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government chosen by the popularly elected territorial assembly. The territory is divided into 32 communes.

### Holidays

The following holidays are observed:  
 January 1, New Year's Day; Easter Monday; May 1, Labor Day; Ascension Day; June 8, Whit Monday; July 14, French National Holiday; August 15, Assumption Day; September 24, Anniversary Day; November 1, All Saint's Day; November 11, Armistice Day; and December 25, Christmas Day.

### General

New Caledonia, an overseas territory of France, consists of the main island of New Caledonia and its dependencies lying in the South Pacific Ocean, E of Australia between 19°S and 23°S, and 163°E and 168°E.

The climate is tropical and modified by SE trade winds. It is hot and humid.

The terrain is coastal plains with interior mountains.

### Buoyage System

The IALA Buoyage System (Region A) is in effect. See Chart No. 1 for further IALA Buoyage System information.

### Currency

The official unit of currency is the 1 CFP franc, consisting of 100 centimes.

### Government

A French-appointed governor heads the islands' administration. The governor is assisted by a council of

### Industries

The main industries are based on nickel mining and smelting. New Caledonia has large reserves of nickel, chrome, iron, cobalt, and manganese. Sizable quantities of mercury, copper, silver, lead, and gold have also been found.

### Languages

The official language of New Caledonia is French. Many other languages are spoken, reflecting different origins, such as various Melanesian, Vietnamese, and Polynesian dialects.

### Mined Areas

On the W coast, mines are swept from Yande (20°05'S., 163°46'E.), Poum (20°15'S., 163°53'E.), St. Vincent (22°02'S., 165°57'E.), and Uitoe Passages (22°10'S., 166°07'E.).

Areas are considered safe for navigation by surface vessels, but ships must not anchor nor submarines bottom, therein.

Within the Noumea E approach, a line of mines extending from a point 251°, 0.42 miles from Pointe East Reef Beacon (Woodin Passage), in a 251° direction for 0.92 miles, has been

swept and is considered safe for surface navigation. Vessels should not anchor nor should submarines bottom in this area.

Dumbea Passage and the following areas inside the reefs in the approaches to Noumea have been swept and are considered free from mines. Vessels must not anchor nor submarines bottom in these areas.

Within Dumbea Passage, lines joining the following positions with bearings and distances from the center of Nge Island (22°20'S., 166°20'E.):

- a. 245°, 4.6 miles.
- b. 279°, 2.5 miles.
- c. 214°, 1.8 miles.
- d. 222°, 3.3 miles.

then along the inner outline of Great Abore Reef to:

- e. 235°, 4.1 miles.

Area enclosed by a line joining the following positions with bearings and distances from Tabou Reef Light (22°29.0'S., 166°27.5'E.):

- a. 229°, 0.8 mile.
- b. 158°, 1.1 miles.
- c. 029°, 1.0 mile.
- d. 304°, 1.5 miles.
- e. 257°, 0.8 mile.

Area enclosed by a line joining the following positions with bearings and distances from Amedee Island Lighthouse (22°28.8'S., 166°28.6'E.):

- a. 032°, 2.1 miles.
- b. 057°, 3.1 miles.
- c. 050°, 6.2 miles.
- d. 038°, 6.2 miles.
- e. 013°, 4.5 miles.
- f. 032°, 2.7 miles.

Area enclosed by a line joining the following positions with bearings and distances from Nde Island Summit (22°18.2'S., 166°36.2'E.):

- a. 221°, 5.6 miles.
- b. 204°, 6.6 miles.
- c. 204°, 2.0 miles.
- d. 249°, 2.7 miles.

Area within a 1.5 mile radius of Laregnere Island (22°20'S., 116°20'E.).

An area bounded by lines joining the following positions is open to surface navigation only.

Anchoring, trawling, and bottoming by submarines is dangerous at the following positions relative to (22°12'08"S., 166°19'30"E.):

- a. 195°, 5.7 miles.
- b. 191°, 5.6 miles.
- c. 187°, 5.4 miles.
- d. 160°, 6.1 miles.
- e. 155°, 4.7 miles.
- f. 172°, 3.9 miles.
- g. 179°, 2.7 miles.
- h. 177°, 2.5 miles.

- i. 158°, 3.7 miles.
- j. 150°, 4.0 miles.
- k. 134°, 3.4 miles.
- l. 141°, 1.2 miles.
- m. 098°, 0.9 mile.

## Regulations

The New Caledonian authorities have issued regulations for vessels carrying oil and other hydrocarbons. A summary of the regulations is given below.

### Article 1.

The master of any tanker carrying hydrocarbons (within the meaning of the Brussels Convention, 1969) and intending to pass through or stop in the territorial waters of New Caledonia and its dependencies, is required to send a message giving the intended movements of the vessel within territorial waters, and the state of the vessel's capabilities in respect to maneuvering and navigation.

### Article 2.

The above message must be sent six hours before the vessel enters the territorial waters or six hours before getting underway if within territorial waters.

### Article 3.

Should any modifications to the vessel's intended movements or to her capabilities in respect to maneuvering and navigation arise after the above message has been sent, the master of the vessel concerned is required to send, without delay, another message in the same format amending the original message.

### Article 4.

The message which is called for in Article 1 above should be addressed to MARINE NOUMEA, prefixed SURNAV Noumea followed by:

ALFA	Name, nationality, and call sign of vessel
BRAVO	Destination
CHARLIE	Type and quantity of cargo.
DELTA	Date, time (GMT), and position of entering territorial waters or moored/anchored position within territorial waters.
ECHO	Date, time (GMT), and position of leaving territorial waters, or date and time of arrival at destination if within territorial waters.
FOXTROT	Any significant defects to propulsion, steering, anchoring, navigation, or communication equipment

The message referred to above is to be sent through Noumea coast radio station or if the vessel is in the port of Noumea, through the port authorities. Should it be impossible to send the message by the above means, the master of the vessel concerned must make every effort to send by other means and in the last resort by R/T as provided for in Article 5.

**Article 5.**

Throughout the duration of their transit through, or stay in, territorial waters, except while made fast alongside in Noumea, a vessel referred to in Article 1 is required to maintain continuous radio watch either on the international R/T calling frequency in the VHF band or on the special frequency laid down in respect of certain areas.

A vessel must reply to any call from a government vessel or coast radio station who may require the vessel to change to a working frequency.

**Article 6.**

A vessel bound for Noumea with a draft of more than 8m and carrying more than 8,000 tons of petroleum products, must make for the Passes de Boulari and embark a pilot.

Except in so far as a vessel may be required to do otherwise under circumstances mentioned above, a vessel referred to in Article 1 must, within territorial waters, keep at all times at least 5 nautical miles from the barrier reef, or in the absence of the reef, from the base lines from which the external limit of the territorial waters is determined.

After embarking a pilot, a vessel with a draft of less than 10m and carrying less than 20,000 tons of petroleum products, may proceed through the Passes de Boulari.

A vessel with a draft of more than 10m and which carries more than 20,000 tons will be required to use Passe de Dumbea; the vessel must stand off at least 5 nautical miles from the barrier reef whilst on passage between the two channels.

**Article 7.**

A vessel referred to in Article 1 with a draft of less than 10m and carrying less than 20,000 tons of petroleum products is permitted to use Passe de Thio or Passes de Houilou when proceeding, respectively, to either Thio or Poro.

Inside the barrier reef she must follow the most direct route, consistent with safety, between the entrance and the off loading point.

**Article 8.**

Except in so far as a vessel may be required to do otherwise under circumstances mentioned in Articles 6 and 7, passage inside the barrier reef to gain access or to leave any point of New Caledonia and its dependencies, as well as between two ports of the main island, is prohibited to vessels referred to in Article 1 having a draft of more than 8m or carrying more than 8,000 tons of petroleum products, except in certain circumstances with permission of the naval authorities at Noumea.

**Article 9.**

Within territorial waters, the master of a vessel referred to in Article 1 is required to take such action as the naval authorities may see fit to order the vessel to take, with a view to ensuring safety of navigation and avoiding threat of pollution.

**Article 10.**

The master of any vessel laden with hydrocarbons whose position is less than 50 nautical miles from the territorial waters of New Caledonia, is required to report immediately to the naval authorities any collision, stranding, incident or any occurrence whether on board or external to the vessel which

could result in material damage or threat of material damage to the vessel or her cargo.

Send details prefixed SURNAV NOUMEA to MARINE NOUMEA followed by:

ALFA	Name, nationality, and call sign of vessel.
BRAVO	Date, time (GMT), and position.
CHARLIE	Course and speed.
DELTA	Type and quantity of cargo.
ECHO	Nature of damage/development of situation.
FOXTROT	Time (GMT) of a call for assistance of towage.
GOLF	Whether assisting vessel is present or not, ETA.
HOTEL	Name and telegraphic address of owner, charter, and any NOUMEA consignee.
JULIETT	Any other information.

**Article 11.**

The master of any vessel within 50 miles of the territorial waters of New Caledonia called upon to render assistance to or to tow a vessel laden with hydrocarbons, is required to inform the naval authorities immediately.

Any vessel assisting a vessel is required to send details prefixed SURNAV NOUMEA to MARINE NOUMEA followed by:

ALFA	Name and nationality of assisting vessel.
BRAVO	Date, time (GMT), and position of assisting vessel.
CHARLIE	Course and speed of assisting vessel.
DELTA	Name and telegraphic address of owner, charterer and any NOUMEA consignee of assisting vessel..
ECHO	Name, nationality, and call sign of casualty.
FOXTROT	Date, time (GMT), and position of casualty.
GOLF	Course and speed of casualty.
HOTEL	Damage to casualty if known, or development of the situation.
JULIETT	Any other information.

**Article 12.**

Messages addressed to the naval authorities as provided for in Article 10 and 11 above are intended for the information of the authorities and do not in any way constitute requests for help or assistance.

Should a master deem it necessary to request help or assistance, it is for him to seek it elsewhere in the manner provided for in international regulations keeping the naval authorities at Noumea informed.

**Article 13.**

If a vessel referred to in Article 10 and 11 is within territorial waters or in international waters, the master of such a vessel and the master of the tug or other vessel rendering assistance are required to:

1. Keep the naval authorities at Noumea informed of the development of the situation.
2. Maintain continuous radio watch on the frequency provided for in Article 5 and to reply on that frequency to any call from a government vessel or coast radio station.
3. Take any action ordered by the naval authorities at Noumea with a view to avoiding danger to navigation and threat of pollution.

**Time Zone**

The Time Zone description is LIMA (-11).

**U.S. Embassy**

There is no U.S. diplomatic representation. New Caledonia is an overseas territory of France.