



# INDIAN NOTICES TO MARINERS FOR 2005

(PUBLISHED FORTNIGHTLY ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

EDITION No. 14 DATED 16 JULY 2005

(CONTAIN NOTICES 325 TO 344)

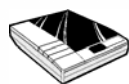
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**Mariner's Obligation and A Chart maker's Plea:** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, 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  
Post Box No. 75  
Dehradun 248 001  
India**

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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 1<sup>st</sup> 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 325 to 344 contained in this Edition**

INDIAN H.O. Chart No.	Folio No.	Notice No.
22	3	325
23	4	325
31	5	343(T)
32 (INT 754)	5	343(T)
33	5	343(T)
211	3	344(T)
214	3	340
255	3	344(T)
257 (INT 7348)	3	340
265	4	325
273	4	325
313	5	343(T)
315	5	343(T)
356	5	343(T)
472	6	339
2001	3	344(T)
2015 (INI 7337)	3	344(T)
2016 ( INT 7336)	3	344(T)
2022 (INT 7348)	3	340
3001 (INT 7402)	5	343(T)
3028	5	343(T)
8004	1	326, 341(P)

ADMIRALTY Chart No.	Folio No.	Notice No.
262 (INT 7115)	32	327
711 (INT 7737)	38	329
712 (INT 7730)	38	329
713 (INT 7738)	38	329
759	37	332
760	37	332
827	42	339
830	45	339
840	45	339
841	45	339
842	45	339
1214	40	333
1223	40	328,335
1509	41	338
2403	45	331
2624	41	336
2627	41	336
2738	42	338
2741	36	337
2756	36	337
2886	40	334
2887	40	326, 341(P)
2888	40	326, 341(P)
2889 (INT 7211)	40	341(P)
3175	40	326, 341(P)
3176	40	326, 341(P)
3411 (INT 7218)	40	326
3412	40	326, 341(P)
3735 (INT 7259)	40	342(P)
3736 (INT 7258)	40	342(P)
3737 (INT 7255)	40	334, 342(P)
3738 (INT 7254)	40	334, 342(P)
3773	40	335
3788	40	334
3790 (INT 7252)	40	334, 342(P)
3833	45	331
3855	37	332
3868	37	332
3871	37	332
3872	37	332
3948	46	331
4031	45	330
4032	46	330
4040	46	330

**SECTION – II: PERMANENT NOTICES**  
**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS**

\*325(14/05)

**(a) NEW INDIAN CHARTS**

Source: NHO, Dehradun.  
(HJ/NM/Pub)

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
265	15.10.04	<b>South Maalhosmadulu Atoll to Ihavandhippolhu Atoll</b> <u>Limits:</u> 4° 48'.00N; 72° 12'.00E. 7° 27'.00N; 74° 00'.00E.	1:300000	4	Rs. 1360.00

**(b): INDIAN CHARTS PERMANENTLY WITHDRAWN**

<b>Chart to be withdrawn</b>	<b>Main Title</b>	<b>On Publication of New Chart</b>
265	<b>South Maalhosmadulu Atoll to Ihavandhippolhu Atoll</b>	265

**(c): CHARTS AFFECTED BY THE FOREGOING**

<u>Chart No.</u>	<u>Last Correction</u>	<u>Details</u>
22	(494/04)	Delete existing magenta limit and chart number 265 as follows: Limits: North 4° 43'. 00N East 72° 15' .00E. South 7° 13'. 00N; West 73° 57' .00E.  Insert new magenta limit and chart number 265 as follows: Limits: North 4° 48'. 00N East 72° 12' .00E. South 7° 27'. 00N; West 74° 00' .00E.

23 (226/04) Delete existing magenta limit and chart number 265 as follows:

North  $4^{\circ} 43'.00N$  East  $72^{\circ} 15'.00E$ .

South  $7^{\circ} 13'.00N$ ; West  $73^{\circ} 57'.00E$ .

Insert new magenta limit and chart number 265 as follows:

North  $4^{\circ} 48'.00N$  East  $72^{\circ} 12'.00E$ .

South  $7^{\circ} 27'.00N$ ; West  $74^{\circ} 00'.00E$ .

273 (154/04) Delete existing magenta limit and chart number 265 as follows:

Limits:

North  $4^{\circ} 43'.00N$  East  $72^{\circ} 15'.00E$ .

South  $7^{\circ} 13'.00N$ ; West  $73^{\circ} 57'.00E$ .

Insert new magenta limit and chart number 265 as follows:

Limits:

North  $4^{\circ} 48'.00N$  East  $72^{\circ} 12'.00E$ .

South  $7^{\circ} 27'.00N$ ; West  $74^{\circ} 00'.00E$ .

**326 (14/05) UNITED ARAB EMIRATES – Approaches to Dubai (Dubayy) – Approaches to Jebel Ali (Mina'Jabal ' ali) – Restricted area. Legend.**

Source: B.A. notice 2879/05.

(HJ/1132/54)

**Chart 8004** [previous update 251/05]

Amend legend to, Reclamation in progress (2005) (see INM 342 (P)/05), centered on: 25° 15'.00N. 55° 11'.50E.

**BA Chart 2887** [previous update 250/05]

Amend legend to, Reclamation in progress (2005) (see INM 342 (P)/05), centered on: 25° 15'.00N. 55° 11'.50E.

**BA Chart 2888** [previous update 251/05]

Amend legend to, Reclamation in progress (2005) (see INM 342 (P)/05), centered on: 25° 15'.00N. 55° 11'.50E.

**BA Chart 3175** [previous update 164/05]

Insert limit of restricted area, TTTT, joining: (a) 25° 23'.85N. 55° 14'.71E. (existing limit)  
25° 19'.67N. 55° 19'.88E.

Amend legend to, *Entry Prohibited* (see INM 342 (P)/05), centered on: 25° 21'.20N. 55° 14'.50E.  
25° 14'.40N. 55° 12'.60E.

legend to (see INM 342 (P)/05), centered on: 25° 18'.40N. 55° 08'.20E.

Delete former limit of restricted area, TTTT, joining: (a) above  
25° 20'.35N. 55° 20'.55E.

**BA Chart 3176** [previous update 164/05]

Insert limit of restricted area, TTTT, joining: (a) 25° 23'.85N. 55° 14'.71E. (existing limit)  
25° 19'.67N. 55° 19'.88E.

Amend legend to, *Entry Prohibited* (see INM 342 (P)/05), centered on: 25° 21'.90N. 55° 14'.80E.  
25° 14'.40N. 55° 12'.00E.  
25° 02'.20N. 54° 57'.50E.  
25° 07'.50N. 55° 07'.60E.

legend to (see INM 342 (P)/05), centered on: 25° 18'.40N. 55° 07'.00E.

Delete former limit of restricted area, TTTT, joining: (a) above  
25° 20'.35N. 55° 20'.55E.

**BA Chart 3411 (INT 7218)** [previous update 285/05]

Insert limit of restricted area, TTTT, joining: 25° 21'.630N. 55° 17'.465E. (scale)  
25° 20'.058N. 55° 19'.400E. (E border)

legend, *Limit of Entry Prohibited*, orientated NW/SE, centered on: 25° 20'.750N. 55° 18'.500E.

Delete former limit of restricted area, TTTT, and associated legend, *Limit of Entry Prohibited*, joining: 25° 21'.700N. 55° 18'.525E. (N border)

25° 21'.117N. 55° 19'.400E. (E border)

**326 (14/05) UNITED ARAB EMIRATES – Approaches to Dubai (Dubayy) – Approaches to Jebel Ali (Mina'Jabal ' ali) – Restricted area. Legend. (continued)**

**BA Chart 3412** [previous update 164/05]



Insert	limit of restricted area, $\pi\pi\pi\pi$ , joining:	(a)	25° 23'.85N. 55° 14'.71E. (existing limit) 25° 19'.67N. 55° 19'.88E.
Amend	legend to, <i>Entry Prohibited</i> (see INM 342 (P)/05), centered on:		25° 22'.50N. 55° 13'.00E. 25° 12'.85N. 55° 10'.00E.
	legend to, (see INM 342 (P)/05), centered on :		25° 17'.80N. 55° 10'.00E.
	legend to, <i>Restricted area</i> (see INM 342 (P)/05), centered on:		25° 17'.20N. 55° 15'.50E.
Delete	former limit of restricted area, $\pi\pi\pi\pi$ , joining:	(a) above	25° 20'.35N. 55° 20'.55E.

**327 (14/05) DJIBOUTI – Golfe de Tadjoura – Port of Djibouti - Depths. Drying heights. Dredged area. Obstructions.**

Source: B.A. notice 2900/05.

((HJ/733/16)

**BA chart 262 (INT 7115)** [previous update 309/05]

Delete	limit of dredged area, peacked line, joining		11° 36'.72N., 43° 08'.11E. (shore) 11° 36'.79N., 43° 08'.16E. (existing contour)
<b>B.A. Chart 262 (INT 7115) (Plan A, Port of Djibouti)</b> [previous update 309/05]			
Insert	depth $11_2$		11° 36'.788N., 43° 08'.194E.
	depth $10_7$		11° 36'.809N., 43° 08'.334E.
	 <i>Obstn</i>		11° 36'.758N., 43° 08'.174E.
	depth $10_5$		11° 36'.732N., 43° 08'.161E.
	depth $9_9$ enclosed by 10m contour		11° 36'.740N., 43° 08'.191E.
	depth $11_3$		11° 36'.764N., 43° 08'.244E.
	depth $0_8$		11° 36'.781N., 43° 08'.373E.
	 <i>Obstn</i>		11° 36'.144N., 43° 08'.239E.
	drying height $0_4$ enclosed by 0m contour		11° 36'.114N., 43° 08'.307E.
	drying height $0_7$ enclosed by 0m contour		11° 36'.084N., 43° 08'.308E.
Delete	limit of dredged area, peacked line, joining		11° 36'.720N., 43° 08'.110E. (shore) 11° 36'.790N., 43° 08'.160E. (existing contour)
	legend, <i>Dredged to 12.0m</i> , centred on:		11° 36'.785N., 43° 08'.240E.



**328 (14/05) KUWAIT – Mina' Ash shu 'aybah -Lights. Leading lines.**

Light List Vol. D 7584.3

Source: B.A. notice 2906/05

(HJ/1133/91)

**B.A. Chart 1223 (Plan B, Mina' Ash shu 'aybah and Mina' Al Ahmadi) [previous update 409/04]**

Insert	☆ DirFl. WRG. 2s10M	(a)	29° 02'.459N., 48° 09'.230E.
	leading line, Peacked line for 0.5M then firm line for 1M,extending in direction 073.5 <sup>0</sup> from :	(b)	(a) above
	legend, 253.5 <sup>0</sup> , seaward end of:		(b) above
Delete	former ☆ DirFl. WRG. 2s10M PD		29° 02'.33N., 48° 09'.18E.

**B.A. Chart 1223 (Plan A, Mina' 'Abd Allah, Mina' Ash shu 'aybah and Mina' Al Ahmadi) [previous update 409/04]**

Insert	☆ DirFl. WRG.10M	(a)	29° 02'.46N., 48° 09'.23E.
	leading line, Peacked line for 0.5M then firm line for 1M,extending in direction 073.5 <sup>0</sup> from :	(b)	(a) above
	legend, 253.5 <sup>0</sup> , seaward end of:		(b) above
Delete	former ☆ DirFl. WRG.10M PD		29° 02'.33N., 48° 09'.18E.

**329 (14/05) INDIAN OCEAN– Mauritius –Ile de la Reunion - Note. Buoyage.**

Source: B.A. notice 2912/05

(HJ/732/02)

Note: 319(P)/00 remains in force.

**B.A. Chart 711 (INT 7737) [previous update 372/04]**

Insert	the accompanying note, FISH AGGREGATING DEVICES, centred on		19° 46'.05S., 57° 11'.55E.
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**B.A. Chart 712 (INT 7730) [previous update 470/02]**

Insert	the accompanying note, FISH AGGREGATING DEVICES, centred on		21° 36'.80S., 57° 51'.50E.
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Delete			20° 22'.70S., 57° 52'.50E.
--------	---	--	----------------------------

(a) 20° 05'.40S., 57° 47'.50E

(a) 19° 46'.60S., 57° 34'.90E


20° 02'.30S., 57° 17'.00E

20° 09'.40S., 57° 23'.60E


(b) 20° 11'.40S., 57° 19'.25E

20° 17'.00S., 57° 16'.30E

20° 22'.90S., 57° 16'.90E

 ,close NE of

(a) above

 ,close NW of

(b) above

**B.A. Chart 713 (INT 7738) [previous update 298/00]**

Insert	the accompanying note, FISH AGGREGATING DEVICES		within title panel, below IALA MARITIME BUOYAGE note
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**330 (14/05) SINGAPORE – Jurong Island – Banyan Basin – Buoyage Maritime limit. Legend.**

Source: B.A. notice 2896/05

(HJ/927/16)

**B.A. chart 4031** [previous update 261/05]

Insert maritime limit, pecked line, joining:

1° 15'.530N., 103° 41'.143E.  
(existing limit)

1° 15'.814N., 103° 40'.834E.

1° 15'.962N., 103° 40'.969E.

(a) 1° 15'.823N., 103° 41'.120E.

(b) 1° 15'.464N., 103° 41'.436E.

(existing limit)






and

(c) 1° 14'.911N., 103° 41'.592E.







1° 14'.667N., 103° 41'.662E.

1° 14'.622N., 103° 41'.507E.

(existing limit)

legend, *works in progress* (2005), centered on: *Fl.R.2s BB5* *Fl.R.4s BB6* *Fl.Y.2s BB7* *Fl.G.4s BB8* *Fl.G.2s BB9*

Delete

 *Fl.Y.10s BB1* *Fl.Y.8s BB2* *Fl.Y.6s BB3* *Fl.G.2s BB5* *Fl.G.4s BB6*, close NNW of: *Fl.Y.2s PKDBH-6*

1° 15'.180N., 103° 41'.436E.

1° 15'.091N., 103° 41'.542E.

(b) above

(a) above

1° 15'.051N., 103° 41'.734E.

1° 15'.609N., 103° 41'.576E.

1° 15'.830N., 103° 41'.270E.

1° 15'.611N., 103° 41'.221E.














1° 15'.312N., 103° 41'.310E.

(c) above

(b) above

1° 14'.880N., 103° 41'.440E.

**330 (14/05) SINGAPORE – Jurong Island – Banyan Basin – Buoyage Maritime limit. Legend. (continued)****B.A. chart 4032** [previous update 261/05]

Insert	maritime limit, pecked line, joining:		1° 15'.530N., 103° 41'.143E. (existing limit)
			1° 15'.814N., 103° 40'.834E.
			1° 15'.962N., 103° 40'.969E.
		(a)	1° 15'.823N., 103° 41'.120E.
		(b)	1° 15'.464N., 103° 41'.436E. (existing limit)
			and
		(c)	1° 14'.911N., 103° 41'.592E. 1° 14'.667N., 103° 41'.662E. 1° 14'.622N., 103° 41'.507E. (existing limit)
	legend, works in progress (2005), centered on:		1° 15'.180N., 103° 41'.436E.
	 Fl.R.2s BB5		1° 15'.091N., 103° 41'.542E.
	 Fl.R.4s BB6		(b) above
	 Fl.Y.2s BB7		(a) above
	 Fl.G.4s BB8		1° 15'.051N., 103° 41'.734E.
	 Fl.G.2s BB9		1° 15'.609N., 103° 41'.576E.
Delete	 Fl.Y.10s BB1		1° 15'.830N., 103° 41'.270E.
	 Fl.Y.8s BB2		1° 15'.611N., 103° 41'.221E.
	 Fl.Y.6s BB3		1° 15'.312N., 103° 41'.310E.
	 Fl.G.2s BB5		(c) above
	 Fl.G.4s BB6, close NNW of:		(b) above
	 Fl.Y.2s PKDBH-6		1° 14'.880N., 103° 41'.440E.
<b>B.A. chart 4040</b>	[previous update 296/05]		
Delete	 Fl.G.2s BB5		1° 14'.911N., 103° 41'.592E.
	 Fl.Y.2s PKDBH-6		1° 14'.910N., 103° 41'.432E.

**331 (14/05) INDONESIA – Sumatera – East Coast – Pulau Karimun Besar Southwards and South-eastwards – Rock. Depths. Legend.**

Source: B.A. notice 2903/05

(HJ/927/16)

**B.A. chart 2403** [previous update 222/05]

Insert	depth 8 <sub>5</sub> and extend 10m contour E to enclose	(a)	0° 58'.10N., 103° 30'.43E.
Delete	depth 10 <sub>6</sub> , close SW of:		(a) above

**331(14/05) INDONESIA – Sumatera – East Coast – Pulau Karimun Besar Southwards and South-eastwards – Rock. Depths. Legend. (continued)**

**B.A. chart 3833** [previous update 296/05]

Insert	<i>Rock</i>		1° 00'.03N., 103° 20'.88E.
	depth 0 <sub>3</sub> enclose 2m contour		0° 58'.90N., 103° 24'.48E
	depth 10 <sub>8</sub>	(a)	0° 58'.54N., 103° 27'.21E.
	depth 8 <sub>5</sub> enclosed by 10m contour	(b)	0° 58'.10N., 103° 30'.43E.
	legend, <i>Less water reported (2001)</i> , between:		1° 02'.20N., 103° 27'.40E.
			1° 00'.20N., 103° 29'.60E.
Delete	depth 17, close W of:		(a) above
	depth 11 <sub>9</sub> , close S of:		(b) above

**B.A. chart 3948** [previous update 222/05]

Insert	<i>Rock</i>		1° 00'.03N., 103° 20'.71E.
	depth 0 <sub>3</sub> and extend 5m contour N to enclose		0° 58'.90N., 103° 24'.33E
	depth 8 <sub>5</sub> enclosed by 10m contour		0° 58'.10N., 103° 30'.28E.
	legend, <i>Less water reported (2001)</i> , between:		1° 02'.00N., 103° 27'.10E.
			1° 00'.20N., 103° 29'.40E.

**332 (14/05) MADAGASCAR – West Coast – East Coast – Magnetic variation.**

Source: B.A. notice 3040/05

(HJ/732/28)

**B.A. chart 759** [previous update 33/03]

Amend	legend to, Mag Var 15°00' W (2005) (0'), centered on:		17° 59'.0S., 51° 00'.0E.
	legend to, Mag Var 19° 50' W (2005) <i>increasing</i> <i>2' annually</i> , centered on:		21° 59'.0S., 50° 00'.0E.
Delete	magnetic north arrow, centered on:		18° 00'.0S., 51° 00'.0E.
			22° 00'.0S., 50° 00'.0E.

**B.A. chart 760** [previous update 154/01]

Amend	legend to, Mag Var 19°10' W (2005) <i>increasing</i> <i>6' annually</i> centered on:		23° 29'.5S., 42° 00'.0E.
	legend to, Mag Var 20° 55' W (2005) <i>increasing</i> <i>4' annually</i> , centered on:		23° 29'.5S., 46° 40'.0E.
Delete	magnetic north arrow, centered on:		23° 30'.0S., 42° 00'.0E.
			23° 30'.0S., 46° 40'.0E.

**B.A. chart 3855** [previous update 272/01]

Amend	legend to, Mag Var 14°20' W (2005) <i>increasing</i> <i>4' annually</i> centered on:		19° 29'.95S., 43° 30'.00E.
	legend to, Mag Var 16° 10' W (2005) <i>increasing</i> <i>5' annually</i> , centered on:		20° 59'.95S., 43° 15'.00E.
Delete	magnetic north arrow, centered on:		19° 30'.00S., 43° 30'.00E.
			21° 00'.00S., 43° 15'.00E.

**332 (14/05) MADAGASCAR – West Coast – East Coast – Magnetic variation (continued).****B.A. chart 3855 (Plan, Morondava ) [previous update 272/01]**

Amend legend to, Mag Var 15°40' W (2005) *increasing 4' annually* centered on: 20° 20'.27S., 44° 17'.55E.

**B.A. chart 3868 [previous update 83/01]**

Amend legend to, Mag Var 10°50' W (2005) *increasing 3' annually* centered on: 16° 29'.75S., 43° 30'.00E.

legend to, Mag Var 12° 45' W (2005) *increasing 4' annually*, centered on: 18° 14'.75S., 43° 15'.00E.

Delete magnetic north arrow, centered on: 16° 30'.0S., 43° 30'.0E.

18° 15'.0S., 43° 15'.0E.

**B.A. chart 3871 [previous update 84/04]**

Amend legend to, Mag Var 10°00' W (2005) *increasing 2' annually* centered on: 15° 29'.75S., 44° 00'.00E.

legend to, Mag Var 10° 15' W (2005) *increasing 2' annually*, centered on: 15° 13'.75S., 45° 30'.00E.

Delete magnetic north arrow, centered on: 15° 30'.00S., 44° 00'.00E.

15° 14'.00S., 45° 30'.00E.

**B.A. chart 3872 [previous update 154/01]**

Amend legend to, Mag Var 9°15' W (2005) *increasing 1' annually* centered on: 13° 29'.75S., 47° 15'.00E.

legend to, Mag Var 10° 10' W (2005) *increasing 1' annually*, centered on: 14° 43'.20S., 46° 44'.50E.

Delete magnetic north arrow, centered on: 13° 30'.00S., 47° 15'.00E.

14° 43'.50S., 46° 44'.50E.

**333 (14/05) KUWAIT – Mina' ash Shuwaykh – Outer Shuwaykh Channel Northwards and Southwards – Obstruction. Wreck.**

Source: B.A. notice 2978/05

(HJ/1133/92)

**B.A. chart 1214 (plan, Mina' ash Shuwaykh) [previous update 455/04]**

Substitute ⊕ for ⊕ *Mast* 29° 23'.62N., 47° 58'.07E.

Delete ○ *Obstn* 29° 24'.43N., 47° 58'.38E.

**B.A. chart 1214 [previous update 455/04]**

Substitute ⊕ for ⊕ *Mast* 29° 23'.62N., 47° 58'.07E.

Delete ○ *Obstn* 29° 24'.43N., 47° 58'.38E.

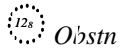
**334 (14/05) BAHRAIN – Mina' Salman and Approaches – Depths. Legends. Obstructions. Wrecks.**

Source: B.A. notice 3001/05

(HJ/1132/69)

**B.A. chart 2886** [previous update 306/05]

Insert



Obstn

26° 25'.1N., 50° 51'.0E.



Wk

26° 27'.2N., 50° 47'.6E

**B.A. chart 3737 (INT 7255)** [previous update 232/05]

Insert



Wk

(a)

26° 09'.28N., 50° 44'.94E

depth 14<sub>8</sub> enclosed by 15m contour

26° 10'.00N., 50° 45'.05E

depth 10<sub>3</sub>

26° 12'.16N., 50° 45'.88E

legend, See INM 343(P)/05, centered on:

26° 14'.50N., 50° 46'.10E

26° 20'.35N., 50° 34'.00E

26° 18'.60N., 50° 25'.55E

Delete

depth 14<sub>8</sub> enclosed by 15m contour, close NW of:

(a) above

legend, See INM 101(P)/05, centered on:

26° 14'.45N., 50° 43'.80E

26° 10'.92N., 50° 43'.85E

**B.A. chart 3738 (INT 7254)** [previous update 232/05]

Insert

depth 14<sub>8</sub> enclosed by 15m contour

26° 10'.00N., 50° 45'.05E

depth 10<sub>3</sub>

(a)

26° 12'.16N., 50° 45'.88E

depth 7<sub>3</sub> enclosed by 10m contour

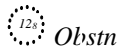
26° 13'.84N., 50° 47'.75E



Obstn

(b)

26° 25'.68N., 50° 45'.18E



Obstn

(c)

26° 25'.14N., 50° 51'.03E



Wk

26° 27'.18N., 50° 47'.56E



Wk

(d)

26° 09'.28N., 50° 44'.94E

legend, See INM 343(P)/05, centered on:

(e)

26° 13'.80N., 50° 44'.70E

Delete

depth 13<sub>1</sub>, close N of:

(a) above

depth 10<sub>7</sub>, close S of:

(b) above

depth 13<sub>5</sub>, close W of:

(c) above

depth 14<sub>8</sub> enclosed by 15m contours, close NW of:

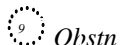
(d) above

legend, See INM 101(P)/05, close SW of:

(e) above

**B.A. chart 3788** [previous update 231/05]

Insert



Obstn

26° 25'.54N., 50° 45'.13E



Wk

26° 27'.04N., 50° 47'.51E

**334 (14/05) BAHRAIN – Mina’ Salman and Approaches – Depths. Legends. Obstructions. Wrecks.**  
(continued)

**B.A. chart 3790 (INT 7252)** [previous update 232/05]

Insert

 *Obstn* (a) 26° 25'.68N., 50° 45'.18E

 *Obstn* 26° 25'.14N., 50° 51'.03E

depth  $14_8$  enclosed by 15m contour 26° 10'.00N., 50° 45'.05E


depth  $10_3$  26° 12'.16N., 50° 45'.88E

depth  $7_3$  enclosed by 10m contour (b) 26° 13'.84N., 50° 47'.75E

legend, See *INM 343(P)/05*, centered on: 26° 20'.60N., 50° 49'.20E

26° 17'.80N., 50° 24'.40E

Substitute

 *Wk* for ++ 26° 27'.18N., 50° 47'.56E

Delete

depth  $10_7$ , close S of: (a) above

 *Wk*, close SE of: (b) above

**335 (14/05) KUWAIT – Mina’ al Ahmadi Eastwards – Buoyage. Legends.**

Source: B.A. notice 3063/05

(HJ/1133/91)

**B.A. Chart 1223 (plan A, Mina’ ‘abd Allah, Mina’ ash shu’ Aybah and Mina’ al Ahmadi)** [previous update 328/05]

Delete

legend, TRAFFIC SEPARATION SCHEME (OFF  
MINA’ AL AHMADI) TO BE IMPLEMENTED AT  
0000UTC, 1ST JULY 2005, centered on: 29° 09'.75N., 48° 20'.50E.  
29° 00'.55N., 48° 21'.70E.  
29° 02'.75N., 48° 16'.70E.

**B.A. Chart 3773** [previous update 312/05]

Insert

 *Fl.Y* 29° 09'.20N., 48° 23'.00E.  
29° 00'.40N., 48° 22'.96E.

Delete

legend, TRAFFIC SEPARATION SCHEME (OFF  
MINA’ AL AHMADI) TO BE IMPLEMENTED AT  
0000UTC, 1ST JULY 2005, centered on: 28° 56'.30N., 48° 27'.50E.  
29° 04'.60N., 48° 46'.50E.  
29° 17'.20N., 48° 12'.00E.

**336 (14/05) INDIA – West Coast – Port of Mumbai – Butcher Island (Dia Deva) South – westwards – Foul.**

Source: B.A. notice 2962/05

(HJ/1030/87)

**B.A. Chart 2624** [previous update NE 18/12/97]

Insert

limit of foul area, pecked line, joining: (a) 18° 57'.40N., 72° 53'.50E.  
(existing limit)  
18° 57'.40N., 72° 53'.80E.  
18° 56'.82N., 72° 53'.80E.  
(b) 18° 56'.82N., 72° 53'.50E.  
(existing limit)

**336 (14/05) INDIA –West Coast – Port of Mumbai–Butcher Island (Dia Deva) South–westwards–Foul. (continued)**

Delete former limit of foul area, pecked line, joining: (a) above  
(b) above

**B.A. Chart 2627** [previous update NE 18/12/97]

Insert limit of foul area, pecked line, joining: (a) 18° 57'.40N., 72° 53'.50E.  
(existing limit)  
18° 57'.40N., 72° 53'.80E.  
18° 56'.82N., 72° 53'.80E.  
(b) 18° 56'.82N., 72° 53'.50E.  
(existing limit)

Delete former limit of foul area, pecked line, joining: (a) above  
(b) above

**337 (14/05) INDIAN OCEAN – Comores – Ile de Mayotte – North Coast –Bancs Jumeaux – Light –beacon.**

Light List Vol D, 6892.6

Source: BA notice 2971/05

(HJ/733/74)

**B.A. Chart 2741** [previous update 137/03]

Substitute South cardinal marking beacon Q(6)+LFl.3M  
Jumeaux for  $\begin{smallmatrix} \blacksquare \\ R \end{smallmatrix}$  Fl(3)R.4M Jumeaux 12° 39'.93S., 45° 08'.06E.

**B.A. Chart 2756** [previous update 68/05]

Substitute South cardinal marking beacon Q(6)+LFl.15s 7m 3M  
Jumeaux for  $\begin{smallmatrix} \blacksquare \\ R \end{smallmatrix}$  Fl(3)R.12s 7m4M Jumeaux 12° 39'.93S., 45° 08'.06E.

**338 (14/05) INDIA – West Coast –Coondapoor North–westwards–Wreck. Foul.**

Source: BA notice 2997/05

(HJ/1030/35)

**B.A. Chart 1509** [previous update 367/03]

Substitute  $\oplus$  PA for # 13° 54'.0N., 74° 30'.0E.

**B.A. Chart 2738** [previous update NE 27/10/95]

Substitute  $\oplus$  PA for # 13° 54'.0N., 74° 30'.0E.

**339 (14/05) INDIAN OCEAN – Nicobar islands –Approaches to Nancowry Harbour–Trinkat Islands–Morrel Point–Light**

Source: BA notice 3002/05

List Light Vol.F 1222.58

(HJ/928/86)

**Chart 472** [previous update 236/05]

Amend light to, Fl(3)10s 11m 8° 02'.4N., 93° 35'.3E.

**B.A. Chart 827** [previous update 313/05]

Amend light to, Fl(3)10s 8° 02'.4N., 93° 35'.3E.

**B.A. Chart 830** [previous update 313/05]

Amend light to, Fl(3)10s 8° 02'.4N., 93° 35'.3E.

**B.A. Chart 840** [previous update 3002/05]

Amend light to, Fl(3)10s11m 8° 02'.4N., 93° 35'.3E.

**B.A. Chart 841(plan Nancowry Harbour and Approaches)** [previous update NE 23/12/77]

Amend light to, Fl(3)10s36ft 8° 02'.26N., 93° 35'.12E.

**B.A. Chart 842** [previous update NE 30/10/87]

Amend light to, Fl(3)10s11m 8° 02'.4N., 93° 35'.3E.



**\*340 (14/05) INDIA – West Coast – Approaches to Mormugao – Depth.**

Source: INS Jamuna C(D) – 476

*(HJ/1030/56)***Chart 214** [*previous update 145/05*]

Insert depth 18.1 enclosed by 20m contour

15° 24'.04N., 73° 40'.12E.

**Chart 257 (INT 7343)** [*previous update 145/05*]

Insert depth 18.1 enclosed by 20m contour

15° 24'.04N., 73° 40'.12E.

**Chart 2022 (INT 7345)** [*previous update 76/05*]

Insert depth 18.1 enclosed by 20m contour

15° 24'.04N., 73° 40'.12E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****341 (P) (14/05) UNITED ARAB EMIRATES – Approaches to Dubai (Dubayy) – Approaches to Jebel Ali (Mina' Jabal' Ali)–Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Pilot Boarding Place. Submarine cables.**

Source: B.A. notice 2878(P)/05

(HJ/1132/44)

1. Work is in progress on five reclamation projects off the coast of Dubai. To maintain safety and to assist craft working on these projects each is surrounded by an exclusion zone. Appropriate warning lights will be exhibited and all vessels are warned to keep well clear of these areas. All positions are referred to WGS84 Datum.
2. Palm Island one, palm Jumeirah (25° 07'.00 N., 55° 08'.00E.)
  - a) An exclusion zone surrounding palm Jumeirah is of 2.5M radius centered on position 25° 07'.86 N., 55° 06'.97E. Mariners are to keep at least 3M seaward of this central position.
3. Palm Island two, palm Jebel Ali (25° 01'.50 N., 54° 58'.30E.)
  - a) An exclusion zone has been established and is marked by cardinal and lateral light-buoys. This is shown on BA chart 3739.
  - b) Mariners are to exercise special care in the vicinity of position 25° 03'.30 N., 55° 00'.60E. where barge and construction traffic cross the Javel Ali Approach Channel.
  - c) The two submarine cables which leave the UAE coast in position 24° 59'.19 N., 55° 01'.15E. have been relocated to avoid the 'Palm Javel Ali development. The new routes for these cables join the following positions :
  - d) Fibre Optic Gulf (FOG) cable
    - 24° 59'.19 N., 55° 01'.15E. (shore)
    - 24° 59'.30 N., 55° 01'.09E.
    - 24° 59'.78 N., 55° 01'.45E.
    - 25° 01'.21 N., 55° 01'.91E.
    - 25° 02'.12 N., 55° 01'.36E.
    - 25° 02'.60 N., 55° 00'.36E.
    - 25° 02'.70 N., 54° 59'.20E.
    - 25° 02'.37 N., 54° 58'.12E.
    - 25° 01'.17 N., 54° 56'.34E. (existing cable)
  - e) Abu Dhabi – Dubai Diversity Cable
    - 24° 59'.19 N., 55° 01'.15E. (shore)
    - 24° 59'.30 N., 55° 01'.09E.
    - 24° 59'.79 N., 55° 01'.43E.
    - 25° 01'.22 N., 55° 01'.84E.
    - 25° 02'.02 N., 55° 01'.28E.
    - 25° 02'.51 N., 55° 00'.28E.
    - 25° 02'.59 N., 54° 59'.18E.
    - 25° 02'.26 N., 54° 58'.17E.
    - 25° 01'.14 N., 54° 56'.51E.
    - 24° 59'.90 N., 54° 55'.23E. (existing cable)
  - f) The replaced cables have been largely recovered and re-laid on the new routes above. Mariners are advised not to anchor or trawl in the vicinity of submarine cables.
4. The world project (25° 13'.50 N., 55° 10'.00E.)
  - \* a. An exclusion zone has been established and is marked by cardinal and lateral buoys. This zone is shown on BA Chart 3412 and 3739.

**341 (P) (14/05) UNITED ARAB EMIRATES – Approaches to Dubai (Bubayy) – Approaches to Jebel Ali (Mina’ Jabal’ Ali)–Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Pilot Boarding Place. Submarine cables. (continued)**

5. Dubai maritime city
- This project covers approximately 2,500,000 square metres and will be located on reclaimed land between Mina’ Rashid (25° 16'.7 N., 55° 16'.7E.) and Dubai Dry Dock (25°15'.2 N., 55°15'.8E.)
  - An exclusion zone has been established and is shown on BA Chart 3411.
  - This exclusion zone does not apply to vessels entering or leaving Mina’ Rashid under port control.
  - Phase 1 involves the construction of a new breakwater 300m north-westward of seaward end of Dubai Dry Dock Main Breakwater.
6. Palm Island Three, Palm Deira
- This project, extending 15km from the shore, will be located between Mina Rashid (25° 16'.7 N., 55° 16'.7E.) and Mina Khalid (25° 21'.9 N., 55° 22'.5E.).
  - An exclusion zone has been established joining the following positions:
    - 25° 16'.53 N., 55° 17'.70E. (shore)
    - 25° 18'.50 N., 55° 17'.20E.
    - 25° 18'.50 N., 55° 13'.27E.
    - 25° 20'.48 N., 55° 11'.05E.
    - 25° 23'.85 N., 55° 11'.05E.
    - \* 25° 23'.85 N., 55° 14'.71E.
    - \* 25° 19'.67 N., 55° 19'.88E.
  - The following light-buoy have been established to mark the exclusion zone:
 

'Charlie'	West Cardinal	<i>Q(9)15s</i>	25° 20'.50 N., 55° 11'.05E.
'Delta'	North Cardinal	<i>Q</i>	25° 23'.84 N., 55° 11'.02E.
* 'Echo'	North Cardinal	<i>Q</i>	25° 23'.85 N., 55° 14'.71E.
* 'Foxtrot'	Starboard Hand Lateral	<i>Fl(3)G.10s</i>	25° 21'.83 N., 55° 17'.21E.
* 'George'	East Cardinal	<i>Q(3)</i>	25° 19'.67 N., 55° 19'.88E.
  - All coastal traffic must steer to pass north of the 'Delta' and 'Echo' light-buoys.
  - The Dubai Approach Buoy (25° 21'.11N., 55° 14'.07E.) has been re-located to new position  
25° 18'.50 N., 55° 10'.00E.
  - The pilot boarding position for Dubai will now be north-west of the re-located Dubai Approach Buoy, in the vicinity of position 25° 19'.00 N., 55° 09'.50E.
  - The mina’ Rashid/Dubai Dry Docks long term (28° 18'.45N., 55° 11'.93E.) and short term (25° 21'.02N., 55° 17'.86E.) anchorages have been discontinued.  
the new recommended anchorage is to the north-west of the re-located Dubai Approach Buoy (25° 18'.50N., 55° 10'.00E.), but well clear of the charted gas pipeline.
  - Inward and out ward traffic for Khor Dubai must of necessity pass close to both the re-located Dubai Approach Buoy (25° 18'.50N., 55° 10'.00E.) and Khor Dubai Fairway Buoy (25° 17'.55N., 55° 17'.30E.). This involves crossing the fairway of a major port. Vessels must take effective action to avoid obstructing the fairway and must also keep radio watch for “Dubai Port Control”, see Admiralty List Of Radio Signals for details
7. For the latest information about these projects, mariners are advised to contact the local port authority and refer to navigational warnings issued by the Control and Maritime Guidance Office of the Ports, Customs and Free Zone Corporation, Dubai.
8. Further information will be promulgated as it becomes available.
9. Former INM 180(P)/05 is cancelled.  
\*indicates a new or revised entry.

**Chart affected: 8004 B.A 2887–2888–2889(INT 7211)–3175–3176–3412**

**342(P) (14/05) BAHARAIN– Mina' Salman and Approaches–Al Muharraq westwards.–depths. Anchorage area. Breakwater. Obstruction. Wreck. Reclamation areas. Light.**

Source: B.A. notice 3000(P)/05

(HJ/1132/69)

1. Numerous changes to charted detail within Mina' Salman and Approaches and to the west of Al Muharraq have been received (2005) from the Survey & land registration Bureau, Bahrain. The most significant changes are detailed below:
2. Depths as follow:
  - 9<sub>3</sub> m 26° 11'.09N., 50° 40'.32E.
  - \* 4<sub>8</sub> m 26° 12'.74N., 50° 39'.11E.
  - \* 9<sub>6</sub> m 26° 11'.60N., 50° 39'.54E.
  - 10<sub>4</sub> m 26° 10'.70N., 50° 39'.75E.
  - 8<sub>1</sub> m 26° 11'.48N., 50° 37'.61E.
  - 1<sub>5</sub> m 26° 14'.17N., 50° 42'.62E.
  - \* 6<sub>3</sub> m 26° 11'.76N., 50° 21'.14E.
  - \* 5<sub>4</sub> m 26° 12'.09N., 50° 21'.34E.
  - \* 2<sub>6</sub> m 26° 11'.04N., 50° 25'.38E.
  - \* 4<sub>2</sub> m 26° 17'.42N., 50° 22'.77E.
  - \* 3<sub>3</sub> m 26° 17'.46N., 50° 26'.60E.
  - \* 3<sub>9</sub> m 26° 18'.83N., 50° 34'.46E.
  - \* 5<sub>1</sub> m 26° 18'.60N., 50° 32'.77E.
  - \* 4<sub>3</sub> m 26° 17'.98N., 50° 34'.46E.
  - \* 4<sub>5</sub> m 26° 16'.79N., 50° 32'.93E.
  - \* 2<sub>7</sub> m 26° 16'.27N., 50° 31'.83E.
  - \* 4<sub>9</sub> m 26° 16'.77N., 50° 31'.76E.
  - \* 1<sub>5</sub> m 26° 08'.30N., 50° 54'.30E.
  - \* 4<sub>3</sub> m 26° 07'.92N., 50° 51'.73E.
- \* Indicates new or revised entry
3. Wreck with depth as follows:
  - \* 7<sub>7</sub> m 26° 09'.05N., 50° 43'.20E.
- \* Indicates new or revised entry
4. Obstruction with depth as follows:
  - \* 10<sub>7</sub> m 26° 10'.42N., 50° 42'.87E.
- \* Indicates new or revised entry
5. The F.4m light in position 26° 14'.22N., 50° 34'.17E. has been moved to position 24° 14'.28N., 50° 34'.25E.
6. A breakwater for the new port of Al Hidd has been constructed bonded by the following positions:
  - 26° 13'.56N., 50° 41'.07E. (shore)
  - 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. (shore)
  - \* Indicates new or revised entry.
7. The south –eastern limit of Sitrah Anchorage (26° 10'.41N., 50° 42'.90E.) has been moved southward to position 26° 10'.33N., 50° 42'.87E.

**342 (P) (14/05) BAHARAIN– Mina‘ Salman and Approaches–Al Muharraq westwards.–depths. Anchorage area. Breakwater. Obstruction. Wreck. Reclamation areas. Light. (continued)**

8. Reclamation has taken place bounded by the following positions :

- \* 26° 15'.53N., 50° 35'.80E. (shore)
- \* 26° 16'.00N., 50° 35'.45E.
- \* 26° 16'.30N., 50° 35'.70E.
- \* 26° 17'.45N., 50° 34'.70E.
- \* 26° 17'.60N., 50° 34'.70E.
- \* 26° 17'.62N., 50° 34'.94E.
- \* 26° 16'.93N., 50° 35'.60E. (shore)

\* Indicates new or revised entry.

9. Further reclamation has also taken place in the vicinity of the following positions:

- \* 26° 13'.40N., 50° 36'.50E.
- \* 26° 17'.00N., 50° 38'.60E.
- \* 26° 17'.70N., 50° 37'.30E.
- \* 26° 14'.50N., 50° 33'.70E.
- \* 26° 14'.35N., 50° 34'.40E.
- \* 26° 18'.00N., 50° 40'.00E.

\* Indicates new or revised entry.

10. Mariners should navigate with caution and consult the local authorities for the latest information.

11. Former INM 243(P)/05 is cancelled.

**BA Chart affected – 3735 (INT 7259) – 3736 (INT 7258) – 3737 (INT 7255) – 3738 (INT 7254) – 3790 (INT 7252)**

**\*343(T) (14/05) INDIA – West and East Coast – Off Ratnagiri, Chennai, Ennore, Ramyapatnam, Machalipatnam, Paradip, Cuddalore, Mahabalipuram, Vishakhapatnam – Data Buoys.**

Source: NIOT, Chennai  
(HJ/1029/93)

1. Following data collecting light buoys will be on station in the position given below until further notice.

<u>Buoy</u>	<u>Lat</u>	<u>Long</u>	<u>Colour</u>	<u>Light</u>
SW6	13° 11'.12N	080° 23'.26E	Yellow	Fl(2)5s4M
TB1	13° 10'.92N	080° 23'.28E	Yellow	Fl(2)5s4M
DS5	13° 59'.45N	083° 16'.28E	Yellow	Fl 4s4M
DS3	12° 09'.91N	090° 47'.78E	Yellow	Fl 4s4M
DS4	18° 22'.93N	087° 36'.96E	Yellow	Fl(5)22s4M
MB11	14° 58'.26N	087° 31'.86E	Yellow	Fl 4s4M
MB10	12° 29'.35N	084° 57'.90E	Yellow	Fl 4s4M
OB8	11° 34'.53N	081° 31'.20E	Yellow	Fl 4s4M
MB12	18° 08'.51N	090° 08'.13E	Yellow	Fl 4s4M

2. Mariners are advised to exercise caution and not to anchor or trawl in the operation circle 1000m of moored data buoy.

3. Former INM 508(T)/04 is cancelled.

**Charts affected: 31 – 32 (INT 754) – 33 – 313 -315 -356 -3001 (INT 7402) - 3028**

**\*344 (T) 14/05) INDIA –West Coast–Mumbai Docks– Wreck.**

Source: Mumbai Port Trust.  
(HJ/1030/87)

1. A barge Rajgiri reported sunk in approximate 18° 56'.3N., 72° 52'.2E. and is marked by two Yokohama fenders to either end of the barge.

2. Dangerous to surface navigation. Mariners are advised to exercise caution.

**Charts affected: 211–255 – 2001–2015 (INT 7337) –2016 (INT 7336).**

## 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**

**134 (T) (05/05) SRILANKA – South Coast – Great Basses Reef and Little Basses Reef – Lights.**

Source: B.A. notice 746(T)/05

(HJ/929/68)

1. The lights at Great Basses Reef (6° 10'.9N., 81° 28'.8E.) and Little Basses Reef (6° 24'.4N., 81° 43'.8E.) have been extinguished until further notice.

**Charts affected: 23 – 32 (INT 754) – 33 – 264 – 359.**

**\*135 (T) (05/05) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Coast line. Jetty. Light.**

Source: INS Sandhayak

(HJ/1028/07)

1. It is reported that the coastline in the area had undergone drastic changes. The Hut Bay breakwater has been breached at several places. The entire approach road and breakwater light at position 10° 35'.81N., 92° 33'.83E. has been destroyed. The passenger jetty is not safe to approach as the wreck of the fallen crane is a hazard to navigation.
2. Mariners are to exercise caution while navigating through this area.

**Charts affected: 4010**

**\*160 (T) (06/05) INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Rock.**

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak

(HJ/928/76)

1. It is reported that following rocks have been found at position
- |                 |                               |
|-----------------|-------------------------------|
| (a) New Rock    | 07° 01'.370N., 093° 55'.310E. |
| (b) Sunken boat | 06° 59'.870N., 093° 55'.560E. |
2. The Leading transit mark 323° on the beach was broken and damaged. A portion of the approach arm to the jetty was collapsed and the jetty has been damaged and is not fit for use. The debris of the jetty was lying westwards of the approach arm. The breakwater light and the Chisen point light are non-operational. The seaward end of the breakwater is sunk.

**Charts affected: 409 – 471 – 472 (INT 7032) – 4035.**

**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 NAVAREA warnings in force as on 15 July 2005, covering the entire world are listed below against the respective NAVAREA

<b><u>NAVAREA No.</u></b>	<b><u>Location</u></b>	<b><u>Last NAVAREA Sl. received</u></b>	
I	N.E. Atlantic	Nil	2001 series: 510 2003 series: 417. 2004 series: 317 463. 2005 series: 046 118 121 161 170 171190 204 205 207 213 214 216 218 220 221 222 223.
II	E. Atlantic	Nil	Nil.
III	Mediterranean	Nil	2005 series: Nil.
IV	N.W. Atlantic	Nil	2004 series: 228 323. 2005 series: Nil
V	W. Atlantic	Nil	2005 series: Nil
VI	S.W. Atlantic	Nil	2005 series: Nil
VII	S.E. Atlantic	061	2005 Series: 059 064 067.
VIII	Indian Ocean	323	2005 series: 192 200 212 216 273 274 310 312 329 333 335 337 339 343 346 350 351 352 356 379 380 384 390 400 402 404 412 413 414 419 424 425 426 427 431 432 433 434 435 436 437 438 439 440 442 443 444 445 446 447 448.
IX	Persian Gulf, Red Sea, NW Arabian Sea	056	2001 series : 312. 2003 series : 023 120 177 236 237 239 273. 2004 series : 025 036 070 079 088 107 109 134 135 151 184 206 207 224 239 249 259 260 268 269 280 284 288 . 2005 series : 009 013 014 017 020 022 026 027 030 034 037 038 039 040 045 046 047 048 049 050 051 052 053 054 055 056.
X	Australia, New Guinea	Nil	Nil
XI	Malacca Strait, China Sea, N. Pacific	0149	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0187 0310 0613. 2000 series: 0555 0677. 2001 series: 0182 0775. 2002 series: 0839. 2003 series: 0106 0273 0303 0304. 2004 series: 0091 0246 0267 0271 0272 0283 0285 0321 0338 0361 0402 0555 0571. 2005 series: 0004 0005 0022 0024 0025 0026 0030 0047 0051 0060 0062 0063 0175 0203 0210 0222 0243 0244 0245 0248 0250 0251 0252 0255 0260 0269 0271 0276 0284 0286 0291 0292 0293 0294 0295 0296 0297.



XII	N.E. Pacific	Nil	2004 series: 186 197.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	Nil	2005 series: 007.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2003 series: 993. 2004 series: 694 1011. 2005 series: 529.
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

**SECTION – VI: CORRECTIONS TO SAILING DIRECTION**

**NIL**







**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS****VOL. 1, 1987**

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

Page128, **PAKISTAN, Pakistan Ship reporting system (PASREPS), Requirements of message, paragraph A.**,  
Director General Maritime Security Agency, line 4, delete Phone: . . . . . to . . . . . 9214646 and replace by:  
Phone: +92(0)21 9214624, +92(0)21 9214964 – 9214967

**BA Weekly Edition 26**

**VOL. 2, 1995**

*(Last correction: Edition No.12 dated 16 Jun 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.13 dated 01 Jul 2005)*

**NIL**

**VOL. 6, 1987**

*(Last correction: Edition No. 13 dated 01 Jul 2005)*

**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](mailto:nho@sancharnet.in)  
Fax No.: (0135) 2748373  
WEB: [www.hydrobharat.org](http://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.	<b>a) NAME OF THE PORT</b> : <b>b) Location</b> : <b>Lat:</b> _____, <b>Long:</b> _____ <b>c) Listing in Guide to Port Entry: Yes/No.</b> <b>Sl. No.:</b> _____	
2.	<b>NAME AND ADDRESS OF PORT AUTHORITIES</b> a) Name b) Address c) Phone d) Fax e) E-mail	
3.	<b>GENERAL REMARKS</b> 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.	<b>ANCHORAGES</b> a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	<b>PILOTAGE</b> a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	<b>DIRECTIONS</b> a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	<b>POLLUTION CONTROL</b> a) Local regulations in force (if any)	

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

18. <b>PORT AUTHORITY</b> Designation, address and telephone number.	
19. <b>SMALL CRAFT FACILITIES</b> a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. <b>SHORE LEAVE</b>	
21. <b>CLUBS / RECREATION / INFORMATION KIOSKS</b> – Their location.	
22. <b>VIEWS</b> (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](mailto:nho@sancharnet.com)

Fax No.: 91- 0135- 2748373

WEB: [www.hydrobharat.org](http://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:**

	<b>Date/Time of observation</b>	<b>Charted</b>	<b>Observed</b>	<b>Position/Area</b>
<b>(a) Bathymetry:</b>				
(i) Depth - .....	.....	.....	.....	.....
(ii) Depth Contour - .....	.....	.....	.....	.....
(iii) Channel Depth - .....	.....	.....	.....	.....
<b>(b) Navigational Dangers:</b>				
(i) New Shoals.....	.....	.....	.....	.....
(ii) New Rocks.....	.....	.....	.....	.....
(iii) New Reefs.....	.....	.....	.....	.....
(iv) New Wrecks.....	.....	.....	.....	.....
(v) New Nav-aid (Specify) - .....	.....	.....	.....	.....
<b>(c) Casualties to existing Nav-Aids:</b>				
(i) Buoys.....	.....	.....	.....	.....
(ii) Lights.....	.....	.....	.....	.....
(iii) Fog signals.....	.....	.....	.....	.....
(iv) Racons.....	.....	.....	.....	.....
(v) Transit Marks .....	.....	.....	.....	.....
(vi) Leading Lines.....	.....	.....	.....	.....
(vii) Clearance bearings.....	.....	.....	.....	.....
<b>(d) Designated Areas:</b>				
(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](mailto:nho@sancharnet.in)  
Fax No.: (0135) 2748373  
WEB: - [www.hydrobharat.org](http://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	<b>Metres</b>	<b>Inches</b>	
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	<b>Inches</b>	<b>Feet</b>	<b>Metres</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 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	<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 m = 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						

To accompany Notice to Mariners (2912/05)

*On. Chart 711*

**FISH AGGREGATING DEVICES**

Fish aggregating devices are present around Mauritius. They are fitted with a string of orange, red or yellow coloured floats and a radar reflector. Mariners should keep a distance of 1 mile off these devices. Their positions may change frequently.

*On. Chart 712*

**FISH AGGREGATING DEVICES**

Fish aggregating devices are present around Mauritius. They are fitted with a string of orange, red or yellow coloured floats and a radar reflector. Mariners should keep a distance of 1 mile off these devices. Their positions may change frequently.

*On. Chart 713*

**FISH AGGREGATING DEVICES**

Fish aggregating devices are present around Mauritius. They are fitted with a string of orange, red or yellow coloured floats and a radar reflector. Mariners should keep a distance of 1 mile off these devices. Their positions may change frequently.