

# **NEW ZEALAND NOTICES TO MARINERS**

*Notices*  
**NZ 49 – 55**

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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, email: [ntm@linz.govt.nz](mailto: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 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, email: [rccnz@maritimenz.govt.nz](mailto:rccnz@maritimenz.govt.nz).

Copies of these Notices can be obtained from Land Information New Zealand, Maritime New Zealand, Principal Chart Agents at the major ports of New Zealand and the Internet: [www.linz.govt.nz](http://www.linz.govt.nz).

## EXPLANATORY NOTES

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 books up to date.

**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.

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 II are placed at the end of this publication.

**Permanent Notices.** A [Cumulative List](#) of permanent corrections affecting charts is published on the LINZ website.

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

A list of [\(T\) and \(P\) Notices in force](#) is published on the LINZ website and in the fortnightly Editions of Notices to Mariners.

**New Zealand Publications.** Corrections to New Zealand Publications are given in Section IV.

**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 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 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.

**Symbols.** Details on symbols and abbreviations used on charts are those shown in publication Chart 5011 (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.

**ENC/ECDIS DATA PRESENTATION AND PERFORMANCE CHECK IN SHIPS.**

The International Maritime Organization (IMO) has recently indicated its concerns about operating anomalies identified in some ECDIS that fail to display important new chart features.

The International Hydrographic Organization (IHO) has produced an ENC Data Presentation and Performance Check dataset that allows mariners to check their ECDIS. The check dataset is available through ENC service providers and from the IHO website ([www.iho.int](http://www.iho.int)) which includes instructions.

Mariners are strongly recommended to use the dataset and report the results of their checks to help the IHO identify how the different brands of ECDIS display and handle chart information. Mariners are asked to also inform the IMO, national Hydrographic Offices, ECDIS manufacturers and others, so that they can take any corrective action that may be necessary.

In order to present the most comprehensive report possible to the IMO and to further assist in resolving the issues so far identified, the IHO is keen that as many ships as possible forward their results. Reports on the results can be sent via a form provided with the data or the results can be submitted on-line through a web-form.

All relevant documentation can be downloaded free from the IHO website at: [www.iho.int](http://www.iho.int).

## **Caution - Preliminary Notice**

### **Announcement for Notices to Mariners Users**

In the coming months there will be some changes to the general layout and organisation of the fortnightly Notices to Mariners editions you normally receive. There will be no change to the content itself, rather this will improve the overall look of the publication. The changes will make it easier to find and view the information which is important to you.

Further information on these changes and when they will be implemented will follow in a future edition. If you have any questions about this please contact us at [NTM@linz.govt.nz](mailto:NTM@linz.govt.nz).

II

**NUMERICAL INDEX OF CHARTS AFFECTED**  
(NZ NTM Edition No. 5 dated 9 March 2018)

NZ Chart No.	INT Chart No.	ENC No.	Notice to Mariners
NZ 43			53(T)
NZ 443			53(T)
NZ 864			49
NZ 865			49
NZ 5121			51
NZ 5412			52
NZ 6151			51
NZ 6212			51
NZ 8645			49
NZ 8655			49
NZ 14638	INT 638	NZ462123	54(T) 50

II

**NEW ZEALAND TEMPORARY AND PRELIMINARY NOTICES IN FORCE**

(NZ NTM Edition No. 5 dated 9 March 2018)

NZ Notice	T/P	Charts Affected	Locality and Subject
		NZ Chart, ENC Cell	
41/14	P	<b>NZ 268</b>	Chatham Islands: Depths and Rocks
159/16	T	<b>NZ 4424, NZ404424</b>	West Coast, Taharoa Offshore Terminal: Buoy
182/16	P	<b>NZ 268</b>	Chatham Islands: Area of Restricted Access
267/16	T	<b>NZ 561, NZ 5612, NZ400561, NZ505612, NZ605612</b>	East Coast, Hawke Bay, Napier Roads: Buoy and AIS
49/17	T	<b>NZ 532, NZ 5321, NZ 5324, NZ305321, NZ305322, NZ405321, NZ405324</b>	East Coast, Tamaki Strait: Light Characteristics
93/17	T	<b>NZ 82 (T 82), NZ 827 (T 827), NZ 8275 (T 8275), NZ300827, NZ408275</b>	Kingdom of Tonga, Tongatapu, Approaches to Nuku'alofa: Aids to Navigation
132/17	P	<b>NZ 532, NZ 533, NZ 5321, NZ 5324, NZ 5325, NZ 5327</b>	East Coast, Tamaki Strait: Rocks
171/17	P	<b>NZ 6612</b>	East Coast, Otago Harbour: Shoaling
177/17	T	<b>NZ 6422</b>	East Coast, Approaches to Timaru: Lit Buoy
182/17	T	<b>NZ 6321</b>	East Coast, Lyttelton Harbour/Whakaraupō, Port of Lyttelton: Marina Construction Activity
186/17	T	<b>NZ 56, NZ 561, NZ 5612</b>	East Coast, Hawke Bay, Whirinaki: Pan Pac Outfall Pipeline Reserved Area
188/17	T	<b>NZ 61, NZ 614, NZ 6142</b>	North Coast, Tasman Bay / Te Tai-o-Aorere and Golden Bay / Mohua: Spat Catching Areas
197/17	P	<b>NZ 6612</b>	East Coast, Otago Harbour, Port Chalmers: Wharf Works
200/17	T	<b>NZ 23 (INT 640), NZ 26, NZ 55, NZ 56, NZ 14600 (INT 600)</b>	East Coast, Poverty Bay to Mahia Peninsula, Eastwards: Scientific Instruments
203/17	P	<b>NZ 268, NZ 2683, NZ 2685</b>	Chatham Islands, Port Waitangi Wharf: Works
27/18	T	<b>NZ 5412</b>	East Coast, Tauranga, Town Reach: Obstruction
35/18	T		Maritime Safety Broadcasts - Optimum R/T Frequencies Within NAVAREA XIV
38/18	T	<b>NZ 7142</b>	West Coast, Greymouth Harbour: Depths
44/18	T	<b>NZ 14605 (INT 605), NZ 14638 (INT 638)</b>	Fiji, Viti Levu, Vanua Levu, Southern Lau Group & Northern Lau Group: Lights
47/18	T	<b>NZ 82 (T 82), NZ 822 (T 822), NZ 827 (T 827), NZ 8215 (T 8215), NZ 8225 (T 8225), NZ 8235 (T 8235), NZ 8238 (T 8238), NZ 8247 (T 8247), NZ 8248 (T 8248), NZ 8259 (T 8259), NZ 8266 (T 8266), NZ 8275 (T 8275), NZ 8277 (T 8277), NZ 14631 (INT 631), NZ 14638 (INT 638)</b>	Kingdom of Tonga: Aids to Navigation
53/18	T	<b>NZ 43, NZ 443</b>	West Coast, Taranaki: Scientific Instrument
54/18	T	<b>NZ 14638 (INT 638)</b>	Fiji, Viti Levu, Suva Harbour: Lights

**NZ 49/18 NEW ZEALAND PUBLICATIONS. New Paper Chart Editions Published**

1. New Paper Chart Editions Published.

<i>Number</i>	<i>Title and other remarks</i>	<i>Scale 1:</i>	<i>Published</i>	<i>Notice to Mariners in Force</i>	<i>NZ 202 Page</i>
<b>NZ 864</b>	<b>Apolima Strait</b>  <i>New edition incorporating updates from new survey data, changes to lights, and general updating throughout.</i>	50 000	March 2018		26
	<b>Matautu Bay</b>	50 000			
<b>NZ 865</b>	<b>Approaches to Apia</b>  <i>New edition incorporating updates from new survey data, changes to lights, and general updating throughout.</i>	50 000	March 2018		27
<b>NZ 8645</b>	<b>Plans in Apolima Strait</b>  <i>New edition incorporating updates from new survey data, changes to lights, and general updating throughout.</i>		March 2018		27
	<b>Salelologa Harbour</b>	10 000			
	<b>Mulifanua Harbour</b>	10 000			
<b>NZ 8655</b>	<b>Apia Harbour</b>  <i>New edition incorporating updates from new survey data, changes to lights, and general updating throughout.</i>	7 500	March 2018		27

2. Charts Permanently Withdrawn.

<i>Number</i>	<i>Published</i>
NZ 864	June 2010
NZ 865	June 2010
NZ 8645	June 2010
NZ 8655	July 2007

New Zealand Hydrographic Authority  
HITS 8655/44

**NZ 50/18 NEW ZEALAND PUBLICATIONS. New Electronic Navigational Chart (ENC) Published**

<i>Number</i>	<i>Title</i>	<i>Published</i>
<b>NZ462123</b>	<b>NZ6212 - South Island – North East Coast - Te Whanganui / Port Underwood</b>	March 2018

**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/sea/charts/electronic-navigational-charts-encs](http://www.linz.govt.nz/sea/charts/electronic-navigational-charts-encs).

**Use of Electronic Navigational Charts**

For compliance with New Zealand legal requirements for nautical charts and publications please refer to *Maritime Rules Part 25*, available from the Maritime New Zealand website <http://www.maritimenz.govt.nz/rules/part-25/>.

New Zealand Hydrographic Authority  
HITS 6212/70



**NZ 51/18      NEW ZEALAND PUBLICATIONS. New Paper Chart Editions to be Published Shortly**

<i>Number</i>	<i>Title</i>
<b>NZ 5121</b>	<b>Cavalli Passage</b>
<b>NZ 6151</b>	<b>Plans in the Marlborough Sounds</b>
<b>NZ 6212</b>	<b>Plans on the North East Coast of South Island</b>

New Zealand Hydrographic Authority  
HITS 6212/68

**NZ 52/18      NEW ZEALAND – North Island – East Coast – Tauranga Harbour. Beacon**

1. **Chart NZ 5412 [ 42/18 ]**

Insert



37° 37'.164S., 176° 07'.549E.

Bay of Plenty Regional Council  
HITS 5411/144

Note: No tracings are included for this notice.

**NZ 53(T)/18      NEW ZEALAND – North Island – West Coast – Taranaki. Scientific Instrument**

1. A scientific instrument has been deployed on the seafloor at position 39° 06'.21S., 173° 35'.04E., until May 2018.
2. Mariners engaged in seabed trawling activities are requested to remain 1 NM clear at all times.

**Charts temporarily affected: NZ 43, NZ 443**

Shell Taranaki Limited  
HITS 443/17

**NZ 54(T)/18      SOUTH PACIFIC OCEAN – Fiji – Viti Levu – Suva Harbour. Lights**

1. The leading lights, Ldg 2Oc.R.15M, marking the entrance to Suva Harbour in position 18° 06'.40S., 178° 24'.48E. have been reverted to, Ldg 2Oc.Bu.15M, until further notice.

**Chart temporarily affected: NZ 14638 (INT 638)**

BA Light List (Volume K): 4672, 4672.1

Maritime Safety Authority of Fiji  
HITS 14638/317

**NZ 55/18 NEW ZEALAND PUBLICATIONS. Raster Navigational Charts (RNCs) BSB Update File**

From 9 March 2018, the NZ*Mariner* BSB cumulative update file for February 2018 will be available from the LINZ website: <http://www.linz.govt.nz/sea/charts/nzmariner-official-raster-navigational-charts-rncs>.

NZ*Mariner* Raster Navigational Charts (RNCs) can be used only 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, available from the Maritime New Zealand website: <http://www.maritimenz.govt.nz/rules/part-25/>.

Further details are included in the Annual New Zealand Notices to Mariners, No.1 which can be found in the New Zealand Nautical Almanac (NZ 204) and on the LINZ website: <http://www.linz.govt.nz/sea>.

New Zealand Hydrographic Authority  
HITS -/57

### III

#### CORRECTIONS TO NEW ZEALAND LIGHT LIST

(NZ NTM Edition No. 5 dated 9 March 2018)

#### NEW ZEALAND NAUTICAL ALMANAC 2017/18, NZ 204 LIGHT LIST INFORMATION

*Nil*

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### IV

#### CORRECTIONS TO NEW ZEALAND PUBLICATIONS

(NZ NTM Edition No. 5 dated 9 March 2018)

#### New Zealand Chart Catalogue 15<sup>th</sup> Edition, NZ 202

Page 26	<b>SOUTH WEST PACIFIC OCEAN</b>				
<i>Amend</i>	NZ 864	Apolima Strait -----	50 000	6/2010	3/2018
		Matautu Bay -----	50 000		
Page 27	<b>SOUTH WEST PACIFIC OCEAN</b>				
<i>Amend</i>	NZ 865	Approaches to Apia -----	50 000	6/2010	3/2018
	NZ 8645	Plans in Apolima Strait -----		6/2010	3/2018
		Salelologa Harbour -----	10 000		
		Mulifanua Harbour -----	10 000		
	NZ 8655	Apia Harbour -----	7 500	7/2007	3/2018

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(HITS 8655/44)

## V

### 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: <http://www.maritimenz.govt.nz/commercial/safety/maritime-radio/navigational-warnings.asp>.

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 they are 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.

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## 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>

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## 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

Email: [ntm@linz.govt.nz](mailto:ntm@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* (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 LINZ website, [www.linz.govt.nz/sea](http://www.linz.govt.nz/sea). Hydrographic Notes can also be sent from mobile devices using the Hydrographic Notes Application available for [Android](#) and [Apple](#) devices.
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.