

# NEW ZEALAND NOTICES TO MARINERS

## Notices NZ 66 - 67

Published fortnightly by the New Zealand Hydrographic Authority

© Crown Copyright 2019. All rights reserved. Permission is not required to make analogue copies of these Notices but such copies are not to be sold.

---

### 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, 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](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 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](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 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 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 notice indicates a new or revised entry.

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

**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 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 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 5412
NZ 14628 (INT 628)
NZ505412
NZ554121
NZ554122

Publication
NZMariner July update

**NEW ZEALAND CHARTS. New Edition Published, Chart Permanently Withdrawn**

**New Edition Published**

<i>Number</i>	<i>Title and other remarks</i>	<i>Scale 1:</i>	<i>Published</i>
<b>NZ 5412</b>	<b>Port of Tauranga</b>	10 000	August 2019
	<i>New edition incorporating new survey data, updating Aids to Navigation, and change to chart limits and scale.</i>		
	37°35'.470S. - 37°41'.170S. 176°07'.300E. - 176°11'.850E.		
	<b>Western Channel</b>	20 000	
	37°37'.13S. - 37°39'.48S. 176°02'.90E. - 176°07'.31E.		

**Chart Permanently Withdrawn**

<i>Number</i>	<i>Published</i>
NZ 5412	December 2017

The chart listed above as withdrawn no longer meets carriage requirements and should be marked as “superseded” and replaced with the new chart/ new edition listed prior to passage through the area covered by the new chart.

New Zealand Hydrographic Authority  
 HITS 5412/402

**NEW ZEALAND CHARTS. New Chart to be Published Shortly**

**New Chart to be Published Shortly**

<i>Number</i>	<i>Title</i>
<b>NZ 14628 (INT 628)</b>	<b>Cook Islands</b>

*This new chart represents the adoption of international (INT) chart numbering to replace current chart NZ 93, which is to be withdrawn on publication of NZ 14628 (INT 628). General updating throughout.*

New Zealand Hydrographic Authority  
 HITS 14628/2

**NEW ZEALAND CHARTS. Raster Navigational Charts (RNCs) BSB Update File**

From 9 August 2019, the NZMariner BSB cumulative update file for July 2019 will be available from the LINZ website:

<https://www.linz.govt.nz/sea/charts/nzmariner-official-raster-navigational-charts-rncs>.

NZMariner 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: <https://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: <https://www.linz.govt.nz/sea/nautical-information/new-zealand-nautical-almanac-nz204>.

New Zealand Hydrographic Authority  
 HITS -/90

**NEW ZEALAND CHARTS. New Electronic Navigation Chart(s) (ENCs) Published, Withdrawn ENC(s)**

<i>Number</i>	<i>Title</i>	<i>Published</i>
<b>NZ554121</b>	<b>NZ5412 - North Island - East Coast - Port Of Tauranga</b>	<i>August 2019</i>
<b>NZ554122</b>	<b>NZ5412 - North Island - East Coast - Port Of Tauranga - Western Channel</b>	<i>August 2019</i>

**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: <https://www.maritimenz.govt.nz/rules/part-25/>.

**ENC Permanently Withdrawn**

<i>Number</i>	<i>On Publication of ENC Cell</i>	<i>Published</i>
<b>NZ505412</b>	NZ554121 and NZ554122	November 2017

New Zealand Hydrographic Authority  
 HITS 5412/402

**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](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).

**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:

[Hourly Area Predictions \(HAP\).](#)

[Local Area Mobile Predictions \(LAMP\).](#)

Australian Government IPS Radio and Space Services  
HITS -/1

**HAWKE BAY AND SOUTHWEST PACIFIC BASIN - ROCKET LAUNCH AND SPACE DEBRIS**

1. A hazardous rocket launch operation will be taking place between 16 August - 30 August 2019 inclusive within the following zones:

**Launch Hazard Area**

- a. 39° 14'.00S., 177° 51'.00E.
- b. 39° 12'.00S., 177° 55'.00E.
- c. 39° 20'.00S., 178° 11'.50E.
- d. 39° 25'.00S., 178° 07'.00E.
- e. 39° 16'.30S., 177° 49'.00E.

**Space Debris Hazard Area A**

- a. 41° 42'.00S., 176° 18'.00W.
- b. 40° 48'.00S., 175° 48'.00W.
- c. 41° 48'.00S., 171° 30'.00W.
- d. 42° 54'.00S., 171° 54'.00W.

**Space Debris Hazard Area B**

- a. 44° 42'.00S., 163° 54'.00W.
- b. 43° 30'.00S., 163° 30'.00W.
- c. 44° 15'.00S., 152° 00'.00W.
- d. 45° 30'.00S., 152° 00'.00W.

*(continued)*

III

**HAWKE BAY AND SOUTHWEST PACIFIC BASIN - ROCKET LAUNCH AND SPACE DEBRIS continued**

2. The hazard areas will be active for no longer than 4 hours 10 minutes.
3. Hazard area activation and de-activation times may occur each day as follows:

<b>Hazard areas active no earlier than NZST</b>	<b>Hazard areas de-activated no later than NZST</b>
16-Aug-2019 22:57:00	17-Aug-2019 03:07:00
17-Aug-2019 22:32:00	18-Aug-2019 02:41:00
18-Aug-2019 22:06:00	19-Aug-2019 02:15:00
19-Aug-2019 21:40:00	20-Aug-2019 01:50:00
20-Aug-2019 21:15:00	21-Aug-2019 01:24:00
21-Aug-2019 20:49:00	22-Aug-2019 00:58:00
22-Aug-2019 20:23:00	23-Aug-2019 00:32:00
23-Aug-2019 19:58:00	24-Aug-2019 00:07:00
24-Aug-2019 19:32:00	24-Aug-2019 23:41:00
25-Aug-2019 19:06:00	25-Aug-2019 23:15:00
26-Aug-2019 18:40:00	26-Aug-2019 22:50:00
27-Aug-2019 18:15:00	27-Aug-2019 22:24:00
28-Aug-2019 17:49:00	28-Aug-2019 21:58:00
29-Aug-2019 17:23:00	29-Aug-2019 21:33:00
30-Aug-2019 16:58:00	30-Aug-2019 21:07:00

4. During launch operations, a reserve area will be in effect within the Launch Hazard Area in accordance with Hawke's Bay Regional Council Navigation Safety Bylaw 2018 3.8.
5. Temporary virtual Automatic Identification System (AIS) aids to navigation (AtoNs) shall be used in accordance with IALA regulations and recommendations to clearly identify the perimeter of the Launch Hazard Area to vessels equipped with AIS.
6. Space debris from the launch is expected in Space Debris Hazard Area A and Space Debris Area B above.
7. In the vicinity of Mahia Peninsula, listen to VHF Channel 79 for Rocket Lab Range Information Broadcast.
8. Rocket Lab Range Control can be contacted during launch operations on VHF Channel 07.
9. Due to the frequency of scheduling delays, vessels planning on transiting the area should always check the latest New Zealand Notice to Mariners Edition for updates to the Rocket Lab launch schedule.
10. Mariners are advised to exercise caution when navigating in and around the areas.
11. Cancel this notice 31 August 2019.

Rocket Lab Ltd.  
 HITS 56/58

**SOUTH TARANAKI BIGHT – TUI OIL FIELD – MAINTENANCE ACTIVITIES*****COSL Prospector Rig***

1. A maintenance and side track drilling programme on the Tui Oil Field using the *COSL Prospector* rig (call sign 9V2356) is underway.
2. All vessels are requested to pass 2NM clear of the localities specified in paragraph 3.2 below.

***Non-interference Zone***

3. Pursuant to section 101B of the Crown Minerals Act 1991, the Chief Executive of the Ministry of Business, Innovation and Employment hereby gives notice of a non-interference zone in relation to the *COSL Prospector* in Petroleum Mining Permit 38158.
  - 3.1. The non-interference zone relates to the following activities: mining operations under the permit, including:
    - a) well intervention
    - b) side track drilling
  - 3.2. The locality of the activities is at the following positions:  
39° 26'.57S., 173° 14'.16E.  
39° 25'.40S., 173° 12'.74E.  
39° 22'.54S., 173° 11'.75E.
  - 3.3. The area of the non-interference zone is 500 metres from any point on the outer edge of (or the outer edge of any equipment attached to) the *COSL Prospector* rig.
  - 3.4. This notice has effect from 14 June to 30 August 2019 (both days inclusive). Refer to Annual New Zealand Notices to Mariners, No.16A, which can be found in the New Zealand Nautical Almanac (NZ 204) and on the LINZ website [www.linz.govt.nz](http://www.linz.govt.nz).

***MV Skandi Atlantic***

1. The offshore supply vessel *MV Skandi Atlantic* (call sign C6EH5) is supporting operations for a maintenance and side track drilling programme on the Tui Oil Field using the *COSL Prospector* rig (call sign 9V2356).
2. All vessels are requested to pass 2NM clear of the localities specified in paragraph 3.2 below.

***Non-interference Zone***

3. Pursuant to section 101B of the Crown Minerals Act 1991, the Chief Executive of the Ministry of Business, Innovation and Employment hereby gives notice of a non-interference zone in relation to the *MV Skandi Atlantic* in Petroleum Mining Permit 38158.
  - 3.1. The non-interference zone relates to the following activities: mining operations under the permit, including:
    - a) refuelling
    - b) provisioning
    - c) replenishment of other supplies, including equipment and tools for maintenance and repair
    - d) anchor setting and retrieving
  - 3.2. The locality of the activities is at the following positions:  
39° 26'.57S., 173° 14'.16E.  
39° 25'.40S., 173° 12'.74E.  
39° 22'.54S., 173° 11'.75E.

(continued)

**SOUTH TARANAKI BIGHT – TUI OIL FIELD – MAINTENANCE ACTIVITIES continued**

Also at and between Port of Taranaki and the locality is bounded by the following coordinates:

1. 39° 00'.85S., 174° 03'.40E. then south-east to
2. 39° 03'.07S., 174° 04'.91E. then along the coast to;
3. 39° 12'.63S., 173° 47'.10E. then south-west to;
4. 39° 29'.11S., 173° 12'.93E. then north-west to;
5. 39° 22'.08S., 173° 08'.07E, then north-east to the point of commencement.

3.3 The area of the non-interference zone is 500 metres from any point on the outer edge of (or the outer edge of any equipment attached to) the MV *Skandi Atlantic*.

3.4 This notice has effect from 31 May to 30 August 2019 (both days inclusive). Refer to Annual New Zealand Notices to Mariners, No.16A, which can be found in the New Zealand Nautical Almanac (NZ 204) and on the LINZ website [www.linz.govt.nz](http://www.linz.govt.nz).

**MV *Skandi Emerald***

1. The offshore supply vessel MV *Skandi Emerald* (call sign C6ZC7) is supporting operations for a maintenance and side track drilling programme on the Tui Oil Field using the *COSL Prospector* rig (call sign 9V2356).
2. All vessels are requested to pass 2NM clear of the localities specified in paragraph 3.2 below.

*Non-interference Zone*

3. Pursuant to section 101B of the Crown Minerals Act 1991, the Chief Executive of the Ministry of Business, Innovation and Employment hereby gives notice of a non-interference zone in relation to the MV *Skandi Emerald* in Petroleum Mining Permit 38158.

- 3.1 The non-interference zone relates to the following activities: mining operations under the permit, including:
  - a) refuelling
  - b) provisioning
  - c) replenishment of other supplies, including equipment and tools for maintenance and repair
  - d) anchor setting and retrieving

3.2. The locality of the activities is at the following positions:

- 39° 26'.57S., 173° 14'.16E.
- 39° 25'.40S., 173° 12'.74E.
- 39° 22'.54S., 173° 11'.75E.

Also at and between Port of Taranaki and the locality is bounded by the following coordinates:

1. 39° 00'.85S., 174° 03'.40E. then south-east to
2. 39° 03'.07S., 174° 04'.91E. then along the coast to;
3. 39° 12'.63S., 173° 47'.10E. then south-west to;
4. 39° 29'.11S., 173° 12'.93E. then north-west to;
5. 39° 22'.08S., 173° 08'.07E, then north-east to the point of commencement.

3.3 The area of the non-interference zone is 500 metres from any point on the outer edge of (or the outer edge of any equipment attached to) the MV *Skandi Emerald*.

3.4 This notice has effect from 31 May to 30 August 2019 (both days inclusive). Refer to Annual New Zealand Notices to Mariners, No.16A, which can be found in the New Zealand Nautical Almanac (NZ 204) and on the LINZ website [www.linz.govt.nz](http://www.linz.govt.nz).

(continued)



**SOUTH TARANAKI BIGHT – TUI OIL FIELD – MAINTENANCE ACTIVITIES continued****MV *Pacific Runner***

1. The offshore supply vessel MV *Pacific Runner* (call sign C6GS5) is supporting operations for a maintenance and side track drilling programme on the Tui Oil Field using the *COSL Prospector* rig (call sign 9V2356).
2. All vessels are requested to pass 2NM clear of the localities specified in paragraph 3.2 below.

*Non-interference Zone*

3. Pursuant to section 101B of the Crown Minerals Act 1991, the Chief Executive of the Ministry of Business, Innovation and Employment hereby gives notice of a non-interference zone in relation to the MV *Pacific Runner* in Petroleum Mining Permit 38158.

- 3.1 The non-interference zone relates to the following activities: mining operations under the permit, including:
  - a) refuelling
  - b) provisioning
  - c) replenishment of other supplies, including equipment and tools for maintenance and repair
  - d) anchor setting and retrieving

- 3.2. The locality of the activities is at the following positions:  
39° 26'.57S., 173° 14'.16E.  
39° 25'.40S., 173° 12'.74E.  
39° 22'.54S., 173° 11'.75E.

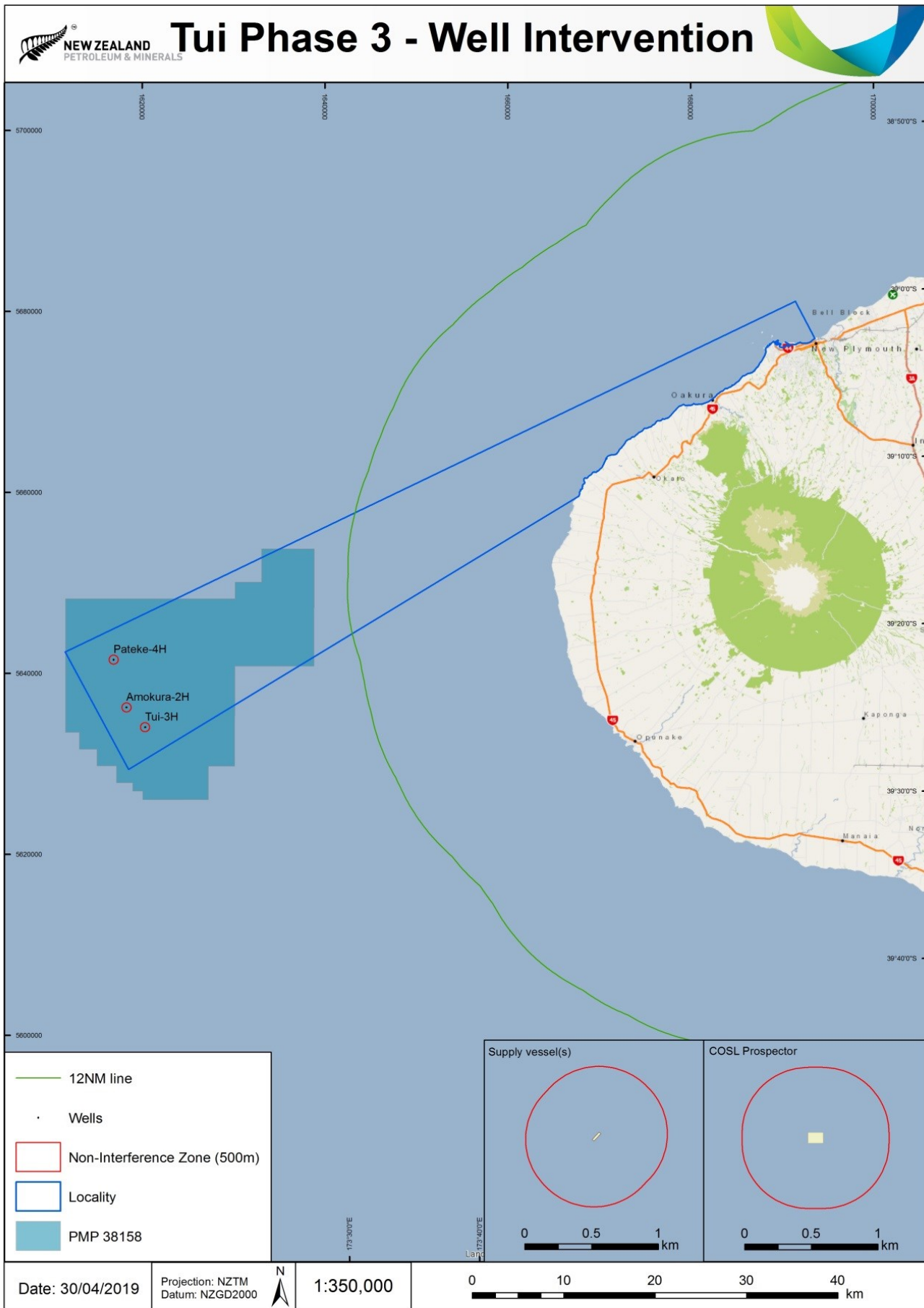
Also at and between Port of Taranaki and the locality is bounded by the following coordinates:

1. 39° 00'.85S., 174° 03'.40E. then south-east to
2. 39° 03'.07S., 174° 04'.91E. then along the coast to;
3. 39° 12'.63S., 173° 47'.10E. then south-west to;
4. 39° 29'.11S., 173° 12'.93E. then north-west to;
5. 39° 22'.08S., 173° 08'.07E, then north-east to the point of commencement.

- 3.3 The area of the non-interference zone is 500 metres from any point on the outer edge of (or the outer edge of any equipment attached to) the MV *Pacific Runner*.

- 3.4 This notice has effect from 31 May to 30 August 2019 (both days inclusive). Refer to Annual New Zealand Notices to Mariners, No.16A, which can be found in the New Zealand Nautical Almanac (NZ 204) and on the LINZ website [www.linz.govt.nz](http://www.linz.govt.nz).

Chief Executive of the Ministry of Business, Innovation and Employment  
HITS 443/26/86



## NOTICES TO MARINERS

## Index of Charts Affected

Chart No.	Notices to Mariners
NZ 5322	66(T)
NZ 5323	66(T)
NZ 6152	67

**NZ 66(T)/19      NEW ZEALAND - North Island - East Coast - Auckland Harbour - Queens Wharf and westwards to Westhaven Boat Harbour. Construction Works, Dredging and Marina Operations**

1. Former notices - NZ 56(T)/19 and NZ 59(T)/19 are cancelled.
2. Until further notice, construction works on the western edge of Queens Wharf and the Auckland Downtown Ferry Basin are underway. Lit buoys (*Fl. Y. 5s*) on the western side of Queens Wharf are marking the construction area.
3. Until further notice, extensive construction works are underway in the inner and outer Viaduct Harbour area spanning westwards to the eastern extent of Westhaven Boat Harbour. The project has a 24 hour contact number - 0800 WYNYARD or contact project Stakeholder Advisor - 021896322.
4. Mariners must contact Viaduct Control (VHF Channel 73) if access is required to get to/from the Inner Viaduct Harbour.
5. Mariners should consult Auckland Transport Local Notices to Mariners for the latest information.
6. Mariners are advised to exercise caution when navigating in the area and to remain clear of all dredging and construction operations.

**Charts temporarily affected: NZ 5322, NZ 5323**

Auckland Transport and Wynyard Edge Alliance  
HITS 5322/639

**NZ 67/19 NEW ZEALAND - South Island - North Coast - Havelock. Aids to Navigation and Transit Line**

**1. Chart NZ 6152 (plan, Havelock) [ NE April 18 ]**

Insert  F.Bu.5m2M 41°15'.83S., 173°47'.53E.

transit line, -----, joining: (a) 41°15'.74S., 173°47'.08E.  
 41°15'.83S., 173°47'.53E.

legend, 104°, seaward end of: (a) above

Replace  disused with  F.Bu.3m2M 41°15'.81S., 173°47'.43E.

Delete  disused 41°15'.82S., 173°47'.51E.

NZ Light List: 4243.35, 4243.36

Marlborough District Council  
 HITS 6152/68

## CORRECTIONS TO NEW ZEALAND PUBLICATIONS

## New Zealand Nautical Almanac 2019/20, NZ 204 Light List Information

3900.4	- P1	37 38.27 176 10.22	VQ(9)W 10s			Black $\nabla$ on yellow pile with black band *	
3902	- P3	37 38.24 176 10.37	FI G 3s			Green $\triangle$ on green pile beacon *	
3902.4	- P5	37 38.31 176 10.58	Q G			Green $\triangle$ on green pile beacon *	
3903	- P7	37 38.43 176 10.68	Q(6) + LFI W 15s			Black $\nabla$ on yellow and black pile beacon *	
3904.34	- No. 6	37 38.36 176 10.42	Iso R 2s			Red $\square$ on red pile beacon *	
3904.8	- No. 11	37 38.78 176 10.70	Iso G 2s			Green $\triangle$ on green pile beacon *	
3905	- No. 13	37 38.91 176 10.75	Iso G 2s			Green $\triangle$ on green pile beacon *	
3905.2	- No. 15	37 39.04 176 10.74	Iso G 2s			Green $\triangle$ on green pile beacon *	
3905.3	- No. 17	37 39.31 176 10.60	Iso G 2s			Green $\triangle$ on green pile beacon *	
3908.1	- No. 8	37 39.75 176 10.84	Iso R 2s			Red $\square$ on red beacon *	
3908.4	Town Reach	37 39.96 176 10.59	FI Y 5s			Yellow X on yellow pile *	
3913	- No. 10	37 40.12 176 10.60	Q R			Red $\square$ on red beacon *	
3913.5	- No. 12	37 40.26 176 10.54	Q R			Red $\square$ on red beacon *	
3919	Hunters Creek	37 38.44 176 08.08	FI(2+1)G 6s	7	5	Green $\triangle$ on green concrete pile beacon, with red band *	<i>fl 0.3, ec 0.7, fl 0.3, ec 1.7, fl 0.3, ec 2.7</i>
3920.35	- Otumoetai 'C'	37 39.56 176 09.80	FI(2+1)R 6s			Red $\square$ on red beacon with green band *	<i>fl 0.3, ec 0.7, fl 0.3, ec 1.7, fl 0.3, ec 2.7.</i>
4243.35	Havelock Approach Ldg Lts 104°. Front	41 15.81 173 47.43	F.Bu	3	2	White $\triangle$ on white wooden pole *	*
4243.36	- Rear	41 15.83 173 47.53	F.Bu	5	2	White $\nabla$ on white wooden pole *	*
*	*	*	*	*	*	*	*

(HITS 5412/402, HITS 6152/68)

**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/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 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.

---

## 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/ 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).
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.