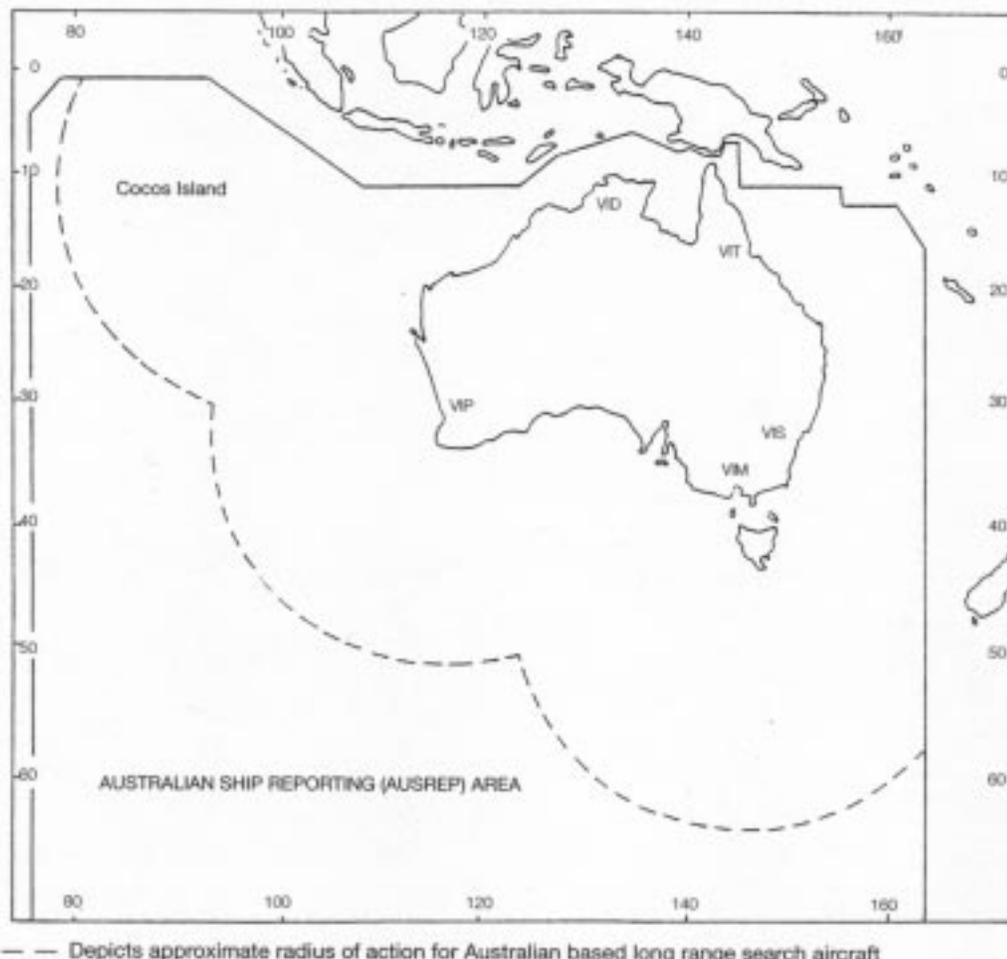




## PUB 120 (Continued)



The ETA at port of destination or AUSREP area boundary should always be confirmed in the last PR of a passage. It may also be amended in any PR whenever the Master is aware of a revised ETA.

The AMSA has introduced the use of INMARSAT-C polling as an option to replace the submission of PRs. Vessels can request RCC Australia to poll the vessel using INMARSAT-C by inserting the word POLL in Field N of the SP instead of nominating a Date/Time of Next Report. Polling involves RCC Australia sending a signal to the vessel's INMARSAT-C terminal to prompt an automatic position report, which includes the vessel's position, course, and speed. INMARSAT-C polling eliminates the need for a manual submission of the PR. Sailing Plans, Deviation Reports, and Final Reports must still be submitted as normal.

The AUSREP report format for a PR is given in the accompanying table.

**Deviation Report (DR).**—A DR must be sent to RCC Australia if a vessel, at any time, is in a position more than 2 hours steaming from that which would be predicted from the

last SP or PR. A DR can also be sent when any other voyage details are altered.

Failure to send an appropriate DR may have a negative effect on SAR operations. If the vessel is in distress and has not sent out a distress message, the AUSREP procedures may result in RCC Australia initiating an air search to locate the vessel. The search aircraft will start looking in the area related to the vessel's route and speed as indicated in the SP and subsequent PRs. If the vessel has not submitted a DR when there is a change in route and speed, the search aircraft may be unable to find any survivors. It is in the vessel's best interest to keep RCC Australia up-to-date on all voyage details.

The AUSREP report format for a DR is given in the accompanying table.

**Final Report (FR).**—An FR is sent, as follows:

1. For vessels enroute overseas and departing the AUSREP area, the FR should be sent at the AUSREP boundary.

**PUB 120 (Continued)**

2. For vessels ending a voyage at an Australian port within the REEFREP SRS area, the FR must be sent at the last REEFREP reporting point

3. For vessels ending a voyage at any other Australian port, the FR can be sent within 2 hour's steaming of the port or pilot station. Under no circumstances should the FR be sent more than 2 hours prior to arrival.

As an alternative, the FR may be telephoned to RCC Australia immediately after berthing, but not more than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, the FR should be sent via the appropriate coast radio station or INMARSAT-C.

The AUSREP report format for an FR is given in the accompanying table.

**Overdue AUSREP Reports.**—AUSREP is a positive reporting system. If a PR or an FR is not received by RCC Australia within 2 hours of the expected time, action is taken to determine the vessel's location and confirm the safety of the crew.

To avoid unnecessary search action it is most important that vessels report at the nominated reporting time each day and send their FR when leaving the AUSREP area. If a vessel is unable to pass a PR or an FR, all attempts must be made to pass a message to this effect through another vessel, a harbor, or other shore authority either by VHF, signaling lantern, or emergency transmitter.

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

1. Internal checks to establish if the vessel's report has been received by RCC Australia.
2. For INMARSAT-equipped vessels, an attempt to contact the vessel directly.
3. Attempts to contact the vessel via HF DSC.
4. The listing of overdue vessels will be listed on CRS traffic lists to alert vessels to submit the overdue report.
5. When 6 hours overdue, a broadcast of the vessel's call sign, with REPORT IMMEDIATE preceding traffic lists, indicating concern due to non-receipt of the PR or FR.
6. Extensive communication checks with Australian and overseas CRS, owners, agents, and other ships are carried out to trace the last sighting or contact with the vessel.

7. When 21 hours overdue, the upgrading of the REPORT IMMEDIATE broadcast to the Urgency Signal PAN PAN indicator.

By the time 21 hours have 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 initiated to locate the vessel. It should be noted that resources available for an air search decrease with the distance from an Australian base and that the times may differ if the vessel is participating in INMARSAT-C polling.

**Sending an AUSREP report.**—AUSREP reports can be sent, as follows:

1. In an Australian port.—All reports should be made from the vessel directly to RCC Australia, in order to avoid delays that may be associated with using intermediate agencies. Collect telephone calls, facsimile messages, or INMARSAT-C may be used to make an AUSREP report.

2. Via INMARSAT.—Reports must be addressed RCC Australia and sent via the Pacific Ocean Region (POR) or Indian Ocean Region (IOR) satellites to Perth Land Earth Station (Perth LES). These procedures apply only to AUSREP messages. Calls are free of charge when submitted within the AUSREP area.

INMARSAT-C fitted 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).

INMARSAT-A, B, or M fitted Ship Earth Stations will be charged for messages sent via INMARSAT-A, B, or M to RCC Australia.

While participating in AUSREP, vessels should ensure that their INMARSAT equipment remains active in the LOGIN mode at all times.

3. Via Coast Radio Stations.—Until 30 June 2002, AUSREP reports may be sent free of charge through any Australian Coast Radio Station operated by Telstra. All reports must be addressed to RCC Australia. After 30 June 2002, all Telstra CRS are expected to cease operations

From 1 July 2002, the preferred method of submitting an AUSREP report is via INMARSAT-C.

AUSREP Reporting Format					
Field	Meaning	Type of Report			
		SP	PR	DR	FR
A	Vessel name, call sign and IMO number.	X	X	X	X
B	Date/time of position.		X	X	
C	Position (latitude and longitude).		X	X	
E	Course.	R	X	A	
F	Speed (vessel's anticipated average speed, in knots and tenths of knots, until next report).	X/R	X	A	

## PUB 120 (Continued)

AUSREP Reporting Format					
Field	Meaning	Type of Report			
		SP	PR	DR	FR
G	Name of last non-Australian port of call.	A			
H	Date/time and point of entry into AUSREP area (point is either the Australian port of departure or the latitude/longitude of crossing the AUSREP area boundary).	X			
I	Next foreign (non-Australian) destination and ETA.	A		A	
J	Coastal pilotage details: 1. Yes/no. 2. Last name of pilot. 3. License number of pilot.	R		A	
K	Date/time and point of exit from the AUSREP area (the point is either the latitude/longitude of crossing the area boundary or the Australian port at which the vessel is to arrive).	X		A	X
L	Route (vessel's intended track—state rhumb line or coastal, great circle, or composite with limiting latitude).	X/R		A	
M	Coast radio maritime communication stations monitored (include INMARSAT A and C numbers, if fitted).	X		A	
N	Date and time (UTC) of next report. (See <b>Note 1</b> below.)	X	X	X	
O	Draft, fore and aft, in meters and tenths of meters.	R			
P	Cargo.	R		A	
Q	Defects or other limitations.	A		A	
R	Pollution (or reports of any seen).	A		A	
U	Vessel type, length (in meters), and gross tonnage.	R			
V	Medical personnel carried.	X			
X	Remarks.	A	A	A	X
Y	Request to relay a report to AMVER. (See <b>Note 2</b> below.)	A			

**Key:**

1. X—Required field.
2. R—Vessels transiting the REEFREP Ship Reporting System should also include these fields.
3. A—Include if appropriate.

**Notes:**

1. See text under Sailing Plan for vessels electing not to participate in the AUSREP system.
2. Place the word AMVER in Field Y; do not separate the letters in the word AMVER by spaces, as this may disrupt the computer processing. Masters should note that an AMVER report will only be forwarded if a vessel is in the AUSREP area and is currently participating in the AUSREP system.

(Aus Annual Notice No. 4A of 2002)

13/02

where the length of the tow, measured from the stern of the towing vessel to the after end of the tow, exceeds 150m.

(Aus Annual Notice No. 22A of 2002)

13/02

**PUB 127****6 Ed 2000****LAST NM 11/02**

Page 137—Table; replace with below:

New table titled "**PILOT CONTACTS**" from back of this Subsection.

(Aus Annual Notice No. 22A of 2002)

13/02

Page 138—Line 7/R; insert after:

**Purpose.**—The purpose of the SRS is to enhance navigational safety, thereby minimizing the risk of a maritime accident and consequential pollution and major damage to the marine environment. The areas covered by the SRS are internationally recognized as being of outstanding environmental and social importance.

(Aus Annual Notice No. 22A of 2002)

13/02

Page 138—Line 43/L; insert after:

c. ships engaged in towing or pushing where the towing or pushing vessel or the towed or pushed vessel is a vessel prescribed within the categories in paragraphs "a" or "b" or

## PUB 127 (Continued)

Page 138—Lines 41 to 43/R; read:

**Information required in REEFREP.**—Alphabetical listings refer to IMO message format fields:

Field	Meaning
A	Name, call sign, and IMO/Lloyd's number.
C	Name of Mandatory Reporting Point (MRP) at which they are reporting or the position in latitude and longitude if not at or in the vicinity of an MRP.
E	Name of next MRP or course if not tracking between MRPs.
F	ETA and next MRP or speed.
J	Whether Coastal Pilot on board ("Yes" or "No") and Pilot details.
L	Name of final MRP at which ship is expected to leave the SRS Area.
O	Draft.
P	Type of cargo being carried and whether it is classed as hazardous ("Yes" or "No").
Q	Any damage, defects, deficiencies, or other limitations affecting the ship when it enters the SRS Area or which arise while the ship is in the area.
R	In the event of a Dangerous Goods (DG) incident, a Harmful Substances (HS) incident, or Marine Pollutants (MP) incident, the ship is required to report details.
U	Ship details comprising ship type, length, and gross tonnage.
X	Any additional information considered relevant to navigational safety in the SRS Area.

**AUSREP/REEFREP Interface.**—A two-way data  
(Aus Annual Notice No. 22A of 2002) 13/02

Page 139—Line 25/L; insert after:

**Communications.**—Ships reporting into the SRS are to use voice on VHF channels 5, 18, or 19 with REEF-CENTRE.

Masters who are concerned as to the security of providing cargo details over VHF can provide this information separately from the voice message by other means, such as telephone, prior to the first REEFREP report if so desired.

When, for any reason, communication is not possible, ships are to pass the required report in a timely manner by alternative means employing one of the following methods:

- a. INMARSAT-C, through Perth LES, using special access code (SAC) 43.
  - b. HF radio through any Australian Coast Radio Station.
  - c. INMARSAT-A, B or M.
  - d. Commercial VHF coastal network.
  - e. Telephone: 61 (0)7 4956 3581.
  - f. Facsimile: 61 (0)7 4956 3367.
  - g. Telex: AA 46483.
- (Aus Annual Notice No. 22A of 2002) 13/02

Page 151—Line 31/L to Line 36/R; read:

**7.34** The port of Townsville, the principal port in northern Queensland, includes all of Cleveland Bay as well as Magnetic Island. The port is relatively small but remains fairly busy, with a rather high volume of merchant traffic. The harbor for the port is located at the city of Townsville, on the SW side of Cleveland Bay, about 11.5 miles WSW of Cape Cleveland. The main approach is made through Cleveland Bay from the NE, but light draft vessels from the N may use West Channel.

**Winds—Weather.**—The climate is dry and tropical. The region has a high summer rainfall, with an average annual total of 1,134mm. July is the coolest month, with an average temperature of 20 °C, while January is the warmest month, with an average temperature of 28 °C.

**Tides—Currents.**—The tidal rise at the wharves is 2.9m at MHWS, and 1.9m at MHWN. The currents in the vicinity do not appear to be a hindrance. Flood currents generally run WSW, in the direction of Palm Passage, shifting to the S between Magnetic Island and the Great Barrier Reef. Ebb currents flow opposite, running N to Palm Passage, then turning ENE through the passage. During the flood tide, it has been reported that there is a strong set to the W upon exiting the Eastern Breakwater.

**Depths—Limitations.**—Sea Reach Channel, the first leg of the approach fairway, is entered 0.7 mile SE of Bremner Point. Platypus Channel only allows traffic in one direction at a time. Both Sea Reach Channel and Platypus Channel are extremely well marked with large channel markers. The deepest water lies in the centers of the channels and therefore critical for deep draft vessels to use the fixed ranges (leads) to keep within the center of the channels.

Approach depths (2001) are, as follows:

Sea Reach Channel	11.7m
Platypus Channel	11.7m
Outer Harbor Arrival Channel	8.2m
Outer Harbor Departure Channel	11.6m

West Channel, which lies between the shore bank extending NE and NNW from Cape Pallarenda and the dangers fringing the SW side of Magnetic Island, trends SE into Cleveland Bay. The channel is about 1.2 miles wide between these dangers. Middle Reef, marked by lighted beacons, lies about in the middle of the inner end of this channel. The channel has depths of 3.6 to 6.1m and is suitable only for shallow-draft vessels. It should not be used at night without local knowledge.

**PUB 127 (Continued)**

Ross River Channel, which runs parallel to the W breakwater, trends SW from the harbor entrance and over a rocky bar into the mouth of Ross Creek. The channel is marked, and had a least depth of 1.4m in 2001. After heavy rains, a considerable amount of silt may be deposited in this channel.

The harbor complex offers nine berths, with the facilities to handle a variety of cargo types.

Townsville Port Facilities (December 2001)				
Berth	Length	Depth	Max. Length	Remarks
1	250m	12.1m	238m	Outer end of E breakwater. Bulk petroleum products.
2	281m	12.1m	238m	General cargo.
3	283m	11.6m	238m	Containers and ro-ro.
4	220m	10.6m	238m	Ro-ro. Molasses.
6	122m	—	—	Condemned. Not in use.
7	183m	11.2m	195m	West side of E pier. Bulk ores.
8	213m	10.2m	220m	East side of W pier. Freezer.
9	230m	12.2m	228m	West side of W pier. Bulk sugar.
10	160m	9.7m	152m	Ro-ro.
11	240m	12.1m	195m	Bulk ores.
<b>Note.</b> —The following underkeel clearances are required: <ol style="list-style-type: none"> <li>All vessel movements—0.9m.</li> <li>Alongside all berths—0.6m.</li> </ol>				

(PUBS 005, 006/2002)

13/02

**PUB 157 8 Ed 2000 LAST NM 9/02**

Page 50—Line 18/R to Page 51—Line 4/L; read:

**Taesang Hang** (Daesan Hang) (37°01'N., 126°25'E.) consists of a steel jetty and concrete dolphins, with an alongside depth of 11m, capable of handling vessels up to 200m in length and 35,000 dwt. The jetty is aligned 110°-290° and has three berths. A horn fog signal operates from the W dolphin. Taesan is a newly-developed industrial area.

Two tugs assist with the berthing operations and meet vessels in the vicinity of No. 13 Lighted Buoy. Berthing and unberthing is done only during daylight hours. The tidal current runs at a rate of 4 knots; the tidal range at springs is 8m.

A T-head pier, marked by a light on each end of its head, is situated 6 miles S of the S extremity of Pung Do. The pier extends NNW into Tong Sudo, with alongside depths of 13 to 16m.

A second T-head pier, close NE of the oil berth, has charted depths of 11.9 to 15m alongside.

**Anchorage.**—Anchorage A-1, for vessels up to 100,000 dwt, lies NW of the pier. Anchorage A-2, for vessels up to 20,000 dwt, lies N of the pier.

**Pung Do** (P'ung Do) (37°06'N., 126°23'E.), with two peaks, lies about 4 miles ENE of Jangan Seo at the entrance of the approach to Asan Man.

(US CH 95066)

13/02

Page 53—Line 39/R to Page 54—Line 54/L; strike out.

(NIMA)

13/02

**PUB 160 1 Ed 1998 LAST NM 8/02**

Page 9—Line 27/L to Page 11—Line 16/R; read:

**The Australian Ship Reporting System (AUSREP)**

The Australian Ship Reporting System (AUSREP) is compulsory for Australian-registered commercial vessels and for foreign vessels on voyages between Australian ports. All other vessels are encouraged to participate when within the AUSREP area.

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

- Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
- Limiting the search area for a SAR action.
- Providing up-to-date information on all shipping resources available in the area, in the event of SAR action.

The AUSREP area, and Australian SAR region, covers the coast of Australia, as well as the coast of Antarctica between 75°E and 163°E, and extends N to approximately 6°S at its W limit and to 12°S at its E limit. The limits are best seen in the accompanying graphic.

The system is operated by the Australian Maritime Safety Authority (AMSA) through AusSAR, specifically the Rescue Coordination Center Australia (RCC Australia).

Telephone: AusSAR AUSREP  
+61(0)2 6230 6880  
AusSAR Maritime  
+61(0)2 6230 6811

Facsimile: +61(0)2 6230 6868  
Address: P.O. Box 2181  
Canberra ACT 2601  
Australia

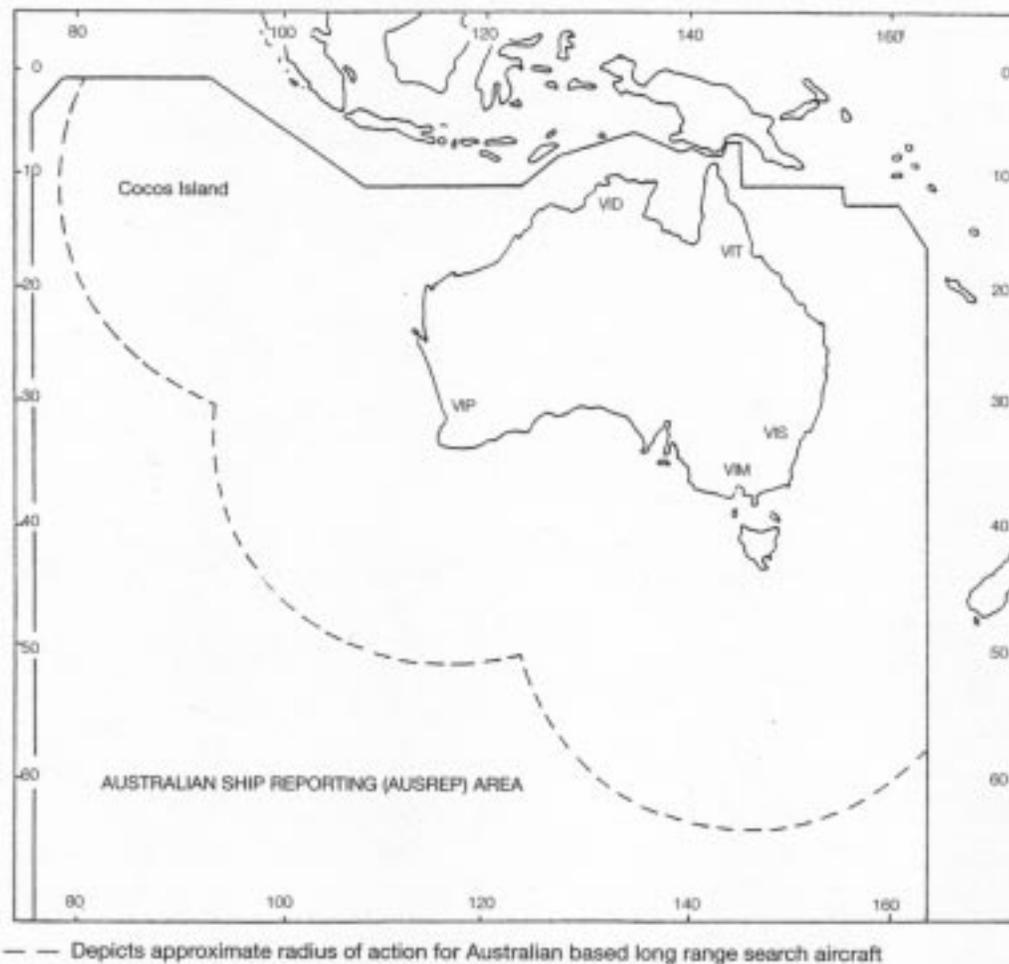
Internet: <http://www.amsa.gov.au/amsa/sar.htm>

The AUSREP/REEFREP Interface, a two-way automatic data exchange interface, has been implemented between the REEFREP Ship Reporting System and the existing AUSREP system. This will avoid the need for dual reporting by vessels when participating in the AUSREP and REEFREP systems and will enhance the information available in each system. Further information about REEFREP can be found in Pub. 127, Sailing Directions (Enroute) East Coast of Australia and New Zealand.

On departure from an Australian port or on entering the AUSREP area, the following procedures are applicable:

- Masters are to send a Sailing Plan (SP) to RCC Australia.

## PUB 160 (Continued)



2. A computerized plot is maintained of the vessel's estimated position.

3. Position updates can be done by either of the following methods:

a. Position Reports (PR) are sent to RCC Australia each day at the time that has been nominated by the vessel's master so that a report is received at least every 24 hours. Dates and times shall be in Coordinated Universal Time (UTC).

b. Masters may agree to their vessels being queried via INMARSAT-C which, when requested, will automatically send a PR.

4. On arrival at the destination or on final departure from the AUSREP area, a Final Report (FR) should be sent to RCC Australia.

5. Should a vessel at any time be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR, a Deviation Report (DR) should be sent to the MRCC.

6. All dates and times used in AUSREP reports are to be in Coordinated Universal Time (UTC).

**Sailing Plan (SP).**—The SP is sent up to 24 hours prior to joining the AUSREP system, with the following exceptions:

1. At ports within the REEFREP area, the SP must be sent prior to departure.

2. At other Australian ports, the SP may be sent up to 2 hours after departure.

3. When entering the system from sea at an 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 give an outline of the intended passage. If a vessel does not sail within 2 hours of the time stated in the SP, then that SP must be canceled and a new one sent.

In the case of a foreign vessel departing on an overseas voyage from an Australian port, if the Master does not intend to send AUSREP Position Reports, this fact must be indicated in the SP by the inclusion of the word NOREP in place of the nominated daily reporting time in Field N; amplifying remarks may be included in Field X. Under this option, RCC Australia will not undertake SAR action unless specific information is received which indicates an air search is warranted. However, a NOREP vessel must still comply

**PUB 160 (Continued)**

with the mandatory REEF-REP reporting requirements when the vessel enters the REEF-REP area.

The AUSREP report format for an SP is given in the accompanying table.

**Position Report (PR).**—The PR is sent at the Date/Time of Next Report as listed in Field N of the Sailing Plan. These reports must be sent at the nominated daily reporting time until and including the day of arrival in, or departure from, the AUSREP area. The interval between PRs should not exceed 24 hours.

The information contained in the PR will be used by RCC Australia to update the plot. The PR must reflect the position and course of the vessel at the designated reporting time. However, the speed should be the anticipated speed until the next report time.

The ETA at port of destination or AUSREP area boundary should always be confirmed in the last PR of a passage. It may also be amended in any PR whenever the Master is aware of a revised ETA.

The AMSA has introduced the use of INMARSAT-C polling as an option to replace the submission of PRs. Vessels can request RCC Australia to poll the vessel using INMARSAT-C by inserting the word POLL in Field N of the SP instead of nominating a Date/Time of Next Report. Polling involves RCC Australia sending a signal to the vessel's INMARSAT-C terminal to prompt an automatic position report, which includes the vessel's position, course, and speed. INMARSAT-C polling eliminates the need for a manual submission of the PR. Sailing Plans, Deviation Reports, and Final Reports must still be submitted as normal.

The AUSREP report format for a PR is given in the accompanying table.

**Deviation Report (DR).**—A DR must be sent to RCC Australia if a vessel, at any time, is in a position more than 2 hours steaming from that which would be predicted from the last SP or PR. A DR can also be sent when any other voyage details are altered.

Failure to send an appropriate DR may have a negative effect on SAR operations. If the vessel is in distress and has not sent out a distress message, the AUSREP procedures may result in RCC Australia initiating an air search to locate the vessel. The search aircraft will start looking in the area related to the vessel's route and speed as indicated in the SP and subsequent PRs. If the vessel has not submitted a DR when there is a change in route and speed, the search aircraft may be unable to find any survivors. It is in the vessel's best interest to keep RCC Australia up-to-date on all voyage details.

The AUSREP report format for a DR is given in the accompanying table.

**Final Report (FR).**—An FR is sent, as follows:

1. For vessels enroute overseas and departing the AUSREP area, the FR should be sent at the AUSREP boundary.
2. For vessels ending a voyage at an Australian port within the REEFREP SRS area, the FR must be sent at the last REEFREP reporting point

3. For vessels ending a voyage at any other Australian port, the FR can be sent within 2 hour's steaming of the port or pilot station. Under no circumstances should the FR be sent more than 2 hours prior to arrival.

As an alternative, the FR may be telephoned to RCC Australia immediately after berthing, but not more than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, the FR should be sent via the appropriate coast radio station or INMARSAT-C.

The AUSREP report format for an FR is given in the accompanying table.

**Overdue AUSREP Reports.**—AUSREP is a positive reporting system. If a PR or an FR is not received by RCC Australia within 2 hours of the expected time, action is taken to determine the vessel's location and confirm the safety of the crew.

To avoid unnecessary search action it is most important that vessels report at the nominated reporting time each day and send their FR when leaving the AUSREP area. If a vessel is unable to pass a PR or an FR, all attempts must be made to pass a message to this effect through another vessel, a harbor, or other shore authority either by VHF, signaling lantern, or emergency transmitter.

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

1. Internal checks to establish if the vessel's report has been received by RCC Australia.
2. For INMARSAT-equipped vessels, an attempt to contact the vessel directly.
3. Attempts to contact the vessel via HF DSC.
4. The listing of overdue vessels will be listed on CRS traffic lists to alert vessels to submit the overdue report.
5. When 6 hours overdue, a broadcast of the vessel's call sign, with REPORT IMMEDIATE preceding traffic lists, indicating concern due to non-receipt of the PR or FR.
6. Extensive communication checks with Australian and overseas CRS, owners, agents, and other ships are carried out to trace the last sighting or contact with the vessel.
7. When 21 hours overdue, the upgrading of the REPORT IMMEDIATE broadcast to the Urgency Signal PAN PAN indicator.

By the time 21 hours have 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 initiated to locate the vessel. It should be noted that resources available for an air search decrease with the distance from an Australian base and that the times may differ if the vessel is participating in INMARSAT-C polling.

**Sending an AUSREP report.**—AUSREP reports can be sent, as follows:

1. In an Australian port.—All reports should be made from the vessel directly to RCC Australia, in order to avoid delays that may be associated with using

## PUB 160 (Continued)

intermediate agencies. Collect telephone calls, facsimile messages, or INMARSAT-C may be used to make an AUSREP report.

2. Via INMARSAT.—Reports must be addressed RCC Australia and sent via the Pacific Ocean Region (POR) or Indian Ocean Region (IOR) satellites to Perth Land Earth Station (Perth LES). These procedures apply only to AUSREP messages. Calls are free of charge when submitted within the AUSREP area.

INMARSAT-C fitted 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).

INMARSAT-A, B, or M fitted Ship Earth Stations will be charged for messages sent via INMARSAT-A, B, or M to RCC Australia.

While participating in AUSREP, vessels should ensure that their INMARSAT equipment remains active in the LOGIN mode at all times.

3. Via Coast Radio Stations.—Until 30 June 2002, AUSREP reports may be sent free of charge through any Australian Coast Radio Station operated by Telstra. All reports must be addressed to RCC Australia. After 30 June 2002, all Telstra CRS are expected to cease operations.

From 1 July 2002, the preferred method of submitting an AUSREP report is via INMARSAT-C.

AUSREP Reporting Format					
Field	Meaning	Type of Report			
		SP	PR	DR	FR
A	Vessel name, call sign and IMO number.	X	X	X	X
B	Date/time of position.		X	X	
C	Position (latitude and longitude).		X	X	
E	Course.	R	X	A	
F	Speed (vessel's anticipated average speed, in knots and tenths of knots, until next report).	X/R	X	A	
G	Name of last non-Australian port of call.	A			
H	Date/time and point of entry into AUSREP area (point is either the Australian port of departure or the latitude/longitude of crossing the AUSREP area boundary).	X			
I	Next foreign (non-Australian) destination and ETA.	A		A	
J	Coastal pilotage details: 1. Yes/no. 2. Last name of pilot. 3. License number of pilot.	R		A	
K	Date/time and point of exit from the AUSREP area (the point is either the latitude/longitude of crossing the area boundary or the Australian port at which the vessel is to arrive).	X		A	X
L	Route (vessel's intended track—state rhumb line or coastal, great circle, or composite with limiting latitude).	X/R		A	
M	Coast radio maritime communication stations monitored (include INMARSAT A and C numbers, if fitted).	X		A	
N	Date and time (UTC) of next report. (See <b>Note 1</b> below.)	X	X	X	
O	Draft, fore and aft, in meters and tenths of meters.	R			
P	Cargo.	R		A	
Q	Defects or other limitations.	A		A	
R	Pollution (or reports of any seen).	A		A	
U	Vessel type, length (in meters), and gross tonnage.	R			
V	Medical personnel carried.	X			
X	Remarks.	A	A	A	X
Y	Request to relay a report to AMVER. (See <b>Note 2</b> below.)	A			

## PUB 160 (Continued)

AUSREP Reporting Format					
Field	Meaning	Type of Report			
		SP	PR	DR	FR
<b>Key:</b>					
1. X—Required field					
2. R—Vessels transiting the REEFREP Ship Reporting System should also include these fields.					
3. A—Include if appropriate.					
<b>Notes:</b>					
1. See text under Sailing Plan for vessels electing not to participate in the AUSREP system.					
2. Place the word AMVER in Field Y; do not separate the letters in the word AMVER by spaces, as this may disrupt the computer processing. Masters should note that an AMVER report will only be forwarded if a vessel is in the AUSREP area and is currently participating in the AUSREP system.					

(Aus Annual Notice No. 4A of 2002)	13/02	be encountered. (1(346)02 Wollongong)	13/02
<b>PUB 173</b> <b>6 Ed 2000</b> <b>LAST NM 52/01</b>		<b>PUB 180</b> <b>2 Ed 1997</b> <b>LAST NM 9/02</b>	
Page 10—Lines 21 to 22/L; read: marks the NW extremity of this shoal. A wreck, with a least depth 5m, lies 1.7 miles NNW of Samiyani Island.  The entrance channel, passing close SE of Samiyani Island, (1(86)02 Taunton)	13/02	Page 55—Lines 40 to 44/R; read: Greenland achieved Home Rule in 1979, while remaining within the framework of the unity of the Danish Realm. The Home Rule government consists of an elected 31-member Home Rule Parliament (Landstinget) and an administration headed by a local government (Landsstyret). (Statesman's Yearbook)	13/02
<b>PUB 175</b> <b>7 Ed 2001</b> <b>LAST NM 12/02</b>		Page 59—Line 38/L; insert after: All vessels arriving at ports in Greenland should give 24 hour notice of their ETA to the port authority. (BA NP 286(5))	13/02
Page 85—Lines 12 to 16/R; read: <b>Pilotage.</b> —Pilotage is compulsory for all vessels of 500 gross tons or more. Pilots board about 5 miles W of the light on Gantheaume Point. Pilots should be requested 48 hours in advance through the Broome Port Authority. The vessel's ETA, along with its draft, (BA NM 2/02)	13/02	Page 60—Lines 7 to 10/L; read: The general time zone description is PAPA (+3). Daylight Savings Time (OSCAR (+2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October. The following areas maintain a different local time: 1. Mester Vig and Danmarkshavn maintain ZULU (UTC). Daylight Savings Time is not observed. 2. Scoresby Sound maintains NOVEMBER (+1). Daylight Savings Time (OSCAR (+2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October. 3. Thule maintains QUEBEC (+4). Daylight Savings Time (PAPA (+3)) is maintained from the first Sunday in April until the Saturday before the last Sunday in October. (BA NP 282; PUBS 004/2002)	13/02
Page 98—Line 24/L; insert after: <b>Caution.</b> —A number of wellheads, best seen on chart, are located 25 miles WSW of Cape Poivre, along the 100m curve. (2(78)02 Wollongong)	13/02	Page 72—Line 5/R; read: Iceland maintains ZULU (UTC). Daylight Savings Time is not observed. (BA NP 282)	13/02
Page 157—Line 28/L; read: at Port Augusta. From the first day of October through the end of May, extensive lobster and giant crab fishing takes place inshore of the 500m isobath off the coast of South Australia. Mariners are cautioned that surface floats associated with the activity may be encountered. (1(342)02 Wollongong)	13/02	Page 80—Line 7/L; read: The time zone description, including Jan Mayen and Svalbard, is ALFA (-1). Daylight Savings Time (BRAVO (-2)) is maintained from the last Sunday in March until the Saturday before the last Sunday in October. (BA NP 282)	13/02
Page 200—Line 14/L; read: Banks. From the first day of October through the end of May, extensive giant crab fishing takes place inshore of the 500m isobath off the coast of South Australia. Mariners are cautioned that surface floats associated with the activity may			

## PUB 180 (Continued)

Page 103—Line 41/R; insert after:

**Tidal Signals**

Signals are displayed to indicate the height of the water level above chart datum, in units of 20 cm, as follows:

Day Signal	Night Signal	Meaning
Black cone, point down	White light over green light	Falling water level
Black cone, point up	Green light over white light	Rising water level
Black cone, point down	Green light	Height of water level—1 unit
Black cylinder	Red light	Height of water level—5 units
Black ball	White light	Height of water level—25 units
White cylinder	Red light	Height of water level—0.5 unit

(BA NP 72)

13/02

Page 104—Lines 35 to 37/L; read:

The boundaries between the zones are irregular; the principal towns in each zone are listed in the accompanying table. Daylight Savings Time is observed from the last Sunday in March until the Saturday before the last Sunday in October.

(BA NP 282)

13/02

Page 104—Line 37/R; insert after:

New tabled titled "**Russia—Time Zones**" from back of this Subsection.

(BA NP 282)

13/02

**PUB 183 5 Ed 2001****LAST NM 27/01**

Page 3—Line 45/L; read:

covered with green peat.

**Regulations.**—To ensure the safety of navigation, Reporting Points (Control Points), which are listed below, have been established along the 20-mile coastal strip (zone of observation) and in the White Sea (Beloje More).

No.	Name	Position
C	Mys Svyatonoskiy	68°28.00'N, 39°12.50'E.
C1	Ostrov Kharlov	68°44.50'N, 38°22.00'E.
C2	Mys Chernyy	68°36.65'N, 38°36.00'E.
C3	Ostrov Bolshoy Oleniy	69°05.00'N, 37°14.20'E.
C4	Ostrov Kharlov	69°04.80'N, 37°03.10'E.
C5	Mys Teriberskiy	69°17.85'N, 35°57.30'E.
C6	Ostrov Bolshoy Oleniy	69°16.85'N, 35°57.10'E.

No.	Name	Position
C7	Ostrov Kildin (E part)	69°20.00'N, 34°45.90'E.
C8	Mys Teriberskiy	69°19.00'N, 34°45.20'E.
D1	Mys Svyatoy Nos	68°20.00'N, 39°30.06'E.
D2	Mys Chernyy	69°22.10'N, 39°35.00'E.
D3	Mys Bolshoy Gorodetskiy	68°00.00'N, 40°36.00'E.
D4	Mys Svyatoy Nos	68°04.00'N, 40°31.50'E.
D5	Mys Orlov Terskiy Tonkiy	67°37.00'N, 41°16.80'E.
D6	Mys Bolshoy Gorodetskiy	67°25.40'N, 41°27.00'E.
D7	Mys Zimnegorskiy	65°32.70'N, 39°28.00'E.
D8	Mys Zimnegorskiy	65°18.20'N, 39°35.60'E.
D9	Ostrov Mudyugskiy	65°00.00'N, 39°57.80'E.
D10	Ostrov Mudyugskiy	65°01.00'N, 40°02.00'E.
D11	Mys Orlov Terskiy Tonkiy	66°51.80'N, 41°33.00'E.
E1	Mys Nikodimskiy	66°11.20'N, 40°01.90'E.
E2	Mys Nikodimskiy	65°57.40'N, 38°23.00'E.
E3	Ostrov Zhizhginskiy	65°20.10'N, 37°00.00'E.
E5	Ostrov Zhizhginskiy	65°06.00'N, 36°35.00'E.
P0	Mys Zemlyanoy	69°54.60'N, 31°00.00'E.
P1	Mys Zemlyanoy	70°07.20'N, 31°38.00'E.

Reporting Points (Control Points) P0, P1, C6, C4, C2, D1, D3, D5, D7, E1, and D9 are for inbound traffic (toward the White Sea).

Reporting Points (Control Points) C7 and C8 are also covered by the Kol'skiy Zaliv—Murmansk VTS system (see paragraph 1.15).

Reporting Points (Control Points) D10, D8, D11, D6, D4, D2, C, C1, C3, and C5 are for outbound traffic (from the White Sea).

Reporting Points (Control Points) E2, E3, and E5, in the White Sea (Beloje More), are for inbound and outbound traffic.

Civilian vessels (irrespective of their ownership) entering the 20-mile coastal strip (zone of observation) should call the nearest RTP (PTN) on 141.25 MHz or VHF channel 16 and state the vessel's name.

The RTP is a Radio Technical Post in the system of coastal navigation. The PTN is a Post for Technical Observation.

All vessels (including foreign vessels) passing the Reporting Points (Control Points) should call the RTP (PTN) on 141.25 MHz or VHF channel 16 and obtain navigational information.

Vessels in a roadstead should call the nearest RTP (PTN) and state their mooring position, anchorage (to buoy), time of anchoring, and ETD.

All warships, vessels, and other craft within roadsteads and the 20-mile coastal strip (zone of observation) may obtain navigational information and guidance from the nearest RTP (PTN).

**PUB 183 (Continued)**

All warships, vessels, and other craft in roadsteads and the 20-mile coastal strip (zone of observation) must keep a continuous listening watch on VHF channel 16.

All warships, vessels, and other craft approaching narrows or the entrances to harbors must acquire permission, on VHF channel 16, in advance and report when passing the entrance.

(BA NM 50/01)

13/02

Page 8—Line 2/R; read:

Ostrov Sal'nyy (69°08'N., 33°28'E.).

Murmansk Radio 1, on VHF channel 16, is the call sign for Murmansk Port Control. The port may also be contacted through Murmansk (UHS) and (UHY).

(BA NP 286)

13/02

Page 8—Line 23/R; read:

inbound track lies to the W of the outbound track.

A mandatory Vessel Traffic Service (VTS) system operates in the approaches to Kol'skiy Zaliv (Murmansk). This system regulates traffic, establishes the order of navigation, and determines the sequence of entering and leaving. It also controls movements within the port area, records the locations of vessels at berths and at anchor, provides navigation information, and coordinates emergency actions.

Murmansk Radio 9 is the call sign for the commercial port VTS Center.

All inbound vessels should report to the VTS Center or Radio Technical Post (see paragraph 1.1) on VHF channel 16 at the following Reporting Points:

No.	Name	Position
A1	Mys Tsyp Navolokskiy	69°52.00'N, 33°32.75'E.
A3	Mys Set'Navolok	69°27.00'N, 33°32.75'E.
A5	Ostrov Toros	69°18.64'N, 33°30.73'E.
A7	Guba Tyuva (N head)	69°12.00'N, 33°31.45'E.
A9	Mys Retinski	69°06.38'N, 33°23.52'E.
A11	Mys Mishukov	69°03.34'N, 33°03.50'E.
B1	Ostrov Kildin (E part)	69°32.00'N, 34°39.00'E.
B3	Ostrov Kildin (W part)	69°26.00'N, 33°49.50'E.
C7	Ostrov Kildin (E part)	69°20.00'N, 34°45.90'E.

All outbound vessels should report to the VTS Center or Radio Technical Post (see paragraph 1.1) on VHF channel 16 at the following Reporting Points:

No.	Name	Position
A12	Mys Mishukov	69°03.08'N, 33°03.97'E.
A10	Mys Alysh	69°04.88'N, 33°19.32'E.
A8	Guba Tyuva (N head)	69°11.50'N, 33°32.68'E.
A6	Ostrov Toros	69°17.90'N, 33°32.00'E.
A4	Mys Set'Navolok	69°29.00'N, 33°35.60'E.
A2	Mys Tsyp Navolokskiy	69°45.00'N, 33°35.60'E.
B4	Ostrov Kildin (W part)	69°23.00'N, 34°46.00'E.

No.	Name	Position
B2	Ostrov Kildin (E part)	69°30.60'N, 34°39.00'E.
C8	Mys Teriberskiy	69°19.00'N, 34°45.20'E.

For details of additional Reporting Points (Control Points) and Radio Technical Posts (RTP) situated along the coast, see paragraph 1.1.

(BA NM 50/01)

13/02

Page 11—Lines 6 to 10/L; read:

**Regulations.**—A mandatory Vessel Traffic Service (VTS) system has been established in the approaches to the port. For further details, see Kol'skiy Zaliv (paragraph 1.15).

(NIMA)

13/02

Page 25—Lines 25 to 34/L; read:

direction.

**Regulations.**—To ensure the safety of navigation, Reporting Points (Control Points) have been established along the 20-mile coastal strip (zone of observation) and in the White Sea (Beloje More). For further information, see paragraph 1.1.

**Directions.**—A Traffic Separation Scheme (TSS) has been established off Mys Zimnegorskiy and may best be seen on the chart.

Recommended tracks, which are shown on the chart, lead N and SE from the traffic lanes of this TSS.

The above scheme is not IMO-adopted. However, the Russian authorities state that Rule 10 of The International Regulations for Preventing Collisions at Sea (72 COLREGS) applies.

**Caution.**—Areas within which explosives are submerged and

(NIMA)

13/02

**PUB 192 7 Ed 2000 LAST NM 12/02**

Page 41—Line 46/R; read:

approach and may best be seen on the chart.

Deep-draft vessels approaching from the E and SE should not attempt to transit the E and SE traffic lane routes. Such vessels should proceed N and utilize the NE traffic lane route (see Directions).

It is reported (2001) that outbound deep-draft vessels, which are constrained by their draft, may occasionally navigate against the traffic flow in that part of the TSS lying between Spurn Point and the Spurn Light Float. Vessels intending to carry out this maneuver must first obtain permission from VTS Humber, which then broadcasts appropriate warnings.

(BA NM 2/02)

13/02

Page 49—Lines 52 to 57/R; read:

cannot enter at LW. Lynn Cut is the artificially-straightened mouth of the river and has embankments up to 3.5m high. An overhead cable, with a vertical clearance of 46m, spans the fairway in Lynn Cut.

Alexandra Dock is entered through a lock 15.2m wide, which has depths on the sill of 7.6m at HWS and 5.4m at HWN. Bentinck Dock is entered from Alexandra Dock

**PUB 192 (Continued)**

through a passage 96m long and 15.2m wide, which is spanned by two swing bridges. A minimum depth of 5.3m is generally maintained in the wet docks, which have 1,600m of total quayage. Vessels up to 3,000 dwt, 119m in length, 13.8m beam, and 5.5m draft have been accommodated at HWS.

Riverside Quay is 220m long and South Quay is 365m long. Vessels up to 5,000 dwt, 140m in length, 20m beam, and 5.5m draft can be accommodated alongside these river berths, but take the ground at LW. There are facilities for container, ro-ro, tanker, general cargo, and bulk vessels.

**Aspect.**—The fairway in Teetotal Channel is marked by lighted buoys. The S end of this channel is bordered by drying training walls, which are marked by lighted beacons. The fairway in Lynn Cut is indicated by a lighted range.

The town stands on low, flat ground. The two towers of St. Margaret's church, the spire of St. Nicholas church, and several tall chimneys are all prominent and visible from seaward. The two pylons of the overhead cable, which spans Lynn Cut, and a silo, standing on the E bank of the river, are conspicuous.

**Pilotage.**—Pilotage is compulsory for vessels over 35m in length. Pilots can be contacted by VHF and, unless prevented by weather, board close W of Sunk lighted buoy (52°56'N., 0°24'E.). The pilot vessel generally remains on station from 2.5 hours before HW until such time as it is too late for a vessel to transit the approach channel on that tide. Vessels should send an ETA and request for pilotage at least 24 hours in advance, with amendments up to 6 hours in advance. Vessels should report to the Harbor Master on VHF channel 14 when passing Bull Dog Beacon and West Bank Beacon.

All vessels over 80m in length or close to the upper limits of beam or draft should contact the authorities prior to entry for the latest information. The Harbor Master can be contacted via E-mail at [harbourmaster@portauthoritykingslynn.fsnet.co.uk](mailto:harbourmaster@portauthoritykingslynn.fsnet.co.uk).

Generally, vessels over 100m in length transit the approach channel only on daylight tides. The attendance of a tug is compulsory for all tankers over 73m in length and all other vessels over that length not fitted with bow thrusters.

**Anchorage.**—Vessels can anchor in The Wash, SE of the Roaring Middle Lightfloat.

**Directions.**—Teetotal Channel, entered about 4 miles SSW of Roaring Middle Lightfloat (52°58'N., 0°21'E.), is the main approach channel. It leads S and SE for 7 miles between sand banks to the entrance of Lynn Cut. There are several alternative channels, but these are only suitable for small craft, with local knowledge. A fairway then leads through Lynn Cut and up the river to the port.

(BA NP 54; BA NM 4/02) 13/02

Page 50—Lines 1 to 36/L; strike out.

(NIMA) 13/02

Page 50—Line 59/L; read:

depths alongside of 9.3m at HWS and 5.2m at HWN. Generally, vessels up to 5,000 dwt, 120m in length, and 6.3m

draft can be handled.

(BA NP 54) 13/02

Page 50—Lines 1 to 2/R; strike out.

(NIMA) 13/02

**PUB 200 3 Ed 1997 LAST NM 1/01**

Page 85—Line 1/L to Page 87—Line 54/L; read:

**The Australian Ship Reporting System (AUSREP)**

The Australian Ship Reporting System (AUSREP) is compulsory for Australian-registered commercial vessels and for foreign vessels on voyages between Australian ports. All other vessels are encouraged to participate when within the AUSREP area.

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

1. Limiting the time between the loss of a vessel and the initiation of SAR action, in cases where no distress signal is sent out.
2. Limiting the search area for a SAR action.
3. Providing up-to-date information on all shipping resources available in the area, in the event of SAR action.

The AUSREP area, and Australian SAR region, covers the coast of Australia, as well as the coast of Antarctica between 75°E and 163°E, and extends N to approximately 6°S at its W limit and to 12°S at its E limit. The limits are best seen in the accompanying graphic.

The system is operated by the Australian Maritime Safety Authority (AMSA) through AusSAR, specifically the Rescue Coordination Center Australia (RCC Australia).

Telephone: AusSAR AUSREP  
+61(0)2 6230 6880  
AusSAR Maritime  
+61(0)2 6230 6811  
Facsimile: +61(0)2 6230 6868  
Address: P.O. Box 2181  
Canberra ACT 2601  
Australia

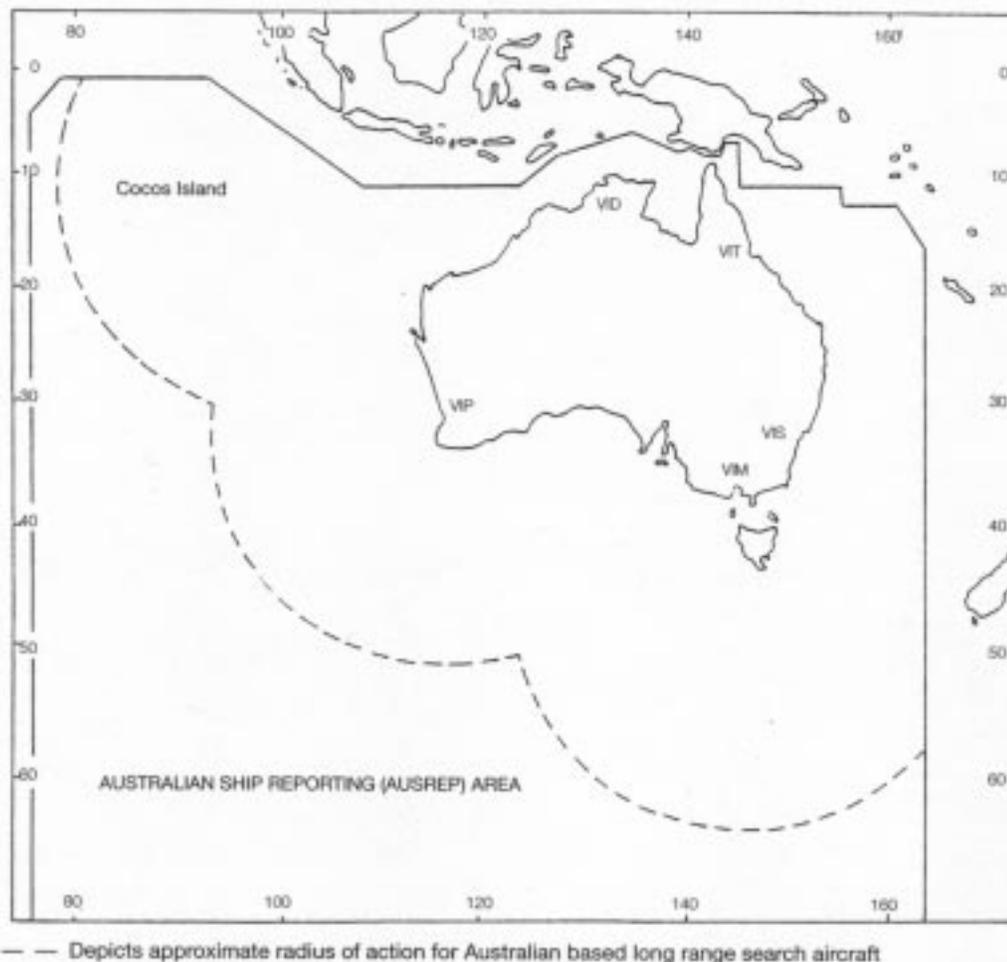
Internet: <http://www.amsa.gov.au/amsa/sar.htm>

The AUSREP/REEFREP Interface, a two-way automatic data exchange interface, has been implemented between the REEFREP Ship Reporting System and the existing AUSREP system. This will avoid the need for dual reporting by vessels when participating in the AUSREP and REEFREP systems and will enhance the information available in each system. Further information about REEFREP can be found in Pub. 127, Sailing Directions (Enroute) East Coast of Australia and New Zealand.

On departure from an Australian port or on entering the AUSREP area, the following procedures are applicable:

1. Masters are to send a Sailing Plan (SP) to RCC Australia.
2. A computerized plot is maintained of the vessel's estimated position.
3. Position updates can be done by either of the following methods:
  - a. Position Reports (PR) are sent to RCC Australia each day at the time that has been nominated by the vessel's master so that a report is received at least every

## PUB 200 (Continued)



24 hours. Dates and times shall be in Coordinated Universal Time (UTC).

b. Masters may agree to their vessels being queried via INMARSAT-C which, when requested, will automatically send a PR.

4. On arrival at the destination or on final departure from the AUSREP area, a Final Report (FR) should be sent to RCC Australia.

5. Should a vessel at any time be in a position more than 2 hours steaming from the position that would be predicted from the last SP or PR, a Deviation Report (DR) should be sent to the MRCC.

6. All dates and times used in AUSREP reports are to be in Coordinated Universal Time (UTC).

**Sailing Plan (SP).**—The SP is sent up to 24 hours prior to joining the AUSREP system, with the following exceptions:

1. At ports within the REEFREP area, the SP must be sent prior to departure.

2. At other Australian ports, the SP may be sent up to 2 hours after departure.

3. When entering the system from sea at an 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 give an outline of the intended passage. If a vessel does not sail within 2 hours of the time stated in the SP, then that SP must be canceled and a new one sent.

In the case of a foreign vessel departing on an overseas voyage from an Australian port, if the Master does not intend to send AUSREP Position Reports, this fact must be indicated in the SP by the inclusion of the word NOREP in place of the nominated daily reporting time in Field N; amplifying remarks may be included in Field X. Under this option, RCC Australia will not undertake SAR action unless specific information is received which indicates an air search is warranted. However, a NOREP vessel must still comply with the mandatory REEF-REP reporting requirements when the vessel enters the REEF-REP area.

The AUSREP report format for an SP is given in the accompanying table.

**PUB 200 (Continued)**

**Position Report (PR).**—The PR is sent at the Date/Time of Next Report as listed in Field N of the Sailing Plan. These reports must be sent at the nominated daily reporting time until and including the day of arrival in, or departure from, the AUSREP area. The interval between PRs should not exceed 24 hours.

The information contained in the PR will be used by RCC Australia to update the plot. The PR must reflect the position and course of the vessel at the designated reporting time. However, the speed should be the anticipated speed until the next report time.

The ETA at port of destination or AUSREP area boundary should always be confirmed in the last PR of a passage. It may also be amended in any PR whenever the Master is aware of a revised ETA.

The AMSA has introduced the use of INMARSAT-C polling as an option to replace the submission of PRs. Vessels can request RCC Australia to poll the vessel using INMARSAT-C by inserting the word POLL in Field N of the SP instead of nominating a Date/Time of Next Report. Polling involves RCC Australia sending a signal to the vessel's INMARSAT-C terminal to prompt an automatic position report, which includes the vessel's position, course, and speed. INMARSAT-C polling eliminates the need for a manual submission of the PR. Sailing Plans, Deviation Reports, and Final Reports must still be submitted as normal.

The AUSREP report format for a PR is given in the accompanying table.

**Deviation Report (DR).**—A DR must be sent to RCC Australia if a vessel, at any time, is in a position more than 2 hours steaming from that which would be predicted from the last SP or PR. A DR can also be sent when any other voyage details are altered.

Failure to send an appropriate DR may have a negative effect on SAR operations. If the vessel is in distress and has not sent out a distress message, the AUSREP procedures may result in RCC Australia initiating an air search to locate the vessel. The search aircraft will start looking in the area related to the vessel's route and speed as indicated in the SP and subsequent PRs. If the vessel has not submitted a DR when there is a change in route and speed, the search aircraft may be unable to find any survivors. It is in the vessel's best interest to keep RCC Australia up-to-date on all voyage details.

The AUSREP report format for a DR is given in the accompanying table.

**Final Report (FR).**—An FR is sent, as follows:

1. For vessels enroute overseas and departing the AUSREP area, the FR should be sent at the AUSREP boundary.
2. For vessels ending a voyage at an Australian port within the REEFREP SRS area, the FR must be sent at the last REEFREP reporting point
3. For vessels ending a voyage at any other Australian port, the FR can be sent within 2 hour's steaming of the port or pilot station. Under no circumstances should the FR be sent more than 2 hours prior to arrival.

As an alternative, the FR may be telephoned to RCC Australia immediately after berthing, but not more than 2 hours after arrival. If it is known that the vessel is to anchor or berth where telephone facilities are not available, the FR should be sent via the appropriate coast radio station or INMARSAT-C.

The AUSREP report format for an FR is given in the accompanying table.

**Overdue AUSREP Reports.**—AUSREP is a positive reporting system. If a PR or an FR is not received by RCC Australia within 2 hours of the expected time, action is taken to determine the vessel's location and confirm the safety of the crew.

To avoid unnecessary search action it is most important that vessels report at the nominated reporting time each day and send their FR when leaving the AUSREP area. If a vessel is unable to pass a PR or an FR, all attempts must be made to pass a message to this effect through another vessel, a harbor, or other shore authority either by VHF, signaling lantern, or emergency transmitter.

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

1. Internal checks to establish if the vessel's report has been received by RCC Australia.
2. For INMARSAT-equipped vessels, an attempt to contact the vessel directly.
3. Attempts to contact the vessel via HF DSC.
4. The listing of overdue vessels will be listed on CRS traffic lists to alert vessels to submit the overdue report.
5. When 6 hours overdue, a broadcast of the vessel's call sign, with REPORT IMMEDIATE preceding traffic lists, indicating concern due to non-receipt of the PR or FR.
6. Extensive communication checks with Australian and overseas CRS, owners, agents, and other ships are carried out to trace the last sighting or contact with the vessel.
7. When 21 hours overdue, the upgrading of the REPORT IMMEDIATE broadcast to the Urgency Signal PAN PAN indicator.

By the time 21 hours have 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 initiated to locate the vessel. It should be noted that resources available for an air search decrease with the distance from an Australian base and that the times may differ if the vessel is participating in INMARSAT-C polling.

**Sending an AUSREP report.**—AUSREP reports can be sent, as follows:

1. In an Australian port.—All reports should be made from the vessel directly to RCC Australia, in order to avoid delays that may be associated with using intermediate agencies. Collect telephone calls, facsimile messages, or INMARSAT-C may be used to make an AUSREP report.

## PUB 200 (Continued)

2. Via INMARSAT.—Reports must be addressed RCC Australia and sent via the Pacific Ocean Region (POR) or Indian Ocean Region (IOR) satellites to Perth Land Earth Station (Perth LES). These procedures apply only to AUSREP messages. Calls are free of charge when submitted within the AUSREP area.

INMARSAT-C fitted 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).

INMARSAT-A, B, or M fitted Ship Earth Stations will be charged for messages sent via INMARSAT-A, B, or M to RCC Australia.

While participating in AUSREP, vessels should ensure that their INMARSAT equipment remains active in the LOGIN mode at all times.

3. Via Coast Radio Stations.—Until 30 June 2002, AUSREP reports may be sent free of charge through any Australian Coast Radio Station operated by Telstra. All reports must be addressed to RCC Australia. After 30 June 2002, all Telstra CRS are expected to cease operations.

From 1 July 2002, the preferred method of submitting an AUSREP report is via INMARSAT-C.

AUSREP Reporting Format					
Field	Meaning	Type of Report			
		SP	PR	DR	FR
A	Vessel name, call sign and IMO number.	X	X	X	X
B	Date/time of position.		X	X	
C	Position (latitude and longitude).		X	X	
E	Course.	R	X	A	
F	Speed (vessel's anticipated average speed, in knots and tenths of knots, until next report).	X/R	X	A	
G	Name of last non-Australian port of call.	A			
H	Date/time and point of entry into AUSREP area (point is either the Australian port of departure or the latitude/longitude of crossing the AUSREP area boundary).	X			
I	Next foreign (non-Australian) destination and ETA.	A		A	
J	Coastal pilotage details: 1. Yes/no. 2. Last name of pilot. 3. License number of pilot.	R		A	
K	Date/time and point of exit from the AUSREP area (the point is either the latitude/longitude of crossing the area boundary or the Australian port at which the vessel is to arrive).	X		A	X
L	Route (vessel's intended track—state rhumb line or coastal, great circle, or composite with limiting latitude).	X/R		A	
M	Coast radio maritime communication stations monitored (include INMARSAT A and C numbers, if fitted).	X		A	
N	Date and time (UTC) of next report. (See <b>Note 1</b> below.)	X	X	X	
O	Draft, fore and aft, in meters and tenths of meters.	R			
P	Cargo.	R		A	
Q	Defects or other limitations.	A		A	
R	Pollution (or reports of any seen).	A		A	
U	Vessel type, length (in meters), and gross tonnage.	R			
V	Medical personnel carried.	X			
X	Remarks.	A	A	A	X
Y	Request to relay a report to AMVER. (See <b>Note 2</b> below.)	A			



**COAST PILOT 2 (Continued)**

advised. The village of ...  
(CL 1649/01) 13/02

Page 151—Paragraph 148, line 5; read:  
entrance. In June 2001, a reported depth of 6 feet could be  
carried ...  
(CL 1647/01) 13/02

Page 169—Paragraph 191, lines 15 to 19; read:  
May-August 1999, the controlling depths were 4.3 feet (8.1  
feet at midchannel) to Buoy 27, thence 2.4 feet (4.2 feet at  
midchannel) to the head of the ...  
(BPs 173712-17; CL 464/01) 13/02

Page 184—Paragraph 183, line 8; read:  
fixed bridge at the entrance has a clearance of 21 ...  
(CL 1668/01) 13/02

Page 218—Paragraph 28, line 9; read:  
turnpike bridge with a clearance of 39 feet. Depths at the  
wharves ...  
(CL 1273/01) 13/02

Page 248—Paragraph 432, line 1; read:  
**Caution.**—East River Main Channel Lighted Buoy 5 has ...  
(LL/01; NOS 12339) 13/02

**COAST PILOT 2            31 Ed 2001            Change No. 9**

Page 138—Paragraph 160, lines 3 to 4; read:  
is on the west side of Eel Pond. A bridge, crossing the  
entrance to Bournes Pond, has a 45-foot fixed span with a  
clearance 5 feet.  
(CL 154/02) 13/02

Page 258—Paragraph 127, lines 1 to 7; read:  
The Wantagh State Parkway bridge crosses Sloop Channel  
from Jones Beach State Park to Green Island and has a fixed  
span with a clearance of 15 feet; the bridge is temporary. A  
permanent bascule bridge is being built close southwest of  
the existing temporary bridge with a design clearance of 14  
feet. The other bridges, which are part of the Wantagh State  
Parkway, have ...  
(CL 2086/01; CL 1306/00; CL 1616/99) 13/02

Page 291—Paragraph 79, lines 7 to 8; read:  
and hull repairs are available. In August 2001, a reported  
depth of 17 feet could be carried into the cove south of the  
point.  
(CL 1835/01) 13/02

Page 292—Paragraph 125; read:  
A marina, on the east side of the river near Mile 68E, has  
berths, electricity, gasoline, water, ice, a launching ramp,  
marine supplies, and a 20-ton crane; hull, engine, and elec-  
tronic repairs can be made. In August 2001, 17 feet was  
reported alongside the docks.  
(CL 68/02; NOS 12347) 13/02

Page 302—Paragraph 169, line 2; read:  
island, 1.9 miles west-southwestward of Fire Island Light.  
(CL 1977/01; NOS 12352) 13/02

**COAST PILOT 5            29 Ed 2002            Change No. 6  
LAST NM 12/02**

Page 236—Paragraph 258, lines 3 to 4; read:  
the Gulf, and through to Tampa Bay. It is unmarked and, in  
August 2001, shoaling was reported of less than one foot ...  
(34/01 CG07) 13/02

Page 324—Paragraph 301, line 7; read:  
2000-June 2001, the controlling depth was 6 feet to Light 16;  
thence in September 2000, the controlling depth was 8 feet  
to ...  
(DDs 1918-21, 1626, 1134-51; LL/01) 13/02

Page 375—Paragraph 310, line 2; read:  
at Brazos Santiago Pass and Port Isabel. Tidal currents of 6  
knots were reported in the vicinity of Brazos Santiago Pass  
and Port Isabel which may cause strong cross currents on the  
Intracoastal Waterway at about Mile 665.1W, especially with  
a flood tide and strong SE winds. Caution is advised for large  
vessels transiting between Port Isabel and Long Island.  
(CL 125/02) 13/02

Page 400—Paragraph 450, line 3; read:  
**Long Island**, and joins deep Brownsville Ship Channel at  
**Mile 668.4W**. (See chapter 11 for more complete informa-  
tion.)  
(CL 125/02) 13/02

**COAST PILOT 5            29 Ed 2002            Change No. 7**

Page 75—Paragraph 1059; strike out.  
(CL 42/02; FR 12/18/01) 13/02

Page 75—Paragraph 1066; read:  
The draw of the State Road 789 bridge, mile 0.05, at Sara-  
sota, need only open on the hour, twenty minutes past the  
hour, and forty minutes past the hour from 7 a.m. to 6 p.m.  
From 6 p.m. to 7 a.m., the draw shall open on signal if at  
least 3 hours notice is given to the bridge tender. Public ves-  
sels of the United States, tugs with tows, and vessels in a sit-  
uation where a delay would endanger life or property shall,  
upon proper signal, be passed at any time.  
(CL 42/02; FR 12/18/01) 13/02

Page 77—Paragraph 1162; read:  
(b) The draw of the Greater New Orleans Expressway  
Commission Causeway shall open on signal if at least three  
hours notice is given; except that, the draw need not be  
opened for the passage of vessels Monday through Friday  
except Federal holidays from 5:30 a.m. to 9:30 a.m. and  
from 3 p.m. until 7 p.m. The draw will open on signal for any  
vessel in distress or vessel waiting immediately following

**COAST PILOT 5 (Continued)**

the closures listed above.  
(CL 1975/01; FR 11/07/01) 13/02

Page 212—Paragraph 222, lines 6 to 11; read:  
on San Carlos Island. In June-July 2001, the controlling depth was 8.1 feet (8.4 feet at midchannel) to Light 9, thence 10.1 feet (10.6 feet at midchannel) to the State Route 865 fixed bridge, and thence 5.6 feet (7.8 feet at midchannel) to the basin with 7.0 to 8.8 feet in the basin with lesser depths along the edges. Local knowledge is advised.  
(BPs 175177-82; CL 1527/01) 13/02

Page 218—Paragraph 324, lines 5 to 6; read:  
Waterway. In July 2001, the controlling depth in the channel was 5.9 feet (7.8 feet at midchannel). Daybeacons mark the channel. **Venice Inlet Light 1** ...  
(BPs 175337-48; CL 1610/01) 13/02

Page 218—Paragraph 332, lines 7 to 15; read:  
channel is marked by lights and daybeacons. In November 2001, there was extreme shoaling in the entrance to Light 7. Just S of the shoaled entrance channel, an alternate entrance channel is marked from Buoy 2A to Light 7 with a midchannel controlling depth of 6.5 feet. Above Light 7, the controlling depths were 2.3 feet (4.6 feet at midchannel) to the State Route 789 highway bridge, thence 5.9 feet (6.7 feet at midchannel) to the Intracoastal Waterway, thence 8.0 feet to the turning basin with 7.1 to 8.0 feet in the turning basin except for lesser depths ...  
(BPs 176211-21; CL 2087/01) 13/02

Page 218—Paragraph 335, line 13; read:  
clearance of 17 feet. (See **117.1 through 117.59**, ...  
(CL 42/02; FR 12/18/01) 13/02

Page 238—Paragraph 302, lines 7 to 8; read:  
July 2001, the controlling depth was 4.7 feet (5.4 feet at midchannel) to the basin with depths of 5.2 to 6.0 feet in the basin. Depths of about 4 feet can be ...  
(BPs 175261-67; CL 1555/01) 13/02

Page 241—Paragraph 349, lines 9 to 10; read:  
Suwannee River. In September 2001, the controlling depth was 2.4 feet in the entrance channel, thence 3.7 feet in Wadley Pass to its junction ...  
(BPs 175757-63; CL 1856/01) 13/02

Page 262—Paragraph 61; strike out.  
(CL 144/01; 45/00 CG8; LL/01; NOS 11376) 13/02

Page 289—Paragraph 72; read:  
The Associated Federal Pilots and Docking Masters of Louisiana L.L.C. provide service for public vessels and vessels in the coastwise trade from Southwest Pass to Baton Rouge. The pilots have a gray 46-foot boat, FEDERAL PILOT 1, and a gray 40-foot boat, FEDERAL PILOT 3, and meet vessels at Southwest Pass Entrance Lighted Buoy SW. Vessels to be boarded should provide a ladder 6 feet above

the water and maintain a slow speed. The pilot boats fly International Code flag P by day and monitor VHF-FM channels 9 and 16, with channels 9, 16, 6, 67, and 79A used as working frequencies. The pilot station monitors VHF-FM channels 9 and 16. Arrangements for pilots are generally made in advance by telephone (504-524-3474) or through ships' agents. The Associated Federal Pilots e-mail address is FEDPILOT@Bellsouth.net. A 12 hour estimated time of arrival (ETA) is requested.  
(CL 129/95; CL 1338/95) 13/02

**COAST PILOT 5 29 Ed 2002 Change No. 8**

Page 74—Paragraph 1042; read:  
(b-1) The draw of the Siesta Drive bridge, mile 71.6 at Sarasota, Florida shall open on signal, except that from 7 a.m. to 6 p.m. Monday through Friday, except Federal holidays, the draw need open only on the hour, 20 minutes past the hour and 40 minutes past the hour. On weekends and Federal holidays, from 11 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes past the hour, and 40 minutes past the hour.  
(CL 271/02; FR 2/4/02) 13/02

Page 343—Paragraph 217, line 3; read:  
optional for U.S. vessels in coastwise trade under enrollment that have on board a pilot ...  
(CL 53/02) 13/02

Page 343—Paragraph 218, lines 2 to 8; read:  
Galveston-Texas City Pilots, #2 Pennzoil Road, Pelican Island, Galveston, TX 77552; telephone 409-740-3336, 409-740-3690. FAX 409-740-3393. Houston is served by Houston Pilots, 8150 South Loop East, Houston, TX 77017; telephone/FAX 713-649-3513, maintained 24-hours; email, disp@houston-pilots.com. The Houston pilots serve all ports above Texas City in Harris County. (See webpage, www.houston-pilots.com for information on tide, tariff, and local regulations.)  
(CL 53/02) 13/02

Page 344—Paragraph 219, line 9; read:  
channels 14 and 16 and work on channel 73; call sign KOK-780.  
(CL 53/02) 13/02

Page 344—Paragraph 220, lines 1 to 6; read:  
The Houston pilots have four boats: M/V Houston, 62 feet long, call sign WBQ 8986; M/V Lonestar, 50 feet long, call sign WCY 9015; Houston Pilot No. 1, 54 feet long, call sign WYR 8541; and the Houston Pilot No. 3, 91 feet long, call sign WZR 9849. The boats have gray hulls and white superstructures. M/V Houston and Lonestar are swath designs. The pilot boats display the International Code flag P by day and the standard pilot light by night. The pilot boats monitor VHF-FM channels 14, 16, and 74, continuously; the pilot office monitors channel ...  
(CL 53/02) 13/02

**COAST PILOT 5 (Continued)**

Page 344—Paragraph 222, lines 2 to 3; read:  
with a 1 1/2-hour advance notice by cable, telegram, radio,  
fax, telephone, or through ships agents or directly ...  
(CL 53/02) 13/02

Page 375—Paragraph 321, lines 3 to 7; read:  
Port Isabel Coast Guard Station. The pilot boat V is 52 feet  
long with a green hull and white deckhouse with the word  
PILOT on the house. The pilot boat VI is 32 feet long with  
an orange hull and silver deckhouse. The standard Rules of  
the Road day and night signals are shown on the pilot boats.  
The pilot boats monitor VHF-FM channel 16 and work on  
channels 12 and 16.

(CL 186/02) 13/02

<b>PILOT CONTACTS</b>	
<b>Brisbane Head Office</b>	
Fax:	61(0)7 3262 5633
Telephone:	61(0)7 3262 4600
E-mail:	arp@powerup.com.au
Internet:	http://www.4BTorres.com.au
<b>Mackay Pilot Station</b>	
Fax:	61(0)7 4953 0736
Telephone:	61(0)7 4957 4877
E-mail:	hydropil@tpgi.com.au
<b>Cairns Pilot Station</b>	
Fax:	61(0)7 4055 7828
Telephone:	61(0)7 4055 8311
<b>Thursday Island Pilot Station</b>	
Fax:	61(0)7 4055 1812
Telephone:	61(0)7 4055 1570
<b>Note.</b> —The VHF call sign for all of the above is REEFPILOTS.	

Russia—Time Zones			
Zone	City	Standard Time	Daylight Savings Time
0	Kaliningrad	BRAVO (-2)	CHARLIE(-3)
1	Moscow, St. Petersburg, Arkhangelsk, Astrakhan	CHARLIE(-3)	DELTA (-4)
2	Samara, Izhevsk	DELTA (-4)	ECHO (-5)
3	Perm, Amderna, Novyy Port	ECHO (-5)	FOXTROT (-6)
4	Omsk, Novosibirsk	FOXTROT (-6)	GOLF (-7)
5	Norilsk, Kyzyl, Dikson	GOLF (-7)	HOTEL (-8)
6	Bratsk, Irkutsk, Ulan-Ude	HOTEL (-8)	INDIA (-9)
7	Yakutsk, Chita, Tiksi	INDIA (-9)	KILO (-10)
8	Vladivostok, Khabarovsk, Okhotsk	KILO (-10)	LIMA (-11)
9	Magadan, Yuzhno	LIMA (-11)	MIKE (-12)
10	Petropavlovsk, Pevek	MIKE (-12)	XRAY (-13)