

NEW ZEALAND NOTICES TO MARINERS

Notices NZ 22 - 24

Published fortnightly by the New Zealand Hydrographic Authority

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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, 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 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

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 re-issued 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.

Nil

Publication

Nil

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:

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

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

Australian Government IPS Radio and Space Services
HITS -/1

NEW ZEALAND - MARITIME BORDER ENTRY RESTRICTIONS

1. The New Zealand Government for the purposes of preventing, and limiting the risk of an outbreak, or the spread, of COVID-19 is (a) restricting which ships may arrive in New Zealand; and (b) putting in place isolation or quarantine requirements for people who arrive in New Zealand by sea.

2. The right of innocent passage through the territorial sea, and transit passage through straits used for international navigation is unaffected.

3. Vessels are not permitted entry to New Zealand unless exempted by the Maritime Border order. A cargo ship that is arriving in New Zealand for the purpose of loading or unloading cargo is an example of one such exemption. New Zealand flagged vessels with New Zealand crews are allowed entry but must adhere to isolation and customs requirements.

4. The current restrictions are detailed in the "COVID-19 Public Health Response (Maritime Border) Order (No2) 2020" which is available at: <http://legislation.govt.nz/regulation/public/2020/0240/latest/LMS403466.html#LMS403543>.

5. These maritime border restrictions remain in force until further notice and may be amended or updated at short notice. It is therefore advisable to access the latest information, which includes advice on when and how to apply for exemptions, on the Ministry of Health's website here: <https://www.health.govt.nz/our-work/diseases-and-conditions/covid-19-novel-coronavirus/covid-19-information-specific-audiences/covid-19-resources-border-sector/covid-19-maritime-sector#exemption>.

(continued)

NEW ZEALAND - MARITIME BORDER ENTRY RESTRICTIONS continued

6. For those vessels that are permitted entry to New Zealand the New Zealand Government requires an Extended Notice of Arrival (ENA) of intent to travel to New Zealand, a minimum of 168 hours (seven days) prior to arrival. This is an additional requirement to completing the Customs Advance Notice of Arrive (ANA) document 48 hour before arriving. The ENA form is found at:

<https://www.customs.govt.nz/globalassets/documents/forms/extended-notice-of-arrival-form.pdf>.

7. The New Zealand Customs Service may notify arriving vessels which first port of arrival is to be used, and may require voyage plans to be adjusted accordingly.

8. Masters and skippers of vessels should note that persons seeking to disembark, (from vessels that are permitted entry), may only do so subject to meeting specific criteria found in the Order.

Maritime New Zealand
HITS -/108/2

SOUTH PACIFIC OCEAN - KINGDOM OF TONGA - TONGA ENTRY RESTRICTIONS

1. Marine and Ports, Ministry of Infrastructure together with Ministry of Health advises that all vessels entering Tonga will be required to use Tongatapu as the first port of entry for border screening prior to re-routing to outer islands.

2. Maritime Security Committee advises that the security of all ports in Tonga is heightened to Security Level 2, in which additional preventative and protective measures are to be implemented.

3. Be advised that all international cruise ships and yachts scheduled to arrive after 19 March 2020 shall not be granted entry into Tonga until further notice.

4. Foreign vessels wishing to transit Tongan waters requiring immediate assistance must contact Nuku'alofa radio for advice via HF & VHF.

Kingdom of Tonga - Ministry of Infrastructure
HITS 82/1051

SOUTH PACIFIC OCEAN - NIUE ENTRY RESTRICTIONS

All international cruise ships and yachts shall not be granted entry into Niue until further notice.

Government of Niue
HITS 845/23

NAVAREA XIV - INITIAL OPERATIONAL CAPABILITY OF IRIDIUM SAFETYCAST SERVICES

The International Maritime Organization (IMO) and the International Hydrographic Organization (IHO) announce the establishment of the Iridium SafetyCast Service, as a recognised mobile satellite service in the Global Maritime Distress and Safety System (GMDSS). Effective 7 September 2020, an Iridium SafetyCast Service for broadcasting navigational warnings in the English language will be declared to be in an "Initial Operational Capability" (IOC) for NAVAREA XIV.

(continued)

NAVAREA XIV - INITIAL OPERATIONAL CAPABILITY OF IRIDIUM SAFETYCAST SERVICES continued

It is important to note this will be a phased IOC process, as each NAVAREA, METAREA and RCC Authority will have different timeframes for when they are ready to implement services. During the IOC period, Rescue Coordination Centre New Zealand (RCCNZ), as the NAVAREA XIV Coordinator, will be providing NAVAREA XIV and New Zealand Coastal navigational warnings in accordance with the Joint IMO/IHO/WMO Maritime Safety Information Manual and on an intermittent and test basis. The IOC period is a test and evaluation stage, which is necessary to ensure messages are being processed and promulgated in a timely and appropriate manner. The broadcasting of Iridium SafetyCast messages will be addressed to NAVAREA XIV and New Zealand Coastal Navigational Warning areas within the SafetyCast transceiver. On vessels with Iridium GMDSS terminals installed, mariners are advised to check their manufacturer's operation manuals to obtain information on the setting of their SafetyCast receivers to receive relevant SafetyCast messages.

During this period RCCNZ will also be testing the broadcast of SAR-related information. This will not form part of the IOC testing for SAR, which will be announced at a later date. All SAR-related information broadcasts via Iridium SafetyCast will be for testing purposes only.

Determination when NAVAREA XIV is ready to establish "Full Operational Capability" (FOC) will come at a later date and will be announced through a subsequent NtM.

Maritime New Zealand
HITS -/109

NOTICES TO MARINERS

Index of Charts Affected

Chart No.	Notices to Mariners
NZ 521	22
NZ 865	23(T)
NZ 5214	22
NZ 5219	22
NZ 8655	23(T)
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NZ 14638 (INT 638)	24

NZ 22/21 NEW ZEALAND - North Island - East Coast - Marsden Point. Pilotage Limit

1. Chart NZ 521 [118/18]

Insert	Pilotage Limit, - - -, joining:	35°51'.20S., 174°29'.23E. (coastline) 35°54'.40S., 174°32'.60E. 35°53'.14S., 174°34'.50E. 35°51'.67S., 174°31'.92E. (coastline)
	legend, <i>Pilotage Limit</i> , centred on:	35°52'.70S., 174°31'.00E.
Delete	Pilotage Limit, - - -, joining:	35°51'.73S., 174°28'.65E. (coastline) 35°51'.74S., 174°29'.80E. 35°54'.40S., 174°32'.60E. 35°53'.14S., 174°34'.50E. 35°51'.42S., 174°32'.69E. (coastline)
	legend, <i>Pilotage Limit</i> , centred on:	35°52'.30S., 174°33'.50E.

2. Chart NZ 5214 [023/19]

Insert	Pilotage Limit, - - -, joining:	35°51'.20S., 174°29'.23E. (coastline) 35°54'.40S., 174°32'.60E. 35°53'.14S., 174°34'.50E. 35°51'.68S., 174°31'.92E. (coastline)
	legend, <i>Pilotage Limit</i> , centred on:	35°52'.36S., 174°33'.10E.

(continued)

NZ 22/21 NEW ZEALAND - North Island - East Coast - Marsden Point. Pilotage Limit continued

Delete Pilotage Limit, - - -, joining: 35°51'.73S., 174°28'.65E. (coastline)
35°51'.74S., 174°29'.79E.
35°54'.40S., 174°32'.60E.
35°53'.14S., 174°34'.50E.
35°51'.42S., 174°32'.69E. (coastline)

legend, *Pilotage Limit*, centred on: 35°52'.25S., 174°33'.50E.

3. Chart NZ 5219 [118/18]

Insert Pilotage Limit, - - -, joining: 35°51'.20S., 174°29'.23E. (coastline)
35°54'.40S., 174°32'.60E.
35°53'.14S., 174°34'.50E.
35°51'.68S., 174°31'.92E. (coastline)

legend, *Pilotage Limit*, centred on: 35°52'.30S., 174°33'.00E.

Delete Pilotage Limit, - - -, joining: 35°51'.73S., 174°28'.65E. (coastline)
35°51'.74S., 174°29'.79E.
35°54'.40S., 174°32'.60E.
35°53'.14S., 174°34'.50E.
35°51'.42S., 174°32'.69E. (coastline)

legend, *Pilotage Limit*, centred on: 35°52'.40S., 174°33'.60E.

Maritime New Zealand
HITS 512/54/3

NZ 23(T)/21 SOUTH PACIFIC OCEAN - Samoa - Apia Harbour. Samoa Entry Restrictions

1. Former notice - NZ 33(T)/20 is cancelled.
2. Until further notice, all mariners entering Samoa are required to proceed to a temporary quarantine area at the Apia Harbour Pilot Boarding Point in position 13°47'.965S., 171°45'.517W.
3. All sea port entries will be screened at the quarantine area before the vessel docks at the wharf.
- * 4. Further restriction details can be found at <https://www.health.gov.ws/>.
5. Mariners are advised to exercise caution when navigating in the area.

Charts temporarily affected: NZ 865, NZ 8655

Government of Samoa
HITS 8655/48

NZ 24/21 SOUTH PACIFIC OCEAN - Fiji - Yasawa Group. Depths**1. Chart NZ 14605 (INT 605) [080/19]**Insert depth 10₂

(a) 16°37'.03S., 177°29'.67E.

Delete depth 14

close (a) above

2. Chart NZ 14638 (INT 638) [NE Jul 20]Insert depth 10₅

(a) 16°39'.29S., 177°25'.65E.

depth 10₂

(b) 16°37'.03S., 177°29'.67E.

Delete depth 14₃

close (a) above

depth 19₅

close (b) above

United Kingdom Hydrographic Office
HITS 14638/342

V

CORRECTIONS TO NEW ZEALAND PUBLICATIONS

Nil

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/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

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.
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.