



INDIAN NOTICES TO MARINERS FOR 2005

(PUBLISHED FORTNIGHTLY ON 1ST & 16TH OF EVERY MONTH)

EDITION No. 04 DATED 16 FEB 2005

(CONTAIN NOTICES 89 TO 106)

REACH US 24 HOURS A DAY



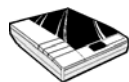
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CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	04
II.	Permanent Notices	05
III.	Temporary and Preliminary Notices	09
IV.	Marine Information	12
V.	Radio Navigational Warnings	14
VI.	Corrections to List of Sailing Direction	16
VII.	Corrections to List of Lights	17
VIII.	Corrections to List of Radio Signals	20
IX.	Use of GPS for Navigation using Local (Everest) Datum charts.	21
X.	Reporting of Navigational Dangers.	22

Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, requested to notify the Chief Hydrographer to the Govt. of India at the following address/fax No, immediately on discovering new or suspected dangers to navigation, on observing changes/defects to navigational aids, and of short comings in Indian charts or publication. The Hydrographic Note [Form IH – 102] is a convenient form on which to notify such changes. Specimen form is attached at Section X with this notice.

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
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For the Indian Ocean Area
**INSIST OF INDIAN CHARTS AND
PUBLICATIONS**
(Original, Authentic and Most Up-to-date)

EXPLANATORY NOTES

Corrections to Charts and Publications The Notices in section I provide information on new Indian Charts and Publications where as section II and III contains information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are True, reckoned clockwise from 000° to 359°. Bearing to lights are from seaward.
- (c) Symbols referred to are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section X.

Temporary and Preliminary Notices These are indicated by (T) and (P) after the Notice number, and are placed in Section III. A SI Nos. of those in force published quarterly on 1st Jan, 01 Apr, 01 Jul and 01 Oct, and their text are published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on the charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

Source of Information A star adjacent to the number of a Notice indicates that the notice is based on original source of information.

Sailing Directions Corrections for 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 Corrections to Light List is given in Section VII, where affected Light List number is quoted.

- (a) these corrections should be incorporated as per instructions given on page 11 of the list of Lights.
- (b) Such correction notices to light of list may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) the range of a light given is its nominal range. Its geographical range is given in parenthesis only, if it is 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 (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.

- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information should be included in the forthcoming edition of N to M or the Chart/publication 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 Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

Reliance on Charts and Associated Publications While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

Use of Global Positioning System (WGS 84) positions

(a) The positions of Hydrographic objects shown on Indian charts and publications are 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 a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Where ever these differences have been ascertained, their average values are published as a cautionary Note on the chart concerned, as shifts in Latitude and Longitude values whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of danger.

Source Data on Charts All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such Charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first.

Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

Further Guidance The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

SECTION – I

List of charts affected by
the Notices 89 to 106 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
41	6	97	742 (INT 7741)	36	89
217	3	95	1224	32	91
301	5	104(T)	1235 (INT 7289)	40	100(P)
2002 (INT 7351)	3	95	1238	40	100(P)
2016	3	103(T)	1311	45	99
2021	2	102(P)	1312	46	99
2048	4	96	1926	32	90
2052 (INT 7350)	3	95	2403	45	98, 99
2068	2	102(P)	2777	45	97
2080	2	102(P)	2854	40	94
2097	1	93	3543	45	99
3011	5	104(T)	3736 (INT 7358)	40	101(P)
4005	6	106(T)	3737 (INT 7255)	40	101(P)
4006	6	106(T)	3738 (INT 7254)	40	101(P)
4008	6	106(T)	3773	40	91
4011	6	105(T)	3774	40	91
4012	6	106(T)	3790	40	101(P)
4016	6	106(T)	3831	45	99
7071 (INT 71)	1	97	3833	45	98
7073 (INT 73)	1	97	3948	46	98
7706 (INT 706)	1	97			
7707 (INT 707)	1	97			
8005	1	92			

SECTION – II: PERMANENT NOTICES.**89 (04/05) INDIAN OCEAN – Seychelles – Mahe – Approaches to Port Victoria – Wreck.**

Source: B.A. notice 533/05
(HJ/832/54)

B.A. chart 742 (INT 7741) [previous update 220/04]

Substitute  for  4° 36'.33S., 55° 28'.51E.

90 (04/05) ERITREA – Aseb Northwards – Ras Loma – Depth.

Source: B.A. notice 578/05
(HJ/1033/37)

B.A. chart 1926 [previous update 69/05]

Insert depth 3₅ and extend 5m contour SE to enclose 13° 02'.21N., 42° 44'.92E.

91 (04/05) SAUDI ARABIA – East Coast – Approaches to Ra's al Khafji – Umm al Gharabi South-eastwards – Depth.

Source: B.A. notice 587/05
(HJ/1133/81)

B.A. chart 1224 [previous update 56/05]

Insert depth 16 enclosed by 20m contour, *Rep (2005)* 28° 32'.40N., 48° 48'.98E.

B.A. chart 3773 [previous update 458/04]

Insert depth 16 enclosed by 20m contour, *Rep (2005)* 28° 32'.40N., 48° 48'.98E.

B.A. chart 3774 [previous update 37/04]

Insert depth 16 enclosed by 20m contour, *Rep (2005)* 28° 32'.40N., 48° 48'.98E.

92 (04/05) OMAN – Musandam Peninsular Northwards – Keshal – Light.

Light List Vol D, 7335.5
Source: B.A. notice 577/05
(HJ/1132/63)

Chart 8005 [previous update 454/99]

Insert ★ F.R 26° 23'.51N., 56° 24'.74E.

93 (04/05) OMAN – North East Coast – Mina' al Fahl – Sayh al Malih North-westwards – Buoy.

Source: B.A. notice 574/05
(HJ/1132/31)

Chart 2097 (plan, Muscat (Masqat) to Mina' al Fahl) [previous update 412/04]

Amend light-buoy to, Mo(U)Y.15s 23° 38'.28N., 58° 30'.93E.

94 (04/05) OMAN – South East Coast – Masirah, North Coast – Note.

Source: B.A. notice 575/05
(HJ/1132/00)

B.A. chart 2854 [previous update 435/04]

Insert the accompanying note, AIDS TO NAVIGATION,
centred on: 20° 55'.0N., 59° 44'.7E.

***95 (04/05) INDIA – West Coast – New Mangalore Port – Legend. Limit.**

Source: New Mangalore Port Trust
(HJ/1030/35)

Chart 217 [previous update 357/04]

Insert	limit of port, pecked line, joining:	(a)	13° 00'.23N., 74° 47'.42E.
		(b)	13° 00'.23N., 74° 34'.95E.
		(c)	12° 53'.63N., 74° 36'.60E.
		(d)	12° 53'.63N., 74° 48'.91E.
	legend, <i>Limit of Port of New Mangalore</i> , along:		(a),(b) above
			(c),(d) above

Chart 2002 (INT 7351) [previous update 498/04]

Insert	limit of port, pecked line, joining:	(a)	12° 53'.63N., 74° 44'.38E.
			12° 53'.63N., 74° 43'.70E.
			(W. border)
Delete	existing limit of port, along with legend, joining:	(a)	above
			12° 57'.10N., 74° 43'.70E.

Chart 2052 (INT 7350) [previous update 498/04]

Insert	limit of port, pecked line, joining:	(a)	13° 00'.23N., 74° 43'.10E.
		(b)	13° 00'.23N., 74° 36'.30E.
			(W. border)
		(c)	12° 55'.05N., 74° 36'.30E.
			(W. border)
		(d)	12° 53'.63N., 74° 36'.60E.
		(e)	12° 53'.63N., 74° 44'.38E.
	legend, <i>Limit of Port of New Mangalore</i> , along:		(a), (b) above
			(d), (e) above
Delete	existing limit of port, along with legend, joining:		(a), (e) above

***96 (04/05) INDIA – West Coast – Kolachel – Flag Staff.**

Source: Hydrographic Note, INS Nirdeshak
(HJ/930/82)

Chart 2048 [previous update 118/01]

Delete			8° 10'.31N., 77° 15'.36E.
--------	---	--	---------------------------

97 (04/05) INDONESIA – Sumatera – Pulau We North-eastwards – Depths.

Source: B.A. notice 544/05

*(HJ/928/64)***Chart 41** [*previous update 364/04*]

Insert

38*Rep (2005) PA*

6° 06'.7N., 95° 53'.5E.

42*Rep (2005) PA*

6° 05'.0N., 95° 59'.0E.

Chart 7071 (INT 71) [*previous update 426/04*]

Insert

38

6° 07'.0N., 95° 54'.0E.

Chart 7073 (INT 73) [*previous update 439/03*]

Insert

38

6° 07'.0N., 95° 54'.0E.

Chart 7706 (INT 706) [*previous update 331/04*]

Insert

38

6° 06'.7N., 95° 53'.5E.

42

6° 05'.0N., 95° 59'.0E.

Chart 7707 (INT 707) [*previous update 217/03*]

Insert

38

6° 06'.7N., 95° 53'.5E.

42

6° 05'.0N., 95° 59'.0E.

B.A. chart 2777 [*previous update 470/04*]

Insert

38*Rep (2005) PA*

6° 06'.7N., 95° 53'.5E.

42*Rep (2005) PA*

6° 05'.0N., 95° 59'.0E.

98 (04/05) INDONESIA – Sumatera – Selat Durian – Buru Eastwards and North-eastwards – Legend.

Source: B.A. notice 474/05

*(HJ/927/06)***B.A. chart 2403** [*previous update 83/05*]

Insert

legend, *Less water reported (2002)*, centred on:

0° 57'.30N., 103° 34'.70E.

B.A. chart 3833 [*previous update 82/05*]

Insert

legend, *Less water reported (2002)*, centred on:

1° 00'.00N., 103° 32'.10E.

B.A. chart 3948 [*previous update 406/03*]

Insert

legend, *Less water reported (2002)*, centred on:

1° 00'.00N., 103° 32'.60E.

0° 54'.60N., 103° 34'.40E.

**99 (04/05) MALAYSIA – Peninsular Malaysia, East Coast – Johor – Ramunia Shoals – Less water. Wrecks.
Legend.**

Source: B.A. notice 473/05
(HJ/927/15)

B.A. chart 1311 [previous update 373/03]

Insert



1° 28'.00N., 104° 24'.58E.

1° 26'.56N., 104° 23'.75E.

B.A. chart 1312 [previous update 504/04]

Insert



1° 28'.00N., 104° 24'.58E.

1° 26'.56N., 104° 23'.75E.

B.A. chart 2403 [previous update 98/05]

Insert

legend, *Less water rep (2002)*, centred on:

1° 32'.90N., 104° 26'.50E.

1° 26'.45N., 104° 22'.00E.

1° 28'.00N., 104° 24'.58E.

1° 26'.56N., 104° 23'.75E.



B.A. chart 3543 [previous update 476/04]

Insert



1° 28'.00N., 104° 24'.58E.

1° 26'.56N., 104° 23'.75E.

B.A. chart 3831 [previous update 83/05]

Insert

legend, *Less water rep (2002)*, centred on:

1° 32'.90N., 104° 26'.50E.

1° 26'.45N., 104° 22'.00E.

1° 29'.10N., 104° 27'.70E.

1° 28'.00N., 104° 24'.58E.

1° 26'.56N., 104° 23'.75E.



legend, (*rep to lie 2.5 cables NE (2002)*), centred on:

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

100 (P) (04/05) ARABIA – Approaches to Umm Qasr and Az Zubayr – Depths. Wrecks. Obstructions. Buoyage.

Source: B.A. Notice 555(P)/05.

(HJ/1133/91)

1. Recent surveys of the channel from No. 5 light-buoy (29° 44'.4N., 48° 37'.8E.) to the Port of Az Zubayr (30° 12'.0N., 47° 53'.0E.) has revealed numerous depths less than charted.

2. Within the buoyed channel the most significant shoal depths are as follows:

7 ₈ m	29° 47'.25N., 48° 31'.70E.
7 ₈ m	29° 49'.87N., 48° 26'.42E.
7 ₆ m	29° 50'.92N., 48° 23'.75E.
8 ₈ m	29° 52'.80N., 48° 20'.80E.
7 ₇ m	29° 55'.88N., 48° 17'.23E.
7 ₈ m	29° 58'.00N., 48° 14'.81E.
6 ₉ m	30° 00'.99N., 48° 02'.72E.
4 ₁ m	30° 00'.60N., 48° 02'.34E.
9 ₃ m	29° 59'.78N., 48° 00'.53E.
4 ₄ m	30° 01'.14N., 47° 57'.17E.
3 ₃ m	30° 12'.20N., 47° 52'.97E.
7 ₃ m	30° 00'.06N., 47° 58'.83E.
3 ₆ m	30° 00'.74N., 48° 02'.49E.
5 ₅ m	29° 41'.85N., 48° 43'.28E.
6 ₉ m	29° 45'.51N., 48° 34'.61E.
* 3 ₆ m	29° 44'.28N., 48° 35'.31E.
* 5 ₆ m	29° 45'.32N., 48° 34'.46E.
* 6 ₆ m	29° 50'.34N., 48° 24'.82E.

* Indicates new entry

3. An area that dries at low water exists alongside berth 9 in the Port of Az Zubayr.

4. Many new wrecks and obstructions have also been found along the entire length of the waterway. Although these fall mainly outside the buoyed channel, some do exist within it. New least depths have been recorded on the following wrecks:

3 ₇ m	29° 48'.63N., 48° 29'.16E.
0 ₅ m	30° 08'.13N., 47° 54'.40E.

5. Mariners are advised that depths in the shipping channels are subject to frequent change. Also, local reporting procedures have been established for all vessels navigating the Khawr Abd Allah. Mariners are therefore warned to navigate with extreme caution in this area and to seek assistance and information from the local authorities.

6. Former Notices 84(P)/05 are cancelled.

Charts affected: B.A. 1235 (INT 7289) -1238

101 (P) (04/05) BAHRAIN – Mina' Salman and Approaches – Depths. Wrecks. Foul. Anchorage area. Breakwater.

Source: B.A. Notice 496(P)/05.

(HJ/1132/69)

1. A new edition of US Chart 62413 shows numerous changes to charted detail within Mina' Salman and Approaches. These changes are based on a survey of the area conducted in 2002. Additional information, dated 2004, has been received from the Survey Directorate, Bahrain. The most significant changes are detailed below:

2. Depths as follows:

1 ₉ m	26° 11'.30N., 50° 40'.71E.
9 ₄ m	26° 11'.09N., 50° 40'.32E.
9 ₇ m	26° 11'.60N., 50° 39'.54E.
* 10 ₄ m	26° 10'.70N., 50° 39'.75E.
* 8 ₁ m	26° 11'.48N., 50° 37'.61E.
* 1 ₅ m	26° 14'.17N., 50° 42'.62E.

* Indicates new entry

101 (P) (04/05) BAHRAIN – Mina' Salman and Approaches – Depths. Wrecks. Foul. Anchorage area. Breakwater (continued).

3. Wrecks with depths as follows:
 - 12₂m 26° 10'.00N., 50° 42'.90E.
 - 10₈m 26° 10'.42N., 50° 42'.87E.
 - 9₉m 26° 09'.64N., 50° 41'.82E.
4. Foul with depth as follows:
 - 13m 26° 09'.70N., 50° 42'.92E.
5. A breakwater for the new port of Al Hidd is being constructed bounded by the following positions:
 - * 26° 13'.56N., 50° 41'.07E.
 - * 26° 13'.55N., 50° 41'.77E.
 - * 26° 11'.02N., 50° 43'.21E.
 - * 26° 10'.67N., 50° 42'.85E.
 - * 26° 10'.70N., 50° 42'.83E.
 - * 26° 10'.82N., 50° 42'.97E.
 - * 26° 13'.18N., 50° 41'.63E.
 - * 26° 13'.18N., 50° 41'.04E.
 - * Indicates new entry
6. The south-eastern limit of Sitrah Anchorage (26° 10'.41N., 50° 42'.90E.) has been moved southwards to position 26° 10'.33N., 50° 42'.87E.
7. Mariners should navigate with caution in the area and consult the local authorities for the latest information.
8. Former Notice 297(P)/03 is cancelled.

Charts affected: B.A. 3736 (INT 7358) – 3737 (INT 7255) – 3738 (INT 7254) – 3790

***102 (P) (04/05) INDIA – West Coast – Gulf of Kachchh – Mundra Port – Work.**

Source: Gujarat Maritime Board

(HJ/1131/20)

1. It is reported that construction work is in progress in the area enclosed by following limits:
 - (a) 22° 44'.46N., 69° 42'.92E.
 - (b) 22° 44'.46N., 69° 42'.89E.
 - (c) 22° 44'.31N., 69° 43'.09E.
 - (d) 22° 44'.33N., 69° 43'.11E.
2. Mariners are to exercise caution.

Charts affected: 2021 – 2068 – 2080

***103 (T) (04/05) INDIA – West Coast – Inner approaches to Mumbai – Trenching operation.**

Source: Mumbai Port Trust

(HJ/1030/87)

1. Offshore trenching operation in progress by dredgers 'Flevo' from the landfall point at Uran in approximate position 18° 51'.9N., 72° 55'.4E. to 20 Kms offshore towards Mumbai High to an approximate position 18° 47'.4N., 72° 44'.1E.
2. The work is expected to continue till May 2005.
3. Mariners are to exercise caution and give wide berth to the dredgers.

Charts affected: 2016

***104 (T) (04/05) INDIA – East Coast – Hugli River – Gasper Channel – Dredging area. Dumping area.**

Source: Kolkata Port Trust

(HJ/1129/11)

1. Dredging by DCI vessel Dredge IX is in progress in Gasper Channel in area bounded by:
 - (a) 21° 27'.50N., 88° 07'.47E.
 - (b) 21° 27'.50N., 88° 07'.83E.
 - (c) 21° 24'.00N., 88° 09'.70E.
 - (d) 21° 24'.00N., 88° 08'.70E.

***104 (T) (04/05) INDIA – East Coast – Hugli River – Gasper Channel – Dredging area. Dumping area (continued).**

2. The dumping area in the Gasper Channel is bounded by:
 - (e) 21° 23'.40N., 88° 11'.97E.
 - (f) 21° 23'.60N., 88° 12'.80E.
 - (g) 21° 22'.40N., 88° 13'.32E.
 - (h) 21° 22'.20N., 88° 12'.50E.
3. Depths are likely to reduce in the above area. All vessels are to avoid the area or are to navigate in the area with extreme caution.

Charts affected: 301 – 3011

***105 (T) (03/05) INDIA – Andaman Sea – Nicobar islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

1. It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

Charts affected: 4011

***106 (T) (03/05) INDIA – Andaman Sea – Andaman and Nicobar islands – Beacon. Buoy.**

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak

(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:

Nancowry Island

- | | |
|-------------------------------|----------------------------|
| (a) Stbd hand mark No. 1 | 08° 01'.96N., 93° 32'.85E. |
| (b) Port hand mark No. 2 | 08° 01'.80N., 93° 32'.86E. |
| (c) Port hand mark No. 4 | 08° 01'.82N., 93° 32'.30E. |
| (d) North east lighted beacon | 08° 01'.60N., 93° 33'.80E. |
| (e) Reid Point beacon | 08° 01'.48N., 93° 33'.35E. |
| (f) Mayo Point beacon | 08° 01'.60N., 93° 32'.53E. |

Mayabundar Island

- | | |
|-----------------------|----------------------------|
| (g) Takla west beacon | 12° 55'.53N., 92° 53'.46E. |
|-----------------------|----------------------------|

Port Blair

- | | |
|------------------------|----------------------------|
| (h) Bamboo flat beacon | 11° 41'.33N., 92° 43'.20E. |
| (i) Range flat beacon | 11° 41'.21N., 92° 43'.06E. |

2. Mariners to exercise caution while navigating through this area.

Charts affected: 4005 – 4006 – 4008 – 4012 – 4016

SECTION – IV: MARINE INFORMATION

Ship Reporting System (INDSAR)

A ship reporting system INDSAR has been activated w.e.f 01 Feb 2003 in the Indian Search and Rescue Region (ISRR), for timely position reporting which is critical for quick response and ensuring safety of life at sea. Mariners in the ISR Region are requested to pass relevant rescue information to the Maritime Rescue Coordinating Centre (MRCC) Mumbai on INMARSAT Code 43, or using any of the following Contact details:-

MRCC Mumbai contact details

Tel : 022-24376133
 Fax : 022-24333727
 INMARSAT : 00583 441 907 210
 E-mail : indsar@vsnl.net

Tsunami Notices

52 (T) (01/05) INDIAN OCEAN, BAY OF BENGAL – Changes in bathymetry and Coastline.

Source: NHO, Dehradun

(HJ/NM/Gen)

1. Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

Charts affected: All Indian charts of Andaman & Nicobar Islands, coast of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka

***88 (T) (03/05) INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.**

Source: PMB A & N Islands

(HJ/928/76)

1. It is informed that all the three sets of beacons/buoys in East Bay including the jetty and approach has been totally damaged and sunk.
2. Mariners are advised to exercise caution and contact local port authorities for the latest information.
3. Former INM 339 (P)/04 is cancelled.

Charts affected: 4011 - 4017

***105 (T) (03/05) INDIA – Andaman Sea – Nicobar islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

1. It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

Charts affected: 4011

***106 (T) (03/05) INDIA – Andaman Sea – Andaman and Nicobar islands – Beacon. Buoy.**

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak
(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:

Nancowry Island

- | | |
|-------------------------------|----------------------------|
| (a) Stbd hand mark No. 1 | 08° 01'.96N., 93° 32'.85E. |
| (b) Port hand mark No. 2 | 08° 01'.80N., 93° 32'.86E. |
| (c) Port hand mark No. 4 | 08° 01'.82N., 93° 32'.30E. |
| (d) North east lighted beacon | 08° 01'.60N., 93° 33'.80E. |
| (e) Reid Point beacon | 08° 01'.48N., 93° 33'.35E. |
| (f) Mayo Point beacon | 08° 01'.60N., 93° 32'.53E. |

Mayabundar Island

- | | |
|-----------------------|----------------------------|
| (g) Takla west beacon | 12° 55'.53N., 92° 53'.46E. |
|-----------------------|----------------------------|

Port Blair

- | | |
|------------------------|----------------------------|
| (h) Bamboo flat beacon | 11° 41'.33N., 92° 43'.20E. |
| (i) Range flat beacon | 11° 41'.21N., 92° 43'.06E. |

2. Mariners to exercise caution while navigating through this area.

Charts affected: 4005 – 4006 – 4008 – 4012 – 4016

SECTION – V: NAVIGATIONAL WARNINGS IN FORCE

1. For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
2. NAVAREA Warnings in force :- The serial numbers of all the NAVAREAS warnings in force as on 16 Feb 2005, covering the entire world are listed below against the respective NAVAREA

<u>NAVAREA No.</u>	<u>Location</u>	<u>Last NAVAREA Sl. received</u>	
I	N.E. Atlantic	019	2001 series: 510 2003 series: 417. 2004 series: 242 317 356 385 394 404 432 449 463. 2005 series: 007 013 022 024 025 026 027.
II	E. Atlantic	Nil	Nil.
III	Mediterranean	048	2004 series: 688 691 694 709 712 715 721. 2005 series: 004 005 006 007 008 033 036 041 042 044 045 046 047 048.
IV	N.W. Atlantic	351	2003 series: 108. 2004 series: 128 198 243 323 364 369 383 388 389 390 393.
V	W. Atlantic	Nil	2004 series: 606
VI	S.W. Atlantic	Nil	2004 series: 370
VII	S.E. Atlantic	008	2005 Series: 001 006 007.
VIII	Indian Ocean	104	2004 series: 630 645 659 678 697 698 718 721 723 738 740 790 798 801. 2005 series : 007 008 009 010 012 017 020 021 023 028 029 040 041 043 044 045 046 047 048 049 050 051 054 055 056 057 058 062 063 064 066 067 068 072 073 075 076 077 078 079 080 081 082 084 085 088 089 090 092 094 095 096 097 098 099 100 101 102 103.
IX	Persian Gulf, Red Sea, NW Arabian Sea	211	2001 series : 312. 2003 series : 023 120 177 236 237 239 273. 2004 series : 025 036 070 079 088 107 109 134 135 151 184 206 207 224 239 243 249 260 263 268 269 280 284 288 289 297. 2005 series : 009 013 014 017 020 022 026 027 030 034 036 037 038 039 040 043.
X	Australia, New Guinea	010	2004 series: 007.
XI	Malacca Strait, China Sea, N. Pacific	0039	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0187 0310 0613. 2000 series: 0555 0677 0687. 2001 series: 0182 0775 0863. 2002 series: 0839. 2003 series: 0106 0273 0303 0304.

			2004 series: 0026 0037 0083 0091 0246 0267 0271 0272 0283 0285 0321 0338 0339 0361 0366 0402 0474 0484 0555 0571 0583 0586 0588 0589 0590 0593 0594 0596 0597 0598 0600. 2005 series: 0004 0005 0016 0018 0022 0023 0024 0025 0026 0027 0028 0029 0030 0033 0034 0035 0036 0037 0038 0039.
XII	N.E. Pacific	267	2004 series: 186 258 270 316 324 325 328 329 331.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	093	2004 series: 086 087 093.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	2004 series: 166
Hydropacs	Pacific, Indian Ocean	1884	2001 series: 1976. 2002 series: 205 206. 2003 series: 207 506 993 1041 1330 1395 1699 1911 1982 2265. 2004 series: 23 455 694 727 754 763 778 795 801 890 891 904 932 948 967 981 988 996 1000 1011 1025 1033 1050 1052 1066 1076 1081 1084 1092 1112 1115 1123 1124 1138 1151 1152 1153 1155 1156 1157 1215 1238 1239 1254 1271 1273 1295 1305 1324 1349 1363 1365 1390 1399 1400 1409 1453 1455 1458 1471 1472 1475 1490 1495 1497 1507 1533 1589 1597 1621 1628 1633 1634 1636 1640 1648 1652 1653 1654 1656 1657 1663 1677 1683 1686 1688 1692 1697 1704 1721 1729 1731 1740 1743 1744 1745 1747 1752 1754 1765 1767 1771 1781 1782 1786 1790 1791 1792 1796 1798 1799 1805 1809 1810 1818 1825 1827 1831 1835 1836 1837 1846 1850 1855 1856 1857 1860 1862 1865 1866 1867 1869 1871 1872 1873 1876 1877 1878 1880 1881 1882 1884.
Hydrolants	Atlantic, Mediterranean	1970	2002 series: 245 246 . 2003 series: 604 1422 1472 2203 2406 2407 2408 2409 2410 2413 2414 2416 2418 2419 2420. 2004 series: 224 272 649 650 850 1033 1084 1136 1214 1256 1279 1389 1404 1454 1474 1510 1624 1651 1659 1673 1714 1723 1773 1778 1787 1790 1792 1803 1805 1812 1816 1817 1828 1842 1844 1853 1861 1863 1864 1875 1876 1883 1888 1891 1896 1900 1911 1921 1924 1925 1930 1931 1932 1934 1935 1936 1937 1942 1947 1951 1952 1954 1956 1957 1959 1960 1961 1963 1965 1968 1969 1970.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

<u>No.</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Rang e miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D 6666	Mafia Island. NE Point. Ras Mkumbi (Moresby Point)	7 38.3 39 54.2	Fl W 5s	31	16	White square tower, red bands 30	<i>fl 0.5</i> *
D 6700	- Makunduchi	6 25.7 39 33.8	Fl(2)W 15s	44	18	White tower, red bands 27	<i>fl 0.8, ec 1.5, fl 0.8, ec 11.9</i> *
D 7320	- Muscat (Masqat) *	23 37.56 58 35.79 *	Fl W 12s	95	14	White square tower, aluminium lantern 3	<i>fl 1. Vis 042°-320°(278°). Racon</i> *
D 7324.6	- Entrance. No 1	23 50.38 57 32.73 *	Q G	6	3	Green Δ on green pile	Ra refl. TE 2005 *
D 7324.65	-- No 2	23 50.33 57 32.84 *	Q R	6	3	Red Δ on red pile *	Ra refl. TE 2005 *
D 7325.8	Saham. Fishing Harbour. No 1 * *	24 09.22 56 54.56 * *	Fl(3)W 12s	32	10		<i>Vis 070°-270°(200°)</i> *
D 7325.82	-- No 2 * *	24 09.31 56 54.55 * *	Fl G 5s				* *
D 7325.84	-- No 3 * *	24 09.25 56 54.50 * *	Fl R 5s				* *
D 7401.2	--	26 11.3 50 41.2	F R *	Dolphin	
D 7402.4	- PORT OF SITRAH. North Range Beacon (MENAS) *	26 10.0 50 39.9	Fl R 2.5s *	5	...	Lattice beacon 7	*
D 7402.7	--	26 09.11 50 40.72 *	Fl(3)Y 5s *	5	5	Black beacon	
D 7403.91	--- N Dolphin * *	26 09.42 50 40.46 * *	F R *	Dolphin *	*
D 7405.1	---Rear (MENAS)	26 11.1 50 39.9	IQ W 8s *	9	...	White ∇ on post	
D 7407.15	---N end	26 14.16 50 36.08 *	Fl R 3s *				

No.	Name & Location	Position (Lat-Long)	Charact- eristics	Ht. mts.	Rang e miles	Structure & Height (mts)	Remarks
D 7407.3	---	26 14.26 50 36.20 *	Fl R 5s *	3	2	Beacon	
D 7575.75	- No 2	28 45.63 48 25.00 *	VQ(3)W 5s *	5	5	⬠ on black beacon, yellow band	
D 7589.8	- Eastwards. M28	29 31.17 48 36.17 *	Fl(3)+LFl Y *	5	10	Yellow pile structure	<i>fl 0.5</i>
D 7601.5	-- M5 *	29 21.51 47 52.97 *	Fl(3)+LFl Y *	3	5	Yellow beacon *	
D 7603.5	Al Wakir. M22 *	29 28.4 48 16.3 *	Fl(3)+LFl Y *	3	5	Yellow beacon	
D 7603.6	- M21 *	29 28.95 48 17.00 *	Fl(3)+LFl Y *	3	5	Yellow beacon	
D 7605.3	- Khawr Bubiyan. N19 *	30 00.00 48 08.17 *	Fl(3)+LFl Y *	3	5	Yellow beacon	
F 0722	-	8 10.3 77 15.4 *	Fl W *	9	5	Wooden platform on white masonry column, black bands 5	Destroyed *
F 0840	Great Basses. NE rock	6 10.7 81 28.9	Fl W 15s	34	25	White granite tower, 2 galleries 20m apart, conical roof 38	<i>fl 0.4. TE 2005</i> *
F 0842	Little Basses	6 24.3 81 43.8	VQ(2)W 10s	34	27	White granite tower and cupola, black band, 2 galleries 38	<i>fl 0.3, ec 0.2, fl 0.3, ec 9.2.</i> TE 2005 *
F 0952.5	Ramaypatnam	15 02.7 80 03.0	Fl W 10s	34	26	White 6-sided concrete tower, red bands 37	Racon *
F 1204	Ross Island. N end	11 40.8 92 46.1	Fl W 15s	12	8	Beacon	TE 2005 *
F 1213	Little Andaman Island Hut Bay Harbour. Breakwater. N Head	10 35.8 92 33.8	Fl R 3s	...	5	square structure red and white band *	Destroyed *
F 1222.6	Nancowry Harbour. Naval Point Reef	8 02.0 93 32.6	Fl W 5s	...	1	Beacon	Missing *

<u>No.</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Rang e miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
F 1223	Katchall Island. Katchall East Bay	8 00.4 93 24.2	Fl W 5s	43	10	White square concrete tower, red bands 9	Destroyed. *
F 1223.4	- Katchall West Bay	7 55.6 93 19.5	Fl(3)W 15s	17	10	White concrete tower, black bands 11	Destroyed. *
F 1225	-Chisen (Campbell Bay)	6 59.1 93 55.5	Fl(2)W 10s	41	5	White square masonry tower 6	<i>fl 0.5, ec 2.5, fl 0.5, ec 6.5</i> TE 2005 *
F 1226	-Campbell Bay. Ldg Lts 323°42'. Front	7 00.3 93 55.0	Q W	10	5	Red on white rectangular tower 8	Destroyed *
F 1227	-- Breakwater	6 59.3 93 56.2	QR				TE 2005 *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS

VOL. 1, 1987

(Last correction: Edition No. 17 dated 01 Sep 2004)

NIL

VOL. 2, 1995

(Last correction: Edition No.01 dated 01 Jan 2005)

NIL

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

(Last correction: Edition No. 19 dated 01 Oct 2003)

NIL

VOL. 5, 1997/98

(Last correction: Edition No. 20 dated 15 Oct 2004)

NIL

VOL. 6, 1987

(Last correction: Edition No. 18 dated 15 Sep 2003)

NIL

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. 03 dated 01 Feb 2005)

NIL

SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS

All mariners are advised to exercise extreme caution while using the Global Positioning System positions in WGS 84 datum on the Indian navigational charts produced in Everest datum. The variation in these parameters is considerable along the Indian coast and in Andaman & Nicobar and Lakshadweep islands (300 to 800 metres variations). Mariners are also advised to apply datum shift parameters (if available) on the Indian navigational charts before using Global Positioning System positions on Indian charts. These shift parameters are specified on the charts where observed, at a suitable position under legend note. Mariners are advised to use alternate methods of fixing while operating in restricted waters and in vicinity of dangers.

The Chief Hydrographer to the Govt. of India shall not be responsible for any marine accidents arising as a result of usage of GPS positions in WGS 84 datum in Indian navigational charts in Everest datum without the application of Datum Transformation Parameters/corrections where available or listed in the charts.

SECTION – X: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102)

Appeal to all Mariners:

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARANCHAL), INDIA
e-mail: - nho@sancharnet.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.org

Instructions for filling up Form IH 102 (Overleaf)

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. 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 should be given in order that corrections for the height of the tide may be applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

I.H. 102a (Revised 2003)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(For Reporting Changes to Port Information)

(To accompanying Form I.H. 102)

Name and address of ship / sender:

_____ **Ref No.:** _____
 _____ **Date :** _____

Fax No.: _____, **E-mail:** _____

1.	a) NAME OF THE PORT : b) Location : Lat: _____, Long: _____ c) Listing in Guide to Port Entry: Yes/No. Sl. No.: _____	
2.	NAME AND ADDRESS OF PORT AUTHORITIES a) Name b) Address c) Phone d) Fax e) E-mail	
3.	GENERAL REMARKS a) Principal activities and trade b) Latest population figures and date c) Number of ships and tonnage handled per year d) Maximum size and draught of vessels handled. e) Copy of Port Handbook <i>if available.</i>	
4.	ANCHORAGES a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	PILOTAGE a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	DIRECTIONS a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	POLLUTION CONTROL a) Local regulations in force (if any)	

<p>8. TUGS</p> <ul style="list-style-type: none"> a) Number available b) Max. hp. c) Requesting authority d) Availability times e) Communication with Tugs f) Hiring Charges 	
<p>9. BERTHING AND WHARVES</p> <ul style="list-style-type: none"> a) Number of berths available b) Length, c) Depth alongside d) Facilities available. e) Procedures for requesting berthing and hiring charges 	
<p>10. CARGO HANDLING</p> <ul style="list-style-type: none"> a) Containers b) Lighters c) Roll on/ roll off, etc. 	
<p>11. CRANES</p> <ul style="list-style-type: none"> a) Brief details and max. capacity. b) Container handling facilities 	
<p>12. BRIDGES</p> <p>Vertical clearances</p>	
<p>13. REPAIRS</p> <ul style="list-style-type: none"> a) Hull, machinery and underwater b) Ship and boat yards c) Docking or Slipway facilities (Give size of vessels handled or dimensions) d) Hards and ramps. e) Divers / Diving Assistance 	
<p>14. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, coastguard, etc.</p>	
<p>15. SUPPLIES</p> <ul style="list-style-type: none"> a) Fuel with type and quantities available. b) Freshwater and rate of supply. c) Provisions d) Chart Agents 	
<p>16. SERVICES</p> <ul style="list-style-type: none"> a) Radio Telegrams/Telephony b) Medical. c) Quarantine d) Consuls. e) Ship chandlery and stevedores, f) Compass adjustment, g) Tank cleaning, h) Hull painting. j) Diving and underwater examination k) Police / Ambulance / Fire l) Navigational warnings and weather bulletins m) Garbage Disposal n) Telephones p) Waste oil disposal 	
<p>17. COMMUNICATIONS</p> <ul style="list-style-type: none"> a) Road, rail and air services available b) Nearest airport or airfield. c) Port Radio and Information service (Frequencies and operating hours) 	

18. PORT AUTHORITY Designation, address and telephone number.	
19. SMALL CRAFT FACILITIES a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. SHORE LEAVE	
21. CLUBS / RECREATION / INFORMATION KIOSKS – Their location.	
22. VIEWS (duly annotated) Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. (Picture postcards may also be useful).	

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

E Mail : nho@sancharnet.com

Fax No.: 91- 0135- 2748373

WEB: www.hydrobharat.org

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

Date :

Ref. No:

Details of the Sender / Originator

1. **Name of ship or sender:**
2. **Address of sender:**
.....
e-mail; Fax No.; Tel. No.:.....
.....
3. **General Locality:**
4. **Chart / Publication Affected:**
 - a) Chart published by INHO / UKHO / other (Specify):
 - b) Chart No.: Edition Date:
 - c) Latest Edition of Indian N to M held:.....

Details of Changes / Dangers Observed

5. **Object of Change:**

	Date/Time of observation	Charted	Observed	Position/Area
(a) Bathymetry:				
(i) Depth -
(ii) Depth Contour -
(iii) Channel Depth -
(b) Navigational Dangers:				
(i) New Shoals.....
(ii) New Rocks.....
(iii) New Reefs.....
(iv) New Wrecks.....
(v) New Nav-aid (Specify) -
(c) Casualties to existing Nav-Aids:				
(i) Buoys.....
(ii) Lights.....
(iii) Fog signals.....
(iv) Racons.....
(v) Transit Marks
(vi) Leading Lines.....
(vii) Clearance bearings.....
(d) Designated Areas:				
(i) Exercise Areas
(ii) Prohibited Areas
(iii) Pilot Station
(iv) Anchorage
(v) Foul Ground

- (e) Port Information:
- (i) Berthing
 - (ii) Cranage
 - (iii) Tugs
 - (iv) Dry Docks
 - (v) Repair Facilities
 - (vi) Pilotage
 - (vii) Fuel
 - (viii) Water
 - (ix) Any other (Specify) :.....
- (f) Environmental Data:
- (i) Met information
 - (ii) Tides and Tidal Stream
 - (iii) Pollutants
 - (iv) Effluents.....
 - (v) Marine Life / Habitats
- (g) Other changes, if any, with Details:
6. **Information on the Positions of Danger / Changes Reported above:**
- (a) Positioning System used:
 - (b) Datum (WGS/Everest/ Local (Specify) :
 - (c) Accompanying plots / photographs if any:
7. **Information on the Soundings / Depths Reported above:**
- a) Echo Sounder (Type) used:
 - b) Draught of Vessel set on Echo Sounder:
 - c) Observed water depth vis-à-vis charted depth:
 - d) Echo-gram accompanying this report: Yes / No
 - e) Whether voltage drop existed in equipment at observation time
 - f) Data and Time of depth observation
8. **Limitations if any in Reporting the changes above**

Signature of the Master / Reporter

Date:

To

The Chief Hydrographer
National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARANCHAL), INDIA

E-mail: - nho@sancharnet.in
Fax No.: (0135) 2748373
WEB: - www.hydrobharat.org

Please Note:

1. Please see over leaf for Instructions for filling up this form.
2. Photograph / Sketches / Diagram, etc duly annotated will be useful supporting document.
3. Please rush this information to the Chief Hydrographer to the Govt. of India at the address given above, by the fastest available means.

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	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	¾	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	10½	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	1½	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	11½	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	2½	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	Metres	Inches	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10	3.937	
21	3½	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	13½	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	4½	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	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	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	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	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	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	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	8½	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	Inches	Feet	Metres	Factors		
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 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
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	39.197	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	Fthms	Metres	Feet	Metres		
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	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
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						