

GUIDANCE NOTE No: 55/01

REVISION No: 1

Discovery of New or Suspected Dangers to Navigation

Considerable coastal areas of the Northern Territory waters remain either unsurveyed or inadequately surveyed, these areas normally being indicated as such on navigational charts for the relevant sea area.

The ongoing task of surveying all Northern Territory sea areas is a time consuming task for the Hydrographic Department of the Royal Australian Navy and it is likely that it will take several years to accomplish full and accurate coverage.

Section 115 of the Northern Territory Marine Act requires Masters of vessels to report dangers to navigation to both ships in the vicinity and to the Marine Safety Branch of the Department of Planning and Infrastructure.

Reports of new and suspected dangers should be made on the **attached** Hydrographic Note (AH 102), and forwarded to the Marine Safety Branch, Department of Planning and Infrastructure. Form AH 102 is self explanatory and it's prompt submission will enable information to be forwarded to the Hydrographic Office in order that charts may be amended and annotated for the navigational safety of all vessels.

Any enquiries relating to the above should be directed to the Senior Nautical Officer, telephone 89 247 100.

Signed by: Sri Srinivas
Date Issued: 5 August 2009

For further information contact Marine Safety Branch:

2nd Floor, Energy House, 18-20 Cavenagh, Darwin NT 0800, GPO Box 2520, Darwin NT 0801

Telephone: 08 8924 7100, Facsimile: 08 8924 7009

Email: marinesafety@nt.gov.au

<http://www.nt.gov.au/dpi/>

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AH 102

HYDROGRAPHIC NOTE

(for instructions, see overleaf)

Date

Ref No

Name of ship or address of sender

General locality

Subject

Position Lat
Long.....

Charts affected

Latest Notice to Mariners held

Publication affected (Edition No.....date of latest supplement, page and Light List

No etc) Details:

A replacement copy of Chart No is required, but see 4 overleaf Signature of observer/reporter

HYDROGRAPHIC NOTE

Forwarding information for Australian, British Admiralty Charts and Hydrographic Publications

INSTRUCTIONS

1. Mariners are requested to notify the Hydrographer, Locked Bag 8801 Wollongong, NSW 2500 (Fax: 02-4221 8599), when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications are seen to be necessary. The Mariner's Handbook (NP 100) Chapter 8 gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.
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 possible.
This form is located on the web site – <http://www.hydro.gov.au/feedback/feedback-hydronote.htm>
3. When a **position** is defined by 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 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 and equipment used should be given.

4. A cutting from the largest scale 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. 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 amendments to be fitted correctly.
5. When **soundings** are obtained The Mariner's Handbook (NP 100) 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 set, together with stylus speed/sound velocity, should also be given.
6. Modern **echo sounders** frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:
 - (a) the trace being weaker than normal or the depth recorded,
 - (b) the trace passing through the transmission line,
 - (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.

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 sounding**, 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.
9. **Port Information** should be forwarded on Form AH 102a together with Form AH 102. Form AH 102a lists the information required for Admiralty Sailing Directions and should be used as an *aid memoire*. Where there is insufficient space on the form an additional sheet should be used.

Note: An acknowledgment of receipt will be published 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 the authority.

HYDROGRAPHIC NOTE

(To accompany Form AH 102)

Name of ship or sender

Address:Ref

No..... Date:

1. NAME OF PORT	
2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available.	
3. ANCHORAGES Designation, depths, holding ground, shelter afforded.	
4. PILOTAGE Authority for requests. Embarkation position. Regulations.	
5. DIRECTIONS Entry and berthing information. Tidal Streams. Navigational aids.	
6. TUGS Number available and maximum hp.	
7. WHARVES Names, number of positions. Lengths. Depths alongside. Heights above Chart Datum. Facilities available.	
8. CARGO HANDLING Containers. lighters, Ro-Ro etc.	
9. CRANES Brief details and maximum capacity.	

<p>10. REPAIRS Hull, machinery and underwater. Ship and boat yards. Docking or slipping facilities. Give size of vessels handled or dimensions. Hard and ramps. Divers.</p>	
<p>11. RESCUE AND DISTRESS Salvage, lifeboat, Coastguards, etc.</p>	
<p>12. SUPPLIES Fuel with type and quantities available Fresh water with rate of supply. Provisions.</p>	
<p>13. SERVICES Medical. De-rating. Consuls. Ship chandlery. Tank cleaning. Hull painting.</p>	
<p>14. COMMUNICATIONS Road, rail and air services available. Nearest airport airfield. Port radio and information service with frequencies and hours of operating.</p>	
<p>15. PORT AUTHORITY Designation, address and telephone number.</p>	
<p>16. SMALL CRAFT FACILITIES Information and facilities for small craft (eg yachts) visiting the port. Yacht Clubs. berths etc.</p>	
<p>17. VIEWS Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc. Picture postcards may also be useful.</p>	

Signature of observer/reporter:.....