

preprinted with the scale of depths, a scale should be drawn in a convenient part of the E/S trace.

(e) Marking it with the name of the ship, date and scale reading on the left hand edge of the transmission line.

4. **Second time round echoes.** Many *second time round* and other false echoes are reported. These are described in the *Mariners Handbook (NP100)* and in the handbooks for some E/S sets, where instructions are given in how to avoid false echoes in general.

RAN Hydrographic Service.

(AH 17/121)

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## 12. AREAS DANGEROUS DUE TO MINES AND UNEXPLODED ORDNANCE

1. Minefields were laid in Australia and Papua New Guinea during the World War of 1939 to 1945. These minefields have been swept and have been used safely by shipping for many years. For details of areas which exist in other parts of the world see *Admiralty Notice to Mariners No 6*.

2. Due to the lapse of time, navigation through the areas outlined below is now considered no more dangerous from mines than from any other of the usual hazards to navigation. However, there is a remote risk that mines may still remain, having failed to respond to orthodox sweeping methods. Therefore a danger still exists with regard to anchoring, fishing or any form of submarine or seabed activity.

3. Drifting mines may occasionally be sighted. Sightings of mine-like objects should be reported to the nearest Navy authority without delay, ensuring that a clear description is provided.

4. Mines, torpedoes, depth charges, bombs and other explosive missiles are sometimes picked up in trawls, often in waters comparatively distant from Australia. Explosive weapons may still be dangerous even if they have been in water for many years, and the following guidance is given in dealing with them:

(a) A suspected explosive weapon should not be landed on deck if it has been observed while the trawl is still outboard. The trawl should be lowered and then towed clear of regular fishing grounds before cutting away the net as necessary.

(b) In the event of the weapon not being detected until the contents of the trawl have been discharged on deck, the skipper of the fishing vessel must decide whether to rid his ship of the weapon by passing it over the side or to make for the nearest port informing the Navy authority without delay. His decision will depend on the circumstances, but he should be guided by the following points:

- (i) Great care should be taken to avoid bumping the weapon.
- (ii) If retained onboard it should be stowed on deck, away from heat and vibration, firmly chocked and lashed to prevent movement.
- (iii) It should be kept covered up and dampened down. This is important



because any explosive which may have become exposed to the atmosphere is liable to become very sensitive to shock if allowed to dry out.

- (iv) The weapon should be kept onboard for as short a time as possible.
- (v) If within two or three hours steaming of the Australian coastline the safest measure will generally be to run towards the nearest port and lie a safe distance off shore to await the arrival of the Explosive Ordnance Disposal Unit.

(c) Under no circumstances should attempts be made to clean the weapon for identification purposes.

(d) A ship with an explosive weapon on board, or in her gear, should warn other ships in the vicinity giving her position and, if applicable, intended position of jettisoning.

5. Under no circumstances should an attempt be made to recover a mine and bring it to port, and rewards formerly paid to mariners for such recovery have been discontinued.

#### Australia

6. Napier Broome Bay. (*Chart Aus 727*). The area within a circle of radius 1 mile with centre in  $14^{\circ} 04' S$ ,  $126^{\circ} 40' E$ .

7. Great Barrier Reef. (*Charts Aus 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 373, 374, 375, 427, BA 348, 2349, 1039*). All passages from seaward through the Great Barrier Reef between  $11^{\circ} 40' S$  and  $19^{\circ} 07' S$  have been swept.

8. Moreton Bay. (*Charts Aus 236, 814*). The area within a circle of radius 1 mile with centre  $27^{\circ} 14'.58 S$ ,  $153^{\circ} 21'.08 E$ .

#### Papua New Guinea

9. Kamrau Bay. (*Charts BA 2102, 942B*). The area bounded by the parallels of  $3^{\circ} 38' S$  and  $3^{\circ} 40' S$ , between the meridian of  $133^{\circ} 38' E$  and the coast north of Tg. Simora.

10. Port Moresby and Approaches. (*Charts Aus 621, 505*).

- (a)
  - (i)  $9^{\circ} 32'.00 S$ ,  $147^{\circ} 03'.00 E$ .
  - (ii)  $9^{\circ} 32'.00 S$ ,  $147^{\circ} 07'.50 E$ .
  - (iii)  $9^{\circ} 31'.03 S$ ,  $147^{\circ} 07'.38 E$ .
  - (iv)  $9^{\circ} 30'.32 S$ ,  $147^{\circ} 05'.52 E$ .
  - (v)  $9^{\circ} 29'.50 S$ ,  $147^{\circ} 05'.50 E$ .
  - (vi)  $9^{\circ} 29'.52 S$ ,  $147^{\circ} 07'.18 E$ .
  - (vii)  $9^{\circ} 28'.00 S$ ,  $147^{\circ} 07'.00 E$ .
  - (viii)  $9^{\circ} 28'.00 S$ ,  $147^{\circ} 03'.00 E$ .

(b) The area bounded by the land, the parallel of  $9^{\circ} 36' S$ , and by the meridians of  $147^{\circ} 11' E$  and  $147^{\circ} 18' E$ .

11. Kavieng Approaches. (*Chart Aus 666*). The area enclosed by lines joining the following positions:

- (a)  $2^{\circ} 25' S$ ,  $150^{\circ} 25' E$ .
- (b)  $2^{\circ} 25' S$ ,  $150^{\circ} 55' E$ .
- (c)  $2^{\circ} 45' S$ ,  $150^{\circ} 55' E$ .
- (d)  $2^{\circ} 45' S$ ,  $150^{\circ} 25' E$ .

12. Buka Passage. (*Charts Aus 683, BA 3420*). The area bounded by the parallel of  $5^{\circ} 20' S$ , and by the meridians of  $154^{\circ} 35' E$  and  $154^{\circ} 48' E$ .



13. Bougainville Strait and Approaches. (*Charts BA 1708, 3994*). The sea area north of a line joining the following positions:

- (a) Moila Point (6° 53'.50 S, 155° 42'.00 E).  
 (b) East Point (6° 48'.75 S, 155° 54'.33 E).

14. Tonolei Harbour. (*Charts BA 3994*). A channel 0.5 miles wide with centreline 035° — 1.0 mile from centre of Aiaisina Island (6° 51'.75 S, 155° 49'.83 E) in a direction 035° — 5.5 miles.

15. Shorthand Island. (*Charts Aus 683, BA 3994*). The area enclosed by the shore and lines joining the following positions:

- (a) 7° 02'.93 S, 155° 51'.20 E.  
 (b) 7° 02'.82 S, 155° 52'.32 E.  
 (c) 7° 05'.40 S, 155° 53'.57 E.  
 (d) 7° 06'.40 S, 155° 52'.90 E.  
 (e) 7° 04'.93 S, 155° 51'.40 E.

16. Malaita Island. (*Chart BA 3998*). The following area within a line joining the following positions: a position (a) 310° — 2.63 miles from Sail Rock (9° 18'.4 S, 161° 20'.0 E), thence in a direction 139° — 3.95 miles, thence in a direction 228° — 0.8 miles, thence in a direction 319° — 3.75 miles, thence to (a).

### Dangerous Areas due to Unexploded Depth Charges

Locality	Chart	Position of Centre of Area		Radius of Area in Miles	Depth of Water in Metres
		Lat S	Long E		
Western Australia—					
Yampi Sound	Aus 40	16 06 57.0	123 36 51.0	0.5	30
Yampi Sound	Aus 40	16 05 35.0	123 35 20.0	0.5	10
E of Monte Bello Is.	Aus 742	20 23 02.0	115 39 57.0	0.5	45
NW of Anchor I.	Aus 744	21 29 00.0	114 39 42.0	0.5	60
NW of Rottneet I.	Aus 754	31 45 12.0	115 13 12.0	0.25	100
NW of Rottneet I.	Aus 754	31 47 30.0	115 14 18.0	0.25	120
N of Rottneet I.	Aus 112	31 58 19.5	115 32 01.5	0.25	15
Victoria—					
Port Phillip	Aus 158	38 13 58.0	144 49 39.0	0.25	25
Port Phillip	Aus 158	38 11 35.0	144 51 55.0	0.5	25
Port Phillip	Aus 143	38 08 54.0	144 50 35.0	0.25	25
Bass Strait	Aus 801	39 05 44.0	146 45 05.0	0.5	55
Bass Strait	Aus 801	39 38 06.0	146 46 30.0	0.5	70
Bass Strait	Aus 357A	38 07 24.0	148 00 52.5	0.5	50
New South Wales—					
Wreck Bay	Aus 807	35 15 30.0	150 38 00.0	0.5	45
Wreck Bay	Aus 807	35 15 13.0	150 41 20.0	0.5	75
Wreck Bay	Aus 807	35 12 00.0	150 38 00.0	0.5	20
Jervis Bay	Aus 193	35 06 41.0	150 48 07.0	0.5	33
Shoalhaven Bight	Aus 808	34 53 12.0	150 57 48.0	0.5	90
Shoalhaven Bight	Aus 808	34 52 00.0	150 58 00.0	0.5	88
Shoalhaven Bight	Aus 808	34 50 00.0	150 59 00.0	0.5	100
Tom Thumb Is.	Aus 195	34 27 37.0	150 55 48.0	0.3	7
NE of Bulli	Aus 808	34 18 00.0	151 03 00.0	0.5	42
E of Wattamolla	Aus 808	34 10 00.0	151 15 00.0	0.5	120
Port Jackson	Aus 201	33 50 27.5	151 16 17.5	0.05	10
Port Jackson	Aus 201	33 50 35.0	151 16 19.0	0.05	10
Port Jackson	Aus 201	33 50 58.0	151 16 15.0	0.05	10
Port Jackson	Aus 201	33 51 02.0	151 16 13.0	0.05	10
E of Broken Bay	Aus 197	33 34 45.0	151 27 33.0	0.5	55
S of Newcastle	Aus 207	32 59 10.5	151 48 47.0	0.5	33



### Dangerous Areas due to Unexploded Depth Charges

Locality	Chart	Position of Centre of Area		Radius of Area in Miles	Depth of Water in Metres
		Lat S	Long E		
Queensland—					
NW Channel					
Moreton Bay	Aus 235	26 54 42.0	153 08 33.0	0.5	10
Moreton Bay	Aus 236	27 14 24.0	153 15 40.0	0.25	13
Shoalwater Bay	Aus 822	22 14 18.0	150 25 24.0	1.0	15
Cleveland Bay	Aus 256	19 10 18.0	146 55 00.0	1.0	10
Fitzroy Island	Aus 830	16 55 21.0	145 58 42.0	0.5	22
Cape Grafton	Aus 830	16 51 18.0	145 54 12.0	0.25	7
N of Cape Grafton	Aus 830	16 47 18.0	145 55 18.0	0.25	30
N of Cape Grafton	Aus 830	16 41 54.0	145 51 36.0	0.25	33
Northern Territory—					
NW of Darwin	Aus 27	12 21 48.0	130 46 29.0	0.5	13
Papua New Guinea—					
Milne Bay	Aus 629	10 21 03.0	150 21 20.0	0.25	12
Milne Bay	Aus 629	10 20 32.0	150 21 21.0	0.25	12
Milne Bay	Aus 629	10 20 14.0	150 21 40.0	0.25	15
Blanche Bay	Aus 680	4 14 48.0	152 12 30.0	0.2	Var
Gazelle Harbour	BA 3420	6 30 06.0	155 11 54.0	0.6	Var

### 12A. DUMPING GROUNDS

1. Ship/hulk— Dumping ground areas exist as follows:

NSW—

- (a) No 1— within a circle of radius 2.5nm centred at 34° 00' S, 151° 36' E.  
 (b) No 2— within a circle of radius 0.25nm centred at 33° 47' S, 151° 21' E.  
 (c) No 3— within a circle of radius 2.5nm centred at 33° 03' S, 152° 27' E.

VIC—

- (d) No 4— within a circle of radius 1.5nm centred at 38° 21'.0 S, 144° 25'.5 E.

TAS—

- (e) No 5— within a circle of radius 2.5nm centred at 43° 14'S, 148° 22' E.

SA—

- (f) No 6— within a circle of radius 2.5nm centred at 35° 57'.5S, 137° 55'.0 E.

WA—

- (g) No 7— within a circle of radius 3.5nm centred at 32° 04' S, 115° 20' E.  
 (h) No 8— within an area enclosed by lines joining the following positions:  
 (i) 35° 00'.43 S, 118° 09'.42 E      (ii) 35° 00'.43 S, 118° 09'.87 E.  
 (iii) 35° 00'.80 S, 118° 10'.17 E      (iv) 35° 00'.80 S, 118° 09'.87 E.  
 (i) No 9— within an area enclosed by lines joining the following positions:  
 (i) 35° 06'.10 S, 117° 59'.77 E      (ii) 35° 06'.17 S, 118° 00'.43 E.  
 (iii) 35° 06'.37 S, 118° 00'.49 E      (iv) 35° 06'.24 S, 117° 59'.71 E.

QLD—

- (j) No 10— within a circle of radius 2.5nm centred at 27° 00' S, 153° 42' E.  
 (k) No 11— within a circle of radius 2.5nm centred at 23° 14' S, 152° 15' E.  
 (l) No 12— within a circle of radius 2.5nm centred at 19° 20' S, 148° 33' E.  
 (m) No 13— within an area enclosed by lines joining the following positions:  
 (i) 18° 44' S, 147° 22' E      (ii) 18° 44' S, 147° 30' E.  
 (iii) 18° 49' S, 147° 30' E      (iv) 18° 49' S, 147° 22' E.  
 (n) No 14— within a circle of radius 2.5nm centred at 16° 40' S, 146° 21' E.