

1. Before the present regulations establishing five ammunition dumping areas in depths over 600 metres were brought into force in 1955, it was the practice to dump ammunition in any suitable area off the New Zealand coast adjacent to the loading point providing the depth was greater than 200 metres.
2. Ammunition has been found inside the 200-metre line, especially in the Hauraki Gulf area and in waters around the Hen and Chicken Islands (35° 55' S, 174° 45' E approx). The area within 5 cables of the shores of the Hen and Chicken Islands is potentially dangerous.
3. The areas referred to in (1) above are defined as being within a radius of 5 nautical miles of the following positions:
 - (a) 34° 40' S, 174° 50' E
 - (b) 36° 28' S, 176° 20' E
 - (c) 41° 44' S, 175° 01' E
 - (d) 43° 15' S, 174° 00' E
 - (e) 46° 00' S, 171° 13' E
4. A disused explosive dumping ground area exists in the Hauraki Gulf between Tiritiri Matangi Island and the Noises centred in position 36° 38' S., 174° 57' E .
5. The areas are shown on the appropriate charts.

Authority: Royal New Zealand Navy

1. Seismic and other surveys are occasionally undertaken off the New Zealand coast in connection with hydrocarbon exploration. It is seldom practical to publish details of the areas of operation except in general terms and vessels carrying out surveys may be encountered without warning. Three types of surveys are practiced:

(a) **Seismic reflection surveys**

This is by far the most common form of operation. The survey vessel tows one or more multichannel receiver cables up to 12 km in length at a depth of a few metres, with the end marked by a tail buoy and radar reflector. The seismic energy source is usually an array of airguns mounted below large marker buoys and towed immediately behind the vessel. The cable and airgun arrays may have lateral extent of a hundred meters or more. Survey speed is typically 4-5 knots.

(b) **Seismic refraction surveys**

- (i) Single vessel operation: The seismic vessel tows a conventional source array (e.g. airguns) away from a stationary sonobuoy. The buoy contains an amplifier and radio transmitter which transmits the received signals to a shipboard recorder. In the rare case of long range (20–30 nautical miles) experiments, explosive charges may be used.
- (ii) Two vessel operation: One vessel tows a conventional reflection acquisition system (generally a cable of 1.5 nautical miles in length) away from another vessel at a fixed location firing a source array.

(c) **Electromagnetic surveys**

Another type of survey uses controlled source electromagnetic technology. The survey vessel deploys receiver stations along the survey lines, and then traverses the lines at approximately 2 knots towing a cable several hundred metres long with a transmitter near the sea floor.

2. Survey vessels generally carry the signals described in Rules 23 (a), 24 (a) and 27 (b) and (c) of the International Regulations for Preventing Collisions at Sea, 1972.

- (a) They may also show the signals **PO** and **IR** (International Code):

***IR (India Romeo)**

'I am engaged in submarine work (underwater operations). Keep clear of me and go slow.'

* The use of this signal does not relieve any vessel from compliance with the International Regulations for Preventing Collisions at Sea 1972.

PO (Papa Oscar)

'You should pass ahead of me (or vessel indicated)'

- (b) The shooting vessel may display signal **B** (International Code) or at night a single red light in addition.

Authority: Maritime New Zealand

3. Survey vessels are unable to manoeuvre freely and masters should therefore give them a wide berth of at least 5.5km.
4. Refraction survey vessels occasionally keep radio silence if charges are fired by radio so as to avoid uncontrolled firings. Vessels being called by light by a survey vessel should therefore answer by the same means and not by radio or radiotelephone.
5. Further information can be found in "Chapter 13" of the *Admiralty Publication, The Mariner's Handbook (NP 100)*.

Authority: Maritime New Zealand

Main Areas of Activity

1. Petroleum exploration rigs and gas and oil production platforms may be encountered off the New Zealand coast. At present, the main areas of activity are off the West Coast, North Island, which is designated by the International Maritime Organisation (IMO) as a Precautionary Area.

Reference Charts: New Zealand NZ 21 (INT 641), NZ 23 (INT 640), NZ 25 (INT 648), NZ 43, NZ 45 NZ 48, NZ 443 and NZ 4432.

Precautionary Area

2. All ships should navigate with particular caution in order to reduce the risk of a maritime casualty and resulting marine pollution in the Precautionary Area, which is defined by a line connecting the following geographical positions, the landward extent of which is determined by Mean High Water Springs (MHWS):

- (a) The charted line of MHWS at approximately 38° 31'.00 S 174° 37'.80 E
- (b) 39° 18'.50 S 173° 05'.00 E
- (c) 39° 26'.00 S 173° 01'.00 E
- (d) 40° 03'.00 S 173° 04'.00 E
- (e) 40° 10'.00 S 173° 16'.00 E
- (f) The charted line of MHWS at approximately 39° 53'.50 S 174° 54'.50 E

Navigational Hazards in Precautionary Area

3. The navigational hazards within the Precautionary Area comprise:
 - Maüi gas/condensate field westward of Cape Egmont: two manned platforms, with a subsea pipeline to shore
 - Pohokura gas field northward of Cape Egmont: unmanned production platform connected by subsea pipeline to onshore processing facilities
 - Maari oil field south-westward of Cape Egmont: normally unmanned oil production platform and manned Floating Production Storage and Offloading vessel (FPSO) serviced by offtake tankers
 - Tui oil field westward of Cape Egmont: subsea wells and manned FPSO serviced by offtake tankers
 - Kupe gas/condensate field southwards of Cape Egmont: unmanned production platform with subsea pipeline to onshore processing facilities.

Legislation/Regulations

4. Each surface installation is protected by a 500m-radius Safety Zone and a Protected Area for sub-surface installations and pipelines, see New Zealand Annual Notice to Mariners 13, para. 5, page 247 for relevant legislation.

For FPSOs, the baseline for the 500m Safety Zone is a circle described by the outer extent of movement around the mooring system (not including offtake tankers). Entry into these Safety Zones is prohibited to all except authorised vessels. A fine of up to \$NZ1,000 may be imposed for navigating within the Safety Zones.

The following regulations refer:

- Continental Shelf (Maüi A Safety Zone) Regulations 1975
- Continental Shelf (Maüi B Safety Zone) Regulations 1991
- Continental Shelf (Pohokura Platform B Safety Zone) Regulations 2006
- Continental Shelf (Kupe Wellhead Platform Safety Zone) Regulations 2006
- Continental Shelf (Umuroa Installation Safety Zone) Regulations 2008
- Continental Shelf (Maari Development Safety Zones) Regulations 2008

Authorities : Maritime New Zealand; Land Information New Zealand