



Australian Notices to Mariners are the authority for correcting Australian Charts

*The Hydrographer and Staff of the Australian Hydrographic Service
wish all users of Australian Charts a Merry Christmas
a Happy New Year and safe, successful voyages in 2004.*

AUSTRALIAN NOTICES TO MARINERS

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Notices 818 - 861

Published fortnightly by the Australian Hydrographic Service

B. J. KAUFER,
Hydrographer of Australia

- SECTIONS.**
- I. Australian Notices to Mariners, including blocks and notes.**
 - II. Amendments to Admiralty List of Lights and Fog Signals, Vol K**
 - III. Navigational Warnings.**
 - IV. Hydrographic Reports.**
 - V. Amendments to Admiralty List of Radio Signals (NP 281(2), 282, 283(2), 285, 286(4))**
 - VI. Amendments to Admiralty Sailing Directions (NP 9, 13, 14, 15, 17, 33, 34, 35, 36, 39, 44, 51, 60, 61, 62, 100, 136)**

British Admiralty Notices to Mariners
New Zealand Notices to Mariners

The substance of these notices should be inserted on the charts affected.

Bearings are referred to the true compass and are reckoned clockwise from 000° (North) to 359°; those relating to lights are given as seen by an observer from seaward. Positions quoted in permanent notices relate to the horizontal datum for the chart(s). When preliminary or temporary notices affect multiple charts, positions will be provided in relation to only one horizontal datum and that datum will be specified. When the multiple charts do not have a common horizontal datum, mariners will be required to adjust the position(s) for those charts not on the specified datum. The range quoted for a light is its nominal range. Depths are with reference to the chart datum of each chart. Heights are above mean high water springs or mean higher high water, as appropriate.

The capital letter (P) or (T) after the number of any notice denotes a preliminary or temporary notice respectively, which are contained separately at the end of the permanent notices. A star () adjacent to the number of a notice indicates that the notice is based on original information.*

Mariners are particularly requested to notify the AUSTRALIAN HYDROGRAPHIC SERVICE, Locked Bag 8801 South Coast Mail Centre, NSW 2521 (Fax 02-4221 8599, e-mail Hydro.NTM@defence.gov.au or, alternatively by filling in and submitting the [Hydrographic Notes](#) forms located on the web site – www.hydro.gov.au), immediately on the discovery of new dangers or suspected dangers to navigation. For changes or defects in aids to navigation notify AusSAR (Fax 02-6230 6868 or email rccaus@amsa.gov.au).

Copies of these notices can be obtained from the AUSTRALIAN HYDROGRAPHIC OFFICE, 8 Station Street, Wollongong; Distributors for the sale of Australian Navigational Products or register for eNotices at www.hydro.gov.au/enotices/enotices.htm.

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NUMERICAL INDEX OF CHARTS AFFECTED

Edition No 25

12 December 2003

Notices	Aus Chart, INT Chart, ENC Cell
818.....	Aus 321, 350, 410, 717, 4720, INT 720
819.....	Cancellation of Annual Notice to Mariners No 6A
820.....	Aus 349, 411, 422, 442, 445A, 445B, 716, 754, 4620
821.....	Aus 260, 367, 426, 822, 4602, 4620, 4621, INT 602, 621, AX 60260
822.....	Aus 249, 2560
823.....	Aus 370
824.....	Aus 251, 824
825.....	Aus 251, 370, 824
826.....	Aus 254
827.....	Aus 268
828.....	Aus 263, AU5262_4
829.....	Aus 292, 293, 299, 700, AU499142, 5__299
830.....	Aus 621
831.....	Aus 717
832.....	Aus 309
833.....	Aus 26
834.....	Aus 44
835.....	Aus 319, 320, 413
836.....	Aus 327, 328
837.....	Aus 744
838.....	Aus 328
839.....	Aus 331
840.....	Aus 110, 118, 759
841.....	Aus 139
842.....	Aus 137
843.....	Aus 154
844.....	Aus 148, 357, 357A, 422, 445A, 802
845(T).....	Aus 197, 204, 215, AX 70197
846(P).....	Aus 220, 812
847(T).....	Aus 236, 237
848(T).....	Aus 238
849(T).....	Aus 235, 365
850(T).....	Aus 365
851(T).....	Aus 242, 243
852(T).....	Aus 373, 831, AU416145
853(T).....	Aus 294, AU499142
854(T).....	Aus 327, 741
855(T).....	Aus 328, 415, 416
856(P).....	Aus 115, 755
857(T).....	Aus 349
858(T).....	Aus 173, 795
859(T).....	Aus 171, 795
860(T).....	Aus 172, 173
861(T).....	Aus 163

818 AUSTRALIA - Products.

AHS (A68750, A68752 & A68760).

New Chart

<i>Chart</i>	<i>Published</i>	<i>Title, limits and description of amendments</i>	<i>Scale</i>	<i>Folio</i>	<i>Index Chart</i>	<i>Price</i>
Aus 350	17/10/2003	Australia – South Coast - Victoria - Cape Otway to Wilsons Promontory 38° 16' 00" S - 39° 48' 36" S 143° 22' 00" E - 146° 45' 06" E <i>New metric chart with amended limits and incorporating new surveys. Datums are referred to WGS 84 and LAT.</i> <i>Note: this chart is affected by Australian Notices to Mariners 646(T)/2003 & 783(P)/2003.</i>	1:300 000	6	Aus 65001	\$25.65
Aus 717	3/10/2003	Australia – North Coast - Northern Territory - Cadell Strait to Cape Stewart 10° 52' 26.26" S - 12° 25' 00" S 134° 35' 37" E - 135° 34' 59.41" E <i>New metric chart with improved coverage of approaches to Arnhem Land and incorporating new surveys and maritime boundaries. Datums are referred to WGS 84 and LAT.</i>	1:150 000	2	Aus 65000	\$25.65
Aus 4720 (INT 720)	17/10/2003	Australia – North Coast - Booby Island to Cape Wessel including Gulf of Carpentaria 5° 00' 00" S - 19° 00' 00" S 134° 00' 00" E - 143° 00' 00" E <i>New chart, part of 1.5M international chart series, replacing Aus 410.</i>	1:1 500 000	1	Aus 65000	\$25.65

New Chart to be published shortly

<i>Chart</i>	<i>Title</i>	<i>Scale</i>
Aus 321	Indonesia - West Timor including Ambeno	1:300 000

Chart permanently withdrawn

<i>Chart</i>	<i>On publication of new chart/new edition</i>
Aus 350	Aus 350
Aus 410	Aus 4720 (INT 720)

819 AUSTRALIA - Product - Cancellation of Annual Notice to Mariners No 6A.

ALRS Vol 2 2003/04, pages 215 to 217

National Standards Commission (A68323).

Delete Annual Notice to Mariners No 6A; Radio (VNG) Llandilo (Penrith) Time Signal Service has ceased transmission.

820 AUSTRALIA - Miscellaneous correction.

AHS (A68750, A68752 & A68760).

Aus 349 [450/2003]

Insert	magenta limits, with legend Aus 801 in SW corner		
	North	38° 25'.09 S	
	South	39° 11'.56 S	
	West		144° 31'.02 E

Aus 411 [794/2003]

Substitute	legend, Aus 4720 (INT 720), for legend Aus 410 in E border	12° 15'.0 S	
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Aus 422 [497/2003]

Insert	magenta limits, with legend Aus 350 in SE corner		
	North	38° 16'.0 S	
	South	39° 48'.6 S	
	East		146° 45'.1 E
Delete	magenta limits with legend Aus 350 centred on	38° 36'.5 S	145° 11'.0 E

Aus 442 [626/2003]

Insert	magenta limits, with legend Aus 717 in NW corner		
	North	10° 52'.4 S	
	East		135° 35'.0 E
	West		134° 35'.6 E
	accompanying note	12° 04'.0 S	133° 10'.0 E
	accompanying note	12° 04'.0 S	133° 25'.0 E
Amend	legend to <i>Recommended Track</i> (see Note)	10° 56'.0 S	131° 56'.0 E
	legend to <i>Preferred Route</i> (see Note)	10° 49'.0 S	135° 19'.0 E
		10° 48'.0 S	133° 20'.0 E
Delete	magenta limits with legend Aus 16 centred on	11° 57'.0 S	134° 55'.0 E

Aus 445A [745/2002]

Substitute	accompanying diagram	41° 03'.5 S	148° 06'.4 E
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Aus 445B [497/2003]

Substitute	accompanying diagram	38° 15'.5 S	145° 48'.0 E
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Aus 716 [793/2003]

Insert	magenta legend, <i>Adjoining Chart Aus 717</i> , in W border, centred on	11° 42'.5 S	
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Aus 754 [798/2003]

Insert	magenta legend, <i>Adjoining Chart Aus 753</i> , in N border, centred on		115° 12'.5 E
	magenta legend, <i>Adjoining Chart Aus 755</i> , in S border, centred on		115° 12'.5 E

Aus 4620 [747/2003]

Substitute	legend Aus 4720 (INT 720) for legend Aus 410 in W border	11° 18'.0 S	
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821* AUSTRALIA - QUEENSLAND – Leake Rock - Depth.

Former Notice - 728(T)/2003 is cancelled
HMAS Melville (A68363).

Aus 260 [95/2003]

Insert	depth, 9 ₄ m, enclosed by contour	22° 10'.58 S	150° 39'.79 E
Delete	depth 13 ₉ m and enclosing contours	22° 10'.57 S	150° 39'.92 E

Aus 367 [453/2003]

Substitute	depth, 9 ₅ m, for depth 14m	22° 10'.67 S	150° 39'.73 E
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Aus 426 [716/2003]

Substitute	depth, 5 ₁ fm, for depth 7 ₃ fm	22° 10'.6 S	150° 39'.8 E
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Aus 822 [430/2002]

Insert	depth, 9 ₅ m, enclosed by contour	22° 10'.67 S	150° 39'.73 E
Delete	depth 14m and enclosing contour	22° 10'.6 S	150° 39'.8 E

Aus 4602 (INT 602) [685/2003]

Insert	depth, 9m, and extend contour E to enclose	22° 10'.6 S	150° 39'.8 E
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Aus 4620 [820/2003]

Substitute	depth, 9 ₄ m, for depth 14m	22° 10'.6 S	150° 39'.8 E
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Aus 4621 (INT 621) [714/2003]

Substitute	depth, 9 ₄ m, for depth 14m	22° 10'.6 S	150° 39'.8 E
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AX 60260 [NC 16/05/2003]

Insert	depth, 9 ₄ m, enclosed by contour	22° 10'.58 S	150° 39'.79 E
Delete	depth 13 ₉ m and enclosing contours	22° 10'.57 S	150° 39'.92 E

822* AUSTRALIA - QUEENSLAND - Hay Point - Depths.
Ports Corp Queensland (A68593).

Aus 249 [745/2003]

Insert	depth, $11_7 m$	21° 14'.66 S	149° 18'.19 E
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Aus 250 (plan, Hay Point) [745/2003]

Insert	depth, $11_7 m$	21° 14'.659 S	149° 18'.193 E
	depth, $12_2 m$	21° 14'.621 S	149° 18'.287 E

Delete	depth $11_8 m$	21° 14'.68 S	149° 18'.19 E
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823* AUSTRALIA - QUEENSLAND - Cumberland Islands - Amendment to navigation line.
AHS (A64444), UKHO (A68152).

Aus 370 [716/2003]

Delete	pecked line between	21° 01'.9 S	149° 33'.0 E
		20° 56'.1 S	149° 41'.2 E

824* AUSTRALIA - QUEENSLAND - Blackwood Shoals - Shoaling disproved.
AHS (A67946).

Aus 251 [565/2002]

Delete	legend Shoaling Reported (1960) centred on	20° 56'.1 S	149° 12'.4 E
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Aus 824 [716/2003]

Delete	legend Shoaling Reported (1960) centred on	20° 56'.7 S	149° 13'.0 E
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825* AUSTRALIA - QUEENSLAND - Devereux Rock - Feature.
AHS (A67944).

Aus 251 [824/2003]

Substitute	islet, height $0.7m$, for rock which covers and uncovers	20° 48'.38 S	149° 18'.84 E
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Aus 370 [823/2003]

Delete	legend Dr. 15ft.	20° 48'.4 S	149° 19'.6 E
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Aus 824 [824/2003]

Substitute	islet, height $0.7m$, for rock which covers and uncovers	20° 48'.4 S	149° 18'.8 E
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826* AUSTRALIA - QUEENSLAND - Hamilton Island - Light beacon.
Maritime Safety Queensland (A69098).

Aus 254 (plan, Hamilton and Dent Islands) [364/2003]

Substitute	light beacon, <i>Fl. G. 3s No 3</i> , with starboard lateral topmark, for beacon	20° 20'.82 S	148° 56'.92 E
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827* AUSTRALIA - QUEENSLAND - Abel Point - Harbour works.
Former Notice - 706(T)/2002 is cancelled
AHS (A68856).

Aus 268 (plan, Airlie Beach) [593/2003]

Insert	accompanying block	20° 15'.7 S	148° 42'.6 E
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Note: Aus 252 and Aus 253 will be updated by block correction in due course.

828* AUSTRALIA - QUEENSLAND - Cairns - Harbour works.

Former Notices - 673(T)/2002 & 319(T)/2003 are cancelled

AHS (A68855).

Aus 263 [720/2001]Insert [accompanying block](#)

16° 55'.3 S

145° 46'.9 E

Note: Aus 262 will be updated by block correction in due course.

AU5262_4 ENC cell will be amended in the January 2004 update release.**829* AUSTRALIA - TORRES STRAIT - Thursday Island - Depths.**

Maritime Safety Queensland MMI 21544 (A68852 to A68854, A68858 & A68859).

Aus 292 [625/2003]Insert depth, 6₄ m

10° 35'.00 S

142° 11'.13 E

Substitute depth, 4₉ m, for depth 6₃ m and extend contour S to enclose

10° 35'.57 S

142° 12'.82 E

depth, 2m, for depth 3₁ m and extend contour NE to enclose

10° 35'.53 S

142° 11'.67 E

Aus 293 [625/2003]Insert depth, 4₉ m, and extend contour S to enclose

10° 35'.571 S

142° 12'.815 E

depth, 3₆ m, and extend contour N to enclose

10° 35'.650 S

142° 11'.982 E

depth, 2m, enclosed by contour

10° 35'.517 S

142° 11'.658 E

depth, 1₈ m, and extend contour N to enclose

10° 35'.464 S

142° 11'.352 E

depth, 6₄ m

10° 35'.000 S

142° 11'.134 E

Substitute depth, 9₂ m, for depth 9₈ m

10° 34'.55 S

142° 09'.30 E

depth, 6₆ m, for depth 7₉ m

10° 34'.52 S

142° 09'.11 E

Delete depth 6₃ m

10° 35'.58 S

142° 12'.79 E

depth 2₇ m

10° 35'.47 S

142° 11'.27 E

depth 7m

10° 34'.97 S

142° 11'.26 E

depth 7₃ m

10° 35'.05 S

142° 11'.04 E

Aus 299 [520/2003]Insert depth, 5₉ m

10° 35'.669 S

142° 12'.828 E

depth, 4₉ m

10° 35'.571 S

142° 12'.815 E

depth, 3₆ m, and extend contour N to enclose

10° 35'.650 S

142° 11'.982 E

depth, 2m, enclosed by contour

10° 35'.517 S

142° 11'.658 E

depth, 1₈ m, enclosed by contour

10° 35'.464 S

142° 11'.352 E

depth, 2₈ m, and extend contour W to enclose

10° 35'.283 S

142° 10'.950 E

depth, 6₄ m

10° 35'.000 S

142° 11'.134 E

depth, 9₂ m, and extend contour N to enclose

10° 34'.551 S

142° 09'.295 E

depth, 6₆ m

10° 34'.508 S

142° 09'.118 E

contour between

10° 35'.468 S

142° 12'.746 E

10° 35'.585 S

142° 12'.815 E

10° 35'.464 S

142° 12'.884 E

Delete contour centred on
contour between

10° 35'.50 S

142° 12'.86 E

10° 35'.47 S

142° 12'.75 E

10° 35'.46 S

142° 12'.88 E

depth 5₄ m

10° 35'.51 S

142° 12'.77 E

depth 6₃ m

10° 35'.58 S

142° 12'.79 E

depth 7₅ m

10° 35'.66 S

142° 12'.86 E

depth 4₆ m

10° 35'.68 S

142° 11'.96 E

depth 3₁ m

10° 35'.55 S

142° 11'.65 E

depth 3₇ m

10° 35'.30 S

142° 10'.96 E

depth 7₃ m

10° 34'.96 S

142° 11'.16 E

depth 9₈ m

10° 34'.57 S

142° 09'.29 E

depth 7₉ m

10° 34'.53 S

142° 09'.11 E

Aus 700 [652/2003]

Insert	depth, 6 ₄ m	10° 35'.00 S	142° 11'.13 E
	depth, 2m, and extend contour NE to enclose	10° 35'.53 S	142° 11'.67 E
Substitute	depth, 4 ₉ m, for depth 6 ₃ m and extend contour S to enclose	10° 35'.57 S	142° 12'.82 E
Delete	depth 6 ₇ m	10° 34'.6 S	142° 11'.2 E
	depth 7 ₉ m	10° 35'.1 S	142° 11'.4 E

AU499142 ENC cell will be amended in the January 2004 update release.

AU5__299 ENC cell will be amended in the January 2004 update release.

830* PAPUA NEW GUINEA - Port Moresby - Lights.

NMSA PNG (A68409 & A68410).

Aus 621 [717/2003]

Insert	light, F.G	9° 27'.97 S	147° 09'.08 E
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Aus 621 (plan, Port Moresby) [717/2003]

Insert	light, F. R	9° 27'.953 S	147° 09'.057 E
	light, F. G	9° 27'.967 S	147° 09'.084 E

831* AUSTRALIA - NORTHERN TERRITORY - Crocodile Islands - Wreck northwestwards.

AHS NTM 637/1943 (A69126).

Aus 717 [NC 3/10/2003]

Insert	dangerous wreck, with legend PA	11° 20'.0 S	134° 38'.0 E
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832 AUSTRALIA - NORTHERN TERRITORY - Moss Shoal - Depths.

UKHO (A68916).

Aus 309 [597/2003]

Insert	upright sounding, 20 ₈ m, enclosed by broken contour	(a) 11° 03'.19 S	129° 49'.76 E
	upright sounding, 50m	(b) 11° 02'.62 S	129° 48'.53 E
	broken contour enclosing depths (a) and (b)		
	upright sounding, 43m, enclosed by broken contour	11° 07'.57 S	129° 50'.63 E
	upright sounding, 48m, enclosed by broken contour	11° 11'.20 S	129° 51'.58 E

833* AUSTRALIA - NORTHERN TERRITORY - Darwin - Anchorage area revoked.

Darwin Port Corporation (zA2160).

Aus 26 [750/2003]

Delete	B3 anchorage area centred on	12° 23'.5 S	130° 45'.9 E
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834* WESTERN AUSTRALIA - Ashmore Reef - Moorings.

Environment Australia (A68325 & A68327).

Aus 44 [455/2003]

Insert	visitors' mooring (INT 1 IU3)	12° 13'.152 S	123° 00'.640 E
		12° 14'.214 S	122° 59'.114 E
		12° 14'.370 S	122° 59'.062 E
		12° 14'.418 S	122° 59'.138 E
Delete	depth 10 ₈ m	12° 13'.14 S	123° 00'.68 E
	depth 5 ₄ m	12° 14'.21 S	122° 59'.17 E

835* WESTERN AUSTRALIA - Browse Island - Light altered.
Former Notice - 734(P)/2003 is cancelled
AMSA ATH 2003/33 (A68560).

Aus 319 [648/2003]			
Amend	light characteristic, to <i>Fl(2) 10s 17m 11M</i>	14° 06'.5 S	123° 32'.9 E

Aus 320 [689/2003]			
Amend	light characteristic, to <i>Fl(2) 10s 17m 11M</i>	14° 06'.5 S	123° 32'.9 E

Aus 413 [648/2003]			
Amend	light characteristic, to <i>Fl(2) 10s 11M</i>	14° 06'.5 S	123° 32'.9 E

836 WESTERN AUSTRALIA - North Sandy Island - Depth northwestwards.
UKHO (A68905).

Aus 327 [720/2003]			
Substitute	depth, 5_2 fm, enclosed by contour, for depth 6_3 fm	21° 02'.38 S	115° 33'.98 E

Aus 328 [457/2003]			
Insert	depth, 9_9 m, enclosed by contour	21° 02'.41 S	115° 33'.99 E

Delete	depth 11_2 m	21° 02'.0 S	115° 34'.3 E
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837 WESTERN AUSTRALIA - Serrurier Island - Depth.
UKHO (A68905).

Aus 744 [233/2002]			
Substitute	upright sounding, 3_3 m, for depth 0_3 m	21° 34'.17 S	114° 40'.73 E

838 WESTERN AUSTRALIA - Exmouth Reef - Depths.
UKHO (A68905).

Aus 328 [836/2003]			
Insert	depth, 4_1 m, enclosed by contour	21° 48'.33 S	114° 25'.19 E
	depth, 5_4 m, enclosed by contour	21° 51'.18 S	114° 24'.65 E
	depth, 3_1 m, and extend contour NW to enclose	21° 51'.28 S	114° 22'.39 E
Delete	depth 7_9 m	21° 48'.4 S	114° 25'.5 E
	depth 3_3 m	21° 51'.7 S	114° 22'.9 E

839 WESTERN AUSTRALIA - Denham Sound - Depths.
UKHO (A68905).

Aus 331 [558/2003]			
Insert	upright sounding, 0_2 fm, enclosed by broken contour	25° 49'.91 S	113° 21'.75 E
	depth, 1 fm, enclosed by contour, and extend 3fm contour NW to enclose	26° 01'.06 S	113° 26'.88 E
Delete	depth 1_1 fm	25° 49'.7 S	113° 21'.4 E

840* WESTERN AUSTRALIA - Albany - Shoal.
Albany Port Authority MMI 21611 (A68959 & A68978).

Aus 110 [52/2002]

Insert	depth, 8 ₂ m, enclosed by contour	35° 03'.039 S	117° 56'.693 E
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Delete	depth 9 ₁ m and enclosing contour	35° 03'.05 S	117° 56'.68 E
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Aus 118 [52/2002]

Substitute	depth, 8 ₂ m, for depth 9 ₁ m	35° 03'.04 S	117° 56'.69 E
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Aus 759 [184/2002]

Substitute	depth, 8 ₂ m, for depth 9 ₁ m	35° 03'.03 S	117° 56'.65 E
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Note: this detail has been incorporated in new chart Aus 109 to be published shortly.

841* SOUTH AUSTRALIA - Oyster Point - Wreck southeastwards.
AHS (A69066).

Aus 139 (plan, Macdonnell Sound) [NC 3/10/2003]

Insert	dangerous wreck	34° 56'.92 S	137° 53'.95 E
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842* SOUTH AUSTRALIA - Adelaide - Maintained depths.
Flinders Ports Pty Ltd (A68597 & A68598).

Aus 137 [482/2003]

Insert	pecked line between	34° 46'.765 S	138° 28'.783 E
		34° 46'.760 S	138° 28'.834 E
	legend, 10.3m	34° 46'.83 S	138° 28'.76 E

Amend	maintained depth to 11.2m	34° 46'.58 S	138° 28'.93 E
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Delete	pecked line between	34° 46'.67 S	138° 28'.89 E
		34° 46'.42 S	138° 29'.07 E
		34° 46'.43 S	138° 29'.10 E
	legend 11.2m	34° 46'.51 S	138° 29'.02 E

843* AUSTRALIA - VICTORIA - Port Phillip - Port Melbourne - Victoria Dock - Lights.
Victorian Notice 54/2003 (A68449).

Aus 154 [695/2003]

Insert	light, F. R No 56	37° 49'.085 S	144° 55'.908 E
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Delete	port lateral light beacon, with legend Dn	37° 49'.09 S	144° 55'.90 E
	port lateral light beacon	37° 49'.09 S	144° 55'.97 E
	light	37° 49'.08 S	144° 56'.04 E

844* AUSTRALIA - BASS STRAIT - Hogan Group - Shoal southeastwards disproved.
HMAS *Leeuwin* (A68369).

Aus 148 (plan, Hogan Group) [NC 3/5/2002]

Delete	depth 16 ₄ m, enclosing contour and legend Rep (1969)	39° 16'.96 S	147° 03'.15 E
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Aus 357 [760/2003]

Delete	depth 9fm, enclosing contour and legend Repd (1969) (P.A.)	39° 17'.0 S	147° 03'.1 E
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Aus 357A [745/2002]

Delete	depth 9fm, enclosing contour and legend Rep (1969) PA	39° 17'.0 S	147° 03'.1 E
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Aus 422 [820/2003]

Delete	depth 9fm, enclosing contour and legend Repd (1969) (P.A.)	39° 16'.9 S	147° 03'.0 E
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Aus 445A [820/2003]

Delete	depth 9fm, enclosing contour and legend PA Rep (1969)	39° 17'.1 S	147° 02'.9 E
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Aus 802 [392/2002]

Delete	depth 16 ₄ m, enclosing contour and legend Rep (1969)	39° 17'.1 S	147° 03'.0 E
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845(T)/2003 AUSTRALIA - NEW SOUTH WALES - Broken Bay - Barrenjoey Head - Scientific instrument northwards.
Waterways NSW Notice HB0301 (A70072).

Scientific instrument, *Fl. Y. 5s*, exists in position 33° 34'.3 S 151° 20'.3 E.

Chart temporarily affected - Aus 197 - Aus 204 - Aus 215 - AX 70197.

846(P)/2003 AUSTRALIA - NEW SOUTH WALES - Coffs Harbour - Pipeline; jetty.

Date - On or about 31 May 2004

Waterways NSW Notice NC0301 (A70071).

An ocean outfall pipeline is under construction from position 30° 19'.2 S 153° 07'.9 E.

A jetty used in construction of the outfall extends 400 metres from the HWL. Two lights, *Fl. Y*, exist on the seaward end of the jetty.

Mariners are advised to navigate with caution in the area.

Chart which will be affected – Aus 220 – Aus 812.

847(T)/2003 AUSTRALIA - QUEENSLAND - Brisbane River - Inner Bar Reach - Light beacon to be discontinued; light buoy.

Maritime Safety Queensland Notice 440(T)/2003 & 444(T)/2003 (A69425 & A70027).

The light beacon, *Inner Bar E No 22* (27° 21'.63 S 153° 10'.53 E (WGS 84)), will be removed by barge *V83* with MT *Arnhem* in attendance.

A port lateral light buoy, *Fl. R. 4s*, has been established in position 27° 21'.583 S 153° 10'.569 E (WGS 84).

Speed restrictions, slow speed no wash, apply while the barge is on site.

Brisbane Harbour will advise daily requirements and MT *Arnhem* can be contacted on VHF Ch 12.

Chart temporarily affected - Aus 236 - Aus 237.

848(T)/2003 AUSTRALIA - QUEENSLAND – Brisbane River - Pinkenba - Harbour works completed.

Former Notice - 765(T)/2003 is cancelled

Maritime Safety Queensland Notice 435/2003 (A69099).

Cancel this notice on receipt.

Chart formerly affected - Aus 238.

849(T)/2003 AUSTRALIA - QUEENSLAND - Gneering Shoals - Light buoy relit; topmark missing.

Former Notice - 569(T)/2003 is cancelled

Maritime Safety Queensland Notice 436(T)/2003 (A69100).

East cardinal light buoy (26° 39'.37 S 153° 12'.87 E) topmark destroyed.

Chart temporarily affected - Aus 235 - Aus 365.

850(T)/2003 AUSTRALIA - QUEENSLAND - Peregrine Beach - Scientific instruments recovered.

Former Notice - 664(T)/2003 is cancelled

University of Queensland (A68890).

Cancel this notice on receipt.

Chart formerly affected - Aus 365.

851(T)/2003 AUSTRALIA - QUEENSLAND - Bundaberg - Depth information.

Former Notice - 410(T)/2003 is cancelled

Maritime Safety Queensland Notice 442(T)/2003 (A69426).

Available depth as at 24 November 2003:

	<i>Metres</i>
Sea Reach	9.5
Middle Reach	9.5
Inner Reach	9.5
Swing Basin	8.0
* Oil Berth	8.9
* BST Berth	10.0

The deep draft departure channel from the bulk sugar terminal berth to Middle Reach has a depth of 9.5m.

* Indicates new or revised entry.

Chart temporarily affected - Aus 242 - Aus 243.

852(T)/2003 AUSTRALIA - QUEENSLAND - Gubbins Reef - Wreck northwestwards.

AMSA Auscoast Warning 290/2003 (A68734). Wreck is FV *Jolga*

A wreck exists in position 15° 41'.4 S 145° 21'.6 E.

Chart temporarily affected - Aus 373 - Aus 831 – AU416145.

853(T)/2003 AUSTRALIA - QUEENSLAND - Red Island Point - Shoaling.

Maritime Safety Queensland Notice 439(T)/2003 (A69424).

Shoaling, least depth 1.5m, exist to the north of Seisa wharf (10° 50'.88 S 142° 21'.89 E).

The shoal patches commence 20 metres from the northern end of the jetty and extend to seaward for approximately 30 metres.

Mariners are advised to navigate with caution in the area.

Chart temporarily affected - Aus 294 – AU499142.

854(T)/2003 WESTERN AUSTRALIA - Glomar Shoal - Scientific instruments northeastwards.

Date - Until 15 May 2004

WNI (A68687).

Scientific instruments, *Fl. Y. 5s*, exist as follows:

18° 46'.11 S 116° 58'.99 E

19° 29'.97 S 116° 59'.96 E

Chart temporarily affected - Aus 327 - Aus 741.

855(T)/2003 WESTERN AUSTRALIA - Montebello Islands - Scientific instruments westward.

Date - Until 15 December 2004

WNI (A68687).

Sub-surface scientific instruments exist as follows:

20° 22'.19 S 114° 52'.64 E

20° 23'.92 S 114° 54'.86 E

20° 25'.86 S 114° 57'.35 E

Chart temporarily affected - Aus 328 - Aus 415 - Aus 416.

856(P)/2003 WESTERN AUSTRALIA - Bunbury - Wreck westwards.

Date - On or about 14 December 2003

G Paynter (A68983).

FV *Lena* will be scuttled in position 33° 20'.58 S 115° 33'.77 E (WGS 84); between 0900 and 1200. A restricted area, radius 1000 metres, will exist during scuttling operations.

Chart which will be affected - Aus 115 - Aus 755.

857(T)/2003 AUSTRALIA - VICTORIA - Port Campbell - Obstruction.

Date - Until 1 March 2004

Victorian Notice 52(T)/2003 (A68630).

Concrete moorings, marked by white torpedo floats, exist within an area bounded by the following positions:

30° 38'.00 S 142° 56'.98 E
38° 38'.00 S 142° 57'.12 E
38° 38'.27 S 142° 57'.07 E
38° 38'.27 S 142° 56'.93 E

Mariners are advised to navigate with caution in the area.

Chart temporarily affected - Aus 349.

858(T)/2003 AUSTRALIA - TASMANIA - Great Bay - Spat lines; light buoys.

Date - Until 28 February 2004

Marine and Safety Tasmania Notice M99-03 (A69205).

Special spar light buoys, *Fl. Y*, marking a scallop spat collection licence, exist as follows:

43° 11'.97 S 147° 20'.60 E
43° 11'.97 S 147° 20'.58 E
43° 11'.44 S 147° 20'.58 E
43° 11'.44 S 147° 20'.59 E

Chart temporarily affected - Aus 173 - Aus 795.

859(T)/2003 AUSTRALIA - TASMANIA - Storm Bay - Cape Queen Elizabeth to Piersons Point - Scientific instruments.

Date - Until 15 June 2004

Marine and Safety Tasmania Notice M104-03 (A69202).

Scientific instruments, least depth 20 metres, exist as follows:

Derwent River Mouth:

43° 03'.16 S 147° 22'.11 E
43° 03'.16 S 147° 22'.47 E
43° 03'.03 S 147° 22'.29 E
43° 02'.89 S 147° 22'.10 E
43° 02'.89 S 147° 22'.47 E

Storm Bay Centre:

43° 07'.32 S 147° 29'.14 E
43° 07'.32 S 147° 29'.51 E
43° 07'.19 S 147° 29'.32 E
43° 07'.05 S 147° 29'.14 E
43° 07'.05 S 147° 29'.50 E

Wedge Island:

43° 09'.44 S 147° 38'.93 E
43° 09'.43 S 147° 39'.30 E
43° 09'.30 S 147° 39'.12 E
43° 09'.16 S 147° 38'.93 E
43° 09'.16 S 147° 39'.30 E

Cape Queen Elizabeth:

43° 14'.22 S 147° 27'.71 E
43° 14'.22 S 147° 28'.08 E
43° 14'.08 S 147° 27'.90 E
43° 13'.95 S 147° 27'.71 E
43° 13'.95 S 147° 28'.08 E

Chart temporarily affected - Aus 171 - Aus 173 - Aus 795.

860(T)/2003 AUSTRALIA - TASMANIA - Hobart - Kings Pier - Harbour works.

Date - Until 31 December 2003

Marine and Safety Tasmania Notice M103-03 (A69203).

Construction of two marina arms is in progress in position 42° 53'.0 S 147° 20'.0 E

Chart temporarily affected - Aus 172.

861(T)/2003 AUSTRALIA - TASMANIA - Burnie - Harbour works.

Date - Until 30 November 2003

Marine and Safety Tasmania Notice M101-03 (A69206).

Construction of a dolphin is in progress in position 41° 03'.07 S 145° 54'.79 E. A barge moored in the area will display a light *Fl. 5s* at night.

Chart temporarily affected - Aus 163.

II

AMENDMENTS TO ADMIRALTY LIST OF LIGHT AND FOG SIGNALS VOLUME K 2003/04

Edition No 25 dated 12 December 2003.

Last Amendment: Edition No 24 dated 28 November 2003

1149	- Sangkapura (Kr Julpuk Tengah-Bawean)	5 51-7 112 38-4	Fl R 4s	10	10	...	TE 2003
			*	*	*		
1151	- Beringinan. Ldg Lts 000°. Front	5 50-9 112 38-3	Fl W 6s	4	6	White △ on beacon	<i>fl 0-5</i>
			*	*	*		
1157	Ujung Pangka	6 50-5 112 32-8	Fl W 7s	33	16	White beacon	<i>fl 0-4</i>
			*				
1356-2	-Westwards	10 48-8 122 39-6	Fl W 10s	108	24	White metal framework structure on white structure 40	<i>fl 1</i>
*	*	*	*	*	*	*	*
1365-69	- Tg Gumuk	9 29-5 123 47-7	Fl W 4-5s	45	18	White metal framework structure on white structure 40	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
1461-69	- Pamarung. GTS-AA	0 52-3 117 28-1	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
1461-695	-Muara Pamankaran. GTS-AC	0 44-4 117 30-0	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
1461-698	-Muara Bayur. GTS-DX	0 41-3 117 33-0	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
1461-7	-Muara Pantuan. GTS-TMX	0 37-0 117 32-5	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
1461-75	- Phantang Besar. GTS-Y	0 24-3 117 34-4	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
1691-966	- Smith Point	10 25-7 105 39-8	Fl W 3s				
			*				
1811-3	-- No 1	33 51-9 121 54-3	Q G	7	5	Green △ on beacon	
			*				
1811-4	-- No 2	33 52-1 121 54-4	Q R	7	5	Red □ on beacon	
			*				
2352	-- Ferguson Street Pier. Head	37 51-6 144 54-5	F G				
	*	*		*			

Volume K *continued***2352-1** *Remove from List*

2573-6	Kianinny Bay. Ldg Lts 298°22'. Front	36 44-4 149 58-8	Fl G 3s	32	4	Orange △	
			*				*
2573-61	-- Rear. 18m from front	36 44-4 149 58-8	Fl G 3s	36	4	Orange ▽	
			*				*
2578-3	- Ldg Lts	35 54-4 150 08-6	Iso Y 2s				
	--	...	Fl Y 2s				
	*		*				
2908-3	- Ldg Lts 131°15'. Front	26 41-0 153 08-1	F Bu	...	...	△ on white beacon	
	---	...	<i>By day</i> F Y				
	---	...	Fl R 4s	...	...	...	Not visible from seaward
							*
3458-2	- Sinaui Reef	9 32-0 147 07-8	Q R	...	4		
			*				
3528	<i>Remove from List</i>						
3528-5	-	40 46-1 145 18-1	Fl R 5s	...	...	Beacon	
	* *	*	*	*	*	*	*
3545	-- S side	41 03-2 145 55-0	Q R	3	1	Pile	Neon
			*				
3545-2	---	41 03-3 145 54-9	Q R	3	1	Pile	Neon
			*				
4799-6	-W Entrance. Ldg Lts 088°. Île Ouen. Front	22 23-6 166 49-1	Fl WR 2-5s	64	W 9 R 6	White pylon, red top 7	W 000°-180°(180°), R 180°-000°(180°). Rear K4794-2. TE 2003
							*
4825	Passe de Dumbéa. No 1	22 21-3 166 15-5	Q(9) W 15s	5	7	∇ on yellow buoyant beacon, black band	Ra refl
			*				
4970-3	--- N side	16 44-6 151 25-2	Iso G 3s	5	5	Green △ on green beacon 8	Synchronized with K4970-4
							*

III

NAVIGATION WARNINGS

The following radio messages have been received during the period to 28 November 2003. Signal copies of these messages may be destroyed. It is recommended that the reprint of Navigational Warnings should be kept in a file or a book divided into areas. Cancellation should be made on receipt of signals and reprints.

Rigs on location other than those listed in the latest Section III summary are the subject of Radio Navigational Warnings. Rigs in transit will not be the subject of Warnings.

AUSCOAST WARNING

- 291 SE Coast. Drill rig *Ocean Epoch* in position 38° 36'.0 S 148° 17'.0 E. 2.5M clearance requested.
- 292 Cancelled.
- 293 Cancelled.
- 294 Cancelled.
- 295 Cancelled.
- 296 Cancelled.
- 297 Cancelled.
- 298 Cancelled.
- 299 SW Coast. Seismic survey vessel *Pacific Sword* towing 4M cable in area bounded by 28° 30' S to 30° 00' S and 112° 30' E to 114° 00' E.
- 300 Cancelled.
- 301 NE Coast. Sugar Ran Reef light K3286 established in position 9° 53'.0 S 143° 13'.0 E. Light characteristics are flashing red 2.5sec, flash duration 0.5sec, short eclipse 2.0sec with range 6M. Structure is red, 7 metres high with port lateral daymark red can and radar reflector 25 square effective surface area.
- 302 SE Coast. Seismic survey vessel *Orient Explorer* towing 3M cable in area bounded by 39° 45' S to 40° 25' and 142° 20' E to 143° 15' E.
- 303 SW Coast. Geraldton temporary fairway buoy with light characteristic QY established in position 28° 46'.5 S 114° 32'.1 E.
- 304 NE Coast. Newman Reef west cardinal daymark established in position 10° 03'.708 S 143° 09'.981E.
- 305 NW Coast. Drill rig *Sedo 703* in position 10° 35'.5 S 125° 57'.7 E. 2.5M clearance requested.
- 306 SE Coast. Pipe laying barge *Semac 1* engaged in underwater operations in area bounded by 38° 33' S 145° 28' E, 38° 43' S 145° 50' E, 39° 55' S 145° 50' E and 39° 55' S 145° 28' E.
- 307 SW Coast. Seismic survey vessel *Nordic Explorer* towing six 2M cables in area bounded by 27° 35' S to 28° 20' S and 113° 10' E to 113° 50' E.
- 308 Cancelled.
- 309 Cancelled.
- 310 SE Coast. HMAS *Leeuwin* conducting hydrographic survey operations in East bound lane of Wilsons Promontory Traffic Separation Scheme, within area bounded by 39° 14'S to 39° 19'S and 146° 30' E to 146° 50'E. Eastbound vessels using Traffic Separation Scheme are requested to take particular caution when approaching Moncoeur Island Group.
- 311 NW Coast. Onslow rear lead light K1704.1 (21° 38'.7 S 115° 06'.7 E) unreliable.

NAVAREA X WARNINGS

- 037 PNG. Baiiri Island. Two S4 tide gauges on pedestal brackets in position 10° 53'.95 S 150° 44'.61 E.

Navigational warnings in force as at 270001UTC NOV 03.

Auscoast

159 171 202 211 224 241 250 275 283 287 290 291 299 301 302 303 304 305 306 307 310 311.

Navarea X

005 014 015 022 023 025 026 028 029 030 031 035 036 037.

Summary of mobile drilling rigs as at 270001UTC NOV 03.

Name	Position
Sedco 703	10° 35'.5 S 125° 57'.7 E
Ensco 104	11° 04'.2 S 126° 36'.8 E
Ocean Bounty	13° 51'.8 S 123° 13'.9 E
Ensco 56	20° 40'.4 S 115° 35'.1 E
Ocean Epoch	38° 36'.0 S 148° 17'.0 E

NAVAREA XIV WARNINGS

- 112 Cancelled.

Navarea XIV warnings in force as at 270001UTC NOV 03.

107 108 111.

IV

HYDROGRAPHIC REPORTS

<i>Locality</i>	<i>Report</i>	<i>Ship/Authority</i>	<i>Observer</i>
NT- Mjrunnga Island	Shoal	MV <i>Coral Princess</i>	G Bennett
SOUTH PACIFIC- Funafuti Atoll	Nav aids	MT <i>Pacific Venturer</i>	B Keane

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS 2003

Edition No 25 dated 12 December 2003

VOLUME 1, PART 2, NP 281(2), 2003/04

Published BA Wk 29/03

(Last Amendments: Edition No 22 dated 31 October 2003)

SHIP REPORTING SYSTEMS

Pages 273 & 275 to 278 **AUSTRALIA, Australian Ship Reporting System (AUSREP)**, delete entry and replace by:

AUSTRALIA,

Australian Ship Reporting System (AUSREP)

The AUSTRALIAN SHIP REPORTING SYSTEM (AUSREP) is mandatory for certain vessels while in the AUSREP area.

AUSREP / REEFREP

Masters should note that:

- (a) The preferred mode of communication for all reports (Sailing Plans, Position Reports, Deviation Reports and Final Reports) is Inmarsat C. Inmarsat C polling is preferred to manually sending position reports
- (b) When reporting via Inmarsat C, terminals should be logged into LES Perth (222 for Pacific Ocean region and 322 for Indian Ocean region) and messages sent using Special Access Code 43. If AUSREP reports are sent through other LES using SAC 43 there is no guarantee that the message will be received by AMSA
- (c) From July 2002, distress and safety communications arrangements in Australia changed with the introduction of the AMSA HF DSC Network. The States and Territories took responsibility for distress and safety communications for small craft by establishing a network of HF and VHF coast radio stations
- (d) If manually reporting, Masters are requested to send a Position Report each day at a convenient time nominated by the vessel between 2200 UTC and 0800 UTC. The maximum time between any two reports is not to exceed 24 hours
- (a) As a consequence, AUSREP procedures have been amended to take account of the changed arrangements

For further information on REEFREP see Volume 6 (4).

Purpose of the AUSREP system

AUSREP is an integral part of the Maritime Search and Rescue (SAR) system in Australia. AUSREP is operated by the Australian Maritime Safety Authority through AusSAR, specifically RCC Australia.

The objective of the AUSREP system is to contribute to the safety of life at sea by:

- (a) limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out
- (b) limiting the search area for a rescue action
- (c) providing up-to-date information on shipping resources available in the area in the event of a SAR incident

Which vessels should report to AUSREP

Participation in AUSREP is mandatory for certain vessels. The following vessels must report:

- (a) All Australian registered vessels engaged in interstate or overseas trade and commerce, while in the AUSREP area
- (b) Vessels not registered in Australia, but engaged in the coasting trade between Australia and an external territory, or between external territories, while in the AUSREP area
- (c) Vessels not registered in Australia but demised under charter parties to charterers whose residences or principal places of business are in Australia, while in the AUSREP area
- (d) Foreign vessels, other than the above mentioned vessels from their arrival at their first Australian port until their departure from their final Australian port; are encouraged to participate from their entry into the AUSREP area until their final departure from it
- (e) Australian fishing vessels proceeding on overseas voyages, while in the AUSREP area, but not including those vessels operating from Queensland ports, which may call at ports in Papua New Guinea as an incidental part of their fishing operations
- (f) Suitably equipped small craft on passage of 200 n miles or more between different ports

Offences

Regulations under the *Navigation Act 1912* provides for penalties involving fines for infringements of reporting provisions.

Concept of the AUSREP System

On departure from an Australian port or on entering the AUSREP area from overseas:

- (a) Masters are to send a Sailing Plan (SP) to RCC Australia
- (b) A computerised plot will be maintained of the vessel's position
- (c) Masters are to agree to their vessel being polled via Inmarsat C which will automatically send a PR, when requested

or

Masters are to send a Position Report (PR) each day at a convenient time nominated by the vessel between 2200 UTC and 0800 UTC, the maximum time between any two reports is not to exceed 24 hours. Dates and times contained in AUSREP reports are to be in Universal Co-ordinated Time (UTC)

- (d) A Final Report (FR) is to be sent on arrival at the destination or on departure from the AUSREP area

Should a vessel at any time be in a position more than 2 hours steaming from the position that would have been predicted from the last SP or PR, then a Deviation Report (DR) must be sent. Failure to send an AUSREP DR, may result in a search being concentrated in the wrong area and the possibility that survivors from a stricken vessel may not be found.

Types of AUSREP reports

Main Report Types

- (a) SP Sailing Plan
- (b) PR Position Report
- (c) DR Deviation Report
- (d) FR Final Report

These reports are sent using the IMO message format.

Special Report Types

- (a) DG Dangerous Goods Report
- (b) HS Harmful Substances Report
- (c) MP Marine Pollutants Report

Dangerous Goods (DG) and Marine Pollutants (MP) Reports

A (DG) or a (MP) report should be made 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 for a (DG) and for (MP), format field X should be included. 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. Fields P, Q and R should be expanded as follows:

- 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 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
- X X1 Action 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

Harmful Substances (HS) Reports

A (HS) report should be made 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. Fields P, Q, R and X should be expanded as follows:

- 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 Condition of the vessel as relevant
- Q2 Ability to transfer cargo—ballast—fuel
- R R1 Type of oil or the correct technical name of the noxious liquid discharged in 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

(Continued on next page)

- 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, E, F, L, M, N, P, Q, R, S, T, U, X of the standard report format

Masters should advise RCC Australia when:

- (a) damage, defects, deficiencies, or other limitations to the vessel or its equipment will affect its operation and/or seaworthiness
- (b) damage, defects, deficiencies, or other limitations to the vessel or its equipment means that a loss of cargo or pollution from the vessel is about to or likely to happen

When making reports about the likelihood of a discharge Masters should take into account the sea and wind state and also traffic density in the area at the time and place of the incident

How to send AUSREP reports

(a) In an Australian Port

It is advisable to communicate all reports direct from the vessel to RCC Australia to avoid delays associated with intermediate agencies. An Inmarsat C message, reverse charge telephone call or fax message may be used when sending a Sail Plan or Final Report when in port.

(b) Via Inmarsat

Reports must be addressed "RCC AUSTRALIA" and sent via the Pacific or Indian Ocean Region satellites to Perth Land Earth Station (Perth LES) using LES codes 222 or 322 respectively. These procedures apply only to AUSREP messages.

Calls free of charge when reporting within the AUSREP area

Inmarsat C fitted Ship Earth Stations (SES)

Vessels will not be charged for messages sent via Inmarsat C if these procedures are followed:

Select Special Access Code (SAC) 43 **through Perth LES only**; Pacific Ocean (222) or Indian Ocean (322)

Notes: (i) If sent through a different LES the SAC message may be misdirected and quite possibly not received by RCC Australia
(ii) Ocean codes 302 and 202 are no longer the correct codes for LES Perth but are associated with STRATOS in New Zealand. Masters should also be aware that Ocean Codes 312 and 212 are also accepted by LES Perth but are not to be used for AUSREP traffic. Use of these codes will most likely result in AUSREP reports being misdirected and lost.

Charged calls

Inmarsat A, Inmarsat B or Inmarsat M fitted Ship Earth Stations (SES)

Vessels will be charged for messages sent via Inmarsat A, Inmarsat B or Inmarsat M to RCC AUSTRALIA

Select 02* (for Perth) then telex +71 62349

* ensure vessel's antenna is directed at appropriate Indian or Pacific Ocean satellite

While reporting to AUSREP, you should ensure that your Inmarsat equipment remains active in the "LOGIN" mode at all times

(c) Via the AMSA HF DSC Network

The preferred method of lodging AUSREP reports, including Sail Plans, Position Reports, Deviation Reports and Final Reports is via Inmarsat C using the polling option in lieu of manually sending position reports. Position Reports may still be sent through LES Perth (222 in Pacific Ocean region and 322 in Indian Ocean region) using SAC 43, but polling is preferred. However, reports may also be lodged via radio through the AMSA HF DSC network. Initial contact to the network is via a DSC safety message addressed to **MMSI 005030001**. Vessels will be shifted to a working channel and the AUSREP traffic passed via HF voice communications or NBDP depending upon the follow-on communications specified by the vessel. The Maritime Communications Station RCC Australia's radio call sign is VIC. Calls received by stations at Wiluna and Charleville are answered from the network control centre at RCC Australia.

(d) Via REEFCENTRE

Vessels transiting through the REEFREP area should send a PR via REEFCENTRE on the appropriate VHF channel (see ALRS Vol 6 (4))

Exceptions to this rule are:

- (i) Send SP direct to RCC Australia prior to departure, or
- (ii) Send PR direct to RCC Australia if the VHF channel is unavailable

Non Reporting to AUSREP (NOREP)

If the Master of a foreign vessel departing on an overseas voyage from an Australian port does not intend sending AUSREP position reports, he must send a SP to RCC Australia and include the word NOREP in place of the "Data/Time of the next report" in format field "N". Amplifying remarks may be included in field "X" if required. Under this option RCC Australia will not undertake any "positive checks" regarding the vessel's safety. A NOREP vessel must comply with the mandatory requirement to report to REEFREP when the vessel enters the REEFREP area.

AUSREP Sailing Plan (SP)

You may send your AUSREP SP up to 24 hours prior to joining the system, but:

- (a) at ports within the REEFREP area the SP must be sent prior to departure; and at other Australian ports the SP may be sent up to 2 hours after departure
- (b) when joining AUSREP at the ocean boundary the SP may be sent 24 hours prior to entering the area or up to 2 hours after crossing the boundary

The SP contains information necessary to initiate a plot and gives an outline of the intended passage. If you do not sail within 2 hours of the time stated in the SP then you must cancel the SP and send a new SP within 2 hours of the revised sailing time.

Format fields for a AUSREP SP:

Mandatory fields: A, F, H, K, L, M, N, V

For vessels transiting the REEFREP SRS area also include E, F, J, L, O, P, U

Where polling is selected as the method of position reporting, Masters should include the word "POLL" in section N

Additional fields: G, I, Q, R, X, Y (include if appropriate)

AUSREP Position Report (PR)

When to send an AUSREP PR

Send your PR at the Date/Time of next report as nominated by you in format field "N" of your Sailing Plan. Masters are to send a Position Report each day at a convenient time nominated by the vessel between 2200 UTC and 0800 UTC. The maximum time between any two reports is not to exceed 24 hours. Masters are reminded that facsimile and e-mail are not suitable for AUSREP Position Reports. RCC Australia cannot keep a SAR watch for vessels that do not use GMDSS communications at sea (Inmarsat or HF DSC). Where Masters have nominated polling as the method of reporting, AUSREP PRs are sent automatically and regularly when the terminal is polled by RCC Australia.

Format fields for a AUSREP PR:

Mandatory fields: A, B, C, E, F, N

Additional fields: X (if appropriate)

Polling

AMSA has introduced the use of Inmarsat C polling. This involves a Master requesting RCC Australia to poll his vessel using Inmarsat C by inserting the word "POLL" in field "N" of the Sailing Plan instead of nominating a date/time group. Polling involves RCC Australia sending a signal to the vessels Inmarsat C terminal to prompt an automatic position report, which includes the vessel's position, course and speed. This process alleviates the need for the transmission of a manual position report. Masters are still required to send Sailing Plans, Deviation Reports and Final Reports. Vessels' Masters are encouraged to use polling where possible.

How the information is used

The information contained in the PR will be used by RCC Australia to update the plot. The PR must reflect the position of the vessel at the time of the report. Masters should always ensure that the Date/Time of the next report is appropriate for the vessel's time and location on the following day.

Speed must be the anticipated speed until the next report time.

AUSREP Position Reports are normally processed automatically by RCC Australia. Automatic processing is efficient but messages are not always seen by an operator. If a Master has additional important safety information that requires the immediate attention of an operator, the word "ALERT" in field "X" of a PR will send the message to an operator for action.

Please only use "ALERT" to identify important safety information for immediate action.

Note:

- (a) Masters must make sure that their PRs are sent at the nominated time.
- (b) The ETA at the Australian destination, or AUSREP area boundary, must be confirmed in the last PR of a voyage. It should also be amended in any report whenever the Master is aware of a revised ETA. Interval between reports must not exceed 24 hours

AUSREP Deviation Report (DR)

When to send an AUSREP DR

You must send a DR when you realise that your vessel is more than two hours steaming from the position that would be predicted from your last SP or PR. A DR can also be sent when any other voyage details are altered.

Mandatory format fields for an AUSREP DR are:

Mandatory fields: A, B, C, N

Additional fields: E, F, I, J, K, L, M, P, Q, R, X (include if appropriate)

Why RCC Australia needs to know where you are

If your vessel is in distress and if you have not been able to send a Mayday message the AUSREP positive checking system operated by RCC Australia may result in an air search to locate your vessel. The search aircraft will start looking in the area related to your vessel's predicted route and speed. If you have failed to report a deviation from your planned route and speed the search aircraft may not be able to find any survivors. It is in your best interests to keep RCC Australia up to date on all your voyage details. **Send a DR if you are more than two hours from a position which would be predicted from your last report.**

AUSREP Final Report (FR)

When to send an AUSREP FR

For vessels enroute overseas and **departing the AUSREP area** send your AUSREP FR **at the AUSREP boundary**.

Vessels **ending a voyage at an Australian port within the REEFREP SRS area** must report their FR **at the last REEFREP reporting point**.

For vessels **ending a voyage at any other Australian ports** send your AUSREP FR when your vessel is within 2 hours steaming of the port or pilot station.

Note: When a vessel approaches the port of destination and arrives at a position where VHF contact is made with the local Harbour Authority or Pilot Station, which under normal conditions is within 2 hours steaming of the pilotage, a FR is sent to RCC Australia. Under no circumstance should a FR be sent more than 2 hours before arrival. Alternatively the FR may be phoned to RCC Australia immediately after berthing, but no later than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, then the FR should be passed via Inmarsat C or if not available via HF with an initial call on HF DSC.

Format fields for a AUSREP FR are:

Mandatory fields: A, K, X

Overdue AUSREP reports

Why you must send your PR and FR

As AUSREP is a positive reporting system, if a PR or FR is not received by RCC Australia within 2 hours of the expected time, action is taken to ascertain the vessel's whereabouts and confirm the safety of the crew. Masters should note that in some parts of the AUSREP area the ability to conduct an air search may be restricted by aircraft range limitations.

What if you cannot send your report

If for any reason a Master is unable to pass his PR or FR he should attempt to pass a message through another vessel, or harbour or other shore authority as appropriate. Methods to do this would include VHF, signalling lamp, or use of an emergency transmitter. Masters are asked to ensure that these procedures are followed.

(Continued on next page)

Action taken by RCC Australia

The action taken by RCC Australia if your report is not received as expected will depend on prevailing circumstances, but will generally include:

- (a) Internal checks to establish if your report has been received by RCC Australia
- (b) For Inmarsat equipped vessels, attempts to contact vessel directly
- (c) Attempts to contact vessel directly by calling on HF DSC to vessel's MMSI
- (d) At 6 hours overdue, a broadcast of vessel's call sign with REPORT IMMEDIATE preceding Traffic Lists indicating concern due to non-receipt of PR or FR
- (e) Extensive communication checks with Australian and overseas coast radio stations, owners, agents and other vessels are carried out to trace the last sighting or contact with the vessel
- (f) At 21 hours overdue the upgrading of the REPORT IMMEDIATE broadcast to the Urgency Signal PAN PAN indicator

By the time 21 hours has elapsed, search planning will be in progress and details included in NAVAREA X and Facsimile Weather Broadcasts. By the time the report is 24 hours overdue, positive SAR action will have been started to locate the vessel. This action may include the launching of search aircraft where possible.

Note:

- (i) the resources available for an air search decrease with distance from an Australian base, and
- (ii) time may differ if the vessel is participating in Inmarsat C Polling

Reports to Amver

Whilst participating in AUSREP, Masters may also wish their reports to be forwarded for inclusion in the Amver system operated by the US Coast Guard. This should be indicated in each report in format field "Y". This may be particularly important when sending the **FR** at the AUSREP boundary. You must ensure that the letters in the word Amver are not separated by spaces as this may disrupt the computer processing. For vessels participating in Inmarsat C polling, if field "Y" in a SP indicates that reports are to be passed to Amver, the AUSREP system will automatically forward PRs to Amver.

Note:

RCC Australia will only forward Amver reports to the US Coast Guard while your vessel is in the AUSREP area and while you are reporting to the AUSREP system.

Reports to other reporting systems

Reports from vessels to other reporting systems are not forwarded by RCC Australia. Vessels are requested to pass these reports direct.

Further Information or Advice on AUSREP/REEFREP Procedures

Further information or advice on AUSREP/REEFREP procedures and copies of these instructions are available free of charge from:

AusSAR — RCC Australia

TELEPHONE: AusSAR AUSREP +61(0)2 62306880
 AusSAR Maritime +61(0)2 62306811
 FAX: +61(0)2 62306868
 WEBSITE: www.amsa.gov.au/amsa/sar.htm
 Postal address: P.O. Box 2181
 Canberra ACT 2601
 Australia

Queensland Department of Transport (Maritime Division)

TELEPHONE: +61(0)7 32242832
 FAX: +61(0)7 32217179
 Postal address: GPO Box 2595
 Brisbane QLD 4001
 Australia

AMSA Offices in major ports

Regional Harbour Master Offices in Queensland ports

IMO Message Format Field for AUSREP and REEFREP Reports

The message format fields listed below comply with IMO Resolution A648(16) of 19 October 1989 and are described in a manner suitable for them to be used by both AUSREP and REEFREP ship reporting systems.

- A. (1) Vessel's name; (2) callsign; and (3) IMO number
- B. Date/Time of event (UTC)
- C. Position (latitude and longitude in degrees and minutes) or when within a 2 n mile radius of a REEFREP reporting point, the name of that reporting point
- D. (Not to be used in AUSREP or REEFREP messages)
- E. Course, or if in the REEFREP area, the name of the next reporting point including any alternative route if applicable
- F. Speed (vessel's anticipated average speed until next report in knots & tenths of knots). If in the REEFREP area, the ETA at the next reporting point may be nominated instead of speed
- G. Name of last non-Australian port of call
- H. Date/Time (UTC) and point of joining the AUSREP system. The point of joining must be either the Australian port the vessel is departing from, or if joining from overseas, the latitude/longitude of crossing the AUSREP boundary
- I. Next non-Australian port of destination and estimated time of arrival at that port
- J. Coastal pilotage details: (1) Yes/No; (2) last name of Pilot; and (3) licence number of pilot
- K. Date/Time (UTC) and point of exit from the AUSREP system (point of exit is either the latitude/longitude of crossing the AUSREP boundary or the Australian port to which the vessel is bound)
- L. (1) Name of the final reporting point for REEFREP SRS area; or (2) route information for AUSREP. If both are provided, put the REEFREP information first and separate from AUSREP information with a slash (/)
- M. Radiocommunications arrangements (details such as Coast Radio Stations monitored, Inmarsat A, Inmarsat C mobile numbers and the MMSI/DSC number if equipped)

(Continued on next page)

- N. Date/Time of next report (UTC). Use word "POLL" if nominating to use Inmarsat C polling
- O. Draught (fore and aft in metres and tenths of metres)
- P. Cargo information may be passed by non-voice means if required. (1) Normal name of the Cargo; (2) indicate Yes or No if cargo is classified as hazardous
- Q. Defects or other limitations such as damage, failure or breakdown affecting the safety of the vessel
- R. Brief details of type of pollution lost overboard (oil, chemicals, etc) and also report if any pollution sighted
- S. Weather conditions in area
- T. Vessel's agents
- U. (1) Vessel type; (2) vessel length (metres); and (3) gross tonnage
- V. Medical personnel carried
- W. Number of persons on board
- X. Remarks. If nominating to use Inmarsat C polling, include make and type of Inmarsat C terminal here
- Y. Request to relay a report to Amver

SMALL CRAFT PARTICIPATION IN THE AUSTRALIAN SHIP REPORTING SYSTEM (AUSREP)

Following the success of AUSREP for commercial vessels and noting the system's significant contribution to safety of life at sea, the system has been further developed for small craft. These instructions generally follow the same principles as those for commercial vessels.

Eligibility

AUSREP is available to all pleasure craft and fishing vessels which meet each of the following criteria:

- (a) Proceeding on a passage of over 200 n miles between different ports
- (b) Have the necessary Australian Communication Authority licensed HF DSC equipment that can be used to contact the AMSA HF DSC network, or have Inmarsat equipment that can maintain communications with the Xantic Land Earth Station (LES) (222 or 322) for the duration of the voyage
- (c) Carry a Australian Communication Authority approved satellite compatible Emergency Position Indicating Radio Beacon (EPIRB), together with safety equipment required under state/territory regulations
- (d) Have lodged with the Rescue Co-ordination Centre (RCC Australia) a current *Small Craft Particulars* form

Operating Authority

RCC Australia is the operating authority for the small craft AUSREP.

SIGNAL ADDRESS: AusSAR Maritime

TELEPHONE: +61(0)2 62306811

FAX: +61(0)2 62306868

TELEX: +71 62349 MRCCAUS AA¹

(For Postal Address, refer to **AUSREP Procedures**)

- (1) Computer connected, do not expect a manual response

Identification of Small Craft Report

The vessel's name and call sign (component A) must be preceded by the words SMALLCRAFT AUSREP

Example:

A. SMALL CRAFT AUSREP SP BLUEBOTTLE VL9191

Remainder of report, this should follow using the components as indicated in the **Basic AUSREP Format**

Action taken when a report becomes overdue

The success of any ship reporting system depends upon the participants observing the rules. If an expected report is not received within 6 hours after their nominated report time then an overdue report situation is deemed to exist by RCC Australia. The actions taken in these circumstances will depend on the assessment made by SAR authorities but may include:

- (a) Communications check with relevant Coast Radio Stations and vessels in the area
- (b) Port checks (checks of ports, anchorages and shelters)
- (c) Requests for sighting reports from aircraft and other vessels

If after these checks are completed a vessel remains overdue, a further assessment will be made by the Duty Senior Search and Rescue Officer at RCC Australia as to the appropriate course of action. More rapid action to confirm the vessel's safety may be initiated if warranted by the circumstances.

SEA SAFETY REPORT FOR SMALL CRAFT

By completing a Australian Maritime Safety Authority *Small Craft Particulars Form*, operators of small craft proceeding offshore will be able to register details of their vessel. Registration is a prerequisite for participation in AUSREP.

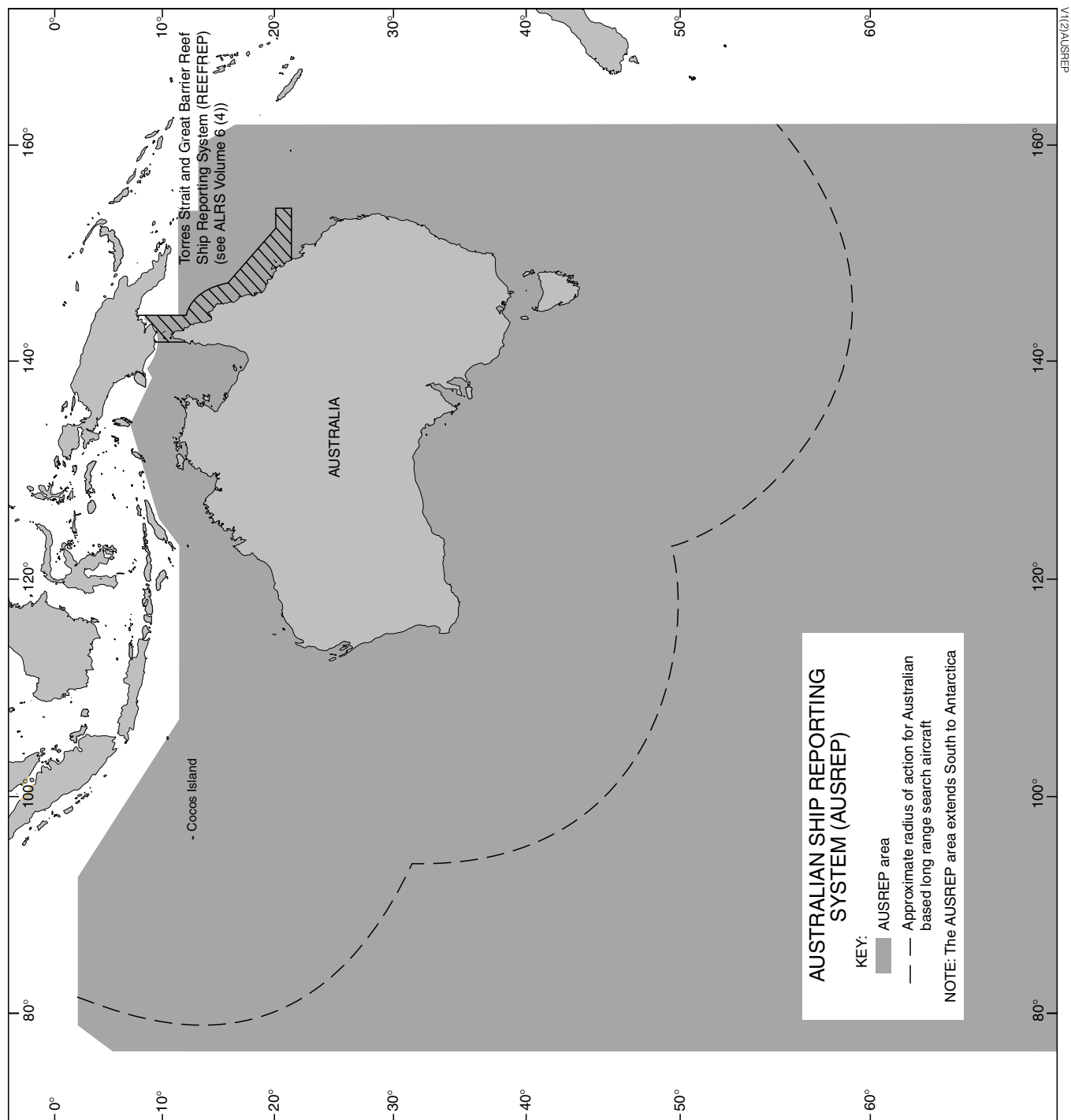
Operators are encouraged to lodge relevant details on the appropriate freepost *Small Craft Particulars Form* so that particulars are readily available at the Rescue Co-ordination Centre (RCC) in Canberra. Should it become necessary, this information would be used for search planning during which time is critical.

Voluntary registrations lapse after a period of three years and may be renewed at any time by lodging an updated or amended form. A new form should always be lodged if any significant alteration is made to the craft's appearance, e.g. a different colour scheme, or if any changes are made to the safety and survival equipment carried.

Report forms should not be used as sailing plans for individual voyages. The sailing plans for individual voyages should always be lodged separately with local contacts or through participation in AUSREP. Forms are available through Agents for the sale of Australian Charts and Hydrographic Publications, many marine authorities, boating and yacht clubs, and police stations in coastal areas.

Page 274, diagram **AUSTRALIAN SHIP REPORTING SYSTEM (AUSREP)**, delete and replace by the diagram below.

Australian Maritime Safety Authority Ad47/03



VOLUME 2, NP 282, 2003/04

Published BA Wk 11/03

*(Last Amendments: Edition No 24 dated 28 November 2003)***RADAR BEACONS***Page 56, **TURKEY (Aegean Coast)** section, insert:*

Karaburun Lt Racon 38°39'·56N 26°21'·75E **70710**
N

Turkish Notice 43/184/03 Ad46/03

Yenikale Geçidi Lt Buoy Racon 38°25'·23N 27°01'·08E **70720**
Y

Turkish Notice 43/184/03 Ad46/03

*Page 113, **VENEZUELA** section, insert:*

Delta del Orinoco Lt Bouy Racon 8°56'·41N 60°09'·02W **94605**
(3 & 10 cm) D

Venezuelan Notice 076/03 Ad47/03

95020 Serranilla Bank, Beacon Cay Lt*Delete station*

Columbian Notice 136/03 Ad46/03

VOLUME 3, PART 2, NP 283(2), 2003/04

Published BA Wk 18/03

*(Last Amendments: Edition No 24 dated 28 November 2003)***RADIO-FACSIMILE***Page 10, after **Boston (NMF)** (U.S. Coast Guard) insert station:*

Buenos Aires				
	5185			
	10720			
	18093			

Map Area

A	1:20,000,000		
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Schedule

A	Surface Analysis	0400(00) 1620(12)	120/576
	500 hPa Height Analysis	0510(00) 1640(12)	
	250 hPa Height Analysis	0600(00) 1740(12)	
	1000/500 hPa Thickness	0800(00)	
	Nephanalysis	1400(12) 2100(18)	
	850 hPa Height Analysis	1700(12)	
	Height Analysis (Troposphere and maximum events)	1720(12)	
	700 hPa Height Analysis	1800(12)	
	24 hour Surface Prognosis	1900(12)	
	500 hPa Height Prognosis	1920(12)	
	250 hPa Height Prognosis	1940(12)	
	850/150 hPa Significant Height Prognosis	2000(12)	
	700 hPa Height Prognosis	2200(12)	
	Wave Forecast	2300(12)	

Centro de Hidrografia de Marinha and Day Watson Ad46/03

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

Page 162, **NOUVELLE-CALÉDONIE (France), Nouméa**, delete station and replace by:

Nouméa				
	Ch 23	VHF	Fayaoué / Ouvéa	20°39'S 166°32'E
	Ch 25		Kafeate	21°02'S 164°43'E
	Ch 87		La Roche / Maré	21°28'S 168°02'E
	Ch 24		Mandjelia	20°24'S 164°32'E
	Ch 28 83		Mont Do	21°45'S 166°00'E
	Ch 26		Mou / Lifou	21°06'S 167°24'E
	Ch 23 26		Nouméa	22°16'S 166°28'E
	Ch 25 82		Oungone	22°19'S 166°55'E
NOTE: After an announcement on VHF Ch 16				
DIAGRAM: page 163				
Weather Bulletins		Navigational Warnings		
On receipt Every H+03, H+33 On request	Storm warnings in French and in English on request	0415 0730 1930 2230	Navigational warnings for Nouvelle-Calédonie and Vanuatu, in French and in English on request	
0630 0930 1515 1830 LT	Wind forecast for the lagoon, 18 hour forecast for a 300 n mile zone from the coasts of Nouvelle-Calédonie and Vanuatu in French and in English on request			

Nouméa Radio & French Radio List 39/03 Ad46/03

NAVTEX [P] [V] [X]			
P ¹	Lintou ¹	518 kHz	23°33'N 119°38'E
P ²	Yenliaoken ¹		23°54'N 121°36'E
P ³	Chi-lung (Keelung)	4209.5 kHz	25°08'N 121°45'E
P ⁴	Linyuan ¹		22°29'N 120°25'E
V ¹	Lintou ¹	490 kHz	23°33'N 119°38'E
X ¹	Yenliaoken ¹		23°54'N 121°36'E
V ²	Chi-lung (Keelung)	4209.5 kHz	25°08'N 121°45'E
X ²	Linyuan ¹		22°29'N 120°25'E
(1) Broadcasts are remotely controlled from Chi-Lung (Keelung)			
DIAGRAM: page 111			
Weather Bulletins		Navigational Warnings	
P ¹ P ³ : 0230 1030 1830 P ² P ⁴ : 0630 1430 2230	24 hour forecast for Areas 2-7, 13, 14 and 16 in English	P ¹ P ³ : 0230 1030 1830 P ² P ⁴ : 0630 1430 2230	Navigational warnings and warnings concerning military exercises for Taiwanese coastal waters in English
V ¹ V ² : 0330 0730 1130 1530 1930 2330 X ¹ X ² : 0350 0750 1150 1550 1950 2350	Weather bulletins in Chinese	V ¹ V ² : 0330 0730 1130 1530 1930 2330 X ¹ X ² : 0350 0750 1150 1550 1950 2350	Navigational warnings in Chinese

Chungwa Telecom Ad47/03

VOLUME 6, PART 4, NP 286(4), 2003/04

Published BA Wk 37/03

(Last Amendments: Edition No 24 dated 28 November 2003)

Pages 24 & 25, **AUSTRALIA, JABIRU and CHALLIS TERMINALS (Timor Sea)**

Delete Pilots and Terminals entry and replace by:

Pilots and TerminalsCALL: Jabiru Venture: **VJJJ**
Challis Venture: **VLV4720**LOCATION: Storage Tanker Jabiru Venture (11°55'S 125°00'E)
Storage Tanker Challis Venture (12°07'S 125°01'E)TELEPHONE: Owners/Operators: +61(0)8 94839483
Jabiru Venture: +61(0)8 94839466
Challis Venture: +61(0)8 94839461 & Inmarsat: +872 761942477FAX: Owners/Operators: +61(0)8 94839440
Jabiru Venture: +61(0)8 92262105
Challis Venture: +61(0)8 92262104FREQUENCY: Jabiru Venture: 4125 kHz RT
Ch 16 72
Challis Venture: 2792 4592 8070 10158 kHz RT
Ch 16 72

HOURS: H24

PROCEDURE:

- (1) Pilotage is compulsory for all vessels.
- (2) Vessels should send ETA to the Production Manager, Perth, at least 5 days in advance, and 72h, 48h and 24h in advance.
- (3) Mooring Master boards 3 n miles from the terminal.

NOTE: Terminals are owned and operated by Coogee Resources (Ashmore Cartier) Pty Ltd., Perth, W.A.

Pages 118 & 119, **INDIA, RELIANCE JAMNAGAR MARINE TERMINAL**

Delete Pilots and Terminal section and replace by:

Pilots and Terminal

CALL: Reliance Port Control

TELEPHONE: Port Control: +91(0)288 3012600, 3012605 & 3012610

FAX: Port Control: +91(0)288 3012699

E-MAIL: port_operation@ril.com
p_sankaran@ril.com
sunil_y_pradhan@ril.com

FREQUENCY: Ch 16; 68 71

PROCEDURE:

- (1) Pilotage is compulsory for all vessels using the terminal.
- (2) Vessels are required to inform Reliance Jamnagar Marine Terminal by e-mail or fax of their ETA at the Pilot Boarding Ground, 72h prior to arrival.
- (3) Confirmation of ETA should be sent 48h, 24h and 12h prior to arrival.
- (4) At least 3h prior to arrival, vessels should contact Port Control on VHF Ch 16 or 71. Port Control will assign a working channel for use whilst in the Reliance Jamnagar Terminal area. Berthing instructions will be advised. A listening watch should be maintained on both channels.
- (5) Vessels at the SPMs must maintain a watch on the cargo control room on VHF Ch advised by the Terminal personnel (normally VHF Ch 68 or 71).
- (6) Vessels at the tanker berths must maintain a watch on VHF Chs 16 & 71 whilst berthed at the jetty. A shore UHF radio will be placed onboard for contacting Port Control.
- (7) Pilot boards in the following positions:
(a) Tanker Berths: 22°32'4N 69°46'7E
(b) SPMs: 22°36'N 69°47'E

NOTE: All times to be in LT.

Reliance Jamnagar Marine Terminal Ad47/03

John Shand, Coogee Resources Pty Ltd. Ad46/03

(12 December 2003)

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS 2003

NP 15 Australia Pilot Volume III (2002 Edition)

Australia, Northern Territory - Directions south and west from Booby Island — Preferred routes westward

387

Paragraph 13.101 1-4 *Replace by:*

- 1 **Recommended track.** From the position about 4¼ miles W of Booby Island (10°36'S, 141°55'E) the recommended track leads SW for 11¼ miles to a position 10°45'S, 141°42'E as shown on the charts.

From there the recommended track for vessels S-bound to Gulf of Carpentaria continues SW for 13¼ miles, then S, as shown on Aus Chart 700.

13.101a

- 1 **Preferred routes.** From the junction of tracks (10°45'S, 141°42'E), preferred routes run W and WSW, as shown on the charts.

- 2 **West route.** For vessels W-bound through Arafura Sea the preferred route passes:

S of an 11·2 m patch (10°42'S, 141°37'E), the S-most of an irregular line of shoals and patches which stretches 90 miles N to the coast of Papua New Guinea (Aus Chart 376); thence:

S of Carpentaria Shoal (10°45'S, 141°03'E), marked by Carpentaria Light-buoy (isolated danger; racon), on which a landfall should be made when approaching Torres Strait from W. Thence:

N of a shoal (depth 18·3 m) (10°51'S, 140°50'E), pebbles and black shell, over which the depth has been obtained from an early or incomplete survey. This shoal, and patches of 29 m (10°42'S, 140°52'E), and another of 33 m (18 fm) (reported 1990), 4½ miles farther W (Aus Charts 301; 410), indicate the presence of irregular depths in an area which has been only inadequately surveyed.

- 3 **West-south-west route.** For vessels bound WSW through the N area of Gulf of Carpentaria the preferred route passes:

SSE of an 11·2 m patch (10°42'S, 141°37'E) (see above); thence:

SSE of Carpentaria Shoal (10°45'S, 141°03'E), (see above); thence:

SSE of a shoal (depth 18·3 m) (10°51'S, 140°50'E) (see above).

(Directions W and S from Booby Island continue in Australia Pilot Volume V)

Australian Notice 20/652/03

[Ad46/03]

NP 51 New Zealand Pilot (2001 Edition)

Bluff Harbour approaches — Buoy; directions

173

Paragraph 6.72 2 *Replace by:*

- 2 From a position ESE of Stirling Point (46°36'·7S, 168°21'·6E) and W of South Davey Light-buoy (starboard hand), moored about 3 cables ESE of Stirling Point, the alignment 351° of these light-beacons leads through No 2 Reach into No 3 Reach, passing W of Davey Shoal, thence to a position about 1½ cables SSW of Tiwai Point.

No 1 Light-beacon (starboard hand), 1 cable SSW of Tiwai Point, stands close E of this alignment.

New Zealand Notice 18/121/03

[Ad46/03]

NP 100 and NP 100(M) The Mariner's Handbook (1999 Edition) — Supplement 1 - 2003

Squat

34

Paragraph 2.94 4 line 1 *Replace by:*

- 4 The theoretical squat on a vessel drawing 9·7 m (32 ft)...

Captain R. Banta

[Ad47/03]