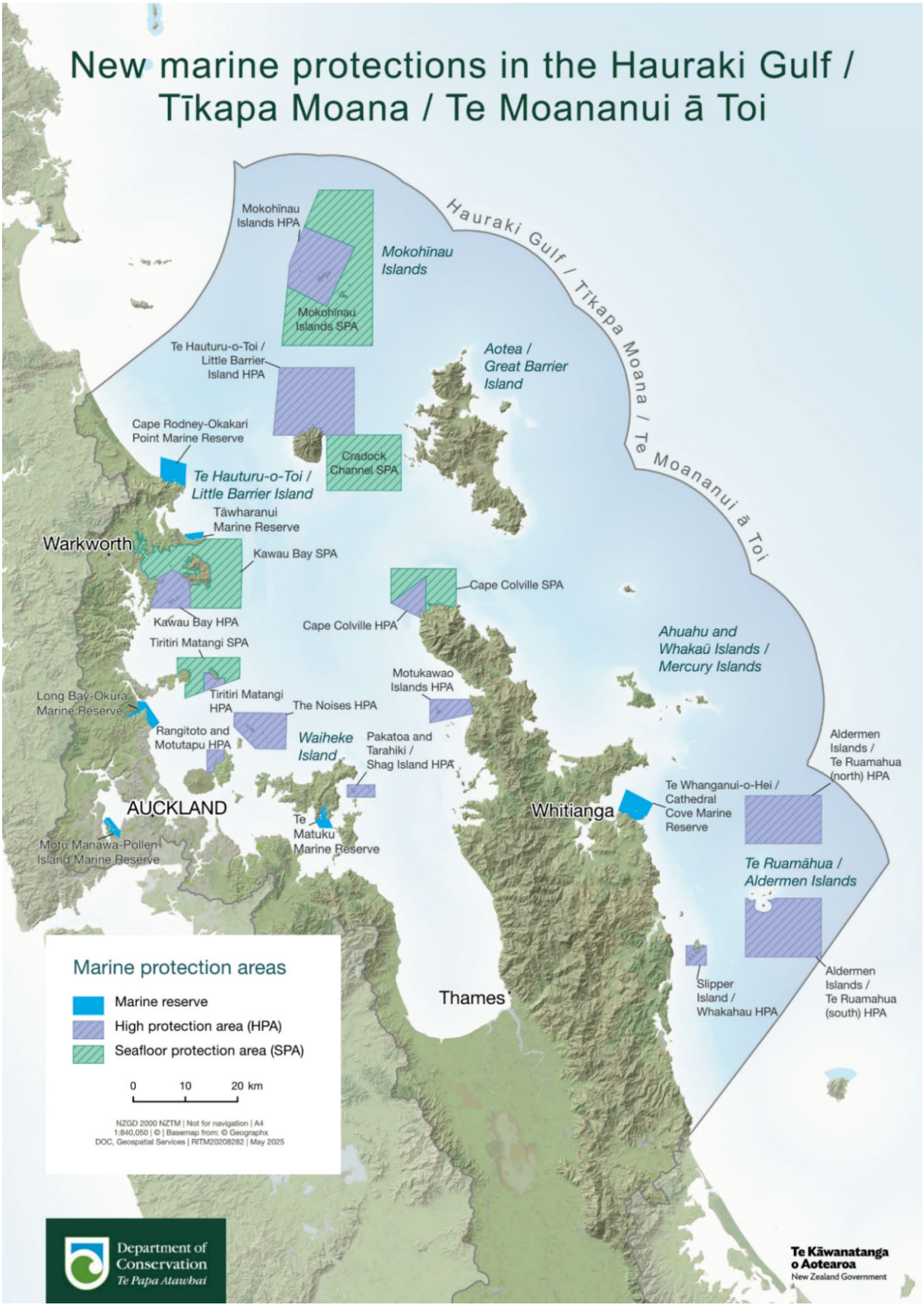
1. Mariners are advised that new marine protected areas are now in effect in the Hauraki Gulf / Tīkapa Moana / Te Moananui ā Toi.

2. See the Department of Conservation website for the full detailed extents and restrictions: https://www.doc.govt.nz/parks-and-recreation/places-to-go/auckland/hauraki-gulf-marine-park/hauraki-gulf-marine-protected-areas/

3. Charting action will take place in due course.

Department of Conservation
HITS 53/199

(continued)


New marine protections in the Hauraki Gulf / Tīkapa Moana / Te Moananui ā Toi
Hauraki Gulf / Tīkapa Moana / Te Moananui ā Toi
Mokohīnau Islands HPA
Mokohīnau Islands
Mokohīnau Islands SPA
Te Hauturu-o-Toi / Little Barrier Island HPA
Aotea / Great Barrier Island
Cape Rodney-Okakari Point Marine Reserve
Cradock Channel SPA
Te Hauturu-o-Toi / Little Barrier Island
Tāwharanui Marine Reserve
Warkworth
Kawau Bay SPA
Kawau Bay HPA
Cape Colville SPA
Cape Colville HPA
Ahuahu and Whakaū Islands / Mercury Islands
Tiritiri Matangi SPA
Motukawao Islands HPA
Long Bay-Okura Marine Reserve
Tiritiri Matangi HPA
The Noises HPA
Rangitoto and Motutapu HPA
Waiheke Island
Pakatoa and Tarahiki / Shag Island HPA
Aldermen Islands / Te Ruamahua (north) HPA
Te Whanganui-o-Hei / Cathedral Cove Marine Reserve
AUCKLAND
Whitianga
Te Matuku Marine Reserve
Motu Manawa-Pollen Island Marine Reserve
Te Ruamāhua / Aldermen Islands
Marine protection areas
Marine reserve
High protection area (HPA)
Seafloor protection area (SPA)
0 10 20 km
Slipper Island / Whakahau HPA
Aldermen Islands / Te Ruamahua (south) HPA
Thames
NZGD 2000 NZTM | Not for navigation | A4
1:840,050 | © | Basemap from: © Geographx
DOC, Geospatial Services | RITM20208282 | May 2025
Department of Conservation
Te Papa Atawbai
Te Kāwanatanga o Aotearoa
New Zealand Government

NOTICES TO MARINERS

Index of Charts Affected

Chart No.	Notices to Mariners
NZ 4634	78
NZ 6154	79
NZ 6321	80(T)

NZ 78/26 NEW ZEALAND - North Island - South Coast - Wellington Harbour / Port Nicholson - Lambton Harbour - Road-Rail Ferry Terminal. Works in Progress

1. Chart NZ 4634 (plan, Lambton Harbour) *[NE Sept 26]*

Insert	restricted area limit, – – – – – – , joining:	41°15'.956S., 174°47'.280E. (Shoreline) 41°16'.030S., 174°47'.299E. 41°16'.042S., 174°47'.239E. 41°15'.907S., 174°47'.197E. (Shoreline)
	legend, *Works in Progress (see Note)*, centered on:	41°16'.020S., 174°47'.259E.
	the accompanying note, WORKS IN PROGRESS	below chart plan title

Greater Wellington
HITS 4634/274

NZ 79/26 NEW ZEALAND - South Island - North Coast - Picton. Demolitions, Works in Progress, Depths, Obstructions

1. Chart NZ 6154 (plan, Picton Wharves) *[040/26]*

Replace	entire chart plan with accompanying block:	right of title block.

2. Chart NZ 6154 (plan, Picton Harbour) *[040/26]*

Insert	the accompanying block, centred on:	41°16'.935S., 174°00'.456E.

Marlborough District Council, Port Marlborough
HITS 6154/112

NZ 80(T)/26 NEW ZEALAND - South Island - East Coast - Lyttelton Harbour/Whakaraupō. Dredging Works

1. Dredging works are being conducted in the Te Awarapahi Bay dredging area until further notice and bounded by the following positions:

   (a) 43°36'.58S., 172°43'.98E.
   (b) 43°36'.52S., 172°44'.54E.
   (c) 43°36'.59S., 172°44'.55E.
   (d) 43°36'.65S., 172°44'.00E.

2. The dredger MV *Albatros* (call sign PCTS) and tug MV *Capricorn Alpha* (call sign ZMG3155) are operating in the area. Both vessels are restricted in their ability to manoeuvre and will maintain a listening watch on VHF Channels 12 and 16.

3. Operations are being conducted 24 hours a day, 7 days a week. Vessels will transit between the Te Awarapahi Bay dredging area and the designated capital dredging spoil ground located 4.5 nautical miles ENE of Awaroa / Godley Head.

4. The tug MV *Kurutai* (call sign ZMA2815) will be towing barges between the dredging areas and the Ōtokitoki / Gollans Bay spoil ground.

5. For the latest operational information, contact Lyttelton Port Company.

6. Mariners are advised to exercise caution and maintain a safe distance from dredging vessels and associated operations when navigating in the area.

Chart temporarily affected: NZ 6321

Lyttelton Port Company
HITS 6321/338

V

CORRECTIONS TO NEW ZEALAND PUBLICATIONS

New Zealand Nautical Almanac 2026/27, NZ 204 Light List Information

4225	Haulashore Island. Dir Lt 164° 45'. Front	41 16.14 173 15.36	Dir F WRG	8	W14 R11 G11	White △ White pile beacon	F G 157.2°-162.2° (5°) Al WG 162.2°-164° (1.8°) Light range green 11 F W 164°-165.5° (1.5°) Al WR 165.5°-167.2° (1.7°) Light range red 11 F R 167.2°-176.8° (9.6°) More than one beacon.

*

(HITS 6142/328)

VI

CORRECTIONS TO ADMIRALTY PUBLICATIONS

The New Zealand Hydrographic Authority no longer publishes corrections to Admiralty Publications as part of the fortnightly New Zealand Notice to Mariners Edition. For information regarding these publications please refer to: https://www.admiralty.co.uk/publications.

VII

NAVIGATIONAL WARNINGS

The New Zealand Hydrographic Authority no longer publishes navigational warnings for NAVAREA XIV and NZ Coastal Area Z as part of the fortnightly New Zealand Notice to Mariners Edition.

New Zealand navigational warnings are available at: https://www.maritimenz.govt.nz/navarea.

Australian navigational warnings are available at: https://www.amsa.gov.au/safety-navigation/navigation-systems/maritime-safety-information-database.

As these lists may not be up to date it is not an authoritative source of navigational warnings so Masters/Captains are still required to receive navigational warnings from the appropriate International Maritime Organization (IMO) or World Meteorological Organization (WMO) approved Global Maritime Distress and Safety System (GMDSS) broadcast service i.e. the International SafetyNET system.

Toitū Te Whenua
Land Information
New Zealand

HYDROGRAPHIC NOTE

(For instructions, see next page)

New Zealand Hydrographic Authority
Toitū Te Whenua 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
Email: ntm@linz.govt.nz

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

Name and address of ship or sender

....

....

Tel/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 immedia te 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 aut hority unless (as sometimes happens) the information is also received in a foreign Notices to Mariners. An explanation of the use o f 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, Toitū Te Whenua 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* (NP100), 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 Toitū Te Whenua LINZ website, www.linz.govt.nz/products-services/maritime-safety.
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* (NP100) 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.

To accompany New Zealand Notice to Mariners No. 79/26

NZ 6154

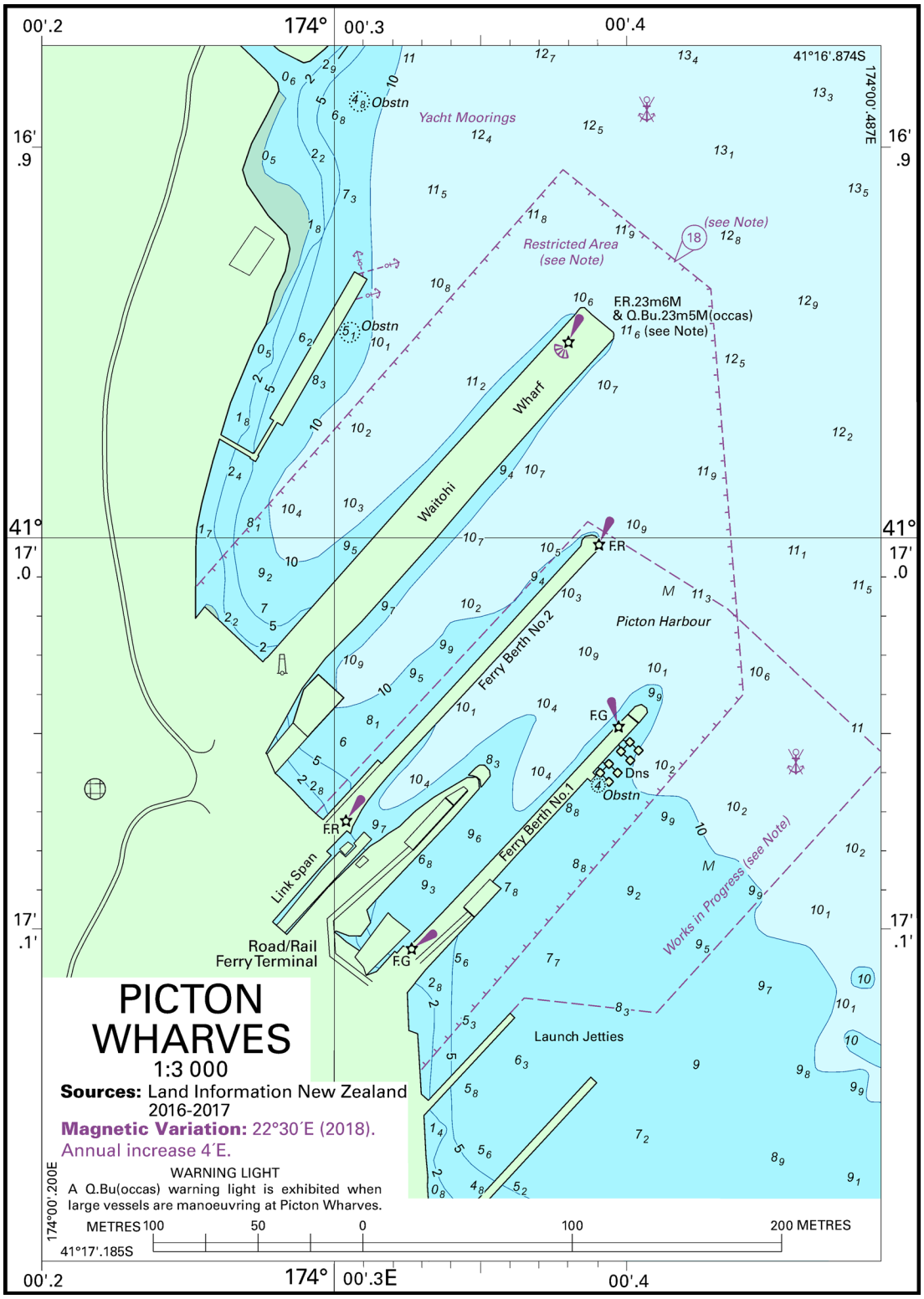


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To accompany New Zealand Notice to Mariners No. 79/26

NZ 6154

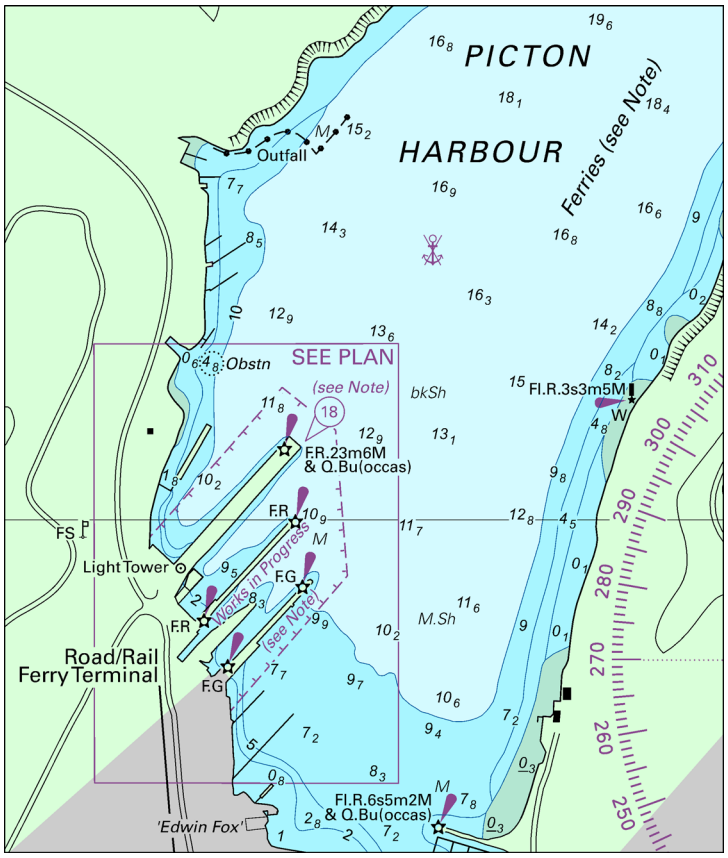


Image Size (mm) 111.90 x 95.13