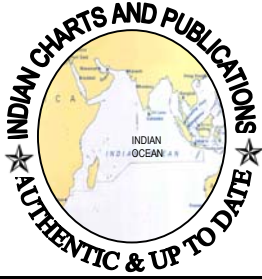


*Quarterly Edition*



**INDIAN**  
CHARTS AND PUBLICATIONS  
(ORIGINAL, AUTHENTIC AND MOST UP-TO-DATE)



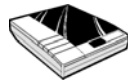
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*INDIAN*  
*NOTICES TO MARINERS*

**EDITION No. 07, DATED 01 APR 2003**

(Notices 163 - 181)

**CONTENTS**

- I. Index of Charts Affected.
- II. Permanent Notices.
- III. Temporary and Preliminary Notices.
- V. Radio Navigational Warnings.
- VI. Correction to Sailing Direction.
- VII. Correction to List of Lights.
- VIII. Correction to List of Radio Signals.

Mariners are requested to notify the Chief Hydrographer to the Government of India, National Hydrographic Office, Post Box No. 75, Dehradun -248001, INDIA [Fax: 0091- (135) - 2748373 Grams: Hydro Dehradun immediately on the discovery of new dangers or suspected dangers to navigation and of changes or defects in aids to navigation. A Hydrographic Note (IH 102), which is a convenient form on which to send in a report, is attached with Notices to Mariners Editions dated 1<sup>st</sup> January, 1<sup>st</sup> April, 1<sup>st</sup> July and 1<sup>st</sup> October.

KR Srinivasan  
Rear Admiral  
Chief Hydrographer  
to the Government of India

*(Published on 1<sup>st</sup> and 15<sup>th</sup> of every month)*

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## EXPLANATORY NOTES

**Charts and Positions** The Notices in section II give instructions for the corrections of Indian and Admiralty Charts including the information on new Indian Charts and Publications. Geographical positions refer to the horizontal datum of the current edition of the largest scale chart unless otherwise stated. Bearings are true reckoned clockwise from 000° to 359°; those relating to lights are from seaward. Symbols referred to are those shown on the chart 5020.

Alterations to depth contours, deletion of depths to make way for new detail, etc; are not mentioned unless they have some navigational significance.

Blocks and notes, if any, accompanying notices in Section II are placed after Section VIII.

**Temporary and Preliminary Notices** These are indicated by (T) and (P) after the notice number and are placed in Section III. A list of those in force published quarterly and text are published in Annual Edition of Indian Notices to Mariners. Charts are not corrected for them before issue, they should be corrected in pencil on receipt.

**Original Information** A star adjacent to the number of a notice indicates that the notice is based on original information.

**Sailing Directions** Corrections or the sailing Directions are given in Section VI. A summary of corrections in force will be issued in Section VI of the Edition dated 1st January, 1st April, 1st July and 1st October.

**Lights** When a light is affected by a notice its Lights List number is quoted. The correction of the Light List is given in Section VII and should be incorporated as per instructions given on page 11 of the list of Lights. It may be published in earlier or later Edition than the chart correcting notice.

The range of a light is the nominal range; geographical range is given in parenthesis if less than the nominal range.

**Radio Signals** The corrections in Section VIII should be cut and pasted in the appropriate volumes of the List of Radio Signals.

**Radio Navigational Warnings** Updating information is published by fortnightly Notices to Mariners supplemented by the radio warnings for items of immediate importance. It should be borne in mind that they may be based on reports which can not always be verified before promulgation, and that is some time necessary to be selective and promulgate only the more important items to avoid over loading users; the reminder being included in the revised Edition of the charts and publications concerned.

**Laws and Regulations** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavour to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and
- (b) that publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

**Correction of Charts and Publications by the users** Indian Notices to Mariners contains important information and should be used to keep the specified charts and books up to date.

### **THE USE OF CHARTS AND ASSOCIATED PUBLICATIONS**

**Reliance on Charts and Associated Publications** While every effort is made to ensure the accuracy of the information on Indian charts and other publication, it should be appreciated that it may not always be complete and up-to-date. The mariners must be the final judge of the reliance he can place on the information given, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

The positions of Hydrographic objects shown on the Indian charts and publications are given in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist variation in position obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum). Before plotting GPS positions on charts, datum shift values given on the chart are to be applied in order to agree with the charted position. These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshdweep Islands, as these places are not strictly adjusted to mainland network (datum). Mariners are advised to use alternate source of position information particularly when closing the shore or navigating in the vicinity of danger.

**Charts** Charts should be used with prudence; there are areas where the source data are old incomplete or of poor quality. The mariners should use largest scales appropriate for his particular purpose; apart from being the most detailed, the larger scale

are usually corrected first. When extensive information (such as new hydrographic survey) is received, some months must elapse before it can be fully incorporated in published charts.

On small-scale charts of ocean areas where hydrographic information is, in many cases still sparse, charted shoal may be in error as regards position, least depth and extent. Undiscovered dangers may exist particularly away from well-established routes.

**Further Guidance** The mariner's Hand Book (NP 100) gives full explanation of the limitation of charts. In their own interest, all users should study it.

# ATTENTION

## CHANGE OF WEBSITE ADDRESS

It is intimated to mariners that Indian National Hydrographic Office, Dehradun website address has been changed from [www.hydroindia.org](http://www.hydroindia.org) to [www.hydrobharat.org](http://www.hydrobharat.org). The old website address is discontinued for use w.e.f. 31 Mar 2003.

**I**

**INDEX OF CHARTS AFFECTED**  
*(Edition No. 07 dated 01 April 2003)*

<b>INDIAN Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>			
			1495 (INT 7736)	38	170
20	1	166, 167	2056	46	173
21	2	177(T)	2149	46	173
31	5	179(T), 180(T)	2152	45	174
32	5	178(T), 179(T), 180(T)	2523	40	166, 167
			2785	46	173
200	2	163	2847	46	165
202	2	163, 168	2858	46	165
203	2	164, 168	2882	40	165
207	2	177(T)	2883	40	166, 167
209	2	177(T)	2884	40	165
210	2	177(T)	2886	40	166, 167
211	3	175(T)	3773	40	165
224	4	178(T)	3774	40	165
254	2	177(T)	3790	40	166
255 (INT 7334)	3	175(T)			
262	4	178(T)			
288	1	167			
289	1	166, 167			
292	2	177(T)			
354 (INT 7413)	5	180(T)			
355 (INT 7405)	5	179(T), 180(T)			
356	5	179(T)			
402	6	171			
403	6	171			
2001	3	175(T)			
2013	2	168			
2015 (INT 7337)	3	175(T)			
2016	3	169, 175(T), 176(P)			
2031	2	168			
2049	2	163			
2055	2	168			
2060	2	164			
2068	2	164, 168			
2076	3	169, 176(T), 176(P)			
2091	2	163			
4006	6	172			
4012	6	172			
7705 (INT 705)	1	177(T)			
7706 (INT 706)	1	177(T), 178(T), 179(T), 180(T)			

<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
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II

PERMANENT NOTICES

**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS**

**\*163 (07/03)**

**(a): NEW INDIAN CHARTS**

<u>Chart No.</u>	<u>Date of Publication</u>	<u>Approximate Position</u>	<u>Area Only Withdrawn</u>	<u>Rs.</u>
<b>Chart to be withdrawn</b>		<b>24° 09' .00N; 67° 06' .50E.</b>		
202		JAKHAU TO DWARKA	<b>On Publication of New Chart</b>	202
2091		PORT MUHAMMAD BIN QASIM AND APPROACHES TO PHITTI CREEK		2091

**(C) CHARTS AFFECTED BY THE FOREGOING**

<u>Chart No.</u>	<u>Last Correction</u>	<u>Details</u>
200	(398/02)	<p>Delete existing magenta limit and chart number 2091 as follows: Limits:</p> <p style="margin-left: 40px;">North 24° 49' .35N East 67° 24' .60E. South 24° 38' .95N; West 67° 06' .35E.</p> <p>Insert new magenta limit and chart number 2091 as follows: Limits:</p> <p style="margin-left: 40px;">North 24° 49' .42N East 67° 24' .50E. South 24° 39' .00N; West 67° 06' .35E.</p>
2049	(296/02)	<p>Delete existing magenta limit and chart number 2091 joining as follows: Limits:</p> <p style="margin-left: 40px;">(a) 24° 42' .25N., East border (b) 24° 42' .25N., 67° 13' .30E. (c) 24° 32' .00N., 67° 13' .30E (d) 24° 32' .00N., 66° 56' .00E  (e) 24° 39' .20N., 66° 56' .00E (f) 24° 39' .20N., 66° 59' .00E (g) 24° 42' .25N., 67° 01' .00E (h) 24° 42' .25N., 67° 06' .35E (i) 24° 49' .35N., 67° 06' .35E (j) 24° 49' .35N., East border</p> <p>Insert new magenta limit and chart number 2091 as follows: Limits:</p> <p style="margin-left: 40px;">(i) 24° 49' .42N., 67° 24' .50E. 24° 39' .00N., 67° 06' .35E  (ii) 24° 42' .30N., 67° 13' .30E. 24° 42' .30N., 67° 01' .00E 24° 40' .40N., 66° 59' .50E. 24° 32' .00N., 66° 59' .50E</p>

(NHO, Dehradun: HJ/NM/Pub)

**\*164 (07/03) MISCELLANEOUS UPDATES TO CHARTS**

## II

Chart	Previous Update	Details
2060, 2068, 203	144/03	Refer INM 144(06/03), delete serial (b) 22° 36'.00N., 69° 36'.00E and Insert 22° 35'.92N., 69° 36'.10E

(NHO, Dehradun: HJ/1131/20)

**165 (07/03) SAUDI ARABIA – East Coast – Khafji Oilfield Northwards – Wreck**

Delete	⊕ PA, (B.A. charts 2847 & 2858, ⊕)	(a) 28° 34'.8N., 48° 57'.0E.
	⊕	(b) 28° 34'.7N., 48° 57'.0E.

**Chart** [Last correction]: – **B.A. 3773** (a) [140/03] – **3774** (a) [435/02] – **2882** (a) [140/03] – **2884** (b) [140/03] – **2858** (a) [97/03] – **2847** (a) [New Edition 03/06/99]

(B.A. Notice 1539/03: HJ/1133/81)

**166 (07/03) Qatar – North Field (Alpha) Gasfield to Al Rayyan Oilfield – Submarine power cable**

Insert	submarine power cable joining:	(a) 26° 32'.05N., 51° 56'.80E (□ (lighted)), (charts 289 & 20, B.A. 2886, □ (lighted))
		(b) 26° 34'.80N., 51° 48'.50E. (S. border)
		(c) 26° 39'.48N., 51° 34'.40E. (□ (lighted))
		(d) 26° 35'.22N., 51° 46'.88E. (E. border)
		(e) 26° 39'.38N., 51° 34'.40E. (□ (lighted))

**Chart** [Last correction] :- **289** (a, c) [78/03] – **20** (a, c) [101/03] – **B.A. 2523** (a, c) [125/03] – **3790** (d, e) [125/03] – **2883** (b,c) [465/02] – **2886** (a, c) [78/03]

(B.A. Notice 1538/03: HJ/1132/68)

**167 (07/03) IRAN – South Pars Gasfield – Platforms**

Insert	□ (lighted), SPD-5, (charts 289, 288 & 20, □ (lighted))	(a) 26° 45'.4N., 52° 06'.4E.
	□ (lighted), SPD-6, (charts 289, 288 & 20, □ (lighted))	26° 50'.8N., 52° 07'.6E.

**Chart** [Last correction]: – **289** [166/03] – **288** [76/03] – **20** [166/03] – **B. A 2523** (a) [166/03] – **2883** [166/03] – **2886** [166/03]

(B.A. Notice 1540/03: HJ/1132/67)

**\*168 (07/03) INDIA – West Coast – Gulf of Kachchh – Buoys**

**Cancel Former INM 160(T)/03**

Insert	▲ (Green) No. 2	(a) 22° 29'.68N., 69° 05'.40E. (approx)
Amend	Kachchh buoy to VQ(9)10s	(b) 22° 38'.00N., 69° 12'.80E.
Move	Chandri buoy VQ from :	(c) 22° 37'.00N., 69° 07'.40E.

**II**

	to :	(d)	22° 37'.17N., 69° 07'.49E.
Gurur buoy <i>VQ(9)10s</i>	from :	(e)	22° 35'.50N., 68° 58'.00E.
	to :	(f)	22° 35'.41N., 68° 58'.02E.

**Chart** [*Last correction*] :- **2013** (a) [*New Chart 30/11/02*] – **2031** (a,e,f) [*143/03*] – **2055** (a-f) [*143/03*] – **2068** (a-f) [*164/03*] – **202** (e,f) [*New Chart 31/12/02*] – **203** (a-f) [*164/03*]

(DLL Jamnagar : HJ/1131/20)

**\*169 (07/03) INDIA – West Coast – Jawaharlal Nehru Port – Depth**

Insert	depth 11m centred on:		18° 56'.620N., 72° 56'.059E.
			18° 56'.501N., 72° 56'.240E.

**Chart** [*Last correction*] :- **2076** [*145/03*] – **2016** [*145/03*]

(RoS C(L) 2756 JNPT: HJ/1130/87)

**170 (07/03) INDIAN OCEAN – La Reunion, West Coast – Port of Saint – Gilles Les Bains – Lights**

Amend	range of light to <i>7M</i>	(a)	21° 03'.28S., 55° 13'.33E.
	light to, <i>Q. 3m4M</i>	(b)	21° 03'.35S., 55° 13'.36E.
	light to, <i>Q. 7m4M</i>		close SSE. of (b) above

**Chart** [*Last correction*]: – **B.A 1495** (INT 7736) (plan A, Port of Saint-Gilles Les Bains) & **1495** (INT 7736) (a) [*138/03*]  
Light List Vol. D, 7091, 7091.4, 7091.41

(B.A. Notice 1444/03: HJ/1132/14)

**\*171 (07/03) INDIA – Bay of Bengal – Andaman Island – Stewart Sound to Elphinstone Harbour – Depths**

Insert	depth 5.9m	(a)	13° 00'.60N., 92° 42'.90E.
	depth 6.3m	(b)	13° 00'.80N., 92° 42'.80E.
	depth 12m	(c)	12° 53'.50N., 92° 38'.50E.
	depth 8.8m	(d)	12° 35'.90N., 92° 38'.90E.
	depth 13.5m	(e)	12° 35'.80N., 92° 23'.10E.
	depth 12.6m	(f)	12° 33'.80N., 92° 23'.20E.
	depth 9.3m	(g)	12° 31'.80N., 92° 24'.90E.
	depth 8.8m	(h)	12° 31'.50N., 92° 24'.80E.
	depth 6.8m	(i)	12° 30'.60N., 92° 24'.70E.
	depth 9.4m	(j)	12° 28'.20N., 92° 24'.40E.

Delete	depth 2.3m	(k)	(a) above
	depth 9.1m	(l)	(b) above
	depth 9.8m	(m)	(c) above
	depth 11.0m	(n)	(d) above
	depth 12.8m	(o)	(e) above
	depth 12.8m	(p)	(f) above
	depth 10.0m	(q)	(g) above
	depth 9.1m	(r)	(h) above
	depth 7.3m	(s)	(i) above
	depth 10.0m	(t)	(j) above

**Chart** [*Last correction*]: – **402** (a-b, k-l) [*88/96*] – **403** [*213/02*]



(RoS INS Sandhayak M(N)-131: HJ/1028/37)

**\*172 (07/03) INDIA – South Andaman Islands – Port Blair – Wreck – Least depth**

Insert		(a)	11° 40'.55N., 92° 42'.95E.
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II

	Least depth 6.7m	(b)	11° 41'.16N., 92° 42'.79E.
Delete		(c)	11° 40'.45N., 92° 43'.13E.
	Least depth 6.7m	(d)	11° 41'.07N., 92° 42'.97E.
	Least depth 4.3m	(e)	(b) above
<b>Chart [Last correction] :- 4006 [154/03] – 4012 [154/03]</b>		(RoS MPSO, M(L)-52 : HJ/1028/17)	
<b>173 (07/03) INDONESIA – Jawa, North Coast – Selat Sunda – Platform</b>			
Delete	 (lighted)	6° 01'.98S., 105° 51'.96E.	
<b>Chart [Last correction] :- B.A. 2056 [481/02] – 2149 [481/02] – 2785 [480/02]</b>		(B.A. Notice 1555/03: HJ/827/34)	
Light List Vol K 1043.05			
<b>174 (07/03) MALACCA STRAIT – Peninsular Malaysia, West Coast – Pelabuhan Klang – S. Puloh to Tanjung Harapan Southwards – Jetty; Legend; Anchor berths</b>			
Delete	jetty, double firm line and associated legend, Petroleum Jetty, centred on:	03° 02'.89N., 101° 21'.81E.	
	legend, Ro-Ro Terminal, centred on:	03° 00'.87N., 101° 21'.55E.	
	symbol, anchor berth, 6, centred on:	02° 59'.79N., 101° 22'.22E.	
	symbol, anchor berth, 7, centred on:	02° 59'.84N., 101° 22'.02E.	
<b>Chart [Last correction]: – B.A 2152 [155/03]</b>		(B.A. Notice 1542/03: HJ/927/38)	

### III

#### TEMPORARY AND PRILIMINARY NOTICES

**\*175(T) (07/03) INDIA –West Coast – Mumbai Harbour – Buoy**

1. North Karanja buoy in position 18° 55'.12N., 72° 52'.70E is unlit
2. Mariners advised caution

**Chart affected – 2001 – 2076 – 2015 (INT 7337) – 2016 – 255 (INT 7334) – 211**

(Navarea VIII 182/03: HJ/1030/87)

**\*176(P) (07/03) INDIA –West Coast – Jawaharlal Nehru Port – Jetty**

1. A P.O.L berth 300m in length with Approach Bridge near bulk and service berths constructed in the following position joining:

- (a) 18° 56'.595N., 72° 56'.560E
- (b) 18° 56'.690N., 72° 56'.410E
- (c) 18° 56'.575N., 72° 56'.310E
- (d) 18° 56'.590N., 72° 56'.280E
- (e) 18° 56'.715N., 72° 56'.400E
- (f) 18° 56'.600N., 72° 56'.565E

2. Same will be included in new chart 2076, being published shortly.

**Chart affected – 2076 – 2016**

(RoS C(L) 2756 JNPT: HJ/1130/87)

**\*177(T) (07/03) INDIA –West Coast – Arabian Sea – Seismic Survey**

1. Seismic Survey in the following are is in progress by MV C–Explorer and will be completed by 10 May 2003
  - (a) 20° 26'.50N., 72° 04'.10E
  - (b) 20° 42'.20N., 72° 20'.80E
  - (c) 20° 40'.20N., 72° 30'.20E
  - (d) 20° 23.40N., 72° 13'.10E

2. Vessel towing a 4x5000 mtrs long and 600 mtrs wide streamer cables.

3. Mariners operating in the area advised to keep sharp look out and give wide berth.

**Chart affected – 207 – 209 – 210– 254 – 292– 21–7705 (INT 705)–7706 (INT 706)**

(Navarea VIII 1760/03: HJ/1030/07)

**\*178(T) (07/03) INDIA –Southeast Coast – Tuticorin – OTEC Plant**

1. Mooring and installation of OTEC in progress in following area and will be completed by 15 May 2003
  - (a) 08° 23'.00N., 78° 33'.00E
  - (b) 08° 25'.00N., 78° 33'.00E
  - (c) 08° 25'.00N., 78° 38'.00E
  - (d) 08° 23'.00N., 78° 38'.00E

2. Mariners advised to keep sharp look out while operating in vicinity and give wide berth.

**Chart affected – 224 – 262 – 32 – 7706 (INT 706)**

(Navarea VIII 126/03: HJ/930/81)

### III

#### \*179(T) (07/03) INDIA –East Coast – Off Ramaypatnam – Seismic Survey

1. Seismic survey in progress in the following area by MV Orient explorer and will be completed by 15 May 2003.  
15° 07'.50N., 80° 08'.20E  
15° 05'.60N., 80° 17'.60E  
14° 54'.60N., 80° 15'.60E  
14° 55'.20N., 80° 12'.20E  
14° 50'.50N., 80° 11'.30E  
14° 51'.20N., 80° 08'.10E  
14° 55'.90N., 80° 08'.90E  
14° 56'.40N., 80° 06'.20E

2. Mariners operating in the area are advised to keep sharp look out and give wide berth.

**Chart affected – 355 (INT 7405) – 356 – 31– 32 – 7706 (INT 706)**

(Navarea VIII 180/03: HJ/1029/59)

#### \*180(T) (07/03) INDIA –East Coast – Kakinada – Seismic Survey

1. Seismic survey in the following area is in progress by MV Nordic Explorer and will be completed by 20 May 2003.
  - (a) 17° 06'.60N., 82° 39'.70E
  - (b) 17° 06'.60N., 82° 44'.40E
  - (c) 16° 44'.20N., 82° 44'.40E
  - (d) 16° 33'.70N., 82° 31'.20E
  - (e) 16° 33'.70N., 82° 22'.30E
  - (f) 16° 42'.30N., 82° 22'.30E

2. Vessel towing 3 NM long Seismic Cable end marked by a yellow tail buoy showing white flashing light at night.

3. Mariners operating in the area are advised to keep sharp look out and give wide berth.

**Chart affected – 354 (INT 7413) – 355 (INT 7405) – 31– 32 – 7706 (INT 706)**

(Navarea VIII 187/03: HJ/1029/77)

#### \* 181(T) (07/03)

#### **Temporary and Preliminary Notices**

*(in force as on 01 Apr 2003)*

#### **INM 50 (T)/03 is Cancelled.**

#### **1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN**

<u>Notice No.</u>	<u>Charts Affected</u>	<u>Description</u>
228(P)/94	B.A.642 1003	Mozambique – Dredge Channel Buoys.
42(P)/96	B.A. 1816 2938	Mozambique – Porto Amelia – Depths.
470(P)/99	BA 3786 3787 3950	ARABIA – Qata – Doha – Reclamation; Hydrography; Offshore Island; Causeway
243(P)/00	BA 3043 2375	Red Sea – Egypt – Safaga – Leading line; Light; Buoyage; Light-beacons
335(P)/00	BA 3790 2886	ARABIA – Bahrain Southwards – Dawhat Salwa – Depths; Aids to navigation
336(P)/00	BA 3796 3792 3798 3790 2886	ARABIA – Bahrain – Mina Sulman and Approaches – Reclamation; Port developments; Depths; Aids to navigation; Wrecks; Obstructions; Submarine power cables; Restricted areas
439(P)/00	B.A. 671 2952	AFRICA, East Coast – Somalia – Muqdisho (Mogadishu) – Port closure; Pilot boarding place
81(T)/01	2050	PAKISTAN – Karachi Harbour – Upper Harbour and Bunker Island – Wrecks

### III

149(T)/01	B.A. 3410 3412 3175 3176	ARABIA – United Arab Emirates – Sharjah (Ash Shariqah) – Dredging; Depths
386(T)/01	289	ARABIA – Iran – Abu-Musa – Light-float
254(P)/02	B.A. 642 1003 1811 2930 2938 4172	AFRICA, East Coast – Mozambique – Source data
255(P)/02	B.A. 3775	ARABIA – Saudi Arabia – Ra’s Abu ‘Ali to Ra’s as Saffaniyah – Wellheads; Depths; Posts; Obstructions
277(P)/02	B.A. 3774	ARABIA – Saudi Arabia – Ra’s Al Khafji Terminal –Positions
278(T)/02	B.A. 3739	ARABIA – United Arab Emirates – Mina Jabal Ali – Depths
293(T)/02	B.A. 3739 3176 2887 2889	ARABIA – United Arab Emirates-Mina’ Jabal ‘ Ali Northeastwards –Radar reflector
460(P)/02	B.A. 11 2882	ARABIA – Iran – Jazirat –ye Khark and Jaziereh-ye-Kharku – Depths
482(P)/02	B.A. 3412 3739 3176 2887 2889	ARABIA – United Arab Emirates – Mina’ Jabal ‘ Ali Northeastwards and Northwestwards – Reclamation; Restricted areas; Buoyage; Beacons; Light-beacons
483(P)/02	B.A. 3713 3715	ARABIA – United Arab Emirates Abu Dhabi Northeastwards (Abu Zaby) – Approaches to Umm an Nar – Buoyage; Lights; Leading line
87 (P)/03	288 20 B.A. 2523 2883 2886	ARABIA – Qatar – Al Shaheen Oilfield – Platforms; Submarine pipeline
118 (P)/03	B.A. 81	RED SEA – Sudan – Sawakin – Berths

#### **2. INDIA WEST COAST - INDIAN OCEAN**

110(T)/92	2018 2080 203	India –West Coast –Approaches to Kandla Light buoy amended.
249(T)/92	2016	India –West Coast –Approaches to Bombay Harbour foul patch.
122(T)/95	2028	India –West Coast –Mirya and Ratnagiri bay – Buoys.
305(T)/95	2081 2057 254 207	India –West Coast –Pipavav Anchorage – Buoy.
395(T)/96	2014 2071	India –West Coast –Malpe Port – Light
80 (T)/97	212 256 21 22 INT706	India –West Coast –Dhabol – Wave Rider Buoy
302(T)/97	2001 2015 2016	India –West Coast –Bombay Harbour – Cross Island – Mooring buoy
420(T)/97	2016 255 21 22	India –West Coast –Bombay Harbour – Wreck Marking buoy
52(T)/98	2016 211	India –West Coast –Bombay Harbour: Buoy
75(T)/98	256	India –West Coast –Angria bank: Buoy
331(T)/98	209 210 254 292	India –West Coast –Off Umargao – Data buoy
354(T)/98	2016 211	India –West Coast –Bombay Harbour – Buoy
448(P)/98	2016 2076 2015 211 255	India –West Coast –Bombay Harbour – Wreck
456(T)/98	256	India –West Coast –Off Malvan Angria Bank – Marker
162(P)/99	217 2002 2052	India –West Coast – New Mangalore & Approaches – Dredging; New Construction
260(T)/99	255	India West Coast – Approaches to Bombay – Bombay high, Oilfield development area – Platform
96(T)/00	2008 215	India – West Coast – Karwar Harbour and Approaches – Wrecks
131(T)/00	2016 211 255	India – West Coast – Bombay Harbour – Wreck
201(T)/00	2033 2060 2080 203	India – West Coast – Gulf of Kachchh – Munde Reef – Lighterage area; Chemical and Gas anchorage area
270(P)/00	2008	India – West Coast – Karwar Harbour – Works

### III

296(T)/00	2016 211	India – West Coast – Bombay Harbour – Wreck
319(P)/00	B.A. 711 689 4700	Indian Ocean – Mauritius – Fish aggregating devices
322(T)/00	2004 260 220 259	India – West Coast – Approaches to Cochin Harbour – Buoy
356(T)/00	B.A. 1495	Indian Ocean – La Reunion, Northcoast – Cap Bernurd – Buoy
400(T)/00	211 255	India – West Coast – Off Bombay Harbour – Wreck
424(T)/00	211 255	India – West Coast – Approaches to Bombay Harbour – Wreck
38(T)/01	2008 215	India – West Coast – Karwar Harbour and Approaches – Works
103(T)/01	2008 2009 215 216	India – West Coast – Karwar Harbour and Approaches – Buoy
194(T)/01	2013 2031 2055 2068	India – West Coast – Gulf of Kuchchh – Okha Harbour – Buoy
195(T)/01	2013 2031	India – West Coast – Gulf of Kuchchh – Okha Harbour – Buoy
222(T)/01	2078 2020 2022	India – West Coast – Port of Marmugao – Salvage Operation
223(T)/01	2020	India – West Coast – Marmugao – St. George’s Islands – Buoy
271(T)/01	2078 2020 2022	India – West Coast – Bombay Harbour – Wreck
315(P)/01	269	Indian Ocean – British Indian Ocean Territory – Chagos Archipelago – Depths
330(P)/01	2076 2016	India – West Coast – Mumbai Harbour – Jawahar Lal Nehru Port – Port Developmen
358(T)/01	2078 (INT 7346) 2020 2022	India – West Coast – Port of Mormugao – Fouls
359(P)/01	B.A. 722	Indian Ocean – Seychelles – Mahe – Vectoria and approaches – Dredging; Works
360(P)/01	B.A. 724	Indian Ocean – Seychelles – Praslin Island and La Digue – Baie Ste. Anne and La Passe – Works; Breakwater
407(T)/01	2100 2056 2081	India – West Coast – Pipavav Port – Prohibited Area, Leading Transit
83(T)/02	B.A. 713 711	Indian Ocean – Mauritius – Port Louis – Lights
102(P)/02	2044 2101	India – West Coast – Approaches to Hazira – Submarine pipeline
142(P)/02	2101 2044 208 209	India – West Coast – Gulf of Khambhat – Oil Field Developments; Anchoring Prohibited Area.
239(T)/02	B.A. 1495 1497	Indian Ocean – Approaches to La Reunion – Fish aggregating devices
257(T)/02	2024 216	India – West Coast – Honavar Port – Intimation
258(T)/02	2073 216 217 258 (INT 7348)	India – West Coast – Kundapur Port – Intimation
294(P)/02	2008 2009 215	India – West Coast – Off Karwar – Prohibited Area
335(P)/02	2021 2068 2080	India – West Coast – Gulf of Kachchh – Mundra Port – Jetty
337(T)/02	2045 (INT 7360) 2004 2029 (INT 7358) 220	India – West Coast – Port of Cochin – Channel depths, buoys
353(T)/02	7070 (INT 70) 7073 (INT 73) 7707 (INT 707)	Indian Ocean – Maldives to Sumatera – Triton Observation buoys
369(T)/02	2055 2068 203	India – West Coast – Gulf of Kachchh – Buoy
371(T)/02	223 262	India – South Coast – Southeast of Kolachel Port – Submerged Object
372(P)/02	224 317 262	India – South Coast – North of Gulf of Mannar – Depths
408 (T)/02	211 255 (INT 7334)	India – West Coast – Off Mumbai – Lighterage Operation
409 (P)/02	2008 257 (INT 7343) 216	India – West Coast – Bingo Bay – Dredging; Depths

### III

427 (T)/02	2078 (INT 7346) 2020 2022	India – West Coast – Mormugao Harbour – Salvage operation
428 (P)/02	2078 (INT 7346) 2020	India – West Coast – Mormugao Harbour – Dolphins: buoys, wrecks
446 (T)/02	2025 217 258 (INT 7348)	India – West Coast – Approaches to Manglore Harbour– Sunken Pontoon
484 (T)/02	2040 204 205 252 (INT 7325)	India – West Coast – Porbandar Harbour – Buoy
486 (T)/02	2078 (INT 7346) 2022 2020 214 257 (INT 7343)	India – West Coast – Mormugao Port – Depths
46 (T)/03	2040 204 205 252 (INT 7325)	India – West Coast – Porbandar – DGPS Beacon
88 (T)/03	253 (INT 7328) 273 292 21 22 7071(INT 71) 7703 (INT 703) 7705 (INT 705) 7706 (INT 706)	India – West Coast – Arabian Sea – Seismic Survey
120 (T)/03	210 211 254 255 (INT 7334) 292 21 7705 (INT 705)	India – West Coast – Arabian Sea – Seismic survey
159 (T)/03	B.A. 2757 2741 563	INDIAN OCEAN – Comores – Ile de Mayotte – Fish aggregating devices
161 (T)/03	2076 2015 (INT 7337) 2016 211	India – West Coast – Approaches to Mumbai Harbour – Wave Rider buoys
175 (T)/03	2001 2076 2015 (INT 7337) 2016 255 (INT 7334) 211	India – West Coast – Mumbai Harbour – Buoy
176 (P)/03	2076 2016	India – West Coast – Jawaharlal Nehru Port – Jetty
177 (T)/03	207 209 210 254 292 21 7705 (INT 705) 7706 (INT 706)	India – West Coast – Arabian Sea – Seismic Survey

### **3. INDIA EAST COAST - ANDAMAN NICOBAR, SRI LANKA**

62(T)/95	3004 3001	India –East Coast – Madras Harbour – Wave Rider Buoy.
247(P)/95	4030 405 473	India –Andaman Islands – Depth; Rocks
405(T)/95	3011 3002	India –East Coast – Vishakhapatnam – Anchor;cables.
171(T)/98	3007 357	India –East Coast – Nagapatnam, Northeastwards – Off Nagore – Wave rider buoy
275(P)/98	408 472 33 7706 7073	India –Nicobar Islands – Tillanchang Island – Light
301(T)/98	2063	Sri Lanka – West Coast – Approaches to Colombo – Buoys
302(T)/98	4012 4006 4016 404 405	India –Port Blair-Inner Harbour – Buoy
163(T)/99	41 451	India – Andaman Sea – Gulf of Martaban – Oil Development Area
360(T)/99	3012 3002	India –East Coast – Visakhapatnam Harbour – Buoy
57(T)/00	2075	India –Southeast Coast – Tuticorin Harbour – Buoy
81(T)/00	452 451 411 410 41	India–Andaman Sea – Gulf of Martaban – Wreck
146(P)/00	3018 360	Bangladesh –Approaches to Pussur River –Zulfiquar Channel –Buoyage;Depths
82(T)/01	2075	India – Southeast Coast – Tuticorin Harbour – Buoy
169(T)/01	3012 3002 (INT 7410)	India – East Coast – Off Visakhapatnam – Lightrage Operations
317(P)/01	3012 (INT 7411)	India – East Coast – Visakhapatnam Harbour – Port Developments

### III

318(T)/01	315 316 317 358	India – East Coast – Palk Strait – Wreck
361(T)/01	3013	India – East Coast – Hugli River – Buoy
122(T)/02	2075 224 262	India – South East Coast – Tuticorin Harbour – OTEC Plant
175(T)/02	308 354	India – East Coast – Vishakhapatnam Southwards – Buoy
209(T)/02	3004 (INT 7403) 3001	India – East Coast – Chennai harbour – Madhusudan Dry Dock– Berth
210(T)/02	4003 402	India – North Andaman Islands – Port Cornwallis – Beacon under construction
261(T)/02	354 (INT 7408) 31 32	India – East Coast – Sacramento Shoal to Kalingapatnam – Unexploded Charges
295(T)/02	3012 (INT 7408) 3002 (INT 7408)	India – East Coast – Visakhapatnam Harbour – Berth, Intimation
391 (T)/02	3012 (INT 7411) 3002 (INT 7410)	India – East Coast – Visakhapatnam Harbour – Emergency Anchorage Area
430 (T)/02	3012 (INT 7411) 3002 (INT 7410)	India – East Coast – Visakhapatnam Harbour – Berth
431 (T)/02	3011 301	India – East Coast – Hugli River – Buoy
447 (T)/02	3007 357 32	India – East Coast – Nagapattinam – DGPS Station
448 (T)/02	4012 4006 4016 404 405	India – Andaman Sea – Port Blair Harbour – Salvage Operation
63 (T)/03	4001 4014 403	India – Bay of Bengal – Middle Andaman – Rangat Bay – Beacon
64 (T)/03	4004 4013 4015 404 409	India – Andaman Sea – Campbell bay and Havelock Island – Lights, dolphins
65 (T)/03	4005 4017 408	India – Andaman Sea – Noncowry Harbour – beacons
91 (T)/03	3012 (INT 7411) 3002 (INT 7410)	India – East Coast – Vishakhapatnam outer harbour – Berth
122 (P)/03	3007 357 (INT 7397)	India – East Coast – Nagapattinam Anchorage – Trestle; pipeline
124 (T)/03	3012 (INT 7411)	India – East Coast – Vishakhapatnam Inner Harbour – Bulk
134 (T)/03	355 (INT 7403) 356 31 32 7706 (INT 706)	India – East Coast – Bay of Bengal – Seismic survey
162 (T)/03	2075 (INT 7366) 2037 263 262 224 32	India – Southeast Coast – Tuticorin Harbour – Damaged Barge Shiva-2
178 (T)/03	224 262 32 7706 (INT 706)	India – Southeast Coast – Tuticorin – OTEC Plant
179 (T)/03	355 (INT 7405) 356 31 32 7706 (INT 706)	India – West Coast – Mumbai Harbour – Buoy
180 (T)/03	354 (INT 7413) 355 (INT 7405) 31 32 7706 (INT 706)	India – East Coast – Kakinada – Seismic Survey

#### 4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

245(P)/00	B.A 3833 3948 3949 2403 1358 3543 1312	SINGAPORE STRAIT and SOUTH CHINA SEA – Singapore to Peninsular Malaysia, East Coast – Selat Durian, Selat Pengelap and P. Tinggi Eastwards – Submarine cable
144(P)/02	B.A. 918	INDONESIA – Jawa, North Coast – Merak Southwards – Jetty; Pilot boarding place; Anchorage area
374 (P)/02	B.A. 934	INDONESIA – Jawa, North Coast – Tanjungpriok – Depths, Works
432 (T)/02	B.A. 4030 4031 4032 4033 4034 4035 2570 4039 4040 4041 4044	SINGAPORE STRAIT – Singapore – Jurong Island, Pulau Busing, Pulau Bukom, Pulau Sebarok and Sembawang – Restricted areas
66 (P)/03	B.A. 4030 4031 4032	SINGAPORE STRAIT – Indonesia and Singapore – Pulau Pemping Besar to Jurong Island – Submarine pipeline
67 (T)/03	B.A. 792	MALACCA STRAIT – Peninsular Malaysia – Pulau Pangkor Northeastwards – North West Channel – Depths

### III

#### Cancelled Notices

<u>Area</u>	<u>Notice No.</u>	<u>Ref. No.</u>
3	418/01	INM 57/03
3	361/01	INM 57/03
2	485/02	INM 89/03
2	48/03	INM 89/03
3	487/02	INM 90/03
3	90/03	INM 123/03
2	89/03	INM 121/03
2	445/02	INM 161/03
2	119/03	INM 143/03
3	62/03	INM149/03
2	279/02	INM 127/03
2	61/03	INM 102/03
2	259/02	INM 79/03
2	260/02	INM 79/03
2	370/02	INM 80/03
2	121/03	INM 181/03
3	123/03	INM 181/03
3	49/03	INM 181/03
2	47/03	INM 181/03
3	488/02	INM 181/03
2	160/03	INM 168/03
-	50/03	INM 181/03



## V

### NAVIGATIONAL WARNINGS

Refer to Notice No. 12 (Special Edition, Notice to Mariners – 1999). Navigational Warning pertaining to Navigational Warning Area (NAVAREA VIII) is reproduced in this section. Texts of NAVAREA VIII known to be cancelled prior to the date indicated are not given. Serial numbers only of Navigational warnings in force, pertaining to other NAVAREA are given.

(1) Navarea I (N.E. Atlantic)  
(01 Apr 2003)  
103 Received

(2) Navarea II (E. Atlantic)  
(01 Apr 2003)  
Nil

(3) Navarea III (Mediterranean)  
(01 Apr 2003)  
194 Received

(4) Navarea IV (N.W. Atlantic)  
(01 Apr 2003)  
78 (Gen)

(5) Navarea V (W. Atlantic)  
(01 Apr 2003)  
Nil

(6) Navarea VI (S.W. Atlantic)  
(01 Apr 2003)  
Nil

(7) Navarea VII (S.E. Atlantic)  
(01 Apr 2003)  
046 Received

(8) Navarea VIII (Indian Ocean)  
(01 Apr 2003)  
191 Received

**2003:** 117 126 147 148 154 163 164 166 167 168 173 176 177 180 182 183 184 187 188 189 190

162. Cancelled.

163. India East Coast – Sriharikota. Charts 32 33 313 356 INT 706. Rocket launching from 13-41.7N., 080-14.0E between 0930 UTC and 1200 UTC from 20 Mar to 02 April 2003

Danger area as follows:

(A) Danger Zone (1) – Circle of 5 NM around the launcher.

(B) Danger Zone (2) – Sector of 20 NM and 30 NM radius between Azimuth angles 080 degree and 120 degree from launcher.

(C) Danger Zone –(3) – Sector of 40 NM and 60 NM radius between Azimuth angles 080 degree and 120 degree from launcher. Cancel this message on 03 Apr 2003.

164. India West Coast – Gulf of Kachchh. Charts 21 202 203 251 252 271 291 2031 2055 2068 7072 INT 706. Following buoys functioning normal :-

(A) CHANDRI BUOY 22-37.1N 069-07.4E

(B) GURUR BUOY 22-35.4N 068-58.0E

165. Cancelled.

166. Cancel 004/2003. This is reproduction of 004/2003. India West Coast - Diu Head. Charts 21 206 207 253 292 2081 INT 705 INT 706. Diu Head Racon 20-14.4N 070-49.7E Off Air.

V

167. Cancel 045/2003. This is reproduction of 045/2003. India East Coast - Bay of Bengal. Charts 31 32 355 INT 706. Antervedi radio beacon 16-19.0N 081-43.6E will be off air from 0230 UTC on 23 Jan 2003 for installation of DGPS system.

168. Cancel 055/2003. This is reproduction of 055/2003. India East Coast - Paradip. Charts 31 352 3010 INT 706. Paradip radio beacon 20-15.3N 086-39.5E Off Air for DGPS installation.

169 To 172 Cancelled.

173. Following received from the Embassy of United States of America, New Delhi. Quote "Coalition Naval Forces may conduct Military Operations in the Eastern Mediterranean sea, Red sea, Gulf of Aden, Arabian sea, Gulf of Oman and Arabian Gulf. The timely and accurate identification of all vessels and aircrafts in these areas is critical to avoid the inadvertent use of force.

All vessels are advised that coalition Naval Forces are prepared to Exercise appropriate measures in self defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition Naval Forces will be subject to Defensive measures, including Boarding, Seizure, Disabling or Destruction, without regard to registry or location. Consequently, Surface vessels, Sub surface vessels and all Aircraft approaching coalition naval forces are advised to maintain radio contact on Bridge to Bridge channel 16, International Air Distress (121.5 MHz VHF) or Military Air Distress (243.0 MHz UHF).

Vessels operating in the Middle East, Eastern Mediterranean sea, Red sea, Gulf of Oman, Arabian sea and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition Warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and / or laying Naval Mines are subject to Detention, Seizure and Destruction. This notice is effective immediately and will remain in effect until further notice". Un quote.

Mariners are advised to Exercise Caution.

174 TO 175 Cancelled.

176. India West Coast-Arabian Sea. Charts 21 207 209 210 254 292 INT 705 INT 706. Seismic Survey in progress by MV C-Explorer till 10 May 2003 in area bounded by:

20-26.5N	72-04.1E	20-42.2N	072-20.8E
20-40.2N	072-30.2E	20-23.4N	072-13.1E

Vessel towing 4 x 5000 metre long and 600 metre wide streamer cables. All vessels operating in vicinity to keep well clear and exercise caution. Cancel this message on 11 May 2003.

177. India West Coast-Approaches to Mumbai. Charts 21 22 255 292 INT 705 INT 706. Seismic survey in progress by MV Sagar Sandhani till 13 Apr 2003 in area bounded by

(A)	19-08.6N	072-05.5E	(C)	19-08.6N	071-47.1E
(B)	19-15.4N	071-46.5E	(D)	19-15.4N	072-05.5E

Vessel towing 4 x 5000 metre long and 600 metre wide streamer cables. All vessels operating in vicinity to keep well clear and exercise caution. Cancel this message on 14 Apr 2003.

178 & 179. Cancelled.

180. India East Coast- Ramaypatnam. Charts 31 32 355 356 INT 706. Seismic survey in progress by MV Orient Explorer till 15 May 2003 in area bounded by

15-07.5N	080-08.2E	15-05.6N	080-17.6E
14-54.6N	080-15.6E	14-55.2N	080-12.2E
14-50.5N	080-11.3E	14-51.2N	080-08.1E
14-55.9N	080-08.9E	14-56.4N	080-06.2E

All vessels operating in vicinity to keep well clear and exercise caution

Cancel this message on 16 May 2003.

181. Cancelled

V

182. India West Coast – Bombay harbour. Charts 211 255 292 2015 2016 2076. North Karanja buoy in position 18-55.12N 072-52.7E unlit.

183. India West Coast – Mormugao. Charts 22 214 215 257 INT 706. Air to ground firing practice on land and sea by air crafts between 0230 UTC and 1230 UTC from 01 Apr to 07 Apr 2003 in area bounded by:

15-13.0N 073-57.0E 15-13.0N 073-52.0E

15-11.0N 073-57.0E 15-11.0N 073-52.0E

Safe flying height 3500 metres. Cancel this message on 08 Apr 2003.

184. Cancel 145/2003. Andaman Sea-India Nicobar Island. Charts 33 407 472 4032 INT 706. Keating point DGPS station 09-15.7N 092-46.5E switched off.

185 & 186. Cancelled.

187. India East Coast-Kakinada. Charts 31 32 354 355 INT 706. Seismic survey in progress by MV Nordic Explorer till 20 May 2003 in area bounded by:

17-06.6N 082-39.7E 17-06.6N 082-44.4E

16-44.2N 082-44.4E 16-33.7N 082-31.2E

16-33.7N 082-22.3E 16-42.3N 082-22.3E

Vessel towing 3 NM long seismic cable end marked by a yellow tail buoy showing white flashing light at night  
All vessels operating in vicinity to keep well clear and exercise caution. Cancel this message on 21 May 2003.

188. India West Coast – Cochin. Charts 22 32 220 259 260 2004 2029 INT 706. Firing exercise by coast battery between 0330 UTC and 1530 UTC on 01 Apr and 04 Apr 2003 in area bounded by:

09-57.6N., 75-59.5E; 09-57.7N., 76-14.2E; 09-40.0N., 76-14.6E; 09-42.5N., 76-09.5E

Safe flying height 10,000 meters. Cancel this message on 05 April 2003.

189. India East Coast – Vishakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by coast battery from 0230 UTC to 0530 UTC and 1230 UTC to 1430 UTC on 03 April 2003 in area bounded by:

17-42.2N., 83-18.6E; 17-42.1N., 83-29.9E; 17-36.7N., 83-28.5E 17-32.7N., 83-24.3E.

Safe flying height 13,000 meters. Cancel this message on 04 April 2003.

190. India West Coast – Trivandrum. Charts 22 32 222 260 261 INT 706. Rocket launching from Thumba equatorial rocket launching station 08-31.9N., 76-52.1E between 1330 UTC and 1600 UTC on 02 April and 03 April 2003.

Danger Zones

A. Sector of 05 NM radius between Azimuth 190 degree and 300 degree from launcher.

B. Sector of 45 NM and 75 NM radius between Azimuth 220 degree and 260 degree from launcher. Cancel this message on 04 April 2003.

191. Cancelled.

(9) Navarea IX (Persian Gulf, Red Sea, NW Arabian Sea)

(01 Apr 2003)

Nil

(10) Navarea X (Australia, New Guinea)

(01 Apr 2003)

056 Received

(11) Navarea XI (Malacca Strait, China Sea, N. Pacific)

(01 Apr 2003)

097 Received

(12) Navarea XII (N.E.Pacific)

(01 Apr 2003)

45 (17, 18) Received

## V

(13) Navarea XIII (N.W.Pacific)  
(01 Apr 2003)

Nil

(14) Navarea XIV (S.W. Pacific)  
(01 Apr 2003)

040 Received

(15) Navarea XV (S.E. Pacific)  
(01 Apr 2003)

Nil

(16) Navarea XVI (E. Pacific)  
(01 Apr 2003)

Nil

(17) Hydropacks  
(01 Apr 2003)

308 (63) Received

(18) Hydrolants  
(01 Apr 2003)

391 (24) Received

**VI**  
**CORRECTION TO SAILING DIRECTIONS**  
**Corrections affecting Indian Sailing Directions**  
*(In force as on 01Apr 2003)*

INP/NP Page No. No.	Title	INM Edition No.
<b>1.</b>	<b><u>West Coast of India Pilot (First Edition 1981) - Supplement 1-1983</u></b>	
3	Regulations for Ship carrying dangerous and polluting goods	07/98
3	Regulations for Ship carrying dangerous and polluting goods	21/98
12	Sri Lanka - Security zone	09/86
77	Kiltan Island - Standard Wreck	12/99
88	Sri Lanka - Wreck	22/84
90,91	Pamban - Port Information	16/95
91	Male - Anchorage and Pilotage	07/98
93	Arrival Information	06/98
92,93	Tuticorin - Port Information	18/95
96,97	Colachel - Port Information	20/95
99	Alleppey - Light	14/93
99	Alappuzha - Port Information	17/95
100	Alleppey - Radio communication	05/90
100	Cochin - Offshore Lighterage	10/86
100	Alleppey - Depth	14/93
100	Alappuzha - Port Information	17/95
102	Cochin - Inner Signal Station	16/94
102	Cochin - Storm Signal	16/94
105	Bey Pore Light	09/93
107	Badagara Light	09/93
108	Caution	22/98
108	Cannanore - Rifle Range	12/99
110	Kasargod - New Light	22/84
111,112	New Mangalore - Amendments	11/90
112	Mulki River - Wreck	23/84
112	New Mangalore – Arrival Information	15/99
116	Name Amended	13/83
116	Honavar - Chart Amended	04/92
117	Tadri Anchorage - Storm Warning	03/94
119	Karwar - Amendments	19/90
120, 121	Mormugao Port—charts; jetty; depth; buoy; churches; berths; wreck	
122	bridge; facilities; radio; flagstaff	17/99
122,123	Light Discontinued	13/83
123	Marmagao - Aguda Leading Light	22/92
123	Mormugao Port—charts; jetty; depth; buoy; churches; berths; wreck; bridge; facilities; radio; flagstaff	17/99
125	Angria Bank - Wreck	16/01
129	Pavas Point Light	09/93
129	Ratnagiri - Light	04/93
130	Jaigarh Harbour - Jetty	23/91
131	Dabhol - Talkeshwar Point Light colour change	08/94
131	Dabhol - Conspicuous	08/94
131	Dabhol - Spelling change	08/94
131	Dabhol - Delete	08/94
131	Dabhol - Conspicuous	08/94
135	Radio Beacon Discontinued	13/83
135	Oilfield Development Area-Warning	21/85
135	Bombay - Offshore Lighterage	10/86
135	Bombay - Name Amended (Island and Light house)	24/93
136	Bombay - Name Amended	08/94
137	Bombay Harbour - Wreck	23/84
143	Pipavav Bandar - Directions	02/91

## VI

145	Sutherland Channel – Lighterage and Anchorage Areas	04/99
146	Gulf of Khambhat–Narmada River and Bharuch Channel– Depths	06/01
148	Bhavnagar - Port Radio Station	12/85
151	Jafarabad - Pilotage	14/86
151	Daman – Derections	02/91
152	Jafarabed – Leading Lights	14/86
153	Brancawara Creek - Conspicuous	23/94
155	Navibandar - Wreck	23/94
156	Porbandar - Storm Signals	14/85
156	Porbandar - Breakwater	10/86
163	Sikka - Offshore Lighterage	10/86
164	Sikka Creek - Leading Line	18/94
164	Sikka Creek - Entrance	18/94
165	Name Amended	01/85
165	Bedi Port - Storm Signals	14/85
168	Kandla - Delete and Replace	17/94
169	Sogal Channel	06/85
169	Kandla - Delete and Replace	17/94
169	Kandla - Papparwara and Sathsaida leading light	17/94
169	Kandla - Sogal Channel	17/94
169	Kandla - Direction of leading light	17/94
169	Kandla - Lighted Buoys	17/94
169	Kandla - Berths	17/94
169	Kandla - Depths	17/94
169	Kandla - Facilities	17/94
171,172	Godia Creek	07/02
173	Kajhar Creek - Light	09/93
174	Indus Delta - Lights; Landmarks	11/01
220	Index - Name Amended	08/94
223	Name Amended	13/83
266	Palk Strait - Navigational restrictions	08/94

### **Corrections affecting Admiralty Sailing Directions**

*(in force as on 01 Apr 2003)*

<b>3</b>	<b><u>Africa Pilot Vol. III (13th Edition 1980)</u></b>	
	3 South Africa - Withdrawal of Decca Chain coverage	10/98
	2,70,86, 113,121, 228,270	
	South Africa - Practice and Exercise area	21/97
	119 Africa - Richards Bay - Pilotage - Helicopter Rendezvous Areas	02/97
<b>21</b>	<b><u>Bay of Bengal Pilot (10th Edition 1978)</u></b>	
	3 Regulations for ship carrying dangerous and polluting goods	07/98
	3 Regulations for Ship carrying dangerous and polluting goods	21/98
	62 Kakinada - Port Facilities	17/97
	73 Approaches to Hugli River - Pilotage	14/97
	74-76 River Hugli Approaches – Buoyage	04/99
<b>36</b>	<b><u>Indonesia Pilot Vol. I (2nd Edition 1996)</u></b>	
	44,45 Tanjungpriok - Anchorage Area	05/96
<b>44</b>	<b><u>Malacca Strait and West Coast of Sumatera Pilot (6th Edition 1987)</u></b>	
	87,88 Malacca Strait and West Coast of Sumatera - Prohibited Area	16/94
	148 Approaches to Pinang - Pulau Rimau light replaced	16/94
	93,178	
	228,245 Views and Quarantine Anchorage delete	16/94

## VI

231	Views and Quarantine Anchorage replaced	16/94
228,231	Singapore - Anchorage	15/95
228,230	Singapore - Anchorage Removed	04/96
4,45,46, 202,203,		
221	Singapore Strait - Rules for Vessels Navigating	08/96
247,248	Malacca Strait - Restricted Areas removed	28/96
46	Malacca Strait and West Coast of Sumatera - Singapore VTIS	07/97
238	Singapore - Pulau Seraya and Pulau Ayer Merban Pipeline Bridge	08/97
222,223,225,		
227,228	Singapore - Fairways and Anchorages	21/97
45,202	Singapore Strait - Crossing ferries	24/97
229,268	Singapore - Pilot area and boarding grounds	24/97
2	IMO Adopted Traffic Separation Schemes	04/99
44, 46	IMO Adopted Traffic Separation Schemes	04/99
202-203	IMO Adopted Traffic Separation Schemes	04/99
209, 222,		
224,233	Selat Pesek – Closure to through Traffic	04/99
234	Selat Pesek – General Information	04/99
235	Directions for Selat Pesek	04/99
127	Approaches to Phuket – Wreck	10/00
<b>63</b>	<b><u>Persian Gulf Pilot (12th Edition 1982)</u></b>	
2	Oman – Firing Practice Areas	21/98
3	Decca Chain 1C/MP (Gulf Chain) - Withdrawn	02/98
155	Mubarraz Oil Terminal - Pilotage and Anchorage	04/95
64	Seeb - Bayt al Barakat - Entry Prohibited Area	07/95
71	Fujayrah - Anchorage Regulations	12/95
119	Jazireh-ye Lavan Oil Terminal-Buoys	18/95
65	Said bin Sultan Naval Base-Name Change	21/95
122	Bandar Taheri (Kangan) - Offshore Terminal	21/95
165,167,		
168	Jubal az Zannah-Approaches:Facilities	08/96
165	Jubal az Zannah - Outer Anchorage area moved	13/96
178	Persian Gulf Pilot -Ra's Laffan Anchorage Areas, Pilots	25/96
217	AI Kuwayt – Inner Shuwaykh Channel – Leading marks	21/98
242	Oman – Firing Practice Areas, see Appendix I	21/98
129-131	Jazireh-Ye Khark – Lights, marks, names	04/99
15,158, 159	Arzana Oilfield – Loading Terminal	05/99
71	Fujairah – Anchorages and Tanker Terminal	05/99
72,73	Khawr Fakkan – Pilots, Anchorages & Berths	05/99
<b>64</b>	<b><u>Red Sea and Gulf of Aden Pilot</u></b> <b><u>(12th Edition 1980 Revised 1987)</u></b>	
96	Hurghada-Direction-North Entrance	04/96
172	Moshtarak and Moutah - Pilot Boarding Points	05/96
70	Suez Canal - Tidal Set	
111,112	Safaga Island - Light beacon	23/96
172	Red Sea and Gulf of Aden - Marine Peace Park	07/97
249	Red Sea and Gulf of Aden - Mina Raysat entrance buoy	07/97
166	Sharm el Sheikh - Area to be avoided	08/97
104	Avocet Rock – Caution	04/99
<b>100</b>	<b><u>The Mariners Hand Book (6th Edition 1989)</u></b>	<b>NP 2/96</b>
<b>136</b>	<b><u>Ocean Passage for the World (4th Edition 1987)</u></b>	<b>-</b>

## VII

### CORRECTION TO LIST OF LIGHTS

Edition No. 07 dated 01 Apr 2003

<b>D 7091.4</b>	- Ldg Lts 163°. Front	21 03.3 55 13.4	Q W *	3	4	White column, green top	Vis 117°-212°(95°)
<b>D 7091.41</b>	-- Rear. 50m from front	21 03.4 55 13.4	Q W *	7	4	White column, green top	Vis 117°-212°(95°)
<b>D 7304</b>	- Ra's Marshaq. SE part	12 45.7 45 03.3	Oc W 5s	74	<b>23</b>	White tower, black band 26	<i>ec</i> 2. <b>Reported TE 2003.</b> Obscured westward by Ra's Taih Signal Station. 3 F R on radio masts 2.47M NW *
<b>D 7308</b>	- Elephant's Back. Summit	12 45.8 44 59.4	Fl WR 2.5s	57	<b>W 26 R 22</b>	White round stone building 4	<i>fl</i> 0.2. R306°-322°(16°), W322°-061°(99°), R061°-119°(58°). <b>Reported TE 2003</b> *
<b>D 7312</b>	Al Mukalla. S Breakwater. Head	14 31.2 49 09.0	Fl W 5s	...	<b>15</b>	White round tower, green bands	<b>Reported TE 2003.</b> R lights on mast 1.2M NW *
<b>D 7313</b>	-	15 49.4 54 14.2	Fl W 9s	42	<b>18</b>	Red tower, white band 11	<i>fl</i> 1. <b>Reported TE 2003</b>  *
<b>D 7596.3</b>	---	29 22.2 47 55.9	Fl WRG 2s	...	10		
*	*	*	*	*	*	*	*
<b>D 7599.1</b>	--- Port Control Tower	29 21.5 47 55.9	Fl(2)W 15s	...	<b>15</b>	White beacon	
*	*	*	*	*	*	*	*
<b>D 7602.9</b>	-- Administration Building	29 22.8 47 48.0	Fl(3)W 20s	...	<b>15</b>	White beacon	
*	*	*	*	*	*	*	*



VIII

**CORRECTION TO LIST OF RADIO SIGNALS**

**Edition No. 07 dated 01 Apr 2003**

**VOL. 1, 1987**

(Last correction: Edition No.04 dated 15 Feb 2003)

**NIL**

**VOL. 2, 1995**

(Last correction: Edition No. 01 dated 01 Jan 2003)

page 28 **MOZAMBIQUE** section

**7416**            **Maputo, Canal do Sul, Lt Buoy 3S**

Delete station

**7419**            **Maputo, Canal do Norte, Lt Buoy 1N**

Delete station

(BA 11/03)

(07/03)

**B.A. VOL. 3 Part 1, NP 283(1), 2002/03**

(Last correction: Edition No. 23 dated 01 Dec 2002)

Page 222, **SOUTH AFRICA**, insert station:

<b>Cape Naval (ZSJ)</b>			
	4014	RADIO - TELEX	1600-0600
	7508		H24
	13538		
	18238		0600-1600
DIAGRAM: page 224			

<b>Weather Bulletins</b>		<b>Navigational Warnings</b>	
0930 1700	12 hour weather bulletins for Coastal Waters and High Seas		
NOTE: The AFMET ZSJ Radio Weather Facsimile Service is interrupted twice daily for the above Radio – Telex broadcast. For Radio – facsimile see Cape Naval (NAVCOMCEN Cape)			
( BA 10/03)		(07/03)	

**VOL. 5, 1997/98**

(Last correction: Edition No. 03 dated 01 Feb 2003)

**THAILAND**, page no 187, delete section and replace by:

**THAILAND**

**National SAR agency:** Department of Aviation

**Address:** 71 Soi Ngamduplee, Rama IV Road, Krung Thep (Bangkok) 10120, Thailand

**Tel:** 2 2860056, 2 2860594 & 2 2859353

**Fax:** 2 2873186

**Telex:** 22720 BKK RCC TH

**Others:** AFTN; VTBAYCYX

## VIII

Search and Rescue operations in Thailand are co-ordinated by the Department of Aviation at the Krung Thep (Bangkok) RCC, with the Royal Thai Navy, the Thai Marine Police Division and the Harbour Department. RCC Bangkok can be contacted through Krung Thep (Bangkok) Radio. A network of Coast Radio Stations maintain a continuous listening watch on international distress frequencies.

	Telephone +66	Fax +66	Others
RCC BANGKOK	2 2860506 2 2860594 2 2859353	2 2873186	<b>Telex</b> +86 22720 BKK RCC TH <b>AFTN</b> VTBAYCYX
BANGKOK RADIO (Nonthaburi)	2 5802760 2 5802761 2 5802762	2 5896623	<b>Telex</b> +86 80071 BKK RADIO TH
MARINE DEPARTMENT	2 2331311 2 2333780	2 2330437	
ROYAL THAI NAVY	2 4655356 2 4653511	2 4661697	
THAI MARINE POLICE DIVISION	2 3941962	2 3941962	
MRSC SONGKHLA(Royal Thai Navy)	74 325805		
MRSC PHUKET(Royal Thai Navy)	76 391598		

(BA 9/03)

(07/03)

### VOL. 6, 1987

*(Last correction: Edition No. 05 dated 01 Mar 2003)*

### **B.A, VOL. 7, 1997/98-PART 2**

*(Last correction: Edition No. 16 dated 15 Aug 2000)*

**NIL**

### VOL. 8, 1999

*(Last correction: Edition No. 06 dated 15 Mar 2003)*

Keating Point DGPS ID 119 Switched Off	09° 15'.40N., 92° 46'.33E.	<b>2243</b>
(DLL Port Blair)		(07/03)
Azicode DGPS at 301 KHZ <i>Switched On on trial</i>	10° 11'.90N., 76° 09'.50E.	<b>2180</b>
(NHO, Dehradun)		(07/03)
Pondichery DGPS ID 111 <i>Switched On on trial</i>	11° 54'.90N., 79° 49'.95E.	<b>2188</b>
(NHO, Dehradun)		(07/03)
Minicoy DGPS <i>Switched On, on trial</i>	08° 15'.98N., 73° 01'.57E.	<b>2186</b>
(NHO, Dehradun)		(07/03)
Aguada DGPS Station <i>Switched On, on trial</i>	15° 29'.50N., 73° 46'.40E.	<b>2174</b>
(NHO, Dehradun)		(07/03)

## INSTRUCTIONS

1. Mariners are requested to inform the Chief Hydrographer to the Government of India. Post Box No. 75, Dehradun - 248 001(UTTARANCHAL) INDIA, when any new or suspected dangers to navigation are discovered or changes are observed in any aids to navigation or correction to nautical documents seems to be necessary.
2. This forms and its instructions have been designed to help both the senders and recipient. it should be used, or followed closely, whenever appropriate.
3. Reports which can not be confirmed or are lacking in certain detail should not be withheld. Shortcoming should be stressed and any firm expectation of being able to check the information.
4. More than two objects to be used, when giving a position by sextant angles or bearings ( true or magnetic, being specified ) so as to provide a check. Radar ranges observed and decimeter readings if Decca Navigator system is used for fixing the position should be quoted. Only the method of fixing and objects used need be given when there is a series of fixes along the ship's tracks. The position obtained from Satellite Navigator System should also be indicated. Full details of astronomical observations should be given when the position has been fixed by this method.
5. The details should be forwarded on a tracing of the largest scale chart. The amendments should be in red but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly .
6. When soundings are forwarded the method used should be stated. In case of echo soundings, trace should be marked with times, depths etc and forwarded with the report. It is important to state whether echo sounder is set to register depths below the surface or below the keel in the latter case the vessel's draught should be given. Time and date will be necessary to correct soundings for tidal heights and if any correction has already been made details must be given. The make, name and type of echo sounding set used should also be given.
7. Modern echo sounders frequently register greater depths than the advertised maximum for the set, e.g.; with a set whose maximum is 500 metres, a trace appearing at 50 metres may in fact be 550 metres or even 1,050 metres. Erroneous deep soundings caused by 2nd transmission error usually can be recognised by the following :-
  - (a) the trace being weaker than normal for the depth registered.
  - (b) the trace appearing to pass through the transmission line.
  - (c) the feathery nature of the trace.
8. Reports of shoal soundings, uncharted dangers and navigational aids out of order should at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.
9. Port information should be forwarded on form I.H. 102a together with form IH 102. Form 102a list the information required for Sailing Direction and should be used as an *aide memoir*. Where there is a insufficient space on the form an additional sheet should be used.

*Note :-* The receipt will be acknowledged and the information may be used to the best advantages. Normally the sender's ship or name is quoted as authority when a Notices to Mariners is used. Unless the information is also received in a foreign Notices to mariners. Further communication should be expected only if the information has unusual features or is of outstanding values.

## HYDROGRAPHIC NOTES FOR PORT INFORMATION

(To accompanying Form I.H. 102)

Name of ships or address of sender :

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Ref No. : \_\_\_\_\_

Date : \_\_\_\_\_

1. NAME OF THE PORT	
2. GENERAL REMARKS  Principal activities and trade Latest population figures and date Number of ships and tonnage handled per year Maximum size of vessel handled. Copy of Port Handbook <i>if available.</i>	
3. ANCHORAGES Designation, depth, holding ground, shelter afforded	
4. PILOTAGE  Authority for requests. Embarkation position Regulation	
5. DIRECTIONS  Entry and berthing information. Tidal Streams. Navigational aids.	
6. TUGS Number available and max. hp.	
7. WHARVES Length, depth alongside facilities available.	
8. CARGO HANDLING Containers. lighters. roll on/ roll off etc.	
9. CRANES Brief details and max. capacity.	<div style="border: 1px solid black; width: 100px; height: 15px;"></div>
10. REPAIRS  Hull, machinery and underwater. Ship and boat yards. Docking or Shipping facilities. Give size of vessels handled or dimensions. Hards and ramps. Divers	

11. RESCUE AND DISTRESS Salvage , lifeboat, coastguard etc.	
12. SUPPLIES Fuel with type and quantities available. Freshwater and rate of supply. Provisions	
13. SERVICES Medical. De-rating. Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.	
14. COMMUNICATIONS Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.	
15. PORT AUTHORITY Designation, address and telephone number.	
16. SMALLCRAFT FACILITIES  Information and facilities for small craft (e.g. yachts ) visiting the port. Yacht clubs, berths etc.	
17. VIEWS Photographs (where permitted ) of the approaches, leading marks. the entrance to the harbour etc. Picture postcards may also be useful.	

**Signature of Observer/Reporter**.....

### HYDROGRAPHIC NOTE

Date : .....

Ref. No. : .....

Name of ship or address of sender.

.....  
.....  
.....

General Locality .....

Subject .....

Approx. Position Lat ..... Long .....

Charts Affected (Largest scale chart in use) .....

Latest Notice to Mariners Correction incorporated ..... No. .... of .....

Publications affected (Edition No. and date of latest supplement)  
.....

Details:

If I.N. Ship, send copy to Administrative Authority.

Signature of Observer/Reporter .....

**TABLE FOR CONVERTING FEET AND FATHOMS TO METRES**

Feet	Fmt	Mtrs	Feet	Fmt	Mtrs	Feet	Fmt	Mtrs	Feet	Fmt	Mtrs
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5		0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9 <sub>f</sub>	17.374	174	29	53.035	510	85	155.448
3		0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5		1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10 <sub>f</sub>	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1 <sub>f</sub>	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11 <sub>f</sub>	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2 <sub>f</sub>	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	<b>Metres</b>		<b>Inches</b>
19		5.791	75	12 <sub>f</sub>	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10		3.937
21	3 <sub>f</sub>	6.401	77		23.470	294	49	89.611	0.20		7.874
22		6.706	78	13	23.774	300	50	91.440	0.30		11.811
23		7.010	79		24.079	306	51	93.469	0.40		15.748
24	4	7.315	80		24.384	312	52	95.098	0.50		19.685
25		7.620	81	13 <sub>f</sub>	24.689	318	53	96.926	0.60		23.622
26		7.925	82		24.994	324	54	98.755	0.70		27.559
27	4 <sub>f</sub>	8.230	83		25.298	330	55	100.584	0.80		31.496
28		8.534	84	14	25.603	336	56	102.413	0.90		35.433
29		8.839	85		25.908	342	57	104.242	1.00		39.370
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14 <sub>f</sub>	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5 <sub>f</sub>	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15 <sub>f</sub>	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6 <sub>f</sub>	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16 <sub>f</sub>	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7 <sub>f</sub>	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8 <sub>f</sub>	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

**TABLE FOR CONVERTING METRES TO FEET AND FATHOMS**

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	<b>Inches</b>	<b>Feet</b>	<b>Mtrs</b>	<b>Factors</b>		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 mtr		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 mtr		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 mtr		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.917	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	<b>Fthms</b>	<b>Metres</b>	<b>Feet</b>	<b>Metres</b>		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	<b>Factor = 1 mtr = 3.280839895 feet or</b>					
37	121.391	20.232	93	305.118	50.853	<b>39370078740 inches = 0.546806649 fthm</b>					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						



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