



Australian Notices to Mariners are the authority for correcting Australian Charts

AUSTRALIAN NOTICES TO MARINERS

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Notices 62 - 92

Published fortnightly by the Australian Hydrographic Service

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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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IMPORTANT NOTICE

This edition of Notices to Mariners includes all significant information affecting AHS products which the AHS has become aware of since the last edition. All reasonable efforts have been made to ensure the accuracy and completeness of the information, including third party information, on which these updates are based. The AHS regards third parties from which it receives information as reliable, however the AHS cannot verify all such information and errors may therefore exist. The AHS does not accept liability for errors in third party information.

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NUMERICAL INDEX OF CHARTS AFFECTED

Edition No 2

23 January 2004

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62.....	Aus 65000, 65001
63.....	Selected current Admiralty hydrographic publications
64.....	Aus 195
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72.....	Aus 148, 802
73.....	Aus 4060, INT 60
74(T)	Aus 193, 197, 807, 808, 809, 810, 811, 812, 813, AX 70197, 70808
75(T)	Aus 207, 208
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81(T)	Aus 270, AU5270P1
82(T)	Aus 289, 294, 296, 700, AU411141
83(T)	Aus 53, 739, 740
84(T)	Aus 55, 56
85(T)	Aus 55, 56
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87(T)	Aus 327, 415
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89(T)	Aus 120
90(T)	Aus 777
91(P)	Aus 137, 781
92(T)	Aus 143, 144, 158

62 AUSTRALIA - Products.

AHS (A72211).

Miscellaneous chart

<i>Chart</i>	<i>Title</i>	<i>Price</i>
Aus 65000	Australian Index of Nautical Charts and Publications - Northern Portion - 2004	\$13.00
Aus 65001	Australian Index of Nautical Charts and Publications - Southern Portion - 2004	\$13.00

Chart permanently withdrawn

<i>Chart</i>	<i>On publication of new chart/new edition</i>
Aus 65000	Aus 65000
Aus 65001	Aus 65001

63 AUSTRALIA - Products - Selected current Admiralty hydrographic publications.

British Admiralty Ed 51/2003 (A72057)

(Corrected 27 December 2003)
 (Former Listing dated 27 September 2003 is cancelled)

(1) Current editions of Sailing Directions and their latest supplements

<i>NP No</i>	<i>Title</i>	<i>Edition</i>	<i>Supplement</i>
9	Antarctic Pilot	5th (1997)	
13	Australia Pilot Vol I	7th (1992)	3/2001
14 ‡	Australia Pilot Vol II	8th (2001)	
15 ‡	Australia Pilot Vol III	9th (2002)	
17	Australia Pilot Vol V	7th (1992)	3/2001
33	Philippine Islands Pilot	1st (1978)	11/2000
34 ‡	Indonesia Pilot Vol II	3rd (2003)	
35 ‡	Indonesia Pilot Vol III	2nd (2001)	
36 ‡	Indonesia Pilot Vol I	4th (2002)	
39 ‡	South Indian Ocean Pilot	10th (2001)	
44 ‡	Malacca Strait and West Coast of Sumatra Pilot	7th (2003)	
51 ‡	New Zealand Pilot	15th (2001)	
60	Pacific Islands Pilot Vol I	10th (1988)	6/2003
61	Pacific Islands Pilot Vol II	10th (1984)	7/2001
62	Pacific Islands Pilot Vol III	10th (1982)	9/2002
100	The Mariner's Handbook	7th (1999)	1/2003
136†	Ocean Passages for the World	4th (1987)	
735	Maritime Buoyage System	5th (1994)	

‡ Books in continuous revision (new editions every three years)

† New or revised edition due for publication within one year

* New Supplement due for publication within three months

(2) Admiralty List of Lights and Fog Signals

<i>NP No</i>	<i>Current Edition</i>	<i>Published</i>
83	Volume K, 2003/04	January 2003

(3) Admiralty List of Lights and Fog Signals (Digital)

<i>DP No</i>	<i>Current Edition</i>	<i>Published</i>
565	Admiralty Digital List of Lights	August 2003

(4) Admiralty List of Radio Signals

<i>NP No</i>	<i>Title</i>	<i>Published</i>
281(2)	Volume 1, 2003/04 – Part 2 – Coast Radio Stations – Oceania, the Americas and the Far East	July 2003
282	Volume 2, 2003/04 – Radio Aids to Navigation, Satellite Navigation Systems, Legal Time, Radio Time Signals and Electronic Position Fixing Systems	March 2003
283(2)	Volume 3, 2003/04 – Part 2 – Maritime Safety Information Services – Oceania, the Americas and the Far East	May 2003
284	Volume 4, 2003/04 – Meteorological Observation Stations	February 2003
285	Volume 5, 2003/04 – Global Maritime Distress and Safety System (GMDSS)	June 2003
286(4)	Volume 6, 2003/04 – Part 4 – Pilot Services, Vessel Traffic Services and Port Operations – Asia and Australasia	September 2003

(5) Tidal Publications

<i>NP No</i>	<i>Admiralty Tide Tables</i> (corrected by Annual Notice to Mariners 1/2003)
203-03	Volume 3 Indian Ocean and South China Sea (including Tidal Stream Tables)
203-04	Volume 3 Indian Ocean and South China Sea (including Tidal Stream Tables)
204-03	Volume 4 Pacific Ocean (including Tidal Stream Tables)
204-04	Volume 4 Pacific Ocean (including Tidal Stream Tables)

NP No *Co-Tidal Atlas*
215 Edition 1 South East Asia, 1979

DP No *Admiralty Tidal Prediction Software*
550-04 TotalTide CD-ROM
560 Simplified Harmonic Method of Tidal Prediction (SHM for Windows) CD-ROM

Edition
January 2004
May 2001

UK Hydrographic Office

64* AUSTRALIA - NEW SOUTH WALES - Port Kembla - Depths.
Port Kembla Port Corporation (A72136).

Aus 195 (plan, Port Kembla) [681/2003]

Insert [accompanying note](#) 34° 26'.96 S 150° 53'.19 E

65* AUSTRALIA - NEW SOUTH WALES - Wollongong - Depths.
Department of Land & Water Conservation (A72135).

Aus 195 (plan, Wollongong Harbour) [64/2004]

Insert depth, 3₉ m, and extend contour N to enclose 34° 25'.158 S 150° 54'.556 E

Substitute rock awash, enclosed by danger circle, for depth 2₁ m 34° 25'.20 S 150° 54'.57 E

Delete depth 5₈ m 34° 25'.16 S 150° 54'.57 E

66* AUSTRALIA - NEW SOUTH WALES - Newcastle - Nav aids.
List of Lights Vol K/2003 -- 2757.70
Newcastle Port Corporation (A72127).

Aus 207 (inset, Hexham Reach) [866/2003]

Delete legend (2 buoys) 32° 49'.49 S 151° 41'.22 E

Aus 208 [866/2003]

Insert mooring buoy 32° 55'.337 S 151° 45'.725 E

Substitute port lateral spar buoy without topmark for east cardinal buoy 32° 55'.07 S 151° 45'.64 E

Delete mooring buoy 32° 55'.38 S 151° 47'.31 E
32° 55'.39 S 151° 47'.28 E
legend Pilot Station Moorings 32° 55'.39 S 151° 47'.32 E
light 32° 55'.16 S 151° 45'.67 E

67* AUSTRALIA - QUEENSLAND - Moreton Bay - Moreton Island - Tangalooma - Light buoy.
Maritime Safety Queensland Notice 475/2003 (A71579).

Aus 236 [868/2003]

Insert special spar light buoy, Fl. Y. 2.5s, without topmark 27° 09'.84 S 153° 22'.09 E

68* AUSTRALIA - QUEENSLAND - McSweeny Reef to Bayag Reef - Depths.
AHS HI 348 (fA11351).

Aus 375 [875/2003]

Insert	depth, 3_3 fm, enclosed by contour	10° 49'.11 S	143° 08'.17 E
	depth, 2_3 fm, and extend contour S from reef to enclose	10° 45'.50 S	143° 05'.28 E
	depth, 4_5 fm, enclosed by contour	10° 41'.24 S	143° 09'.73 E
	rock awash, enclosed by danger circle	10° 50'.25 S	143° 07'.39 E
	rock which covers and uncovers and extend danger line S from reef to enclose	10° 46'.95 S	143° 04'.95 E
Substitute	depth, 4_5 fm, for depth 6_4 fm	10° 51'.0 S	143° 06'.6 E
Delete	depth 0_2 fm	10° 50'.4 S	143° 07'.6 E

Aus 839 [NE 14/11/2003]

Insert	depth, 9m, enclosed by contour	10° 51'.19 S	143° 06'.60 E
	depth, 6_5 m, enclosed by contour	10° 49'.02 S	143° 08'.23 E
	depth, 4_6 m, and extend contour S from reef to enclose	10° 45'.41 S	143° 05'.34 E
	depth, 8_9 m, enclosed by contour	10° 41'.15 S	143° 09'.79 E
	depth, 3_5 m, enclosed by contour	10° 38'.48 S	143° 10'.60 E
	depth, 2_5 m, and extend contour NE from reef to enclose	10° 37'.57 S	143° 14'.13 E
	rock awash, enclosed by danger circle	10° 50'.16 S	143° 07'.45 E
	unsurveyed boundary between	10° 34'.40 S	143° 17'.43 E
		10° 34'.40 S	143° 05'.20 E
Substitute	rock which covers and uncovers for dangerous underwater rock, and extend danger line S from reef to enclose	10° 46'.83 S	143° 04'.95 E
Delete	depth 14_6 m and enclosing contour	10° 38'.8 S	143° 10'.5 E
	depth 6_7 m	10° 45'.3 S	143° 05'.3 E
	depth 0_8 m	10° 50'.3 S	143° 07'.7 E
	depth 12_3 m and enclosing contour	10° 51'.0 S	143° 06'.8 E
	shoal area centred on	10° 37'.9 S	143° 13'.8 E
	unsurveyed boundary between	10° 56'.5 S	143° 17'.4 E
		10° 50'.6 S	143° 05'.2 E
		10° 34'.4 S	143° 05'.2 E
	legend UNSURVEYED centred on	10° 46'.3 S	143° 11'.1 E

69 PACIFIC OCEAN - Solomon Islands - Santa Isabel Island - Rock northwards.
British Admiralty Notice 4743/44/2003 (A72171).

Aus 4060 (INT 60) [795/2003]

Insert	dangerous underwater rock enclosed by danger circle	7° 10'.8 S	158° 22'.2 E
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Aus 4604 (INT 604) [749/2003]

Insert	dangerous underwater rock enclosed by danger circle	7° 10'.8 S	158° 22'.2 E
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70* WESTERN AUSTRALIA - Port Walcott - Tidal heights.
Port Walcott Port Corporation (A71791, A71792, A 71806 & A72134).

Aus 55 [275/2003]

Insert	legend, <i>Tidal Heights</i> (see Note)	20° 23'.7 S	117° 26'.0 E
	accompanying note	20° 34'.5 S	117° 01'.7 E
Substitute	legend 045° for legend 048°	20° 27'.14 S	117° 25'.95 E

71* WESTERN AUSTRALIA - Dampier - Light buoys relocated.
WNI (A72176).

Aus 58 [720/2003]

Move	light buoy	20° 32'.78 S	116° 43'.02 E
	to	20° 32'.964 S	116° 43'.131 E

Aus 59 (plan, Withnell Bay to King Bay) [720/2003]

Move	light buoy	20° 35'.08 S	116° 46'.07 E
	to	20° 34'.971 S	116° 45'.990 E

72* AUSTRALIA - BASS STRAIT - Five Mile Bluff to Ninety Mile Beach - Pipeline.
Tasmania Natural Gas Project (A72147).

Aus 148 (plan, Hogan Group) [887/2003]

Insert	gas pipeline, with legend Gas (see Note), between	39° 17'.500 S	147° 04'.968 E
		39° 15'.580 S	147° 05'.500 E
	accompanying note	39° 10'.80 S	147° 04'.74 E

Aus 802 [887/2003]

Insert	gas pipeline, with legend Gas (see Note), between	39° 33'.58 S	147° 01'.49 E
		39° 28'.00 S	147° 02'.00 E
		38° 47'.37 S	147° 13'.23 E
	accompanying note	38° 48'.0 S	145° 56'.0 E

73 NEW ZEALAND - Kermadec Islands - Shoal disproved.
New Zealand Notice 156/03 (A72179).

Aus 4060 (INT 60) [69/2004]

Delete	depth 31m and enclosing danger circle	29° 16'.0 S	178° 06'.0 E
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74(T)/2004 AUSTRALIA - NEW SOUTH WALES - Batemans Bay to Byron Bay - Light buoys.

Former Notice - 465(T)/2003 is cancelled

Fisheries NSW (A72238).

Fish aggregation devices marked by special light buoys, *Fl. Y. 5s*, exist as follows:

<i>Location</i>	<i>Position (WGS 84)</i>	<i>Chart Affected</i>
* Batemans Bay	35° 45'.38 S 150° 20'.62 E	Aus 807
* Jervis Bay	35° 06'.62 S 150° 53'.95 E	Aus 193, Aus 807, Aus 808, AX 70808
* Cape Banks	33° 59'.32 S 151° 20'.95 E	Aus 197, Aus 808, AX 70197, AX 70808
Terrigal	33° 26'.93 S 151° 34'.21 E	Aus 197, Aus 809, AX 70197
Port Stephens	32° 46'.02 S 152° 15'.25 E	Aus 810
Forster	32° 14'.27 S 152° 36'.95 E	Aus 810
* Diamond Head	31° 44'.89 S 152° 53'.45 E	Aus 811
* Port Macquarie	31° 24'.57 S 153° 04'.73 E	Aus 811
South West Rocks	30° 50'.99 S 153° 06'.94 E	Aus 811, Aus 812
* Coffs Harbour	30° 14'.69 S 153° 21'.72 E	Aus 812
Byron Bay	28° 35'.12 S 153° 38'.34 E	Aus 813
* Indicates new or revised position.		

The fish aggregation device at Potato Point has been removed and will be replaced early 2004.

Chart temporarily affected – Aus 193 – Aus 197 – Aus 807 – Aus 808 – Aus 809 – Aus 810 – Aus 811 – Aus 812 – Aus 813 – AX 70197 – AX 70808.

75(T)/2004 AUSTRALIA - NEW SOUTH WALES - Newcastle - Depth information.

Former Notice - 763(T)/2003 is cancelled

Newcastle Port Corporation (A72220).

Available depths as at 18 December 2003:

<i>Berth</i>	<i>Metres</i>
Western Basin 1	8.3
* Western Basin 3	11.6
Western Basin 4	11.4
Eastern Basin 1	11.6
Eastern Basin North of Ch 450	11.4
* Eastern Basin South of Ch 450	10.8
Dockyard 2	3.9
* Dockyard 4	8.3
* Dyke 1	11.4
* Dyke 2	12.8
* Dyke 4	16.3
Dyke 5	16.2
Dyke 6	7.0
* BHP Wharf 6 to Ch 1050	6.9
Kooragang 2	11.6
* Kooragang 3	13.0
* Kooragang 4	16.3
* Kooragang 5	16.4
* Kooragang 6	16.2
Kooragang Ship Receival KSR	7.0
<i>Channels</i>	
Entrance Approach	17.0
Entrance Channel (18.0m)	16.5
Entrance Channel (17.4m)	17.0
Entrance Channel (16.8m)	16.2
* Entrance Channel (16.2m)	15.6
Entrance Channel to Horseshoe	15.0
* Horseshoe	15.0
* Steelworks Channel to Swinging Basin	15.0
Swinging Basin	15.1
Swinging Basin to BHP	10.5
Basin Cutting	12.7
Basin Area to Eastern & Western Basin Berths	12.7
Basin Area to 4 & 5 Lee	9.3
Basin Area to 1 Throsby	10.2
Stockton Crossing	3.6
* Indicates new or revised entry.	

Chart temporarily affected – Aus 207 – Aus 208.

76(T)/2004 AUSTRALIA - QUEENSLAND - Caloundra Head - Wreck northeastwards.
Maritime Safety Queensland Notice 3/2004 (A72422).

A wreck exists in position 26° 47'.998 S 153° 09'.517 E.

Chart temporarily affected – Aus 235.

77(T)/2004 AUSTRALIA - QUEENSLAND - Mooloolaba - Shoal; light buoy; leading light extinguished.

Former Notice - 57(T)/2004 is cancelled

List of Lights Vol K/2003 -- 2908.30

Maritime Safety Queensland Notice 5(T)/2004 (A72464).

Shoaling extends southwestwards from eastern breakwater at the entrance to Mooloolah River to 10 metres over the line of the entrance lead.

Port lateral light buoy, *Fl. R. 4s*, has been moved to position 26° 40'.857 S 153° 07'.842 E.

The front entrance lead (20° 41'.03 S 153° 08'.08 E) is unlit.

Mariners should use caution when transiting the entrance.

Chart temporarily affected – Aus 235.

78(T)/2004 AUSTRALIA - QUEENSLAND - Baffle Creek - Wreck northeastwards.

Maritime Safety Queensland Notice 1(T)/2004 (A72420). Wreck is MV *Karma*

A wreck exists in position 24° 23'.83 S 152° 10'.98 E.

Chart temporarily affected – Aus 818.

79(T)/2004 AUSTRALIA - QUEENSLAND - Cape Hillsborough - Wreck salvaged.

Former Notice - 770(T)/2003 is cancelled

Maritime Safety Queensland Notice 492/2003 (A72338).

Cancel this notice on receipt.

Chart formerly affected – Aus 251 – Aus 370 – Aus 824

80(T)/2004 AUSTRALIA - QUEENSLAND - Townsville - Depth information.

Former Notice - 807(T)/2003 is cancelled

Maritime Safety Queensland Notice 489(T)/2003 (A72167).

Available depths as at 19 December 2003:

	<i>Metres</i>	<i>Remarks</i>
Sea Channel	11.6	
Platypus Channel	11.7	
Outer Harbour:		
* Arrival Channel	8.1	West of a line from dolphin across end of berth pocket to edge of arrival channel
Departure Channel	11.7	
Inner Harbour:		
* Harbour	11.7	
Berths:		
No 1	12.2	
No 2	12.6	
* No 3	12.3	
No 4	10.6	
* No 7	11.2	
* No 8	10.2	
* No 9	12.1	
* No 10	9.5	To seaward dolphin
* No 11	10.9	
* Between No 7 and No 8	10.5	Seaward of zero mark at No 7 berth
Between No 9 and No 10	9.9	Seaward of zero mark at No 10 berth
* Ross River Channel	1.6	
Ross River and Ross Creek	-	No declared depth

* Indicates new or revised entry.

Chart temporarily affected – Aus 256 – Aus 257 - AU420146 - AU5__257.

81(T)/2004 AUSTRALIA - QUEENSLAND - Port Douglas - Depth information.

Former Notice - 378(T)/2002 is cancelled

Maritime Safety Queensland Notice 495(T)/2004 (A72225).

Available depths as at 22 December 2003:

	<i>Metres</i>
Outer Channel	1.3
Inner Channel	1.9

*Indicates new or revised entry.

Due to substantial shoaling on the southern side of the entrance channel, particularly in the vicinity of No 4 buoy, the light buoys marking the channel have been relocated (Australian Notice to Mariners 748/2003 refers).

As a result Port Douglas leads will be open to the south when vessels transit the centreline of the channel.

Mariners are advised to navigate with caution in the area.

Chart temporarily affected – Aus 270 - AU5270P1.

82(T)/2004 AUSTRALIA - TORRES STRAIT - Booby Island - Tide gauge unreliable.

AMSA Auscoast warning 159/2003 (A72250 & A72425).

When the tide falls below 0.5 metres the tide gauge ceases to observe the true height of tide.

Chart temporarily affected – Aus 289 – Aus 294 – Aus 296 – Aus 700 - AU411141.

83(T)/2004 WESTERN AUSTRALIA - Port Hedland - Light beacon damaged.

List of Lights Vol K/2003 - 1676.60

AMSA (A72334).

Port lateral light beacon C6 (20° 03'.89 S 118° 25'.12 E) has been damaged; the light is operating.

Chart temporarily affected – Aus 53 – Aus 739 – Aus 740.

84(T)/2004 WESTERN AUSTRALIA - Port Walcott - Scientific instrument recovered.

Former Notice - 59(T)/2004 is cancelled
WNI (A72176).

Cancel this notice on receipt.

Chart formerly affected – Aus 55 – Aus 56

85(T)/2004 WESTERN AUSTRALIA - Port Walcott - Scientific instrument.

WNI (A72176).

A sub-surface scientific instrument exists in position 20° 34'.957 S 117° 11'.870 E.

Chart temporarily affected – Aus 55 – Aus 56.

86(T)/2004 WESTERN AUSTRALIA - Dampier Archipelago - Scientific instrument northwards recovered.

Former Notice - 508(T)/2003 is cancelled
WNI (A72176).

Cancel this notice on receipt.

Chart formerly affected – Aus 327 – Aus 741

87(T)/2004 WESTERN AUSTRALIA - Dampier Archipelago - Scientific instrument northwestwards.

WNI (A72176).

A scientific instrument, *F(5)Y. 20s*, exists in position 19° 34'.96 S 116° 07'.98 E (WGS 84).

Chart temporarily affected – Aus 327 – Aus 415.

88(T)/2004 WESTERN AUSTRALIA - Rottnest Island - Scientific instruments westward recovered.

Former Notice - 777(T)/2003 is cancelled
DSTO (A72544).

Cancel this notice on receipt.

Chart formerly affected – Aus 334 – Aus 754

89(T)/2004 SOUTH AUSTRALIA - Denial Bay - Cape Vivonne - Light unlit.

List of Lights Vol K/2003 -- 1841.50
Transport SA Notice 57/2003 (A72380).

The light (32° 11'.83 S 133° 40'.66 E) is unlit.

Chart temporarily affected – Aus 120.

90(T)/2004 SOUTH AUSTRALIA - Wallaroo - Depths.

Transport SA Notice 54/2003 (A72379).

Available depths as at 7 November 2003:

	<i>Metres</i>
No 1 South Berth	8.9
No 2 North Berth	8.9

Chart temporarily affected – Aus 777.

91(P)/2004 SOUTH AUSTRALIA - Semaphore - Harbour works.

Transport SA Notice 52/2003 (A72378).

A breakwater marked by west cardinal light beacons at either end, is under construction between the following positions (WGS 84):

<i>Position</i>	<i>Remarks</i>
34° 50'.94 S 138° 28'.39 E	Northern end
34° 51'.00 S 138° 28'.39 E	Middle
34° 51'.05 S 138° 28'.39 E	Southern end

Chart which will be affected – Aus 137 – Aus 781.

92(T)/2004 AUSTRALIA - VICTORIA - Queenscliff - Harbour works completed.

Former Notice - 738(T)/2003 is cancelled

Victorian Notice 57(T)/2003 (A65272).

Cancel this notice on receipt.

Chart formerly affected – Aus 143 – Aus 144 – Aus 158

II

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

Edition No 2 dated 23 January 2004.

Last Amendment: Edition No 1 dated 9 January 2004

1777	- STIRLING CHANNEL. Ldg Lts 105.7° Front	32 12.5 115 46.0	F Bu	29	9	Tower	28	
	*		*					
1777-05	-- Rear	32 12.6 115 46.2	F Bu	34	6			
	*	*	*	*	*	*	*	
1777-1	<i>Remove from List</i>							
1777-15	-- Dir Lt	32 12.6 115 46.1	Dir FWRG	12				
	--	...	Fl RG	12				
	*	*	*	*	*	*	*	
3444	Bright Island. N end	10 31.9 151 12.7	Fl W 2.5s	14	10	White tower 14		<i>fl 0.5.</i> Vis 091°-266°(175°). Destroyed (T) 2003
								*
3448	Strathord Islands. N end of N islet	10 13.3 151 52.0	Fl(3) W 12s	17	10	White framework tower 15		Vis 037°-303°(266°). Destroyed (T) 2003
								*
3449	Lunn Island	10 47.2 152 00.5	Fl W 4s	15	10	White framework tower 15		<i>fl 0.4.</i> Vis 159.5°-032°(232.5°). Destroyed (T) 2003
								*
3703-2	-- Jetty. Head	35 16.3 174 04.9	2F G (vert)	...	...	Metal post		
								*
3966	-- Entrance channel. Ldg Lts 054°31'. Front	38 40.4 178 01.6	F WRG	7	...	Orange △ , black stripe, on black metal tower 7		R 043.1°-050.5°(7.4°) over Tokomary Rock, W 050.5°-052.9°(2.4°), G 052.9°-056.1°(3.2°), R 056.1°-064.7°(8.6°), W 064.7°-068.5°(3.8°)
								*
4394	Dog Island (MSA)	46 39.1 168 24.6	Fl W 10s	46	19	White round stone tower, black bands 37		<i>fl 0.1.</i> Reserve light 10M
								*
4694	- Beqa (Mbengga Island). Nawamati Point	18 24.1 178 10.2	Fl(3) W 12s	12	15	White metal tripod, yellow band		Vis 061°-202°(141°)
								*
4785-75	- Poindimié. Marina de Tibarama. Entrance	20 56.1 165 22.3	Fl G 3s	...	3	Beacon		<i>fl 1</i>
	*	*	*	*	*	*	*	*
4785-76	----	20 56.1 165 22.3	Fl R 3s	...	2	Beacon		<i>fl 1</i>
	*	*	*	*	*	*	*	*

III

NAVIGATION WARNINGS

The following radio messages have been received during the period to 10 January 2004. 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

2003

- 342 NE Coast. Sunk Reef temporary light (12° 51'.2 S 143° 38'.5 E) unlit.
- 343 Cancelled.
- 344 Cancelled.
- 345 Cancelled.
- 346 NW Coast. Drill rig *Ensco 56* in position 19° 37'.0 S 116° 41'.6 E. 2.5M clearance requested.
- 347 SE Coast. Whiting platform (38° 24'.4 S 147° 52'.5 E) unlit.
- 348 Cancelled.
- 349 Cancelled.

2004

- 001 NE Coast. Smith Cay west cardinal light beacon established in position 9° 45'.90 S 143° 19'.15 E. Light characteristic Q(9) 15s, flash duration 0.5 sec short ellipse 0.5 sec, long ellipse 6.5 sec. Structure yellow pile with black band, height above MHHW 8.3m with west cardinal top mark. Radar reflector fitted.
- 002 Cancelled.
- 003 NE Coast. Colclough Reef temporary light (13° 05'.3 S 143° 44'.1 E) unlit.

NAVAREA X WARNINGS

- 046 Cancelled.

Navigational warnings in force as at 090001UTC JAN 04.

Auscoast

- 2003** 159 211 224 287 303 304 333 342 346 347.
- 2004** 001 003.

Navarea X

- 2003** 005 014 022 023 025 035 036 039 045.

Summary of mobile drilling rigs as at 090001UTC JAN 04.

Name	Position
Ensco 104	11° 04'.2 S 126° 36'.8 E
Ocean Bounty	13° 54'.0 S 123° 09'.5 E
Ensco 56	19° 37'.0 S 116° 41'.6 E

NAVAREA XIV WARNINGS

Nil issued.

Navarea XIV warnings in force as at 090001UTC JAN 04.

- 2003** 108 111 113.

IV

HYDROGRAPHIC REPORTS

Nil Reports

AMENDMENTS TO ADMIRALTY LIST OF RADIO SIGNALS 2004

Edition No 2 dated 23 January 2004

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

Published BA Wk 29/03

(Last Amendments: Edition No 25 dated 12 December 2003)

COAST RADIO STATIONS

Page 65, **CANADA (Pacific Coast)**, **TOFINO** (Canadian Coast Guard), delete VHF table and replace by:

VHF

Eliza Dome	Ch 16 22A	49°52'N 127°07'W
Esperanza	Ch 16 22A	49°51'N 126°48'W
Estevan Point		49°23'N 126°32'W
Holberg	Ch 16 22A	50°38'N 128°08'W
Mount Ozzard	Ch 16 22A	48°58'N 125°29'W
Nootka	Ch 16 22A	49°36'N 126°37'W
Port Alberni	Ch 16 22A	49°13'N 124°49'W
HOURS OF WATCH: All channels: H24		

Canadian Coast Guard, MCTS Operations Centre, Amphitrite Point, BC Ad1/04

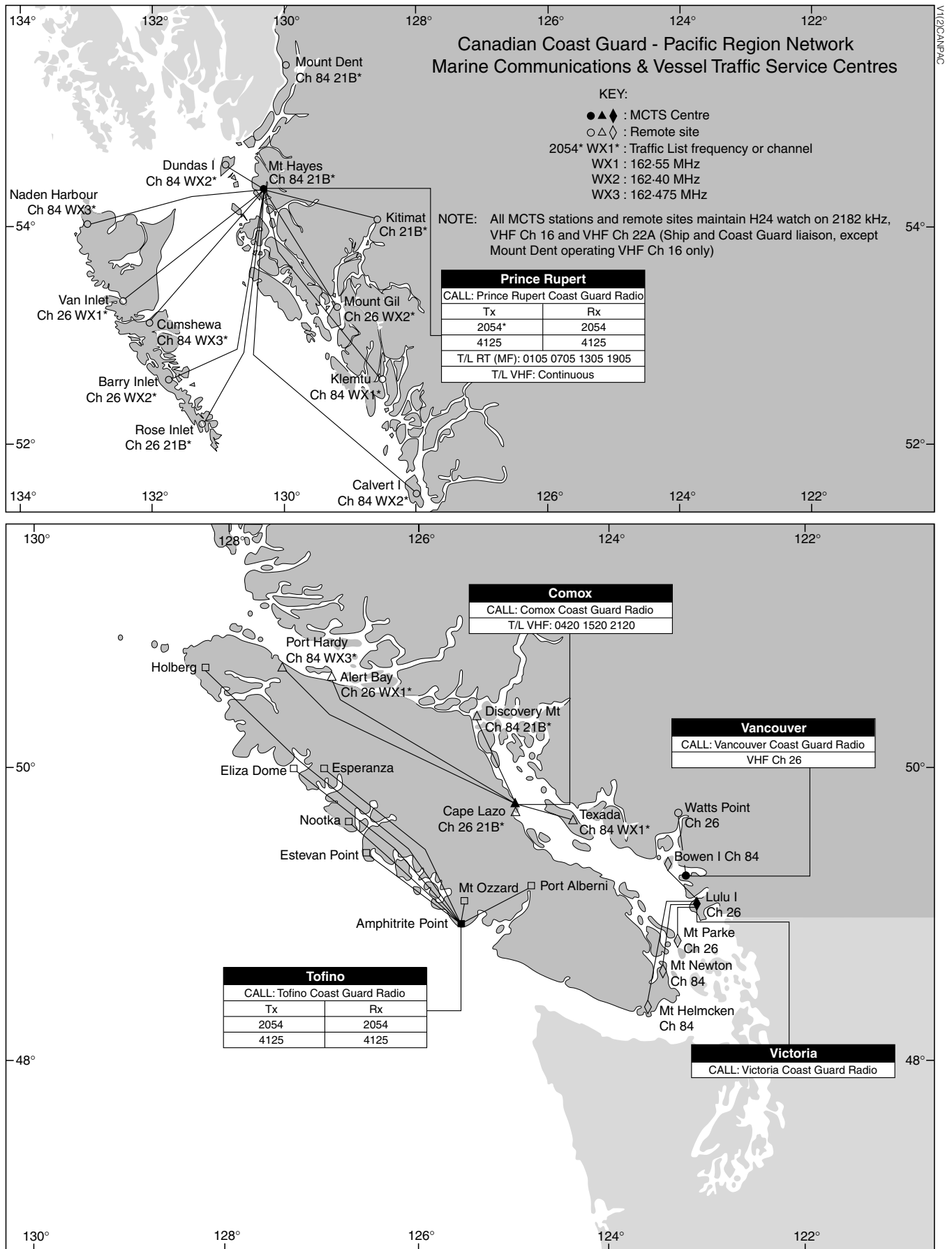
Page 66, diagram Canadian Coast Guard – Pacific Region Network, Marine Communication & Vessel Traffic Service Centres, delete and replace by diagram on page 16.

Page 204, **PHILIPPINES, TAGBILARAN (DYH3)**, delete RT (HF) table and replace by:

RT (HF)

	13152	12305	On request
	12535	12535	On request
	16453	16453	H24
	17287	16405	On request

Tagbilaran Radio Ad1/04



SHIP REPORTING SYSTEMS

Pages 285 & 287, **GREENLAND (Denmark)**, **Greenland Ship Reporting Systems (GREENPOS & KYSTKONTROL)**, delete entry and replace by:

GREENLAND (Denmark) **Greenland Mandatory Ship Reporting Systems (GREENPOS & KYSTKONTROL)**

Two systems are established, one – named GREENPOS – for ships on voyage to and from Greenland ports and places of call and one – named COASTAL CONTROL (KYSTKONTROL) – for ships in coastal trade between Greenland ports and Greenland places of call.

CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEMS

Ships required to participate in the reporting system GREENPOS: All ships, on voyage to or from Greenland ports and places of call.

Ships required to participate in the reporting system COASTAL CONTROL (KYSTKONTROL): All ships of 20 gross tonnage and more, and fishing vessels, on voyage between Greenland ports and places of call.

GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

The reporting of GREENPOS covers the area within the Exclusive Economic Zone (EEZ) off the coast of Greenland.

The reference charts are Danish charts Nos. 1000 (Datum Qornoq 1927), 2000 and 3000 (Datum unknown).

FORMAT, CONTENT OF REPORTS, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

Format

The GREENPOS reports shall be sent to Island Commander Greenland/MRCC Grønødal and shall be drafted in accordance with the format shown in Appendix 1.

The COASTAL CONTROL reports shall be sent to the relevant coast radio station and shall be drafted in accordance with the format shown in Appendix 2.

The information requested from ships is derived from the Standard Reporting Format shown in IMO resolution A.851 (20).

Content

The report required from a ship participating in the two reporting systems contains only information which is essential to achieve the objectives of the systems i.e.

1. the **ship's name, callsign** and **position** are needed for establishing the identity of the ship and its initial position (letters A, B, C or D);
2. the **ships's course** and **speed, destination, intended voyage** and information about **deficiencies** and **weather** and **ice conditions** are important in order to maintain track of the ship, so as to be able to implement search and rescue measures if a report from a ship fails to appear and to be able to service the safe navigation of the ship in the areas where weather and ice conditions can be extremely severe (letters E, F, I, L, Q and S);
3. the **number of persons on board** and other relevant **information** are important in relation to the allocation of resources in a search and rescue operation (letter X).

Position for submitting reports

In the GREENPOS system, cf. the provisions of Appendix 1, ships shall submit their reports when within the Exclusive Economic Zone off the coast of Greenland.

In the COASTAL CONTROL system, cf. the provisions of Appendix 2, ships shall submit their reports when on voyage between Greenland ports and places of call.

Ships coming from an Atlantic voyage may remain in the GREENPOS system while on voyage between Greenland ports and places of call, when agreed upon by Island Commander Greenland.

Authority

Island Commander Greenland/MRCC Grønødal is the responsible authority for the radio reporting systems and for initiating and carrying out maritime search and rescue operations in Greenland waters outside local areas. In local areas the police are the responsible authority.

Services offered

If a report from a ship participating in the GREENPOS system fails to appear, and it is not possible to establish communication with the ship, or an emergency is reported, MRCC Grønødal is responsible for initiating a search for the ship in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

If a report fails to appear from a ship participating in the COASTAL CONTROL system, and it is not possible for the coast radio station to establish communication with the ship, or an emergency is reported, the police of the port of destination shall be informed. It is then the responsibility of the police to initiate a search in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

INFORMATION TO BE PROVIDED TO THE PARTICIPATING SHIP AND PROCEDURES TO BE FOLLOWED

Ships will be provided with information of importance for the safety of navigation in East Greenland waters from the NAVTEX transmitter Reykjavik and in West Greenland ports and places of call from the NAVTEX transmitter on Kook Islands (Igdlutligssuaq/Telegraføen) at Nuuk/Godthåb.

If necessary, individual information can be provided to a ship, particularly in relation to special local conditions.

COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

GREENPOS

For ships entering and navigating in the reporting area, reports shall be addressed to Island Commander Greenland (GLK) via Naval Radio Station Grønødal (OVC), which can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. Island Commander Greenland (GLK) is responsible for monitoring the voyage from the time of receiving the first Sailing Plan (SP) until the time of receiving the Final Report (FR).

(Continued on next page)

The reports required from a ship entering and navigating in the reporting area shall begin with the words GREENPOS and shall contain 2-letter abbreviation for identification of the report (Sailing Plan, Position Report, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

Dependent on the type of report, the following information shall be included as mentioned under paragraph 4 in Appendix 1:

System identifier: GREENPOS

A	Ship's name and call sign
B	Date and Time Group (UTC)
C or D	Position
E	True course
F	Speed
I	Destination and ETA (UTC)
L	Intended voyage
Q	Defects and deficiencies
S	Weather and ice conditions
X	Total number of persons on board and other relevant information.

COASTAL CONTROL

For each voyage between Greenland ports and places of call, reports shall be addressed to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Diagram on page 286. The coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. The coast radio station is responsible for monitoring the voyage from the time of receiving the Sailing Plan (SP) until the time of receiving the subsequent Final Report (FR).

The reports required from a ship entering and navigating in the reporting area shall begin with the words COASTAL CONTROL and shall contain a 2-letter abbreviation for identification of the report (Sailing Plan, Position Report, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

Dependent on the type of report, the following information shall be included as mentioned under paragraph 4 in Appendix 2:

System identifier: COASTAL CONTROL

A	Ship's name and call sign
B	Date and Time Group (LT)
C or D	Position
E	True course
F	Speed
I	Destination and ETA (LT)
L	Intended voyage
Q	Defects and deficiencies
X	Total number of persons on board and other relevant information.

RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE PROPOSED SYSTEM

International regulations for Preventing Collisions at Sea

The International Regulations for preventing Collisions at Sea, 1972, as amended are applicable in Greenland waters.

SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

Island Commander Greenland is the shore-based authority which on the basis of GREENPOS reports is in possession of position, route etc. for each ship on voyage to or from Greenland. The coast radio stations are, via COASTAL CONTROL reports, kept informed about all ships on voyage between Greenland ports or places of call.

Furthermore, information about ships and their characteristics can be obtained from the AMVER system operated by the United States Coast Guard.

The coast radio stations and Naval Radio station Grønødal, which form part of the coast radio service, will at all times be manned.

INFORMATION CONCERNING THE APPLICABLE PROCEDURES IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

The coast radio service is designed with sufficient system redundancy to cope with normal equipment failure.

MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

The objective of the system is to enable Island Commander Greenland/MRCC Grønødal to initiate SAR measures as fast and effective as possible, if an emergency is reported or a report from a ship fails to appear, and it is impossible to establish communication with the ship. All means will be used to obtain the full participation of ships required to submit reports. If reports are not submitted and the offending ship can be positively identified, then information will be passed on to the relevant Flag State Authorities for investigation and possible prosecution in accordance with national legislation.

(Continued on next page)

Appendix 1

Greenland Ship Reporting System (GREENPOS)

Rules for drafting of reports

1. Ships on voyage to and from Greenland ports and places of call shall send reports when within the Exclusive Economic Zone off the coast of Greenland. The reports shall be sent four times a day, between 0000–0030, 0600–0630, 1200–1230, and 1800–1830 UTC.
2. The reports shall be sent directly to Island Commander Greenland (GLK) via Naval Radio Station Grønnedal (OVC), which maintains a continuous listening watch on 2182 kHz, or via a coast radio station. Naval Radio Station Grønnedal (OVC) and coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail.
3. Each report shall begin with the word GREENPOS and a 2-letter abbreviation for identification of the report. Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.
4. The reports shall be drawn up in accordance with the following table. Designators, which are not mandatory, can be included if necessary.

Designator	Mandatory for type of report	Information	Text
	All	Code word	GREENPOS
	All	Type of report: Sailing Plan Position Report Final Report Deviation Report	One of the following 2-letter identifiers: SP (Sailing Plan) PR (Position Report) FR (Final Report) DR (Deviation Report)
A	All	Ship	Name and call sign (E.g.: AGNETHE NIELSEN/OLUH)
B	All	Date Time Group corresponding to the position under designator C or D given in UTC (Co-ordinated Universal Time)	A 6-digit group followed by a Z. The first 2 digits giving day of the month, the next 2 digits giving hours and the last 2 digits minutes. The Z indicates that the time is given in UTC (e.g.: 041330Z).
C	C or D for all	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W (e.g.: 5710N 04112W).
D	C or D for all	Position by geographical name of place	Name of place or true bearing (3 digits) and distance in nautical miles (quote the word 'distance') from an unambiguous known name of place (e.g.: 165 distance 53 Cape Farewell).
E	SP, PR	True course	A 3-digit group (e.g.: 083)
F	SP, PR	Speed in knots	A 2-group (e.g.: 14)
I	SP	Destination and ETA (UTC)	The name of the destination followed by expected time of arrival, expressed as under designator B. (e.g.: Nanortalik 181400Z)
L	SP	Intended voyage	A brief description of the intended route, as estimated by the Master (e.g.: from present position by great circle until 100 n m S of Cape Farewell then along the ice edge to QAQORTOQ).
Q		Defects and deficiencies	Brief details and defects and deficiencies of significance for the safety of the ship (e.g. Breakdown on Radar and VHF).
S	All	Weather and ice conditions	Brief information about weather at the time of the report and about the ice situation since the last report (e.g.: SW5, ice edge observed from 6120N 03905W).
X	SP	The total number of persons on board. Other relevant information.	Number of persons on board shall be given (e.g. POB 16). Any other information of importance to the safety of own or other ships (e.g. going before the wind due to heavy icing).

(Continued on next page)

5. Sailing Plan (SP) to be sent as a first report:

- a. When entering the reporting area
- b. On last departure from Greenland port
- c. When a ship – not obliged to report – wishes to be covered by the GREENPOS system.

Example:

GLK GRØNNEDAL
 GREENPOS – SP
 A. NONAME/NKFG
 B. 071310Z
 C. 5720N04510W
 E. 330
 F. 15
 I. QAQORTOQ 080200Z
 L. DIRECT IN OPEN WATERS
 S. OVERCAST – SW5 – NO ICE
 X. POB 16

6. Position Report (PR) to be sent 4 times a day:

At 0000–0030Z, 0600–0630Z, 1200–1230Z AND 1800–1830Z

Example:

GLK GRØNNEDAL
 GREENPOS – PR
 A. NONAME/NKFG
 B. 122310Z
 C. 6024N05005W
 E. 125
 F. 10
 S. CLEAR SKY – NW5 – 1/10 ICE

7. Final Report (FR) to be sent:

- a. When leaving the reporting area
- b. On arrival at Greenland destination
- c. When a ship – not obliged to report – wishes to be released from the GREENPOS system.

Example:

GLK GRØNNEDAL
 GREENPOS – FR
 A. NONAME/NKFG
 B. 131700Z
 C. 5705N03840W
 S. E6 – NO ICE

8. Deviation Report (DR) to be sent:

When the position of the ship is or will be changed considerably compared with the position, at which the ship, based on former reports, is expected to be.

Example:

GLK GRØNNEDAL
 GREENPOS – DR
 A. NONAME/NKFG
 B. 130800Z
 C. 6005N04952W
 L. HEADING TOWARDS ARSUK FIORD INSTEAD OF QAQORTOQ DUE TO ENGINE TROUBLE.

Appendix 2

Greenland Ship Reporting System COASTAL CONTROL (KYSTKONTROL)

Rules for drafting of reports

1. Ships on voyages between Greenland ports and places of call shall send reports to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Diagram on page 286. Coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. This coast radio station is responsible for monitoring the ship's voyage from the time of receiving the Sailing Plan until the time of receiving the subsequent Final Report.

2. The reports shall be sent to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Diagram on page 286. Coast radio stations can be contacted via all modern communication forms including Inmarsat C, Tele-fax and E-mail.

3. Each report shall begin with the word COASTAL CONTROL followed by a 2-letter abbreviation for identification of the report. Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

4. The reports shall be drawn up in accordance with the following table. Designators, which are not mandatory, can be included if necessary.

Designator	Mandatory for type of report	Information	Text
	All	Code word	COASTAL CONTROL
	All	Type of report: Sailing Plan Position Report Deviation Report Final Report	One of the following 2-letter identifiers: SP (Sailing Plan - on departure) PR (Position Report) DR (Deviation Report) FR (Final Report - on arrival)
A	All	Ship	Name and call sign (E.g.: AGNETHE NIELSEN/OULH)
B	All	Date Time Group corresponding to the position under designator C or D given in Local Time (LT)	A 6-digit group. The first 2 digits giving day of the month, the next 2 digits giving hours and the last 2 digits minutes (e.g.: 041330).
C	C or D for all	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W (e.g.: 5710N 04112W).
D	C or D for all	Position by geographical name of place	Name of place or true bearing (3 digits) and distance in nautical miles (quote the word 'distance') from an unambiguous known name of place (e.g.: 165 distance 5 Paamiut).
E	PR	True course	A 3-digit group (e.g.: 083)
F	PR	Speed in knots	A 2-digit group (e.g.: 14)
I	SP	Destination and ETA (LT)	The name of the destination followed by expected time of arrival, expressed as under designator B (e.g.: Nanortalik 181400).
L	SP	Intended voyage	A brief description of the intended route, as estimated by the Master (e.g.: from present position along the ice edge to QAQORTOQ).
Q		Defects and deficiencies	Brief details of defects and deficiencies of significance for the safety of the ship (e.g. Breakdown on Radar and VHF).
X	SP	The total number of persons on board. Other relevant information.	Number of persons on board shall be given. (e.g. POB 16) Any other information of importance to the safety of own or other ships (e.g. going before the wind due to heavy icing).

5. Sailing Plan (SP) to be sent as first report by departure:

Example:

Coast Radio Station QAQORTOQ
 COASTAL CONTROL - SP
 A. NONAME/NKFG
 B. 071310
 D. NARSSAQ
 I. QAQORTOQ 080200
 L. DIRECT IN OPEN WATERS
 X. POB 16

6. Position Report (PR). If a voyage is of a longer duration than 24 hours and the ship is equipped with radio, a position report shall furthermore be sent at least once every 24 hours to the control station, to which the departure report was addressed.

Example:

Coast Radio Station QAQORTOQ
 COASTAL CONTROL - PR
 A. NONAME/NKFG
 B. 122310
 D. OFF ARSUK
 E. 310
 F. 8

7. Deviation Report (DR) to be sent to the control station, to which the departure report was addressed if there are changes from the information given in the departure report. A deviation report shall also be sent, if the previous given time of arrival is overdue by more than one hour.

Example:

Coast Radio Station QAQORTOQ
 COASTAL CONTROL - DR
 A. NONAME/NKFG
 B. 130800
 D. ARRIVED IVITTUT AT 1500
 L. AWAITING WEATHER IMPROVEMENT BEFORE CONTINUING TO PAAMIUT. A NEW SAILING PLAN WILL BE SENT

8. Final Report (FR) to be sent immediately upon arrival, to the control station to which the departure report was addressed.

Example:

Coast Radio Station QAQORTOQ
 COASTAL CONTROL - FR
 A. NONAME/NKFG
 B. 131700
 D. ARRIVED PAMIUT

IMO Publication Ships' Routing & SN/Circ 221 Ad1/04

VOLUME 2, NP 282, 2003/04

Published BA Wk 11/03

*(Last Amendments: Edition No 1 dated 9 January 2004)***RADAR BEACONS**

Page 53, **SPAIN (Mediterranean Coast)** section, insert:

Barcelona Safe Water Lt Buoy Racon41°20'·03N 2°12'·98E **68570****N**

Spanish Notice 48/700/03 Ad1/04

Page 80, **CHINA** section,

81920 Nangang Hangdao Lt Bn Heliu No 1*Delete station*

Chinese Notice 44/968/03 Ad1/04

Page 101, **ARCHIPEL DES TUAMOTU (France)** section,

Delete section

French Corrections aux Ouvrages de Radiosignaux 48/03 Ad1/04

Page 117, **UNITED STATES (Gulf Coast)** section,

95980 Mobil-GC-18A Platform*Delete station*

US Notice 51/11340/03 Ad1/04

(Last Amendments: Edition No 1 dated 9 January 2004)

Page 200, **Chapter 14: MARITIME SAFETY INFORMATION (MSI) UNDER THE GMDSS, NAVAREA IV (United States)**, Co-ordinator contact details, line 1, delete National Imagery and Mapping Agency and replace by: National Geospatial-Intelligence Agency (NGA)

Line 9, delete E-mail: navsafety@nima.mil and replace by: navsafety@nga.mil

NGA Ad1/04

Page 203, **NAVAREA XII (United States)**, Co-ordinator contact details, line 1, delete National Imagery and Mapping Agency and replace by: National Geospatial-Intelligence Agency (NGA)

Line 9, delete E-mail: navsafety@nima.mil and replace by: navsafety@nga.mil

NGA Ad1/04

Page 295, **Chapter 17: DISTRESS, SEARCH AND RESCUE, BAHRAIN**, delete section and replace by:

BAHRAIN

See diagram R11-2

National SAR Agency: Directorate of Ports, Ministry of Finance and National Economy Address: P.O. Box15, Manama, Bahrain Tel: +973 17 725555 Fax: +973 17 725534			
Bahrain (A9M) maintains a continuous listening watch on international distress frequencies. The Directorate of Ports is responsible for co-ordinating maritime Search and Rescue operations within the Bahraini territorial sea.			
	Telephone +973	Fax +973	Others
RCC BAHRAIN (Port Control Initial Response)	17 719404 17 727447	17 727985	
BAHRAIN (A9M) (Maritime Ops Centre)	17 883939 17 883543	17 242676 17 687050	Telex +490 8221 BAHRAD BN +490 8202 BTCTLS BN
MENAS (Bahrain Operations Centre)	17 828541 17 727912 (Emergency)	17 727765	

MENAS Ad1/04

Page 328, **MOROCCO**, contacts table, MRCC CASABLANCA, **Telephone** and **Fax** columns, delete section and replace by:

2 2539220 2 2276010	2 2538691
------------------------	-----------

SARContacts.com Ad1/04

Page 352, **VIRGIN ISLANDS, BRITISH (UK)**, delete section and replace by:

VIRGIN ISLANDS, BRITISH (UK)

See diagram R7

National SAR Agency: Virgin Islands Search And Rescue (VISAR) Address: P.O. Box 3042, Road Town, Tortola, British Virgin Islands (BVI) Tel: +1 284 4944357 Fax: +1 284 4946613 E-mail: admin@visar.org			
A National Emergency Committee is responsible for co-ordinating National Distress and Mass Casualties operations. Virgin Islands Search and Rescue (VISAR) is a self-tasking SAR provider that operates its own rescue co-ordination suite. VISAR works closely with the US Coast Guard. VISAR has limited capability for RDF on 121.5 or 243 MHz. There is currently no H24 listening watch on VHF Ch 16 in the BVI. This is covered by the US Coast Guard Greater Antilles Section in San Juan, Puerto Rico. VISAR is a volunteer force and is not manned H24, however, rescue co-ordinators and lifeboat crews are on-call H24. VISAR can be activated by calling +1 284 4990911.			
	Telephone +1 284	Fax +1 284	Others
SRCC VISAR	4990911	4946613	E-mail admin@visar.org

VISAR Ad1/04

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Published BA Wk 37/03

*(Last Amendments: Edition No 1 dated 9 January 2004)*Page 4, **AUSTRALIA, ADELAIDE, S.A.****Pilots, delete section (3) and replace by:**

(3) Pilot boards in position 34°47'·4S 138°22'·1E (2 n miles W of Entrance Lt Beacon).

Australian Chart Aus 781 & Flinders Port Website Ad1/04

Page 256, **RUSSIA (Pacific Coast)****Before NAKHODKA entry, insert new entry:****MAGADAN**

59°34'N 150°49'E

Pilots and Port

CALL: See FREQUENCY

MMSI: 002734416

TELEPHONE: Port Captain & Pilots: +7(8)41322 32337

Hr Mr: +7(8)41322 32307

GMDSS Controller: +7(8)41322 32655

Operations Manager: +7(8)41322 32361

FAX: Port Captain & Pilots: +7(8)41322 97705

TELEX: Port Captain & Pilots: Inmarsat: 492500265

E-MAIL: Port Captain & Pilots: seadm@online.magadan.su

FREQUENCY: Port State Control & Pilots (Magadan-5): Ch 16; 09

Operations Manager (Magadan-2): Ch 16; 14

Ice Operations (Magadan-6): 3730 8779 kHz RT

HOURS: H24

PROCEDURE:

- (1) Pilotage, requested via agents, is compulsory for all vessels.
- (2) Vessels should send ETA to the Port Captain stating the following information:
 - (a) Vessel's name and owner details
 - (b) Flag
 - (c) Port of departure
 - (d) Draught (fore and aft)
 - (e) Category of Ice Strengthening
 - (f) Power of the main engine
 - (g) Propeller material
 - (h) Name and quantity of cargo
 - (i) ETA at the Port
 - (j) Agent's name and address
- (3) From 1 December to 30 April, the Ice Operating Staff (IOS) will communicate daily with ice-breakers and vessels in the area at 0500 and 2200 UTC on 3730 kHz (reserve 8779 kHz).
- (4) During the above period, all vessels crossing latitude 50°N shall advise the IOS of the following:
 - (a) Position
 - (b) Course
 - (c) Speed
 - (d) Weather information
 - (e) Ice information
- (5) Pilot boards in the following positions:
 - (a) Foreign vessels up to 3000 tons: 59°32'·1N 150°40'·0E
 - (b) Foreign vessels over 3000 tons: 59°32'·0N 150°30'·0E

Hr Mr, Port of Magadan Ad1/04

AMENDMENTS TO ADMIRALTY SAILING DIRECTIONS 2004

NP 15 Australia Pilot Volume III (2002 Edition)

Australia - East coast - Port of Bundaberg and approaches — Depths; navigational aids; anchorage

159

Paragraph 5.143 Chart references *Add: Aus 242*

160

Paragraph 5.163 1 lines 8-9 *Delete.*

161

Paragraph 5.170 *Replace by:*

- 1 From NW the track leads SE, keeping more than 6 miles offshore and clear of Drew Shoal (24°32'S, 152°11'E). A large area of sand flats and shoals extend from the mouth of River Burnett, with patches of less than 10 m within 7½ miles NNW through to 6¼ miles ENE from South Head Light.

Paragraphs 5.173 2 to 5.176 1 *Replace by:*

- 2 **Caution.** Extreme care is required in navigating Sea Reach as rocky pinnacles exist outside the limits of the cutting and the tidal stream may set strongly across the channel; see 5.167.

- 3 **Sea Reach N Directional Light** (aluminium framework tower, 11 m in height) (24°45'·3S, 152°23'·5E).

Sea Reach S Directional Light (similar structure) (close S of N light).

The line of bearing (270°) of the above lights (displayed on request to Gladstone Harbour Control via VHF) leads into the entrance channel and through Sea Reach, passing (positions from South Head Light (24°46'S, 152°25'E):

- 4 Between No 1 Light-beacon (E cardinal) (3 miles E) and No 2 Light-beacon (port hand), 1 cable S of No 1; these light-beacons mark the entrance to the maintained channel.

Thence:

Between Nos 3 and 4 Light-beacons (lateral) (2·1 miles E), thence:

- 5 Between Nos 5 and 6 Light-beacons (lateral) (6½ cables ENE); these light-beacons mark the entrance to Sea Reach and the outer edge of the bar, which seldom breaks except in bad weather.

- 6 The channel then continues W between pairs of numbered light-beacons (lateral), passing (positions from Sea Reach N Directional Light-beacon (24°45'·3S, 152°23'·5E):

- 7 N of South Head (1·2 miles ESE); a training wall extends W from the head; thence:
S of the E extremity of the N training wall (9 cables E), which extends from there W and S to the Swing Basin; thence:

- 8 N of the entrance to Burnett Heads Boat Harbour (6 cables ESE) (5.184), used by small craft.

5.174

- 1 Thence the track leads WSW through Middle Reach.

Middle Reach Directional Lights:

Inbound (24°45'·6S, 152°23'·0E).

Outbound (24°45'·2S, 152°24'·1E).

- 2 The line of bearing, (252¼°) of the Inbound light-beacon and (072¼°), astern, of the Outbound light-beacon, (displayed on request), leads through Middle Reach passing between numbered light-beacons (lateral).

5.175

- 1 Thence the track leads SW through Inner Reach.

Inner Reach Directional Lights:

Inbound (24°45'·9S, 152°22'·7E).

Outbound (24°45'·3S, 152°23'·5E).

- 2 The line of bearing, (229°) of the Inbound light-beacon, and (049°), astern, of the Outbound light-beacon (displayed on request), leads through Inner Reach, passing between numbered light-beacons (lateral) into Swing Basin.

5.176

- 1 Swing Basin, bottom sand and clay, and dredged over a width of 310 m abreast the Oil and Sugar Berths, is entered between No 24 Light-beacon (port hand) (9 cables SW), and No 25 Light-beacon (starboard hand), 1¼ cables farther WNW. The dredged limits of the basin are marked on the W by light-buoys (special), continuing the numbering sequence from sea; on the E by the outer faces of the berths; the S limit of the maintained area is shown on the chart. The E part of the basin, adjacent to the berths, has a maintained depth of 9·5 m; the remainder is maintained at 8·0 m.

162

Paragraph 5.187 1 *Replace by:*

5.187

Spare

Australian Charts 242 and 243

[Ad01/04]

NP 51 New Zealand Pilot (2001 Edition)

Whangarei Harbour — Direction light

213

Paragraph 7.176 1 *Replace by:*

- 1 Thence the line of bearing 311¼° of Stevens Point Direction Light (orange square on metal framework tower) (35°46'·5S, 174°23'·0E), or at night the white sector (311°-311½°) of the light, leads through the beacons marking Tamaterau Reach dredged channel to a position NE of Ross Light-beacon (port hand) (35°46'·7S, 174°23'·3E), from whence the marked channel should be followed through Wellington Reach and the SE part of Kioreroa Reach, passing (with positions from Ross Light-beacon):

New Zealand Notice 140/03

[Ad01/04]

NP 62 Pacific Islands Pilot Volume III (1982 Edition) — Supplement 9—2002

**Southern Cook Islands - Raratonga southwards
— Rock deleted**

72

Delete: Existing Supplement amendment Line 10
After 4606 Insert:

0/4100 m 21°54'S, 159°48'W Rock awash
reported 1949,
existence
doubtful

United Kingdom Hydrographic Office [Ad01/04]

**Southern Cook Islands - Raratonga - Avarua —
Anchorage; leading lights discontinued**

92

R 17-41 Including existing Supplement amendments
Replace by:

The recommended berth (21°12'·0S, 159°46'·3W)
lies about 3½ cables NE of the entrance in depths of
about 36 m, as shown on the chart.

New Zealand Notice 24/160/0 [Ad01/04]

**Archipel des Tuamotu - Raroïa - Ngarumaoa —
Depths; directions; anchorage**

116

R 66 *Replace by:*

*Chart 3664, plan of Raroïa, pass and anchorage;
French Chart 7457*

R 69-70 *Replace by:*

Passe Ngarue (Garue), a ship passage between
Îlot Takeke (Takoke) to the S and Tenukuhaupapatea to
the N, leads into the lagoon 2 miles NNE of the
village. The passage is divided...

117

L 1-11 Including existing Supplement amendments
Replace by:

...into 2 channels by **Banc Teherato Nord** with a least
depth of 0·7 m (2 ft) over it. The main channel, marked
by leading light-beacons (see 5.161) lies N of this
bank, and passes between a shoal with a depth of 2·1
m (7 ft) over it lying S of the leading line, and an
isolated patch with a depth of 3·8 m (12 ft) over it
which lies close N of the line.

The least charted depth on the leading line, and the
controlling depth for the main anchorage E of
Ngarumaoa (5.162), is 6·3 m (20 ft).

With local knowledge, small vessels can use the
channel S of Banc Teherato Nord, passing over **Banc
Teherato Sud** with a least charted depth of 1·5 m (5 ft)
over it.

L 16-70 *Replace by:*

Inner channel

5.160

From Passe Ngarue a deep channel about 1 cable
wide leads SSW then S for 2 miles, between the
barrier reef and numerous coral patches in the lagoon,
to the anchorages E of Ngarumaoa.

Directions for Passe Ngarue and inner channel

5.161

Leading lights. From a position W of Passe
Ngarue, the alignment (091°) of leading light-beacons
standing in the lagoon E of the entrance leads through
the passage clear of the 2·1 m (7 ft) and 3·8 m (12 ft)
shoals:

Front light (red square topmark on red beacon,
7 min height) (16°01'·0S, 142°26'·9W)
standing on **Teuto** (Récif Outo), a coral
patch which dries 0·2 m.

Rear light (red hexagonal metal column, white
band, 12 m in height) (9½ cables from
front light).

Passe Ngarue is easiest to access at slack water.

Once inside the passage, from a position on the
leading line about 2 cables W of Teuto, the track leads
SSE for a distance of about 1½ cables with the beacon
(port hand) (16°01'·2S, 142°27'·0W) standing W of
Mapiropiro ahead on a line of bearing of 155°.

Thence, from a position about 2 cables SW of
Teuto the recommended track leads SW for a distance
of about 1½ miles with **Ohuhe** (Récif Ohue) Light-
beacon (starboard hand) (16°02'·4S, 142°28'·2W)
ahead on a line of bearing of 221½°, passing:

NW of **Tauraroa** (Récif Tauraroa), marked by
a light-beacon (port hand), thence:

SE of **Napenape** (Récif Napenape)
(16°01'·5S, 142°27'·4W), an isolated reef
which dries 1·2 m, marked by a light-
beacon charted W cardinal. Mariners are
advised that the latest (2003) *French Chart*
7457, incorporating the latest (1994-1997)
surveys, indicates that the preferred route
lies SE of the reef. Thence:

SE of a light-beacon (starboard hand) which
stands on the E edge of the barrier reef
between Îlot Takeke (Takoke) and Îlot
Temarii (Emari), thence:

NW of **Temarii**, marked by a beacon (port
hand), thence:

NW of **Teruahine**, an isolated shoal about 1½
cables SE of Îlot Kumekume marked by a
light-beacon (port hand), thence:

SE of **Neketaotao** (Récif Neketaotao)
(16°02'·3S, 142°28'·1W), marked by a
light-beacon (E cardinal).

Thence, from a position S of Neketaotao, the track
leads S for a distance of about 2½ cables with
Neketaotao astern on a line of bearing of 000°,
passing:

E of Ohuhe (16°02'·4S, 142°28'·2W) , an isolated reef about 1½ cables E of Ngarumaoa marked at its S end by a light-beacon (starboard hand), and:

W of **Kurataketake**, an unmarked reef about 3 cables E of Ngarumaoa, to:

The recommended anchorage for large vessels shown on the chart.

Berths and services

5.162

Anchorage. The recommended anchorage (16°02'·5S, 142°28'·1W) for large vessels lies about 2½ cables ESE of Ngarumaoa jetty in depths of about 17 m, sand and coral. A lost anchor lies about ¾ cable SW of the charted anchorage position. Small vessels can anchor close E of Ngarumaoa jetty, within a rectangle of white daybeacons, in depths of about 4 m. Two of these daybeacons stand on the edge of the coastal reef close N and S respectively of the jetty; the remaining two stand about ¾ cable offshore and mark **Ohuhe Teu** and **Tekanapi** respectively, both of which dry at 0·2 m.

R 1-2 *Delete*

French Chart 7457

[Ad01/04]