

# NEW ZEALAND NOTICES TO MARINERS

## Notices NZ 41 - 41

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.](#)

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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, 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](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 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](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 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.

**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 5318
NZ 5327
NZ 5328
WS500212

  

Publication
Nil

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

**New Editions to be Published Shortly**

<i>Number</i>	<i>Title</i>
<b>NZ 5318</b>	<b>Great Mercury Island (Ahuhahu) to Ōtara Bay</b>
<b>NZ 5327</b>	<b>Waiheke Island to Coromandel Peninsula</b>
<b>NZ 5328</b>	<b>Coromandel Harbour</b>

New Zealand Hydrographic Authority  
HITS 5327/9

**NEW ZEALAND CHARTS. New Electronic Navigation Chart (ENC) Published**

<i>Number</i>	<i>Title</i>	<i>Published</i>
<b>WS500212</b>	<b>South Pacific Ocean - Samoa - Asau Harbour</b>	<i>April 2022</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 Toitū Te Whenua LINZ website [www.linz.govt.nz/sea/charts/information-about-charts#enc](http://www.linz.govt.nz/sea/charts/information-about-charts#enc).

**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/>.

New Zealand Hydrographic Authority  
HITS -/155

## 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 (use Internet Explorer browser to open):

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

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

Australian Government IPS Radio and Space Services  
HITS -/1

### NEW ZEALAND – NORTH ISLAND – NORTH TARANAKI BIGHT – SEISMIC SURVEY

1. A seismic survey will be taking place between 2 May and 5 June 2022 inclusive. Seismic receivers will be deployed on the seabed in the area bounded by the co-ordinates below:

- a) 38° 58'.70S., 174° 06'.00E.
- b) 38° 52'.90S., 174° 06'.00E.
- c) 38° 52'.90S., 174° 13'.90E.
- d) 38° 58'.70S., 174° 13'.90E.

2. Vessels MV *Southern Express* (ZMU9142), MV *Shoman* (ZMA2034), MV *Christa Maria* (ZMR6626) and MV *Fathom* (ZMX4551) will be operating in the designated area and will maintain a listening watch on VHF Channels 06 and 16. The vessels may be restricted in their manoeuvrability and mariners are requested to remain clear at all times.

3. Mariners are requested to avoid the designated area and to not engage in any fishing or seabed related operations during the survey period.

4. Mariners are advised to exercise caution when navigating around the area.

New Zealand Dive and Survey  
HITS -/153

**SOUTH PACIFIC OCEAN - NIUE ENTRY RESTRICTIONS**

Entry to ALL yachts, cruise ships, and other sea vessels are NOT permitted with an exception to cargo vessels, New Zealand Defence Force vessels, authorized maritime patrol vessels and vessels in emergency and distress.

Government of Niue  
HITS -/142

**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

**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>.
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>.

*Continued*

**NEW ZEALAND - MARITIME BORDER ENTRY RESTRICTIONS continued**

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

**NEW ZEALAND - MARITIME SAFETY INFORMATION - NOTICE TO MARINERS (NtMs) SERVICES AND NAVIGATIONAL CHARTS AVAILABILITY- COVID-19 UPDATE**

The New Zealand Hydrographic Authority is prioritising safety critical maritime information during COVID-19 Alert Levels. Safety critical information is provided through the normal channels including Radio Warnings, NAVAREA XIV Broadcasts and NtMs.

During COVID-19 Alert Levels, charts will be available through normal channels. Please note some paper chart retailers may not be open for business at this time. Details of Chart Retailers can be found on the Toitū Te Whenua LINZ website <https://www.linz.govt.nz/sea/charts/information-about-charts/search-chart-retailers>

If you have any questions please direct them to [hydro@linz.govt.nz](mailto:hydro@linz.govt.nz)

New Zealand Hydrographic Authority  
HITS -/140

**TONGA - AIDS TO NAVIGATION, DEPTHS, OBSTRUCTIONS, MARINA INFRASTRUCTURE**

1. Due to the volcanic eruption of Hunga Tonga-Hunga Ha'apai volcano and aftermath of subsequent tsunamis, aids to navigation may be unreliable.

2. In the Niuaotupapu Harbour Entrance, lit buoy *Fl.R.2s* has been reported in position 15°55'.769S., 173°45'.607W., approx 8m west of the current charted position.

3. In the Approaches to Nuku'alofa Harbour, the port and starboard lateral marks southeast of Atatā in the vicinity of 21°03'.41S., 175°14'.82W. have been reported as destroyed.

4. Depths less than charted, unexpected obstructions, and changes to wreck features may be encountered.

5. Damage to shorelines and marina infrastructure is also to be expected.

6. Mariners are advised to navigate with caution in coastal waters and approaches to harbours.

New Zealand Hydrographic Authority  
HITS 82/1053, 82/1053/2, 8215/10, 502/23

## NOTICES TO MARINERS

## Index of Charts Affected

Chart No.	Notices to Mariners
NZ 7624	41
NZ 7656	41

**NZ 41/22 NEW ZEALAND - South Island - West Coast - Fiordland. Mooring buoys****1. Chart NZ 7624 [ NE Oct 21 ]**Insert 

45°20'.40S., 166°54'.41E.

**2. Chart NZ 7656 [ NE Jul 21 ]**Insert 

45°48'.75S., 166°34'.50E.

Realnz  
HITS 7621/16

**V**

**CORRECTIONS TO NEW ZEALAND PUBLICATIONS**

Nil

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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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**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.

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**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](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, 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/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.