

This Guide provides a simple step by step process for using both British Admiralty (BA) and Australian Notices to Mariners to correct Australian charts acquired from BA chart agents.

Why does the British Admiralty series include Australian charts?

Around 60% of the charts in the Australian paper Nautical Chart series are reproduced (copied) by the United Kingdom Hydrographic Office (UKHO). The selected charts are those that cater for international commercial vessels and, like the charts of many nations, combine to form a world-wide series accessible through a single distribution network. The selected charts are also reproduced in the Admiralty Raster Chart Service. Inclusion of these charts permits international shipping to acquire up to date charts of Australian waters from any of a vast number of agents well before commencing any voyage to Australia.

Does the British Admiralty 'produce' Australian charts and Notices to Mariners?

No. The UKHO does not produce any original charts of waters already charted by Australia. Similarly, it does not produce any original Notices to Mariners (NtM) for these areas. Both are copied from original Australian material supplied by the Australian Hydrographic Service (AHS). There is around a five week delay between the Australian original and the British copy.

Which charts have been adopted?

Australian charts which have been *reproduced* by the UKHO have a statement to that effect in the lower margin of each chart. If not, the chart has been directly produced and supplied by the AHS.

Can Australian charts acquired from a BA supplier be corrected from Australian NtM?

Yes. Australian charts and their BA copies have the same content - they can both be corrected from Australian NtM.

However, if your folio of charts contains Australian charts purchased through an Australian chart agent (including certain agents in Canada, China, Hong

CORRECTING AUSTRALIAN PAPER CHARTS

THAT WERE ACQUIRED FROM BRITISH ADMIRALTY CHART AGENTS



Kong, India, Japan, Korea, New Zealand, Norfolk Island, Papua New Guinea, Philippines, Russia, Singapore, Sri Lanka, Taiwan, the UK and USA), it is quite possible you have more than just those adopted by the UKHO – in this case BA NtM may not include Notices for all Aus charts carried onboard.

If a chart has not been adopted by the UKHO, then the only place to obtain NtM for that chart is from Australian NtM editions published by the AHS. For more information see AHP24 “Chart and Publication Maintenance Handbook”, or the AHS Fact Sheet “Guide to updating Nautical Charts”.

Can I alternate between Australian and British NtM for adopted charts?

Yes. If a ship is going to alternate between Australian and BA NtM then they should use the Australian NtM number for continuity. This number is included in both the original Australian Notice, and referenced as the source in the British reproduction.

In the example below, an original Australian NtM appeared as correction number 240 in fortnightly edition 5 of 2011 (10th week of the year).

Extract from Aus NtM Edition 5 of 2011			
240*	AUSTRALIA - QUEENSLAND - Moreton Bay - Cape Moreton - Depth Australian Hydrographic Service (AA519174)		
Aus 235 [138/2011]			
Insert	depth, 14m, enclosed by danger circle	26° 59'.68 S	153° 28'.54 E
Aus 236 [190/2011]			
Insert	depth, 14m, enclosed by danger circle	26° 59'.68 S	153° 28'.54 E
Aus 364 [735/2010]			
Insert	depth, 7.4fm, enclosed by danger circle	26° 59'.78 S	153° 28'.56 E
Delete	depth, 9.5fm	27° 00'.0 S	153° 28'.2 E
	depth, 11fm	26° 59'.5 S	153° 28'.4 E
	historic wreck symbol, centred on	26° 59'.7 S	153° 28'.7 E
Aus 365 [37/2011]			
Insert	depth, 7.4fm, enclosed by danger circle	26° 59'.78 S	153° 28'.48 E
Delete	historic wreck symbol, centred on	26° 59'.7 S	153° 28'.7 E
Aus 814 [189/2011]			
Insert	depth, 14m, enclosed by danger circle	26° 59'.78 S	153° 28'.48 E
Delete	historic wreck symbol, centred on	26° 59'.7 S	153° 28'.7 E
241*	AUSTRALIA - QUEENSLAND - Moreton Bay - Peel Island to Middle Banks - Navalds repositioned Australian Hydrographic Service (AA340262), Maritime Safety Queensland Notice 163/2011 (AA518570)		
Aus 236 [240/2011]			
Move	light buoy	27° 12'.0 S	153° 18'.7 E
	to	27° 12'.09 S	153° 18'.77 E

As these charts are reproduced by the UKHO, the Australian Notice was subsequently reproduced in BA NtM in the weekly edition 15 of 2011 (five weeks later).

The second example, below, shows the BA reproduction of the same Australian Notice. It also highlights how the UKHO has referenced the Australian Notice as the source for the BA reproduction. This is quoted in the format:
 Source: *Australian Notice* *Aus NtM Edition / Aus NtM number / Year*

II

Extract from BA NM Weekly Edition 15 of 2011

1627 AUSTRALIA - Queensland - Approaches to Moreton Bay - Cape Moreton Northwards - Depths. Restricted area. Maritime limit.
 Source: Australian Notice 5/240/11

Chart Aus 235 [*previous update 1411/11*] WGS84 DATUM


Insert  26° 59'·68S., 153° 28'·54E.

Chart Aus 236 [*previous update 1413/11*] WGS84 DATUM




Insert  26° 59'·68S., 153° 28'·54E.

Chart Aus 364 [*previous update 3951/10*] UNDETERMINED DATUM

Insert  (a) 26° 59'·8S., 153° 28'·6E.

Delete depth 9₅, close SW of: (a) above
 depth 11, close N of: (a) above
 circular limit of restricted area. +++++, centred on:
 26° 59'·7S., 153° 28'·7E.

Chart Aus 365 [*previous update 682/11*] AUSTRALIAN GEODETIC DATUM

Insert  26° 59'·8S., 153° 28'·5E.

Delete circular maritime limit, pecked line, centred on: 26° 59'·7S., 153° 28'·7E.

Do the same practices apply to Temporary and Preliminary Notices?

Yes.

Do the same practices apply to Raster Navigational Charts?

Yes.

Do the same practices apply to Notices published by other nations?

Yes. BA NtM include reproductions of Notices issued by all nations for those charts adopted by the UKHO.

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