

## UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**Vol K Edition 2013/14**, Weekly Edition No. 32, Dated 08 August 2013.

*Last Updates: Weekly Edition No. 31, dated 01 August 2013.*

<b>K0853-5</b> ID, , 2587	- Ug Nibung (ID)	1 04-48 S 100 22-38 E	Fl W 5s	15	10 White metal framework 10	<i>fl 1</i>	
*	*	*	*	*	*	*	*
<b>K0853-7</b> ID, , 2587-1	- Ug Nibung (ID)	1 04-41 S 100 22-19 E	Fl Y 5s	8	10 Yellow × topmark on yellow metal framework tower 3	<i>fl 0-5</i>	
*	*	*	*	*	*	*	*
<b>K1462-2</b> ID, , 4741	- No 1 Ldg Lts 169-5°. Front (ID)	0 58-22 S 117 18-81 E	Q W 1s	10	10 White △ on white beacon 10	<b>TE 2013</b>	
			*				*
<b>K2254-9</b>	PORT PHILLIP. OUTER HARBOUR. WILSON SPIT CHANNEL - Point Wilson Bank	38 06-68 S 144 30-98 E	Fl G 3s	. .	. . Green △ on green beacon		
							*
<b>K3390-6</b>	- (ID)	0 52-25 S 134 03-51 E *	Fl W 4s	. . *	10 White beacon *		
<b>K4220-16</b>	- Mapua. S Side	41 15-00 S 173 06-74 E	Fl R 2s *	3	2 Pile with red reflective band		

## UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 32 dated 8 August 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](http://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 5, NP 285, 2013/14

Published Wk 24/13

(Last Amendments: Weekly Edition No. 31 dated 1 August 2013)

## SECTION 16: DISTRESS, SEARCH AND RESCUE

**PAGE 401, NAMIBIA, contact table, row 4, column 4, MRCC SOUTH AFRICA (CAPE TOWN), (with effect from approximately the end of August 2013).**

Delete: Telex +95 521037 MRCC SA

[Riaan Schoeman, Telkom Maritime Radio \(RSDRA2013000155155\) 32/13](#)

**PAGE 413, SOUTH AFRICA, contact table, row 2, column 4, MRCC CAPE TOWN, (with effect from approximately the end of August 2013).**

Delete: Telex +95 521037 MRCC SA

[Riaan Schoeman, Telkom Maritime Radio \(RSDRA2013000155155\) 32/13](#)

(First updates to publication wk 32/13)

The 2012/13 edition is cancelled

**PAGE ii, RECORD OF UPDATES, NEW EDITION, First Updates box.**

Insert:

**This edition was published in week 32/13. The first Weekly Notice to Mariners was issued in week 32/13.**

UKHO 32/13

**PAGE 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](mailto:transport.security@infrastructure.gov.au)Website: [www.infrastructure.gov.au](http://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), 32/13

**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), 32/13

**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), 32/13

**PAGES 7 & 10-19, 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](http://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	<b>P1</b> Correct technical name or names of goods
	<b>P2</b> UN number or numbers
	<b>P3</b> IMO hazard class or classes
	<b>P4</b> Names of manufacturers of goods when known, or consignee or consignor
	<b>P5</b> 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
	<b>P6</b> An estimate of the quantity and likely condition of the goods
Q	<b>Q1</b> An assessment of the defects and damage
	<b>Q2</b> The ability of the vessel to transfer cargo and ballast or fuel

R	<b>R1</b> Correct technical name or names of goods
	<b>R2</b> UN number or numbers
	<b>R3</b> IMO hazard class or classes
	<b>R4</b> Names of manufacturers of goods when known, or consignee or consignor
	<b>R5</b> 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
	<b>R6</b> An estimate of the quantity and likely condition of the goods
	<b>R7</b> Whether lost goods floated or sank
	<b>R8</b> Whether loss is continuing
	<b>R9</b> 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	<b>P1</b> Type of oil or the correct technical name of the noxious liquid substances on board
	<b>P2</b> UN number or numbers
	<b>P3</b> Pollution category (A, B, C or D), for noxious liquid substances
	<b>P4</b> Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor
	<b>P5</b> Quantity
Q	<b>Q1</b> An assessment of the defects and damage
	<b>Q2</b> The ability of the vessel to transfer cargo and ballast or fuel

R	<b>R1</b> Type of oil or the correct technical name of the noxious liquid discharged into the sea
	<b>R2</b> UN number or numbers
	<b>R3</b> Pollution category (A, B, C or D), for noxious liquid substances
	<b>R4</b> Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor
	<b>R5</b> An estimate of the quantity of the substances
	<b>R6</b> Whether lost substances floated or sank
	<b>R7</b> Whether loss is continuing
	<b>R8</b> Cause of loss
	<b>R9</b> Estimate of movement of the discharge or lost substances, giving current conditions if known
	<b>R10</b> 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	<b>X1</b> Actions being taken with regard to the discharge and the movement of the vessel
	<b>X2</b> Assistance or salvage efforts which have been requested or which have been provided by others
	<b>X3</b> 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	<b>P1</b> Correct technical name or names of goods
	<b>P2</b> UN number or numbers
	<b>P3</b> IMO hazard class or classes
	<b>P4</b> Names of manufacturers of goods when known, or consignee or consignor
	<b>P5</b> 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
	<b>P6</b> An estimate of the quantity and likely condition of the goods
Q	<b>Q1</b> Condition of the vessel as relevant
	<b>Q2</b> Ability to transfer cargo-ballast-fuel

R	<b>R1</b> Correct technical name or names of goods
	<b>R2</b> UN number or numbers
	<b>R3</b> IMO hazard class or classes
	<b>R4</b> Names of manufacturers of goods when known, or consignee or consignor
	<b>R5</b> 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
	<b>R6</b> An estimate of the quantity and likely condition of the goods
	<b>R7</b> Whether lost goods floated or sank
	<b>R8</b> Whether loss is continuing
	<b>R9</b> 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	<b>X1</b> Actions being taken with regard to the discharge and the movement of the vessel
	<b>X2</b> Assistance or salvage efforts which have been requested or which have been provided by others
	<b>X3</b> 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). 32/13

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

Delete and replace by diagram MODERNISED AUSTRALIAN SHIP TRACKING AND REPORTING SYSTEM (MASTREP) on page 6.14

Australian Maritime Safety Authority. (RSDRA2013000136600). 32/13

#### PAGE 9, AUSTRALIA, diagram AUSREP Reporting Sequence.

Delete and replace by diagram Australian Mandatory Reporting Requirements on page 6.15

Australian Maritime Safety Authority. (RSDRA2013000136600). 32/13

#### PAGE 48, AUSTRALIA, GREAT BARRIER REEF AND TORRES STRAIT (REEFVTS), Vessel Traffic Service, USER DEFINITIONS, table, line 5.

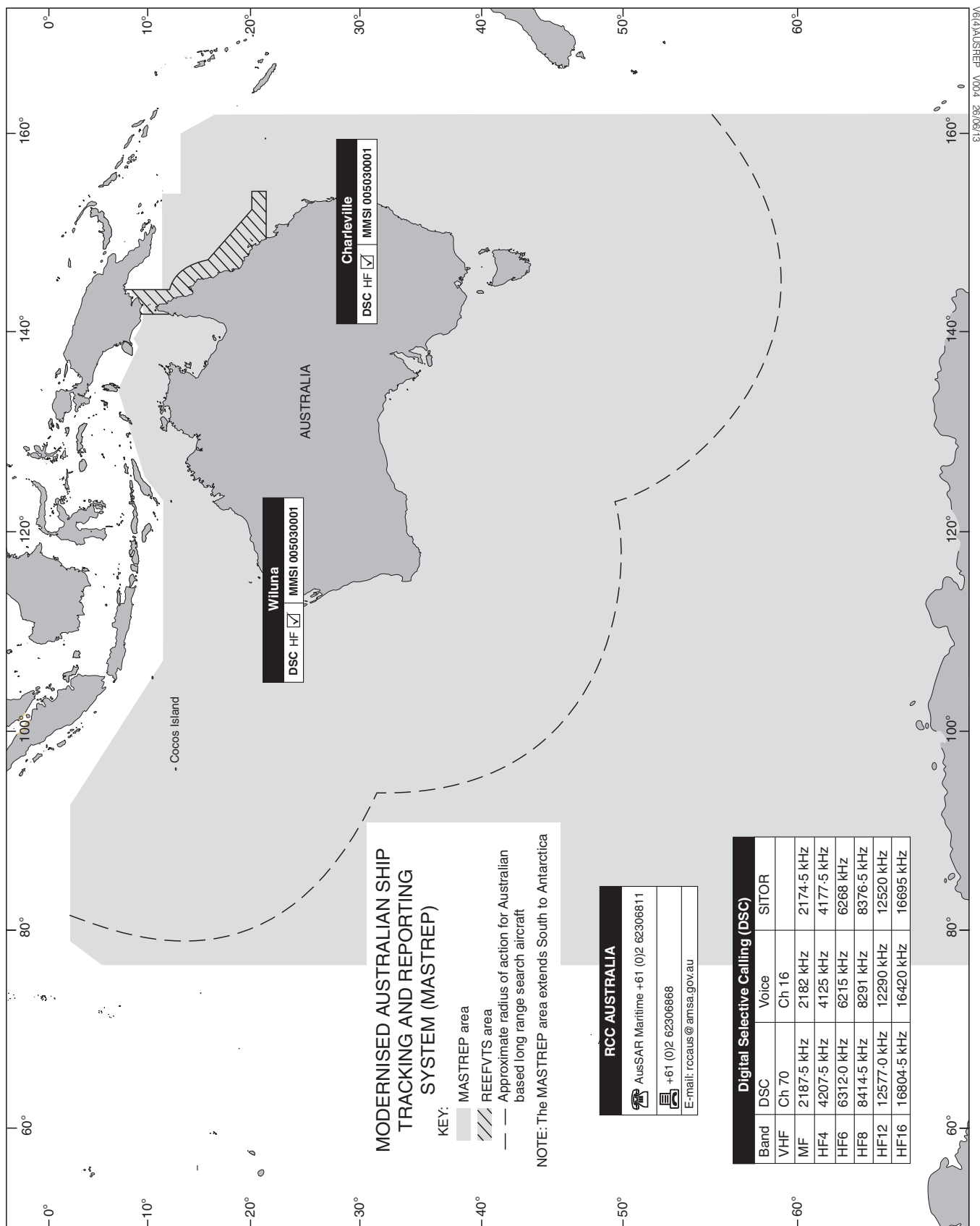
Delete:

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

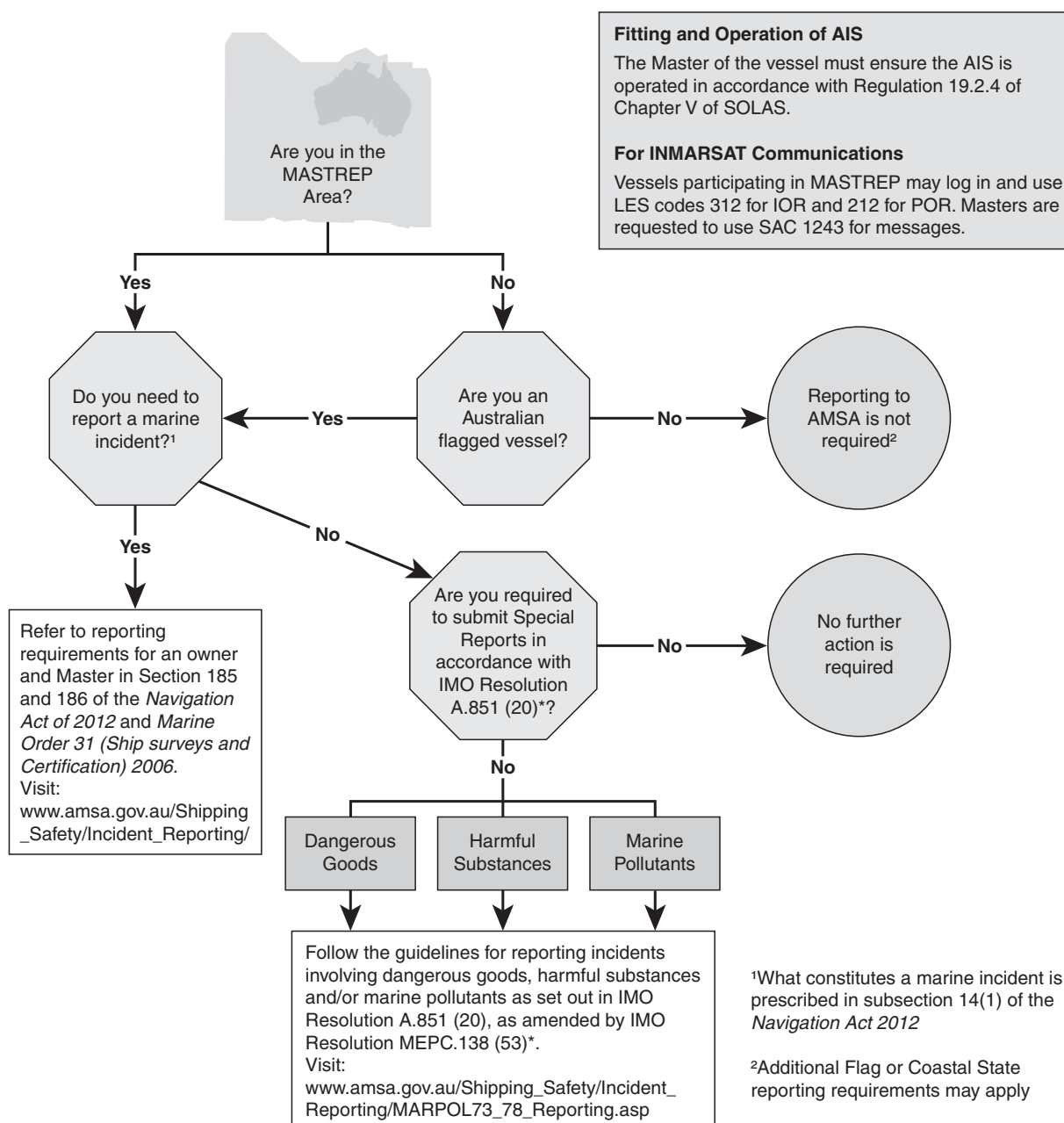
MASTREP	The Modernised Australian Ship Tracking and Reporting System as prescribed in Marine Order 63 (MASTREP) 2013
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Australian Maritime Safety Authority. (RSDRA2013000136600). 32/13





## Australian Mandatory Reporting Requirements



\*As amended from time to time

**PAGES 53 & 54, AUSTRALIA, GREAT BARRIER REEF AND TORRES STRAIT (REEFVTS), Vessel Traffic Service, SHIP REPORTING OBLIGATIONS, (3) Entry Report.**

Delete and replace by:

**(3) Entry Report:**

- (a) An Entry Report must be made in respect of a ship as soon as it:
  - (i) Enters the REEFVTS area.
  - (ii) Departs from a port within the REEFVTS area.
- (b) This report covers a vessel's details, and its intentions and passage through the REEFVTS area.
- (c) 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.
- (d) 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.
- (e) The following information must be provided in the Entry Report:

ID	Information Required	Example
A	<b>Ship name, Call sign and IMO number</b>	A/HAPPY SAILOR/ ABCD/1234567
B	<b>Date and Time (UTC)</b>	B/010400UTC
C	<b>Current Position:</b> Name of Mandatory Reporting Point, or position (latitude and longitude) if not in the vicinity of a Mandatory Reporting Point.	C/BOOBY
F	<b>Speed:</b> 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	<b>Pilot:</b> 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	<b>Date, Time (UTC) and Point of Exit from the REEFVTS area:</b> 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	<b>Route Information:</b> <b>Route Plan</b> 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	<b>Draught:</b> Draught forward and aft (in metres and decimetres).	O/FORE 11.5/AFT 11.3
P	<b>Cargo on Board:</b> 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	<b>Defects, damage, deficiencies or other limitations</b>	Include details as required.
U	<b>Ship Size and Type:</b> Ship description details including ship type, length (metres) and gt.	U/TANKER/180/28000
X	<b>Remarks:</b> 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.

**PAGES 57 & 58, 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	<b>Ship name, Call sign and IMO number</b>	A/HAPPY SAILOR/ ABCD/1234567
B	<b>Date and Time (UTC)</b>	B/041320UTC
C	<b>Current Position:</b> Name of Mandatory Reporting Point, or position (latitude and longitude) if not in the vicinity of a Mandatory Reporting Point.	C/HIGH PEAK
X	<b>Remarks:</b> Any additional information, which would contribute to the navigational safety of other shipping in the REEFVTS area.	Include relevant details

**PAGE 73, 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

**PAGE 297, SHIP REPORTING SYSTEMS, A LIST OF SHIP REPORTING SYSTEMS FOR THE INDIAN SUB-CONTINENT, SOUTH EAST ASIA AND AUSTRALASIA, Ship Reporting Systems, table, line 4.**

Delete:

AUSTRALIA, SHIP REPORTING SYSTEM	AUSREP	<b>Mandatory</b> for certain vessels, voluntary for other vessels
----------------------------------	--------	---

and replace by:

AUSTRALIA, SHIP REPORTING SYSTEM	MASTREP	<b>Mandatory</b> for certain vessels, voluntary for other vessels
----------------------------------	---------	---

**PAGE 298, SHIP REPORTING SYSTEMS, diagram 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)



**PAGE 310, SINGAPORE, SINGAPORE.**

Delete diagram FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS and replace with new diagram FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS on page 6.18

**PAGE 315, SINGAPORE, SINGAPORE, Vessel Traffic Information Service, CONTACT DETAILS & NOTIFICATION OF ARRIVAL REPORT sections.**

Delete and replace by:

**CONTACT DETAILS:**

**Port Security Department**

Fax: +65 62213036

E-mail: [isps@mpa.gov.sg](mailto:isps@mpa.gov.sg)

Website: [http://www.mpa.gov.sg/sites/circulars\\_and\\_notices/pdfs/port\\_marine\\_circulars/epan.html](http://www.mpa.gov.sg/sites/circulars_and_notices/pdfs/port_marine_circulars/epan.html) (ePAN Report)

**VTIS West (STRAITREP Sector 7)**

VHF Channel: Ch 73

**VTIS Central (STRAITREP Sector 8)**

VHF Channel: Ch 14

**VTIS East (STRAITREP Sector 9)**

VHF Channel: Ch 10

**HOURS:** H24

**PRE-ARRIVAL NOTIFICATION (PAN) REPORT:**

See FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS.

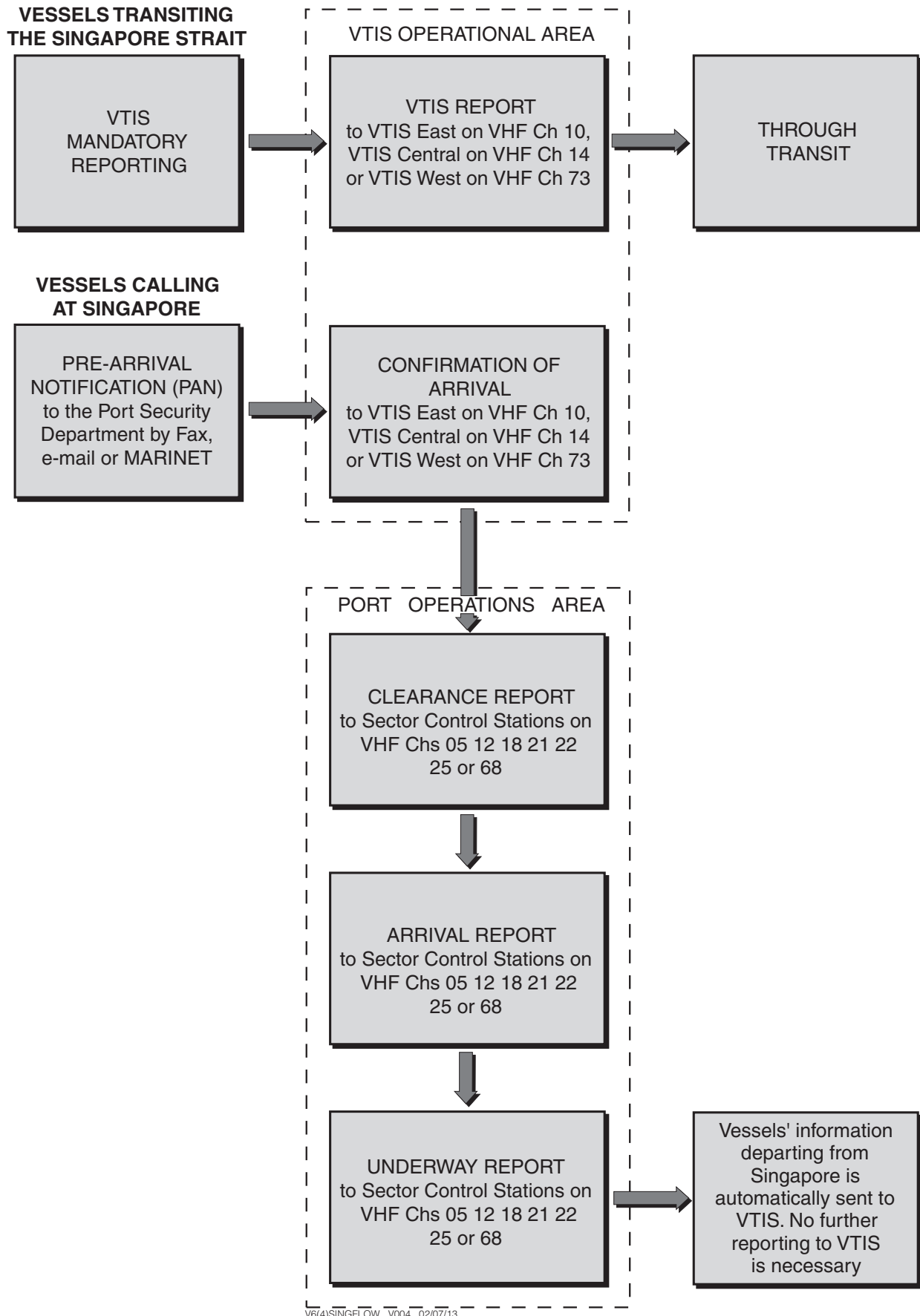
(1) **Participation is mandatory** for the following:

- (a) Passenger vessels, including high speed passenger craft
- (b) Cargo vessels, including high speed craft of 500 gt and over
- (c) Mobile offshore units, including mobile offshore drilling units

(2) The owner, agent or Master must submit the PAN Report at least 24h prior to the arrival of the vessel at Singapore. A vessel coming from a nearby port, with less than 24h steaming time to Singapore, shall immediately on departure from such port notify the Port Security Department.

(3) The report shall be sent to the Port Security Department by e-mail, fax or MARINET.

**FLOW DIAGRAM OF  
VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS**



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**UPDATES TO ADMIRALTY SAILING DIRECTIONS**


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Nil.

# UPDATES TO ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

**Vol K Edition 2013/14.** Weekly Edition No. 33, Dated 15 August 2013.

*Last Updates: Weekly Edition No. 32, dated 08 August 2013.*

<b>K1935</b>	SPENCER GULF. PORT WHYALLA - Ore Jetty Dredged Channel. 33 02·13 S Ldg Lts 280°. Front 137 35·75 E	F Bu	15				
	* * *						*
<b>K1935·1</b>	- Ore Jetty Dredged Channel. 33 02·10 S Ldg Lts 280°. Rear 137 35·60 E	F Bu	25				
	* *	*	*		*		*
<b>K1936</b>	- Ore Jetty Dredged Channel. 33 02·20 S Ldg Lts 251°. Front. Ore 137 35·99 E Jetty. Head	Iso Bu 2s	11	. . White △ on tower			
	*		*				*
<b>K1936·1</b>	- Ore Jetty Dredged Channel. 33 02·35 S Ldg Lts 251°. Rear 137 35·46 E	Iso Bu 6s	18				
	*				*		*
<b>K2336·5</b>	PORT PHILLIP. PORT MELBOURNE - Port Melbourne Channel. 38 00·00 S T1 144 55·66 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K2336·51</b>	- Port Melbourne Channel. 38 00·00 S T2 144 54·87 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K2336·6</b>	- Port Melbourne Channel. 37 57·81 S T9 144 55·73 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K2336·61</b>	- Port Melbourne Channel. 37 57·77 S T10 144 55·03 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K2336·7</b>	- Port Melbourne Channel. 37 55·62 S T15 144 55·80 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K2336·71</b>	- Port Melbourne Channel. 37 55·60 S T16 144 55·19 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K2336·8</b>	- Port Melbourne Channel. 37 54·54 S T20 144 55·22 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K2338·23</b>	- Port Melbourne Channel. 37 52·68 S T26 144 55·28 E	VQ(4)Y 4s	. .	. . Beacon			
*	* *	*	*	*	*	*	*
<b>K4896·4</b>	- Munda Harbour. Ldg Lts 8 20·17 S 052°. Front 157 13·65 E	Fl W 5s	9	5 White column		<i>fl 1.</i> Vis 10° each side of leading line	
	* *						
<b>K4896·41</b>	- Munda Harbour. Ldg Lts 8 19·83 S 052°. Rear. 0·54M from front 157 14·08 E	Fl(3)W 15s	11	5 White column		<i>(fl 0·5, ec 1·5) x 2, fl 0·5, ec 10·5.</i> Vis 10° each side of leading line	
	* *						
<b>K4994·5</b> FR, LC, 55740	- Ohutu. Landing Stage. North-westward (FR) 14 58·30 S 147 38·10 W	Fl(2)W 6s	4	3 Black  on black beacon, red band		Isolated danger mark	
							*

# UPDATES TO ADMIRALTY LIST OF RADIO SIGNALS

Weekly Edition No. 33 dated 15 August 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](http://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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## VOLUME 1, PART 2, NP 281(2), 2012/13

Published Wk 38/12

(Last Updates: Weekly Edition No. 31 dated 1 August 2013)

### MARITIME RADIO STATIONS

**PAGE 60, BRAZIL, MARITIME TELEMEDICAL ASSISTANCE SERVICE (TMAS), Contacts table, row 6, column 2, RCC North.**

Delete fax number +55 91 32414700 and replace by: +55 91 32164030

[MRCC Brazil \(RSDRA2013000163641\) 33/13](#)

**PAGE 61, diagram, BRAZIL - NORTH, AMAZONAS TO ARQUIPÉLAGO DE FERNANDO DE NORONHA, MARITIME RADIO STATIONS, MRCC, in approximate position 2°00'S 47°00'W, BELÉM (MRCC NORTH), row 2.**

Delete fax number +55 91 32414700 and replace by: +55 91 32164030

[MRCC Brazil \(RSDRA2013000163641\) 33/13](#)

**PAGE 64, BRAZIL, BRAZIL MRCC (RIO DE JANEIRO), Contacts table, row 5, column 2, RCC North.**

Delete fax number +55 91 32414700 and replace by: +55 91 32164030

[MRCC Brazil \(RSDRA2013000163641\) 33/13](#)

## VOLUME 2, NP 282, 2013/14

Published Wk 9/13

(Last Updates: Weekly Edition No. 31 dated 1 August 2013)

### RADAR BEACONS

**PAGE 14, UNITED KINGDOM.**

**51930 Sunk Inner Lt Vessel, column 2.**

Delete position and replace by: 51°51'·17N 1°34'·40E

[Trinity House Notice 15/13 \(RSDRA2013000146986\) 33/13](#)

**PAGE 20, GERMANY (North Sea Coast).**

**55490 Platform GNSC-H-7.**

Delete entry

[MV Pacific Osprey \(RSDRA2013000160921\) 33/13](#)

**PAGE 94, CHINA.**

**81830 Changjiang Kou Lt Buoy S12.**

Delete entry

[Chinese Notice 28/1010/13 \(RSDRA2013000160493\) 33/13](#)

## AUTOMATIC IDENTIFICATION SYSTEM (AIS)

**PAGE 166, CHINA, below Changjiang Kou Lt Buoy S9 entry.**

Insert:

<b>Changjiang Kou Lt Buoy S25</b>	31°03'·27N 122°11'·17E	999412328	Broadcasts every 3 minutes	Real	
<b>Changjiang Kou Lt Buoy S26</b>	31°02'·69N 122°09'·33E	999412329	Broadcasts every 3 minutes	Real	

Chinese Notice 28/1010/13 (RSDRA2013000160493) 33/13

**PAGE 170, CHINA, below Jiannang Jiao Lt Buoy entry.**

Insert:

<b>Ji'an Pier Lt No 1</b>	26°01'·29N 119°29'·81E	999412587	Broadcasts every 3 minutes	Real	
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Chinese Notice 28/1011/13 (RSDRA2013000160493) 33/13

**PAGE 172, CHINA.**

**Meizhou Wan Lt Buoy No 18, column 2.**

Delete position and replace by: 25°03'·59N 119°01'·72E

Chinese Notice 28/1012/13 (RSDRA2013000160493) 33/13

**PAGE 174, CHINA, above Su'ao N Lt Buoy entry.**

Insert:

<b>Songxia Pier Lt No 3</b>	25°45'·13N 119°37'·94E	999412593	Broadcasts every 3 minutes	Real	
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Chinese Notice 29/1066/13 (RSDRA2013000165595) 33/13

**PAGE 210, UNITED KINGDOM, above Barr Rock Lt Buoy entry.**

Insert:

<b>Barra Head Lt</b>	56°47'·13N 7°39'·22W	992351095		Real	
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Northern Lighthouse Board Notice 20/13 (RSDRA2013000166392) 33/13

**PAGE 210, UNITED KINGDOM, below Humla Rock Lt Buoy entry.**

Insert:

<b>Inner Voder Lt Buoy</b>	60°16'·44N 1°05'·12W	992351085		Real	
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Northern Lighthouse Board Notice 19/13 (RSDRA2013000166390) 33/13



**VOLUME 5, NP 285, 2013/14**

Published Wk 24/13  
(Last Amendments: Weekly Edition No. 32 dated 8 August 2013)

**SECTION 16: DISTRESS, SEARCH AND RESCUE****PAGES 363 & 364, ARGENTINA, Contacts table.**

Delete and replace by:

	Telephone +54	Fax +54	Others
ARMCC (Cospas-Sarsat) SPOC	1144 802486 1147 512935	1147 512935	<b>AFTN</b> SAEZZSZX <b>email</b> armcc@sass.gov.ar
MRCC BUENOS AIRES	1143 172300	1143 132889	<b>email</b> rcc_buenosaires@ara.mil.ar cotm@ara.mil.ar
MRCC PUERTO BELGRANO	2932 487162 1143 172038	2932 487163	<b>email</b> coopacsm@ara.mil.ar <b>Inmarsat C</b> 470100125
MRCC USHUAIA	2901 431098	2901 431098	<b>email</b> mrccushuaia@ara.mil.ar
RSC RIO DE LA PLATA (L2A)	1145 767651 1145 767646	1145 767646	<b>email</b> contrasebaires@prefectura naval.gov.ar
RSC TIGRE	1145 124902 1145 124904	1145 124900	<b>email</b> pzonapzde@prefectura naval.gov.ar
RSC ROSARIO	3414 720340	3414 720344	<b>email</b> pzonapzbp@prefectura naval.gov.ar
RSC CORRIENTES	379 4423876 379 4423318 379 4421936	379 4423876	<b>email</b> pzonapzpp@prefectura naval.gov.ar
RSC POSADAS	376 4425389	376 4430703	<b>email</b> pzonapzap@prefectura naval.gov.ar
RSC CONCEPCION DEL URUGUAY	3442 423377	3442 423377	<b>email</b> pzonapzbu@prefectura naval.gov.ar
RSC PASO DE LOS LIBRES	3772 424325	3772 424326	<b>email</b> pzonapzau@prefectura naval.gov.ar
RSC MAR DEL PLATA	2234 800715	2234 803006	<b>email</b> mpla@prefectura naval.gov.ar
RSC BAHÍA BLANCA	2914 519777	2914 573355	<b>email</b> pzonapzan@prefectura naval.gov.ar
RSC COMODORO RIVADAVIA	2974 442167 2974 473863 2974 476800 2974 464018	2974 462167 2974 473863	<b>email</b> criv@prefectura naval.gov.ar
RSC PUERTO DESEADO	2974 872136	2974 872322	<b>email</b> dese@prefectura naval.gov.ar
RSC PUERTO MADRYN	2965 451603	2965 451263	<b>email</b> madr@prefectura naval.gov.ar
RSC SAN ANTONIO OESTE	2934 421480	2934 421202	<b>email</b> sant@prefectura naval.gov.ar
RSC SAN CARLOS DE BARILOCHE	294 4422798	294 4425522	<b>email</b> scba@prefectura naval.gov.ar
RSC NEUQUEN	2994 484483	2994 422686	<b>email</b> chue@prefectura naval.gov.ar
RSC RIO GALLEGOS (L3C) (L3I)	2966 435494	2966 420103	<b>email</b> rgal@prefectura naval.gov.ar
RSC LAGO ARGENTINO	2902 491653	2902 491653	<b>email</b> larg@prefectura naval.gov.ar
RSC USHUAIA	2901 422382	2901 421425	<b>email</b> ushu@prefectura naval.gov.ar
MRCC USHUAIA Antarctic Summer Mid Nov - Mid Mar R/T on 2182kHz and 4660kHz	2901 431098	2901 431098	<b>email</b> mrccushuaia@ara.mil.ar
RSC ISLAS ORCADAS	Communication via MRCC USHUAIA		

# UPDATES TO ADMIRALTY SAILING DIRECTIONS

## NP61 Pacific Islands Pilot Volume 2 (2011 Edition)

### Nouvelle-Calédonie – East Coast – Baie de Nakéty — Anchorages; directions

133

Paragraph 4.95 6 line 1 *For* 071° *Read* 075°

Paragraph 4.95 6 lines 3 - 4 *Replace by*:

Front beacon (white pyramid) (ruin) (21°31'·05S 166°05'·46E).

*After* Paragraph 4.95 6 line 6 *Insert*:

- 7 A further anchorage is charted where the leading line (075°) above intersects the leading line (180°) provided by the following beacons:

Front beacon (white pyramid) (21°31'·96S 166°04'·61E).

Rear beacon (white pyramid) (50 m S of front beacon).

French Notice 203/29/13; ENC FR57073A  
(SDD 2013000 160001)

[33/13]

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