

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Vol K Edition 2013/14. Weekly Edition No. 28, Dated 11 July 2013.
Last Updates: Weekly Edition No. 26, dated 27 June 2013.

K1960	SPENCER GULF. GERMEIN BAY - Cockle Spit	33 03-27 S 137 56-26 E *	Q W *	5	8 Δ on yellow pile, black top	Ra refl	
K1963-6	- No 3	33 04-19 S 137 58-36 E *	Fl G 4s *	..	.. Green Δ on beacon		
K1963-7	- No 4	33 04-17 S 137 58-43 E *	Fl R 4s *	..	.. Red \square on beacon		
K1964-2	- No 6	33 04-75 S 137 58-61 E *	Fl R 2s *	..	.. Red \square on beacon *		
K1964-6	- No 11	33 05-83 S 137 59-19 E *	Fl G 2s *	..	.. Green Δ on beacon		
K1964-7	- No 12	33 05-79 S 137 59-25 E *	Fl R 2s *	..	.. Red \square on beacon		
K1965-5	- No 15	33 06-34 S 137 59-87 E *	Fl G 2s *	..	.. Green Δ on beacon		
	*	*	*	*	*	*	*
K1965-6	- No 16	33 06-29 S 137 59-92 E *	Fl R 2s *	..	.. Red \square on beacon		
	*	*	*	*	*	*	*
K1965-7	- No 17	33 06-60 S 138 00-40 E *	Q G *	..	.. Green Δ on beacon		
K1965-8	- No 18	33 06-55 S 138 00-44 E *	Q R *	..	.. Red \square on beacon		
K1966-2	- No 19	33 06-79 S 138 00-69 E *	Fl G 2s *	..	.. Green Δ on beacon		
K1966-23	- No 20	33 06-74 S 138 00-73 E *	Fl R 2s *	..	.. Red \square on beacon		
K1966-26	- No 21	33 06-94 S 138 00-90 E *	Q G *	..	.. Green Δ on beacon		
K1966-5	- No 25	33 07-23 S 138 01-10 E *	Fl G 2s *	..	.. Green Δ on beacon		
K1966-75	- No 29	33 07-53 S 138 01-12 E *	Fl G 2s *	..	.. Green Δ on beacon		
K1967-2	- No 33	33 08-02 S 138 00-88 E *	Fl G 2s *	..	.. Green Δ on beacon		

K1967-3	- No 34	33 08-06 S 138 00-94 E *	Fl R 2s *	.. .. Red □ on beacon
K1967-5	- No 35	33 08-26 S 138 00-74 E *	Fl G 2s *	.. .. Green △ on beacon
K1967-75	- No 38	33 08-58 S 138 00-72 E *	Fl R 2s	.. .. Red □ on beacon
K1968-5	- No 44	33 09-63 S 138 00-95 E *	Fl R 2s	.. .. Red □ on beacon
K1969-2	- No 48	33 10-30 S 138 00-86 E *	Q R *	.. .. Red □ on beacon
K1969-25	- No 50	33 10-39 S 138 00-87 E *	Fl R 2s *	.. .. Red □ on beacon
K1969-3	- No 52	33 10-50 S 138 00-94 E *	Q R *	.. .. Red □ on beacon
K1969-35	- Lts in line 104-5°. Front. No 54 *	33 10-57 S 138 00-91 E *	Fl R 2s *	.. .. Red □ on beacon
K2959-9	PORT BUNDABERG Remove from list; deleted			
K2959-95	PORT BUNDABERG Remove from list; deleted			

UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 28 dated 11 July 2013

The **Admiralty List of Radio Signals diagrams** included in the paper version of the weekly Notice to Mariners (Section VI) are printed in black and white. If required, a colour version of these diagrams can be downloaded from www.ukho.gov.uk/msi. To obtain the colour versions select **View and download NMs** - select **Weekly** - select **Year** - select **Week** - go to **Selected Week Content** - select **File** (for example: NP286(3)-WK01-12-PAGE149_Week01_2012.pdf)

VOLUME 2, NP 282, 2013/14

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RADAR BEACONS

PAGE 26, LATVIA.

57770 Miķeļ Lt.

Delete name and replace by: **Miķeļbāka Lt**

Latvian Notice 6/84/13 (RSDRA2013000135110) 28/13

PAGE 112, RUSSIA (Arctic Coast).

85470 Mys Sopochhnaya Karga Lt.

Delete entry

Russian Notice 26/3862/13 (RSDRA2013000135823) 28/13

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 188, IRELAND, below Limeburner Lt Buoy entry.

Insert:

Lucifer Lt Buoy	52°17'·04N 6°12'·67W	992501054		Real	21
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Commissioners of Irish Lights (RSDRA2013000135298) 28/13

PAGE 200, LATVIA, below Daugavgrīvas Lt entry.

Insert:

Miķelbāka Lt	57°35'·99N 21°58'·47E	992751470		Real	
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Latvian Notice 6/84/13 (RSDRA2013000135110) 28/13

VOLUME 5, NP 285, 2013/14

Published Wk 24/13

(Last Updates: Weekly Edition No. 27 dated 4 July 2013)

SECTION 13: MARITIME SAFETY INFORMATION (MSI) UNDER THE GMDSS

PAGE 215, NAVAREA IV (United States) and NAVAREA XII (United States), National Coordinators table.

Delete row 10, French Antilles (Martinique/Guadeloupe/St Barthélemy) and replace by:

French Antilles (Martinique/Guadeloupe/ St Barthélemy)	+596 596 395059	+596 596 395165	opsmer.faa@wanadoo.fr
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(former update 26/13)

SHOM (RSDRA2013000135842) 28/13

SECTION 16: DISTRESS, SEARCH AND RESCUE

PAGE 411, SAINT PIERRE AND MIQUELON (France), row 1, column 4.

Delete email SAM-975@developpment-durable.gouv.fr and replace by:

email sram.pole-maritime.dtam-975@equipement-agriculture.gouv.fr

SHOM (RSDRA2013000135842) 28/13

UPDATES TO ADMIRALTY SAILING DIRECTIONS

Nil.

UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

Vol K Edition 2013/14. Weekly Edition No. 29, Dated 18 July 2013.

Last Updates: Weekly Edition No. 28, dated 11 July 2013.

K1683-5	- South West Creek. Ldg Lts 216-4°. Front	20 20-23 S 118 33-70 E	F Bu	..	..	△ on beacon	
*	*	*	*	*	*	*	*
K1683-51	- South West Creek. Ldg Lts 216-4°. Rear. 90m from front	20 20-27 S 118 33-67 E	F Bu	..	..	▽ on beacon	
*	*	*	*	*	*	*	*
K1683-6	- South West Creek. Lts in line 216-4°. Front	20 20-20 S 118 33-67 E	F G	..	..	△ on beacon	
*	*	*	*	*	*	*	*
K1683-61	- South West Creek. Lts in line 216-4°. Rear	20 20-25 S 118 33-64 E	F G	..	..	▽ on beacon	(P) 2013
*	*	*	*	*	*	*	*
K1683-7	- South West Creek. Lts in line 216-4°. Front	20 20-25 S 118 33-74 E	F R	..	..	△ on beacon	
*	*	*	*	*	*	*	*
K1683-71	- South West Creek. Lts in line 216-4°. Rear	20 20-29 S 118 33-70 E	F R	..	..	▽ on beacon	
*	*	*	*	*	*	*	*
K1687-88	- Angel	19 29-79 S 116 35-98 E	Mo(U)W 15s	..	10	Platform	
--	--	..	Racon	..	..	..	ALRS Vol 2 Station 87425
--	--	..	AIS	..	..	..	MMSI No 503521000
		*					*
K1697-6	<i>Griffin. SBM</i>	21 13-31 S 114 38-74 E	Mo(U)W 15s	..	..	Superbuoy	Off station (T) 2013
		*					*
K1710	NORTH WEST CAPE - North West Cape (AU:AMSA)	21 48-37 S 114 09-61 E	Fl W 3s	129	25	Metal framework tower 304	<i>fl 0-1.</i> Fl W 10s 21M (T) 2013
							*
K1968-6	- No 45	33 09-73 S 138 00-87 E	Fl G 2s	..	..	Green △ on beacon	
			*				
K2722	LAKE MACQUARIE - Moon Island	33 05-21 S 151 40-40 E	Iso W 2s	12	5	..	.
							TE; Iso WR 2s W78°-10°(292°), R10°-78°(68°), in situ (T) 2013
							*
K2822-8	- Hickey Island	29 25-72 S 153 21-16 E	Iso R 2s	..	..	▽ on beacon	
						*	*
K2825-9	- Ldg Lts 106-6°. Front. Goodwood Island	29 23-56 S 153 20-37 E	Fl Bu 2s				
		*	*			*	*
K2958-8	- Burnett River	24 47-75 S 152 22-91 E	Fl G 4s	Ruined jetty	(T) 2013
*	*	*	*	*	*	*	*

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The **Admiralty List of Radio Signals diagrams** included in the paper version of the weekly Notice to Mariners (Section VI) are printed in black and white. If required, a colour version of these diagrams can be downloaded from www.ukho.gov.uk/msi. To obtain the colour versions select **View and download NMs** - select **Weekly** - select **Year** - select **Week** - go to **Selected Week Content** - select **File** (for example: NP286(3)-WK01-12-PAGE149_Week01_2012.pdf)

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AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 158, AUSTRALIA, Angel Platform.

Delete entry

[Australian Hydrographic Service \(RSDRA2013000141008\) 29/13](#)

PAGE 168, CHINA.

Guangzhou Gang Lt Buoy No 12, column 2.

Delete position and replace by: 22°23'·02N 113°46'·29E

[Hong Kong Notice 13/36/13 \(RSDRA2013000135849\) 29/13](#)

PAGE 174, CHINA,

Rongshutou Hangdao Lt Buoy No 1, column 2.

Delete position and replace by: 22°11'·14N 113°47'·50E

[Hong Kong Notice 13/36/13 \(RSDRA2013000135849\) 29/13](#)

PAGE 206, SPAIN (Mediterranean Coast), above Barcelona North Channel Fairway Lt Buoy entry.

Insert:

Barcelona East Breakwater Lt	41°19'·04N 2°10'·36E	002242166		Synthetic	
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[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)

PAGE 206, SPAIN (North Coast), below Cabo Corredo Lt entry.

Insert:

Cabo Finisterre Lt	42°52'·94N 9°16'·32W	992242117		Real	
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[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)

PAGE 206, SPAIN (North Coast), below Cabo Ortegal Lt entry.

Insert:

Cabo Prioriño Chico Lt	43°27'·53N 8°20'·41W	992242135		Synthetic	
Cabo Silleiro Lt	42°06'·25N 8°53'·78W	992242119		Synthetic	
Cabo Toriñana Lt	43°03'·20N 9°17'·89W	992242141		Synthetic	

[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)

PAGE 206, SPAIN (North Coast), below Islas Sálvora Lt entry.

Insert:

Islas Sisargas Lt	43°21'·59N 8°50'·67W	992242125		Real	
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[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)**PAGE 206, SPAIN (North Coast), above Monte Faro Lt entry.**

Insert:

Langosteira ODAS Lt Buoy	43°20'·97N 8°33'·69W	992241007		Real	
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[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)**PAGE 206, SPAIN (North Coast), above Punta Candelaria Lt entry.**

Insert:

Punta Caballo Lt	42°34'·35N 8°53'·05W	992242118		Synthetic	
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[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)**PAGE 206, SPAIN (North Coast), below Punta Estaca de Bares Lt entry.**

Insert:

Punta Fiateira Front Ldg Lt	43°20'·60N 8°22'·25W	992242138		Synthetic	
Punta Fiateira Rear Ldg Lt	43°20'·39N 8°22'·26W	992242139		Synthetic	
Punta Mera Front Ldg Lt	43°23'·01N 8°21'·27W	992242136		Synthetic	
Punta Mera Rear Ldg Lt	43°22'·96N 8°21'·08W	992242137		Synthetic	

[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)**PAGE 208, SPAIN (South West Coast), above Cadiz Approach Lt Buoy entry.**

Insert:

Bajo Salmedina Lt	36°44'·38N 6°28'·43W	992242143		Synthetic	
Cabo Roche Lt	36°17'·73N 6°08'·40W	992242145		Synthetic	
Cabo Trafalgar Lt	36°10'·97N 6°02'·10W	992242124		Synthetic	

[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)**PAGE 208, SPAIN (South West Coast), above Picacho Lt entry.**

Insert:

Castillo de San Sebastian Lt	36°31'·70N 6°18'·96W	992242123		Synthetic	
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[Spanish Hydrographic Office \(RSDRA2013000136953\) 29/13](#)

PAGE 208, SWEDEN, below Södra Midsjöbanken Platform entry.

Insert:

Sotenäs Wave Energy Park Lt Buoy No 1	58°23'·25N 11°07'·71E			Synthetic	21
Sotenäs Wave Energy Park Lt Buoy No 2	58°23'·34N 11°08'·46E			Synthetic	21
Sotenäs Wave Energy Park Lt Buoy No 3	58°22'·63N 11°08'·13E			Synthetic	21
Sotenäs Wave Energy Park Lt Buoy No 4	58°22'·75N 11°08'·72E	992652130		Real	21

Swedish Notice 453/8750/13 (RSDRA2013000140130) 29/13**LEGAL TIME****PAGE 252, Easter Island (Isla de Pascua) (Chile).**

Delete entry and replace by:

Easter Island (Isla de Pascua) (Chile)	+6	+5	7 September 2013 2200h	8 March 2014 2200h
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OAG (RSDRA2013000141345) 29/13**PAGE 254, Israel.**

Delete entry and replace by:

Israel	-2	-3	29 March 2013 0200h 28 March 2014 0200h	6 October 2013 0200h 5 October 2014 0200h
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OAG (RSDRA2013000141345) 29/13**PAGE 256, Paraguay.**

Delete entry and replace by:

Paraguay	+4	+3	6 October 2013 0000h 5 October 2014 0000h	22 March 2014 2400h 21 March 2015 2400h
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OAG (RSDRA2013000141345) 29/13

(Last Updates: Weekly Edition No. 25 dated 20 June 2013)

PAGES 2 & 3, AUSTRALIA, GENERAL NOTES.

Delete and replace by:

GENERAL NOTES**ISPS DESIGNATED AUTHORITY:****CONTACT DETAILS:****Transport Security Coordination Centre (TSCC)**

Telephone: +61(0)2 62748187

Fax: +61(0)2 62746089

E-mail: transport.security@infrastructure.gov.au

Website: www.infrastructure.gov.au

VHF CH 67:

All Australian Port Radio Stations are fitted with VHF Ch 67 to supplement the Distress, Safety and Calling VHF Ch 16.

MODERNISED AUSTRALIAN SHIP TRACKING AND REPORTING SYSTEM - MASTREP:

For details of the Modernised Australian Ship Tracking and Reporting System (MASTREP), see AUSTRALIA - SHIP REPORTING SYSTEM (MASTREP).

GREAT BARRIER REEF AND TORRES STRAIT VESSEL TRAFFIC SERVICE - REEFVTS:

For details of the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS), see GREAT BARRIER REEF AND TORRES STRAIT (REEFVTS).

POLLUTION REPORTS:

Harmful Substances Report and Marine Pollutants Report, see ALRS Volume 1(2) (NP281(2)).

[Australian Maritime Safety Authority, \(RSDRA2013000136600\), 29/13](#)**PAGE 4, AUSTRALIA, diagram AUSTRALIA Ports (West), text box centred on position 41°S 116°E.**

Delete text AUSREP See AUSTRALIA - SHIP REPORTING SYSTEM (AUSREP) and replace by:

MASTREP - See AUSTRALIA - SHIP REPORTING SYSTEM (MASTREP)

[Australian Maritime Safety Authority, \(RSDRA2013000136600\), 29/13](#)**PAGE 5, AUSTRALIA, diagram AUSTRALIA Ports (East), text box centred on position 41°S 157°E.**

Delete text AUSREP See AUSTRALIA - SHIP REPORTING SYSTEM (AUSREP) and replace by:

MASTREP - See AUSTRALIA - SHIP REPORTING SYSTEM (MASTREP)

[Australian Maritime Safety Authority, \(RSDRA2013000136600\), 29/13](#)**PAGES 7 & 10 to 20 inclusive, AUSTRALIA, AUSTRALIA - SHIP REPORTING SYSTEM (AUSREP).**

Delete and replace by:

AUSTRALIA - SHIP REPORTING SYSTEM 26°46'S 146°14'E (MASTREP)

See diagram MODERNISED AUSTRALIAN SHIP TRACKING AND REPORTING SYSTEM (MASTREP).

See diagram Australian Mandatory Reporting Requirements.

Modernised Australian Ship Tracking and Reporting System (MASTREP)**USER DEFINITIONS:**

Glossary	
AIS	Automatic Identification System required to be operated in accordance with SOLAS Regulation 19.2.4
AMSA	Australian Maritime Safety Authority established under the Australian Maritime Safety Authority Act 1990
MASTREP	The Modernised Australian Ship Tracking and Reporting System as prescribed in Marine Order 63 (MASTREP) 2013
DSC	Digital Selective Calling
GMDSS	Global Maritime Distress and Safety System
IMO	International Maritime Organization
LES	Land Earth Station
MMSI	Maritime Mobile Service Identity
Polling	Automatic position reporting using Inmarsat C data packets
RCC Australia	The Rescue Coordination Centre located in Canberra, Australia responsible for coordinating search and rescue across the Australian SRR
REEFVTS	The Great Barrier Reef and Torres Strait Vessel Traffic Service established by Australia as a means of enhancing navigational safety and environmental protection in Torres Strait and the Great Barrier Reef
SAC	Special Access Code
SAR	Search and Rescue
SOLAS	International Convention for the Safety of Life at Sea
SRR	Search and Rescue Region

MODERNISED AUSTRALIAN SHIP TRACKING AND REPORTING SYSTEM (MASTREP):

(1) MASTREP is a Ship Reporting System designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Australian Rescue Coordination Centre (RCC Australia) in Canberra. Participation in MASTREP is **mandatory** for certain vessels but others are encouraged to participate.

(2) In 2009 work commenced on identifying AMSA and Australia's future vessel tracking and reporting needs while considering the IMO published mandates of ship reporting requirements and the need for reduced reporting obligations on vessels. This was the catalyst for the design and subsequent development of MASTREP, officially launched on 1 July 2013.

(3) The International Convention on Maritime Search and Rescue was opened for signature in 1979 and, by becoming a signatory to the SAR Convention, Australia has accepted SAR responsibility for the area shown in the diagram MODERNISED AUSTRALIAN SHIP TRACKING AND REPORTING SYSTEM (MASTREP). The MASTREP system allows Australia to meet its obligations under Chapter 5 of the Annex to the SAR Convention as it relates to Ship Reporting Systems.

(4) MASTREP, as prescribed in Marine Order 63 (MASTREP) 2013, is used to track the location of vessels. Under this system:

- (a) Positional reporting for vessels is sourced from the vessel's Automatic Identification System (AIS)
- (b) Communications with vessels continue to be available through Inmarsat, HF, satellite telephone and other means
- (c) Special Reports are required to support AMSA's role in shipping oversight and incident reporting management

(5) MASTREP provides positional data on vessels transiting Australia's region via AIS technology which ensures that only the closest vessels are requested to assist in a SAR incident, reducing the need for vessels to steam long distances from their intended voyage plan. The Search and Rescue Officers conducting such operations in the Australian region routinely use this facet of MASTREP. Given the expansiveness of Australia's Search and Rescue Region, merchantmen are often the only resources available that can quickly respond to an incident.

MASTREP COVERAGE AREA:

(1) The area of coverage for MASTREP and for the Australian Search and Rescue Region (SRR) are identical.

(2) Coordinates of this area are:

- (a) The coast of the Antarctic continent in longitude 75°00'00E thence
- (b) 6°00'00S 75°00'00E
- (c) 2°00'00S 78°00'00E
- (d) 2°00'00S 92°00'00E
- (e) 12°00'00S 107°00'00E
- (f) 12°00'00S 123°20'00E
- (g) 9°20'00S 126°50'00E
- (h) 7°00'00S 135°00'00E
- (i) 9°50'00S 139°40'00E
- (j) 9°50'00S 141°00'00E
- (k) 9°37'00S 141°01'06E
- (l) 9°08'00S 143°53'00E
- (m) 9°24'00S 144°13'00E
- (n) 12°00'00S 144°00'00E
- (o) 12°00'00S 155°00'00E
- (p) 14°00'00S 155°00'00E
- (q) 14°00'00S 161°15'00E
- (r) 17°40'00S 163°00'00E
- (s) Thence to the coast of the Antarctic continent in longitude 163°00'00E

COMPETENT AUTHORITY:

The Australian Maritime Safety Authority operates MASTREP and is the competent authority for both SOLAS and SAR Convention purposes.

ADMINISTRATION:

MASTREP is operated by AMSA as part of the services offered by the Rescue Coordination Centre (RCC Australia). RCC Australia is manned H24 by persons with considerable maritime and/or aviation experience.

MANDATORY REPORTING REQUIREMENTS:

(1) The Commonwealth of Australia Navigation Act 2012 and Marine Order Part 63 makes the provision of Position Reports **mandatory** for certain vessels.

(2) The following vessels **must** report to MASTREP:

- (a) Foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; and
- (b) All regulated Australian vessels whilst in the MASTREP area.

TRANSMITTING MANDATORY POSITION REPORTS:

(1) MASTREP uses Position Reports, which must be transmitted by AIS in accordance with the International Convention for the Safety of Life at Sea (SOLAS), Chapter 5, Regulation 19.2.4. Position Reports must transmit the following information:

- (a) Identity
- (b) Type
- (c) Position
- (d) Course
- (e) Speed
- (f) Navigational status
- (g) Safety related information

(2) Position reporting is automated and the data is fed in to the system using AIS - either collected terrestrially or by satellite. Positional data is updated at time intervals between 5 minutes and five hours depending on the location and source.

(3) There is no requirement in MASTREP to transmit Sail Plans (SP), Deviation Reports (DR) or Final Reports (FR).

(4) No positive SAR watch is maintained in MASTREP. MASTREP is a passive ship reporting system and does not involve shore to vessel communications. **ALL DISTRESS MESSAGES SHOULD BE SENT DIRECTLY TO RCC AUSTRALIA WHILE IN THE MASTREP AREA.** Similarly, any vessel copying an SOS, MAYDAY or DSC Alert from a distressed vessel, or otherwise becoming aware that a distress incident has occurred, should contact RCC AUSTRALIA. See COMMUNICATIONS WITH RCC AUSTRALIA, below.

(5) The Master of a vessel must report any malfunction of the vessel's AIS equipment to RCC Australia in accordance with Section 186 of the Navigation Act 2012.

VOLUNTARY PARTICIPATION:

Domestic commercial vessels fitted with Global Maritime Distress and Safety System (GMDSS) and AIS technology are also encouraged to participate in the system as MASTREP assists AMSA in carrying out SAR activities.

REEFVTS INTERACTION:

(1) Vessels transiting through the Great Barrier Reef and the Torres Strait must report to the REEFVTS.

(2) Procedures for reporting to the REEFVTS are provided in the Great Barrier Reef and Torres Strait Vessel Traffic Service User Manual available from AMSA and Maritime Safety Queensland (MSQ) offices. An electronic copy of the user manual is also located on the AMSA and MSQ websites.

SPECIAL REPORT TYPES:

(1) Special report types include those for Dangerous Goods (DG), Harmful Substances (HS) and Marine Pollutants (MP). Special Reports should follow the guidelines for reporting as set out in IMO Resolution A.851 (20), as amended by IMO Resolution MEPC.138 (53).

(2) Detailed reporting requirements for special report types are listed in Appendix A.

MARINE INCIDENT REPORTING:

(1) All Marine Incidents are to be reported to AMSA using form "AMSA 18" and form "AMSA 19". Copies of these forms can be obtained from the AMSA website www.amsa.gov.au

(2) Examples of incidents include, but are not limited to, the loss, death or serious injury of a person, the loss of or damage to a vessel, equipment failure, a collision or a pollution event.

(3) Reports should be made in accordance to the requirements of the Navigation Act 2012, Marine Orders, and the Occupational Health and Safety (Maritime Industry) Act 1993, as applicable.

NON-MANDATORY REPORTING:

(1) Masters wishing to send information to RCC Australia or the Maritime Assistance Service, other than that which is mandated to be reported under the relevant legislation identified in the MARINE INCIDENT REPORTING section, should complete an Information Report using the standard international vessel reporting format as set out in IMO Resolution A.851 (20).

(2) Examples of non-mandatory reports include notification of navigational hazards, vessel defects or deficiencies, or other limitations which could adversely affect navigation.

COMMUNICATIONS WITH RCC AUSTRALIA:

(1) Primary Communications:

(a) The primary means of communication with MASTREP are:

- (i) **Inmarsat C:** Messages sent to MASTREP using special access code (SAC 1243) via the Perth LES (Pacific 212 or Indian 312 Ocean Region satellites) will be reverse charged to RCC Australia.

(ii) **HF DSC.** Messages sent via the AMSA HF DSC network will be free of charge. Initial contact through the AMSA HF DSC station is made by using a DSC safety priority call to MMSI 005030001. The message can then be passed on an appropriate RT frequency. All reports sent by voice should include the mandatory format fields including the identifying letter.

(b) **If Inmarsat C reports are not sent using SAC 1243 via 212 or 312 it is likely that the message will not be received by RCC Australia and charges will apply to the vessel.**

(2) **Alternative Communications:**

(a) If for any reason communications are not possible via Inmarsat C or via the AMSA HF DSC station, the required information must be passed by alternative means to RCC Australia using one of the following:

(i) Other Inmarsat telephone/fax services: Vessels will be charged for messages sent to RCC Australia using Inmarsat systems other than Inmarsat C

(ii) Other (non Inmarsat) satellite telephone/fax service: A reverse charge telephone call or facsimile may be used to pass reports when in port

(b) Contact details for RCC Australia are:

(i) Telephone: +61(0)2 62306811 or free call 1800 641792

(ii) Facsimile: +61(0)2 62306868 or free call 1800 622153

(iii) E-mail: rccaus@amsa.gov.au

APPENDIX A - SPECIAL REPORT TYPES DETAILED REPORTING REQUIREMENTS:

(1) **Dangerous Goods (DG) Reports:** When an incident takes place involving the loss or likely loss overboard of packaged dangerous goods, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges into the sea. The primary report should contain message format fields A, B, C, M, Q, R, S, T, U of the standard reporting format. If the condition of the vessel is such that there is danger of further loss of packaged dangerous goods into the sea, fields P and Q of the standard reporting format should be reported.

Example of Dangerous Goods (DG) Report:

Dangerous Goods (DG) Report	
ID	System identifier and message type
A	Vessel's name/call sign/IMO No
B	Date/time of position
C	Position
M	Coast Radio Stations monitored/Inmarsat numbers
P	P1 Correct technical name or names of goods
	P2 UN number or numbers
	P3 IMO hazard class or classes
	P4 Names of manufacturers of goods when known, or consignee or consignor
	P5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	P6 An estimate of the quantity and likely condition of the goods
Q	Q1 An assessment of the defects and damage
	Q2 The ability of the vessel to transfer cargo and ballast or fuel
R	R1 Correct technical name or names of goods
	R2 UN number or numbers
	R3 IMO hazard class or classes
	R4 Names of manufacturers of goods when known, or consignee or consignor
	R5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	R6 An estimate of the quantity and likely condition of the goods
	R7 Whether lost goods floated or sank
	R8 Whether loss is continuing
	R9 Cause of loss

S	Prevailing weather conditions
T	Name, address, phone number and e-mail address (if applicable) of the vessel's owners and representatives (charterer, manager or agent)
U	Vessel size and type. Details of length, breadth, tonnage etc

Particulars not immediately available should be inserted in a supplementary message or messages.

(2) **Harmful Substances (HS) Reports:** When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL 73/78) or noxious liquid substances in bulk (Annex II of MARPOL 73/78). In the case of actual discharge the primary report should contain message format fields A, B, C, E, F, L, M, N, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, field B should also be included.

Example of Harmful Substances (HS) Report:

Harmful Substances (HS) Report	
ID	System identifier and message type
A	Vessel's name/call sign/IMO No
B	Date/time of position
C	Position
E	Course
F	Speed
L	Route
M	Coast Radio Stations monitored/Inmarsat numbers
N	Nominated daily reporting time
P	P1 Type of oil or the correct technical name of the noxious liquid substances on board
	P2 UN number or numbers
	P3 Pollution category (A, B, C or D), for noxious liquid substances
	P4 Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor
	P5 Quantity
Q	Q1 An assessment of the defects and damage
	Q2 The ability of the vessel to transfer cargo and ballast or fuel
R	R1 Type of oil or the correct technical name of the noxious liquid discharged into the sea
	R2 UN number or numbers
	R3 Pollution category (A, B, C or D), for noxious liquid substances
	R4 Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor
	R5 An estimate of the quantity of the substances
	R6 Whether lost substances floated or sank
	R7 Whether loss is continuing
	R8 Cause of loss
	R9 Estimate of movement of the discharge or lost substances, giving current conditions if known
	R10 Estimate of the surface area of the spill if possible
S	Prevailing weather conditions
T	Name, address, phone number and e-mail address (if applicable) of the vessel's owner and representatives (charterer, manager or agent)
U	Vessel's size and type. Details of length, breadth, tonnage etc
X	X1 Actions being taken with regard to the discharge and the movement of the vessel
	X2 Assistance or salvage efforts which have been requested or which have been provided by others
	X3 The Master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned

Particulars not immediately available should be inserted in a supplementary message or messages.

(3) **Assisting Vessel:** The Master of any vessel engaged in, or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, fields A, B, C, E, F, L, M, N, P, Q, R, S, T, U, X of the standard reporting format.

(4) **Marine Pollutants (MP) Reports:** In the case of loss or likely loss overboard of harmful substances in packaged form including those in freight containers, portable tanks, road and rail vehicles and ship borne barges, identified in the International Maritime Dangerous Goods Code as marine pollutants (Annex III of MARPOL 73/78). In the case of actual discharges the primary report should contain message format fields A, B, C, M, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, field P should also be included.

Example of Marine Pollutants (MP) Report:

Marine Pollutants (MP) Report	
ID	System identifier and message type
A	Vessel's name/call sign/IMO No
B	Date/time of position
C	Position
M	Coast Radio Stations monitored/Inmarsat numbers
P	P1 Correct technical name or names of goods
	P2 UN number or numbers
	P3 IMO hazard class or classes
	P4 Names of manufacturers of goods when known, or consignee or consignor
	P5 Types of packages including identification marks or whether in portable tank or tank vehicle or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	P6 An estimate of the quantity and likely condition of the goods
Q	Q1 Condition of the vessel as relevant
	Q2 Ability to transfer cargo-ballast-fuel
R	R1 Correct technical name or names of goods
	R2 UN number or numbers
	R3 IMO hazard class or classes
	R4 Names of manufacturers of goods when known, or consignee or consignor
	R5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit
	R6 An estimate of the quantity and likely condition of the goods
	R7 Whether lost goods floated or sank
	R8 Whether loss is continuing
	R9 Cause of loss
S	Prevailing weather conditions
T	Name, address, phone number and e-mail address (if applicable) of the vessel's owner and representatives (charterer, manager or agent)
U	Vessel's size and type. Details of length, breadth, tonnage etc
X	X1 Actions being taken with regard to the discharge and the movement of the vessel
	X2 Assistance or salvage efforts which have been requested or which have been provided by others
	X3 The Master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned

Particulars not immediately available should be inserted in a supplementary message or messages. The Master of any vessel engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, fields A, B, C, M, P, Q, R, S, T, U, X of the standard reporting format.

[Australian Maritime Safety Authority. \(RSDRA2013000136600\). 29/13](#)

PAGE 8, AUSTRALIA, diagram AUSTRALIAN SHIP REPORTING SYSTEM (AUSREP).

Delete and replace by diagram MODERNISED AUSTRALIAN SHIP TRACKING AND REPORTING SYSTEM (MASTREP) on page 6.9

[Australian Maritime Safety Authority. \(RSDRA2013000136600\). 29/13](#)

PAGE 9, AUSTRALIA, diagram AUSREP Reporting Sequence.

Delete and replace by diagram Australian Mandatory Reporting Requirements on page 6.10

(former update 34/12)

[Australian Maritime Safety Authority. \(RSDRA2013000136600\). 29/13](#)

PAGE 49, AUSTRALIA, GREAT BARRIER REEF AND TORRES STRAIT (REEFVTS), Vessel Traffic Service, USER DEFINITIONS, table, line 5.

Delete:

AUSREP	The Australian Ship Reporting System established under Division 14 of Part IV of the Navigation Act
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and replace by:

MASTREP	The Modernised Australian Ship Tracking and Reporting System as prescribed in Marine Order 63 (MASTREP) 2013
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[Australian Maritime Safety Authority. \(RSDRA2013000136600\). 29/13](#)

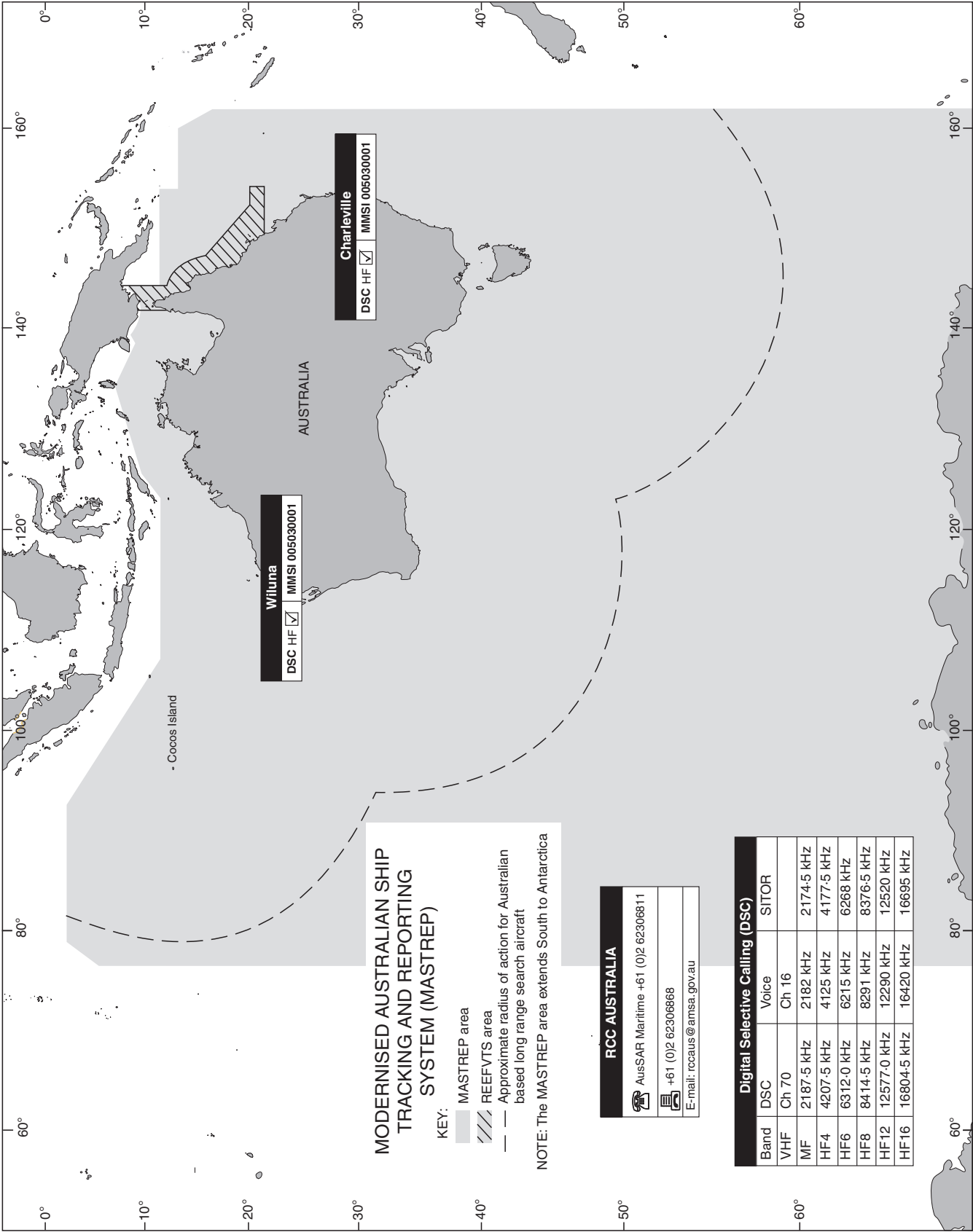
PAGES 54 & 55, AUSTRALIA, GREAT BARRIER REEF AND TORRES STRAIT (REEFVTS), Vessel Traffic Service, Ship Reporting Obligations, (3) Entry Report.

Delete and replace by:

(3) Entry Report:

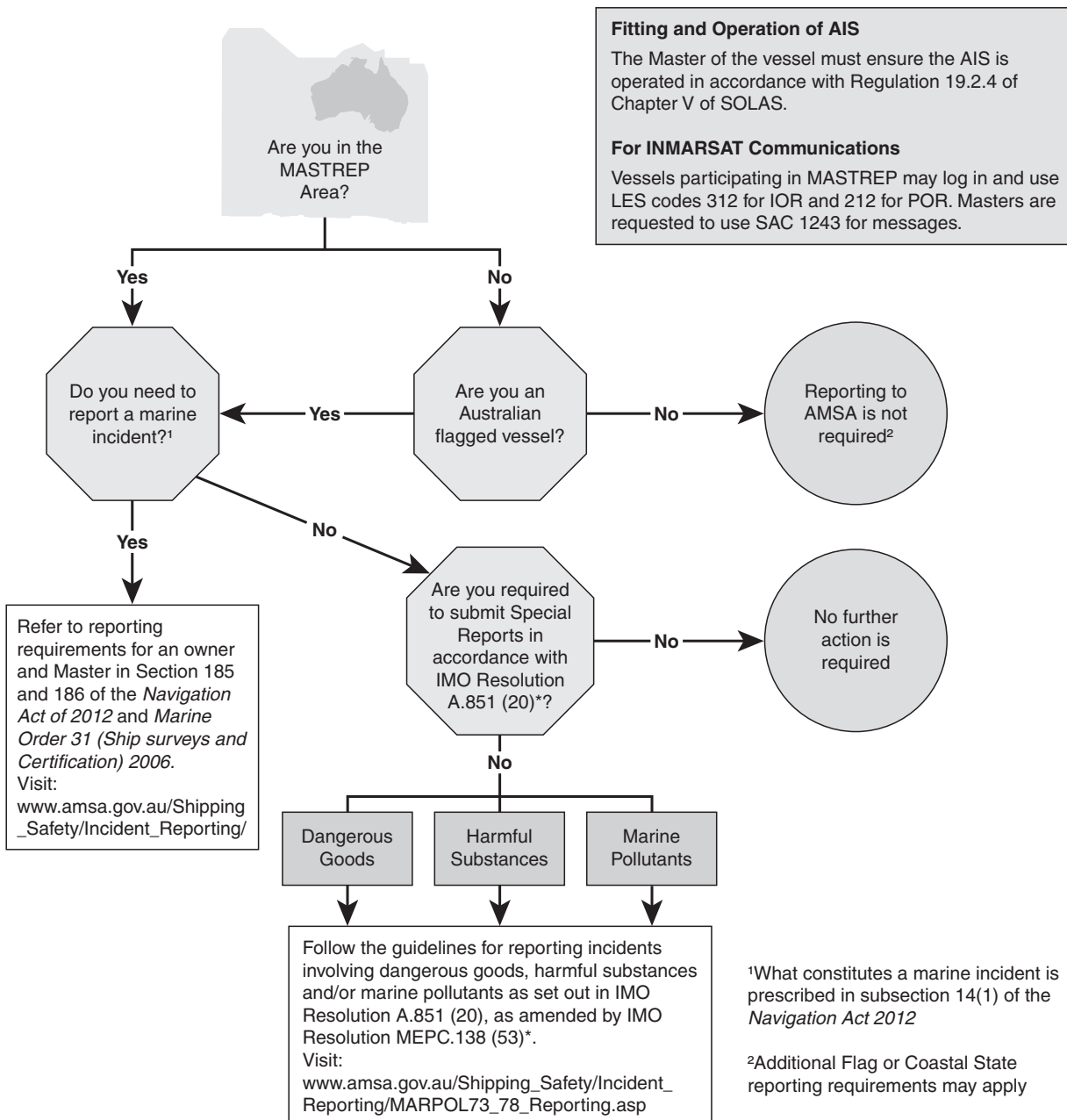
- An Entry Report must be made in respect of a ship as soon as it:
 - Enters the REEFVTS area.
 - Departs from a port within the REEFVTS area.
- This report covers a vessel's details, and its intentions and passage through the REEFVTS area.
- Ship's Masters are encouraged to provide a Route Plan (see **Route Plan** section) when providing an Entry Report. However, it is understood that for some ships this may not be possible until a Pilot boards.
- If the required passage details are supplied using one of the methods described in the **Route Plan** section, then it will not be necessary to provide a separate Route Plan report within an hour of entering the REEFVTS area.
- The following information must be provided in the Entry Report:

ID	Information Required	Example
A	Ship name, Call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
B	Date and Time (UTC)	B/010400UTC



Australian Mandatory Reporting Requirements

V6(4)AUSREPFLOW V005 25/06/13



*As amended from time to time

ID	Information Required	Example
C	Current Position: Name of Mandatory Reporting Point, or position (latitude and longitude) if not in the vicinity of a Mandatory Reporting Point.	C/BOOBY
F	Speed: Ship's anticipated average speed until next report in knots & tenths of a knot) or estimated time of arrival (ETA) at next Mandatory Reporting Point.	F/13
J	Pilot: Pilotage details including whether a Coastal Pilot is on board (indicate "Yes" or "No") and if so, the Pilot's last name and licence number.	J/NO or J/YES/BROWN/9876543
K	Date, Time (UTC) and Point of Exit from the REEFVTS area: Point of Exit can be provided as the name of final Mandatory Reporting Point, or position (latitude and longitude) of anticipated exit from the REEFVTS area.	K/041300UTC/HIGH PEAK
L	Route Information: Route Plan section or, if that is not available name of next two Mandatory Reporting Points or course if not tracking between reporting points.	L/INNER ROUTE DEEP or L/ALPHA NORTH VIA VARZIN PASSAGE/ HANNIBAL
O	Draught: Draught forward and aft (in metres and decimetres).	O/FORE 11.5/AFT 11.3
P	Cargo on Board: If required, may be passed by non-voice means prior to the first REEFVTS report. Details to include normal name of the cargo and whether cargo is classified as hazardous (indicate "Yes" or "No").	P/BULK CHEMICALS/ DG YES
Q	Defects, damage, deficiencies or other limitations	Include details as required.
U	Ship Size and Type: Ship description details including ship type, length (metres) and gt.	U/TANKER/180/28000
X	Remarks: Any additional information, which would contribute to the navigational safety of other shipping in the REEFVTS area, should also be reported, where possible.	Include details as required.

Australian Maritime Safety Authority. (RSDRA2013000136600). 29/13

PAGES 58 & 59, AUSTRALIA, GREAT BARRIER REEF AND TORRES STRAIT (REEFVTS), Vessel Traffic Service, Ship Reporting Obligations, (12) Final Report.

Delete and replace by:

(12) Final Report:

- (a) A Final Report must be made in respect of a ship:
 - (i) When exiting the REEFVTS area.
 - (ii) Arriving at a port within the REEFVTS area.
- (b) The following information must be provided in the Final Report

ID	Information Required	Example
A	Ship name, Call sign and IMO number	A/HAPPY SAILOR/ ABCD/1234567
B	Date and Time (UTC)	B/041320UTC
C	Current Position: Name of Mandatory Reporting Point, or position (latitude and longitude) if not in the vicinity of a Mandatory Reporting Point.	C/HIGH PEAK
X	Remarks: Any additional information, which would contribute to the navigational safety of other shipping in the REEFVTS area.	Include relevant details

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PAGE 74, AUSTRALIA, NEWCASTLE, N.S.W., Pilots, PROCEDURE, section (5).

Delete and replace by:

- (5) **Pilot boards** in the following positions:
 - (a) Alpha: 32°57'85S 151°51'38E
 - (b) Bravo: 32°58'87S 151°52'69E

Australian Notice 627. (RSDRA2013000140381). 29/13

PAGE 335, SHIP REPORTING SYSTEMS, A LIST OF SHIP REPORTING SYSTEMS FOR THE PERSIAN GULF including Oman, INDIAN SUB-CONTINENT, SOUTH EAST ASIA AND AUSTRALASIA, Ship Reporting Systems, table, line 4.

Delete:

AUSTRALIA, SHIP REPORTING SYSTEM	AUSREP	Mandatory for certain vessels, voluntary for other vessels
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and replace by:

AUSTRALIA, SHIP REPORTING SYSTEM	MASTREP	Mandatory for certain vessels, voluntary for other vessels
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Australian Maritime Safety Authority. (RSDRA2013000136600). 29/13

PAGE 336, SHIP REPORTING SYSTEMS, diagram SHIP REPORTING SYSTEMS PERSIAN GULF including Oman, INDIAN SUB-CONTINENT, SOUTH EAST ASIA AND AUSTRALIA, legend AUSREP (Australia) centred on position 50°S 120°E.

Delete and replace by legend:

MASTREP (Australia)

Australian Maritime Safety Authority. (RSDRA2013000136600). 29/13

UPDATES TO ADMIRALTY SAILING DIRECTIONS

NP39 South Indian Ocean Pilot (2011 Edition)

Comoros – Grande Comore – Mouillage de Moroni — Directions; marks

67

Paragraph 3.24 1 lines 2-4 *Delete*

Paragraph 3.26 1 line 1 *For Lights Read Marks*

Paragraph 3.26 1 line 2 *For lights Read marks*

Paragraph 3.26 1 line 4 *For light Read mark*

Paragraph 3.26 1 line 7 *Replace by:*

Rear mark (white minaret) (220 m from front mark),
from which a light is exhibited.

Paragraph 3.26 1 line 8 *For lights Read marks*

Paragraph 3.26 2 line 2 *Replace by:*

Moroni Light (white minaret, 23 m in height)
(11°42'·02S 43°14'·52E).

French Notice 23/153/13
(SDD 2013000 125556)

[29/13]
