

HYDROGRAPHIC NOTE

(For instructions, see reverse)

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Date 06/03/2018

Ref.No. DHI-44800174

Name and address of sender John Oldman, DHI

Email and Mobile Number of sender jwo@dhigroup.com, 021 2802933

General locality Karepiro Bay north of Piripiri Point at sites shown detailed below.

Subject Deployment of scientific instruments at the following sites detailed below for the period 12th March 2018 through to 15 June 2018. Precise GPS locations to be provided once instrument have been deployed.

Sites AK1, AK2 and AK3. Large surface buoys markers with marker lights up to 5 nm flashing sequence 1 in 5.

Name AK1 Position Lat -36.652° Long 174.752°

Name AK2 Position Lat -36.649° Long 174.743°

Name AK3 Position Lat -36.658° Long 174.744°



Sites AK2A and AK3A. Small surface buoys markers with marker lights up to 3 nm flashing sequence 1 in 5.

Name AK2A Position Lat -36.651° Long 174.740°

Name AK3A Position Lat -36.659° Long 174.742°



Position fixing system used GPS

Datum N/A

Charts affected NZ523

Edition Revision 9

Dated 05 Dec 2017

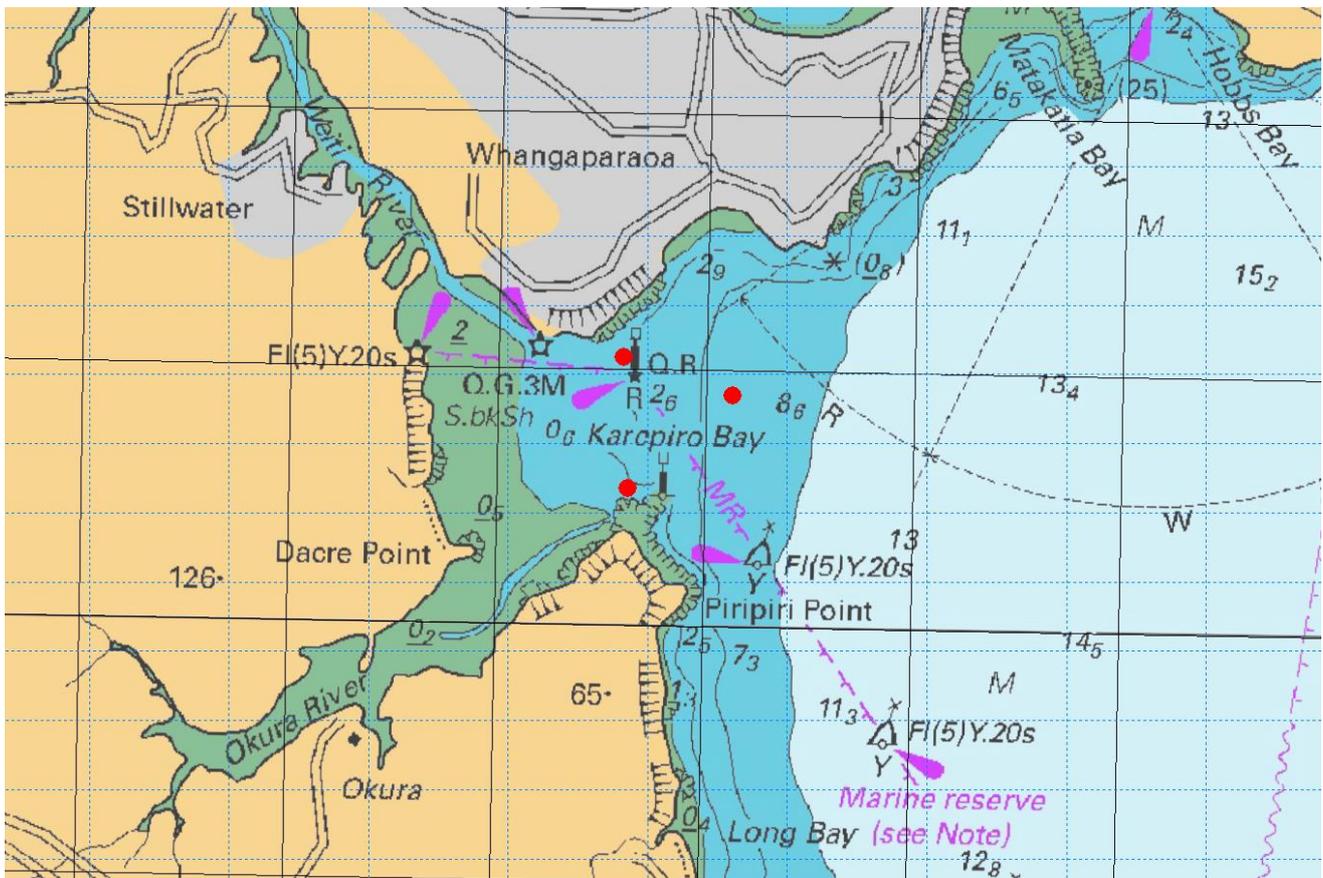
Latest Notice to Mariners held N/A

Publications affected (Edition No. and date of latest supplement, page no., ID no. etc) N/A

Details: Deploy, service and retrieve scientific instruments in and around the Long Bay-Okura Marine Reserve. Instruments will record a combination of wave, tide, currents and turbidity to provide a better understanding of the potential impacts of catchment derived sediments and contaminants on the marine receiving environment (which includes the Long Bay-Okura Marine Reserve)

A replacement copy of Chart No. is required (see Instruction 4).

Signature of observer/reporter



Location of proposed instrument sites

HYDROGRAPHIC NOTE

Forwarding Information for Charts and Hydrographic Publications

Note: An acknowledgement of receipt will be sent and the information then used to the best advantage, which may mean immediate action or inclusion in a revision in due course. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received in a foreign Notice to Mariners. An explanation of the use of contributions from all parts of the world would be too greater task and a further communication should only be expected when the information is of outstanding value or has unusual features.

INSTRUCTIONS:

1. Mariners are requested to notify the New Zealand Hydrographic Authority, Land Information New Zealand, Radio New Zealand House, 155 The Terrace, PO Box 5501, Wellington 6145, New Zealand, when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seem to be necessary. The Admiralty publication, *The Mariner's Handbook* (NP100), Chapter 4, gives general instructions.
2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed, closely, whenever appropriate. Copies of this form may be obtained gratis from the New Zealand Hydrographic Authority at the address above, or in PDF format directly from the LINZ website, www.linz.govt.nz/sea. Hydrographic Notes can also be sent from mobile devices using the Hydrographic Notes Application available for Android and Apple devices.
3. When a position is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar should be quoted. However, when there is a series of fixes along a ship's course, only the method of fixing and the objects used need to be indicated. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum used should be given.
4. Paper Charts: A cutting from the largest scale paper chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than the chart itself) these should be in red as above, but adequate detail from the chart must be traced in black ink to enable the amendments to be fitted correctly.

Electronic Navigational Charts (ENCs): A screen dump of the largest scale usage band ENC with the alterations and additions being shown thereon in red.
5. When soundings are obtained, *The Mariner's Handbook* (NP100) should be consulted. The echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface, or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name, and type of echo sounder set should also be given.
6. Modern echo sounders frequently record greater depths than the set's nominal range, e.g. with a set whose maximum is 500 metres a trace appearing at 50 metres may in fact be 550 metres or even 1,050 metres. Erroneous deep soundings beyond the set's nominal range can usually be recognised by the following:
 - (a) The trace being weaker than normal for the depth registered;
 - (b) The trace appearing to pass through the transmission line; or
 - (c) The "feathery" nature of the trace.
7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.
8. Reports of shoal soundings, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.