



# INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 20 DATED 16 OCT 2005

(CONTAIN NOTICES 496 TO 517)

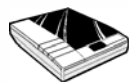
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[nho@sancharnet.in](mailto:nho@sancharnet.in)  
[nhd@sancharnet.in](mailto:nhd@sancharnet.in)



Write to  
National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248 001  
INDIA



Fax to  
+91- 135 - 2748373



Contact Person  
Deputy Hydrographer  
Marine Safety Services  
+91- 135 - 2747360-65



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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	16
IV.	Marine Information	18
V.	Radio Navigational Warnings	21
VI.	Corrections to List of Sailing Direction	23
VII.	Corrections to List of Lights	24
VIII.	Corrections to List of Radio Signals	26
IX.	Use of GPS for Navigation using Local (Everest) Datum charts.	31
X.	Reporting of Navigational Dangers.	32

**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 496 to 517 contained in this Edition**

<b>Indian H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
209	2	514
317	4	511
353 (INT 7413)	5	510
358 (INT 7394)	4	511
2019	2	513, 514
2044	2	512, 513, 514
2101	2	513
3012 (INT 7411)	5	496
3016	4	511
4003	6	509
4008	6	508

<b>Admiralty Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
711 (INT 7737)	38	504
713 (INT 7738)	38	504
1486	41	502
2373	32	498
2374	32	498
2375	32	500, 516(P)
2444	40	501, 503
2736	41	502
2886	40	501
2889 (INT 7211)	40	501
3043	32	500, 516(P)
3413	40	501
3526	40	497, 515(P)
3718	40	499
3719	40	499
3831	45	506
3950	40	501
4030	45	505
4033	45	505
4038	46	505
4040	46	505
4042	46	506
4043	46	506, 507
4044	46	507

**SECTION – II: PERMANENT NOTICES****\*496 (20/05)****MISCELLANEOUS UPDATES TO CHARTS**Chart No.Last NoticeDetails

3012 (INT 7411)

i) 363(15/05)

Refer INM 363 (15/05), read previous update as 121/05.

ii) 401(17/05)

Refer INM 401 (17/05), read previous update as 363/05.

Source: NHO, Dehradun

**497 (20/05) UNITED ARAB EMIRATES - Khawr Fakkan -Restricted areas. Legend.**

Source: BA notice 4416/05

(HJ/1132/53)

**BA Chart 3526 (plan A, Khawr Fakkan [ previous update 73/05]**

Insert	limit of restricted area, $\uparrow\uparrow\uparrow\uparrow$ , joining:	25° 21'·38N., 56°21'·98E.(shore) 25° 21'·45N., 56° 22'·11E.  25° 21'·67N., 56° 21'·98E. 25° 21'·87N., 56° 21'·51E.  25° 22'·69N., 56° 22'·15E. 25° 21'·24N., 56° 22'·64E.(shore) and 25° 20'·92N., 56° 22'·50E.(shore) 25° 21'·13N., 56° 22'·65E.(shore)
	legend, <i>Entry Restricted (see INM 515(P)/05)</i> , centred on:	25° 21'·95N., 56° 22'·20E.
Delete	former limit of restricted area, $\uparrow\uparrow\uparrow\uparrow$ , joining:	25° 21'·38N., 56° 22'·03E.(shore) 25° 20'·90N., 56° 22'·55E.(shore)
	legend, <i>Entry Prohibited</i> , centred on:	25° 21'·20N., 56° 22'·34E.

**BA Chart 3526 (plan C, Offshore Anchorages and the Approaches to Khawr Fakkan and Fujayrah) [ previous update 73/05]**

Insert	limit of restricted area, $\uparrow\uparrow\uparrow\uparrow$ , joining:	25° 21'·38N., 56° 21'·98E.(shore) 25° 21'·45N., 56° 22'·11E.  25° 21'·67N., 56° 21'·98E. 25° 21'·87N., 56° 21'·51E. 25° 22'·69N., 56° 22'·15E. 25° 21'·24N., 56° 22'·64E.(shore) and 25° 20'·92N., 56° 22'·50E.(shore) 25° 21'·13N., 56° 22'·65E.(shore)
	legend, <i>Entry Restricted (see INM 515(P)/05)</i> , centred on:	25° 22'·00N., 56° 22'·05E.
Delete	former limit of restricted area, $\uparrow\uparrow\uparrow\uparrow$ , joining:	25° 21'·38N., 56° 22'·03E.(shore) 25° 20'·90N., 56° 22'·55E.(shore)
	legend, <i>Entry Prohibited</i> , centred on:	25° 21'·45N., 56° 22'·40E.

**498 (20/05) EGYPT - Red Sea Coast - Gulf of Suez - Râs Sherâtîb South-westwards - Belayim Oilfield -Wreck.**

Source: BA notice 4462/05

(HJ/1134/86)

**BA Chart 2373[ previous update 425/04]**

Insert		28° 35'·26N., 33° 08'·65E
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**BA Chart 2374[ previous update 229/05]**

Insert		28° 35'·26N., 33° 08'·65E.
--------	---	----------------------------

**499 (20/05) SAUDI ARABIA - East Coast - Port of Jubail (Al Jubayl) - King Abdul Aziz Naval Base and King Fahd Industrial Port - Depths. Works. Dredged area. Legend.**

Source: BA notice 4486/05

*(HJ/1130/60)***BA Chart 3718** [ *previous update 372/05* ]

Insert the accompanying note, AIDS TO NAVIGATION,  
centred on: 26° 58'·10N., 49° 38'·10E.  
legend, Works in progress (2005),centred on: 27° 04'·80N., 49° 41'·15E.  
Delete depth 22and associated 30m approximate contour 27° 05'·64N., 49° 45'·57E.

**BA Chart 3719** [ *previous update 436/05* ]

Insert legend, Works in progress (2005), centred on: 27° 04'·80N., 49° 41'·15E.

**500 (20/05) EGYPT - Red Sea Coast - Safaga - Legends.**

Source: BA notice 4491/05

*(HJ/1134/65)***BA Chart 2375** [ *previous update 368/04* ]

Amend legend to, *Navigational Aids (see INM 516(P)/05)*,  
centred on: 26° 41'·00N., 34° 09'·80E.  
26° 53'·00N., 34° 05'·40E.

**BA Chart 3043 (plan A, Safaga)** [ *previous update 368/04* ]

Amend legend to, *Navigational Aids (see INM 516(P)/05)*,  
centred on: 26° 40'·60N., 34° 01'·30E.

**BA Chart 3043 (plan C, Approaches to Safaga)** [ *previous update 368/04* ]

Amend legend to, *Navigational Aids (see INM 516(P)/05)*,  
centred on: 26° 51'·50N., 34° 06'·50E.  
26° 38'·50N., 34° 09'·40E.

**501 (20/05) QATAR -Jazirat Halul to Al Khalij Oilfield - Submarine pipelines. Legend. Platforms.**

Source: BA notice 4574/05

*(HJ/1132/57)***BA Chart 2444** [ *previous update 474/05* ]

Insert submarine pipeline, +---+ , joining: 25° 42'·60N., 52° 26'·06E.  
( +---+ )  
25° 42'·20N., 52° 25'·81E.  
25° 42'·03N., 52° 25'·28E.  
25° 41'·43N., 52° 24'·00E.  
(W border)  
and  
25° 40'·37N., 52° 24'·00E.  
(W border)  
25° 40'·22N., 52° 24'·30E.  
(shore)

501 (20/05) QATAR -Jazirat Halul to Al Khalij Oilfield - Submarine pipelines. Legend. Platforms. (continued)

BA Chart 2886 [ previous update 474/05 ]

Insert submarine pipeline, +++++ , joining:

25° 42'·6N., 52° 26'·1E.

( +++++ )

25° 41'·3N., 52° 23'·8E.

25° 40'·5N., 52° 23'·8E.

25° 40'·2N., 52° 24'·3E.

(shore)

and

(a) 25° 53'·3N., 52° 43'·5E.

(□ DP2, PP1)

25° 53'·5N., 52° 43'·1E.

25° 51'·4N., 52° 35'·8E.

( +++++ )

and

25° 52'·1N., 52° 46'·7E.

(□ WP3)

25° 52'·6N., 52° 44'·0E.

(a) above

and

25° 56'·3N., 52° 44'·6E.

(□ DP3)

25° 54'·8N., 52° 43'·8E.

(a) above

and

(a) above

25° 56'·6N., 52° 41'·4E.

(□ DP1)

BA Chart 2889 (INT 7211)[ previous update 474/05 ]

Insert

☛ □ DP2

(a) 25° 53'·3N., 52° 43'·5E.

☛ □ DP3

(b) 25° 56'·3N., 52° 44'·6E.

☛ □ WP3

(c) 25° 52'·1N., 52° 46'·7E.



**501 (20/05) QATAR - Jazirat Halul to Al Khalij Oilfield - Submarine pipelines. Legend. Platforms. (continued)**

submarine pipeline, +----, joining:

25° 42'·6N., 52° 26'·1E.

( +---- )

25° 41'·3N., 52° 23'·8E.

25° 40'·5N., 52° 23'·8E.

25° 40'·2N., 52° 24'·3E.

(shore)

and

(a) above

25° 53'·5N., 52° 43'·1E.

25° 51'·4N., 52° 35'·8E.

( +---- )

and

(c) above

25° 52'·6N., 52° 44'·0E.

(a) above

and

(b) above

25° 54'·8N., 52° 43'·8E.

(a) above

and

(a) above

25° 56'·6N., 52° 41'·4E.

( □ DP1)

**BA Chart 3413 (plan A, Jazirat Halul) [ previous update 440/05 ]**

Insert submarine pipeline, +----, joining:

25° 42'·50N., 52° 26'·18E.

(N border)

25° 42'·20N., 52° 25'·81E.

(a) 25° 42'·03N., 52° 25'·28E.

(b) 25° 41'·43N., 52° 24'·00E.

(W border)

and

25° 40'·37N., 52° 24'·00E.

(W border)

25° 40'·22N., 52° 24'·30E.

(shore)

(a)-(b) above

legend, *Oil (see Note)*, along:**BA Chart 3950 [ previous update 306/05 ]**

Insert submarine pipeline, +----, joining:

25° 42'·49N., 52° 26'·00E.

( +---- )

25° 42'·09N., 52° 25'·75E.

25° 41'·92N., 52° 25'·22E.

25° 41'·21N., 52° 23'·74E.

25° 40'·81N., 52° 23'·54E.

25° 40'·38N., 52° 23'·74E.

25° 40'·11N., 52° 24'·24E.

(shore)

**502 (20/05) India West Coast – Gulf of Khambat – Gopnath –Gopnath Point – Radar beacon.**

Source: BA notice 4558/05  
(HJ/1130/17)

**BA Chart 1486** [ *previous update 316/05* ]

Insert  radar beacon, Racon (G), at light 21° 12′·2N., 72° 06′·6E.


**BA Chart 2736** [ *previous update NE 02/08/96* ]

Insert  radar beacon, Racon (G), at light 21° 12′·2N., 72° 06′·6E.

**503 (20/05) QATAR - El Bunduq Oilfield North-westwards - Legend.**

Source: BA notice 4575/05  
(HJ/1132/57)

**BA Chart 2444** [ *previous update 501/05* ]

Insert  legend, *Oil (see Note)*, orientated N/S, centred on: 25° 08′·4N., 52° 33′·65E.

**504 (20/05) INDIAN OCEAN - Mauritius - Buoyage.**


Source: BA notice 4577/05  
(HJ/733/02)

*Note:* Former *INM 319(P)/00* is cancelled

**BA Chart 711 (INT 7737)** [ *previous update 329/05* ]

Delete  19° 46′·35S., 57° 34′·53E.  
20° 02′·08S., 57° 16′·69E.  
20° 05′·20S., 57° 47′·12E.  
20° 09′·15S., 57° 23′·27E.  
20° 10′·40S., 57° 17′·75E.  
20° 11′·25S., 57° 18′·95E.  
20° 16′·80S., 57° 16′·00E.  
20° 22′·54S., 57° 52′·02E.  
20° 22′·70S., 57° 16′·61E.

**BA Chart 713 (INT 7738) (panel, Approaches to Port Louis)** [ *previous update 475/05* ]

Delete  20° 09′·17S., 57° 23′·23E.

**505 (20/05) SINGAPORE - West Jurong Channel - Tuas View South-eastwards - Buoyage.**

Source: BA notice 4580/05  
(HJ/927/16)

**BA Chart 4030** [ *previous update 480/05* ]

Insert  *Fl.R.2s SCM5* 1° 16′·589N., 103° 39′·013E.

Delete  *Fl.R.2s WJ2* 1° 16′·512N., 103° 38′·981E.

**BA Chart 4033** [ *previous update 441/05* ]

Insert  *Fl.R.2s SCM5* 1° 16′·589N., 103° 39′·013E.

Delete  *Fl.R.2s WJ2* 1° 16′·512N., 103° 38′·981E.

**BA Chart 4038** [ *previous update 485/05* ]

Insert  *Fl.R.2s SCM5* 1° 16′·59N., 103° 39′·01E.

Delete  *Fl.R.2s WJ2* 1° 16′·51N., 103° 38′·98E.

**BA Chart 4040** [ *previous update 485/05* ]

Insert  *Fl.R.2s SCM5* 1° 16′·59N., 103° 39′·01E.

Delete  *Fl.R.2s WJ2* 1° 16′·51N., 103° 38′·98E.

**506 (20/05) SINGAPORE -Kuala Johor -Angler Bank Eastwards -Buoyage.**

Source: BA notice 4584/05

(HJ/927/15)

**BA Chart 3831** [ *previous update 483/05* ]Insert  Fl.Y.2s TJUT 21 1° 20'·07N., 104° 04'·96E.

Fl.Y.4s TJUT 22 1° 20'·36N., 104° 05'·22E.

**BA Chart 4042** [ *previous update 483/05* ]Insert  Fl.Y.2s TJUT 21 1° 20'·07N., 104° 04'·96E.

Fl.Y.4s TJUT 22 1° 20'·36N., 104° 05'·22E.

**BA Chart 4043** [ *previous update 194/05* ]Insert  Fl.Y.2s TJUT 21 1° 20'·07N., 104° 04'·96E.

Fl.Y.4s TJUT 22 1° 20'·36N., 104° 05'·22E.

**507 (20/05) SINGAPORE - Serangoon Harbour - Changi Point, Westwards - Light-beacon. Mooring buoy.**

Light List Vol. F, 1740.5

Source: BA notice 4585/05

(HJ/927/16)

**BA Chart 4043** [ *previous update 506/05* ]Insert  Fl.G.5s CP 1° 23'·54N., 103° 59'·17E.

Fl.Y.3s EMI 1° 23'·65N., 103° 58'·95E.

**BA Chart 4044(plan A, Serangoon Harbour)** [ *previous update 409/05* ]Insert  Fl.G.5s CP 1° 23'·54N., 103° 59'·17E.

Fl.Y.3s EMI 1° 23'·65N., 103° 58'·95E.

**BA Chart 4044** [ *previous update 409/05* ]Insert  Fl.G.5s CP 1° 23'·54N., 103° 59'·17E.

Fl.Y.3s EMI 1° 23'·65N., 103° 58'·95E.

**\*508 (20/05) India –Andaman Islands – Stewart Sound – Foul area - Anchorage.**

Source: ROS INS Nirupak M(N) – 153

(HJ/1028/27)

**Chart 4008** [ *previous update 187/05* ]

Insert foul ground limit, pecked line, radius 25m, centred on: 12° 55'·42N., 92° 53'·97E



12° 55'·75N., 92° 55'·50E

Delete



12° 55'·49N., 92° 54'·01E

**Chart 4008 (plan, Mayabandar)** [ *previous update 187/05* ]

Insert foul ground limit, pecked line, radius 25m, centred on: 12° 55'·42N., 92° 53'·97E



12° 55'·75N., 92° 55'·50E

Delete



12° 55'·49N., 92° 54'·01E

**\*509 (20/05) India –Little Andaman Islands – Port Cornwallis – Depth. Beacon.**

Source: ROS INS Nirupak M(N) – 154

(HJ/1028/36)

**Chart 4003** [previous update 492/05 ]Insert depth  $5_8$  enclosed by 10m contour

13° 17'.29N., 93° 02'.26E



13° 17'.50N., 93° 02'.65E

**Chart 4003 (plan, Ariel Bay)** [previous update 492/05 ]Insert depth  $5_8$  enclosed by 10m contour

13° 17'.29N., 93° 02'.26E

**\*510 (20/05) India –East Coast – Kalingapatnam to Gopalpur. Light**

Source: ROS J- 134

(HJ/1028/85)

**Chart 353 (INT 7413)** [previous update 137/05 ]

Delete



18° 52'.80N., 84° 35'.80E

**\*511(20/05) India –East Coast – Approaches to Mandapam – Landmark – Cultural Feature.**

Source: Hydrographic Note IN SDB T-57

(HJ/930/90)

**Chart 317** [previous update 459/05 ]

Insert



09° 16'.818N., 079° 08'.960E

**Chart 358 (INT 7394)** [previous update 459/05 ]

Insert





09° 16'.818N., 079° 08'.960E

**Chart 3016** [previous update 459/05 ]

Insert



09° 16'.818N., 079° 08'.960E

Substitute  for  FS

09° 16'.900N., 079° 09'.980E

**\*512 (20/05) India –West Coast – Gulf of Khambat (Cambay) – Southern Portion - Landmark**

Source: DLL, Mumbai

(HJ/1130/17)

**Chart 2044** [previous update 186/05 ]

Insert Antenna Tresel Tower, 30 mtr

21° 05'.458N., 72° 38'.636E

**\*513 (20/05) India –West Coast – Approaches to Magdalla – Limit Legend.**

Source: Hydrographic Note Gujarat Maritime Board

(HJ/1130/17)

Cancel former INM 366(P)/05

**Chart 2019** [previous update 144/05 ]

Insert	limit of <i>General Lighterage Area</i> , pecked line, joining :	(a)	21° 02' .00N., 72° 34' . 50E 21° 02' .00N., 72° 36' . 50E 20° 59' .00N., 72° 36' . 50E 20° 59' .00N., 72° 34' . 50E (a) above
	limit of <i>Tanker Anchorage Area</i> , pecked line, joining :		21° 05' .00N., 72° 33' . 50E 21° 05' .00N., 72° 35' . 00E 21° 05' .82N., 72° 35' . 00E
	legend, <i>GENERAL LIGHTERAGE AREA</i> , centred on:		21° 00' .50N., 72° 35' . 50E
	legend, <i>ETHYLENE LIGHTERAGE AREA</i> , centred on:		21° 00' .50N., 72° 37' . 25E
	legend, <i>TANKER ANCHORAGE</i> , centred on:		21° 05' .40N., 72° 34' . 30E
Delete	limit of <i>General Lighterage Area</i> , pecked line, joining :	(a)	21° 03' .00N., 72° 34' . 00E 21° 03' .00N., 72° 36' . 00E and 21° 02' .00N., 72° 36' . 00E 21° 00' .00N., 72° 36' . 00E 21° 00' .00N., 72° 34' . 00E (a) above
	limit of <i>Ethylene Lighterage Area &amp; LPG Lighterage Area</i> , pecked line, joining :		21° 01' .00N., 72° 36' . 00E 21° 01' .00N., 72° 36' . 50E and 20° 59' .00N., 72° 36' . 00E 20° 59' .00N., 72° 36' . 50E and 21° 00' .00N., 72° 36' . 00E 20° 59' .00N., 72° 36' . 00E
	limit of <i>Tanker Anchorage Area</i> , pecked line, joining :		21° 05' .00N., 72° 33' . 50E 21° 03' .00N., 72° 33' . 50E 21° 03' .00N., 72° 34' . 00E and 21° 03' .00N., 72° 35' . 50E 21° 05' .82N., 72° 35' . 50E
	legend, <i>GENERAL LIGHTERAGE AREA</i> , centred on:		21° 01' .50N., 72° 35' . 00E
	legend, <i>ETHYLENE LIGHTERAGE AREA</i> , centred on:		21° 00' .50N., 72° 37' . 00E
	legend, <i>TANKER ANCHORAGE</i> , centred on:		21° 04' .70N., 72° 34' . 50E

**\*513 (20/05) India –West Coast – Approaches to Magdalla – Limit Legend. (continued)****Chart 2101** [previous update 186/05 ]

Insert	limit of <i>General Lighterage Area</i> , pecked line, joining :	(a)	21° 02'.00N., 72° 34'. 50E 21° 02'.00N., 72° 36'. 50E 20° 59'.00N., 72° 36'. 50E 20° 59'.00N., 72° 34'. 50E (a) above
	limit of <i>Tanker Anchorage Area</i> , pecked line, joining :		21° 05'.00N., 72° 33'. 50E 21° 05'.00N., 72° 35'. 00E
	legend, <i>GENERAL LIGHTERAGE AREA</i> , centred on:		21° 00'.50N., 72° 35'. 50E
	legend, <i>TANKER ANCHORAGE</i> , centred on:		21° 05'.50N., 72° 34'. 25E
Delete	limit of <i>General Lighterage Area</i> , pecked line, joining :		21° 02'.00N., 72° 34'. 50E 21° 02'.00N., 72° 34'. 00E 20° 59'.00N., 72° 34'. 00E 20° 59'.00N., 72° 34'. 50E
	limit of <i>Tanker Anchorage Area</i> , pecked line, joining :		21° 05'.00N., 72° 33'. 50E 21° 04'.00N., 72° 33'. 50E 21° 04'.00N., 72° 35'. 00E 21° 05'.00N., 72° 35'. 00E
	legend, <i>GENERAL LIGHTERAGE AREA</i> , centred on:		21° 00'.05N., 72° 35'. 00E
	legend, <i>TANKER ANCHORAGE</i> , centred on:		21° 05'.00N., 72° 34'. 25E

**Chart 2044** [previous update 512/05 ]

Insert	limit of <i>Tanker Anchorage Area</i> , pecked line, joining :	21° 05'.00N., 72° 33'. 50E 21° 05'.00N., 72° 35'. 00E
Delete	limit of <i>General Lighterage Area</i> , pecked line, joining :	21° 02'.00N., 72° 34'. 00E (South Border) 21° 03'.00N., 72° 34'. 00E 21° 03'.00N., 72° 36'. 00E 21° 02'.00N., 72° 36'. 00E (South Border)
	limit of <i>Tanker Anchorage Area</i> , pecked line, joining :	21° 05'.00N., 72° 33'. 50E 21° 04'.00N., 72° 33'. 50E 21° 04'.00N., 72° 35'. 00E 21° 05'.00N., 72° 35'. 00E
	legend, <i>GENERAL LIGHTERAGE AREA</i> , centred on:	21° 02'.80N., 72° 35'. 00E and 21° 02'.40N., 72° 35'. 00E

**\*514 (20/05) India –West Coast – Off Hazira – Limit.**

Source: Gujarat Maritime Board

(HJ/1130/17)

Cancel former INM 142(P)/02

**Chart 209** [previous update 144/05 ]

Insert limit of anchorage prohibited area, ✂-----✂----,joining: (a) 21° 01' .33N., 72° 29' . 34E  
 21° 04' .88N., 72° 36' . 14E  
 21° 09' .63N., 72° 34' . 14E  
 21° 06' .68N., 72° 28' . 64E  
 21° 03' .41N., 72° 28' . 54E  
 (a) above  
 21° 00' .05N., 72° 35' . 5E

Delete limit of Tanker anchorage area,--- ⚓ --- ⚓ ---, joining : (a) 21° 06' .00N., 72° 33' . 50E  
 21° 06' .00N., 72° 35' . 00E  
 21° 04' .00N., 72° 35' . 00E  
 21° 04' .00N., 72° 33' . 50E  
 (a) above

**Chart 2019** [previous update 513/05 ]

Insert limit of anchorage prohibited area, ✂-----✂----,joining: 21° 01' .90N., 72° 30' . 40E  
 (West Border)  
 21° 04' .88N., 72° 36' . 14E  
 21° 05' .82N., 72° 35' . 70E  
 (North Border)  
 21° 00' .05N., 72° 35' . 5E

Delete limit of Tanker anchorage area,--- ⚓ --- ⚓ ---, joining: 21° 05' .82N., 72° 33' . 50E  
 (North Border)  
 21° 03' .00N., 72° 33' . 50E  
 21° 03' .00N., 72° 35' . 50E  
 21° 05' .82N., 72° 35' . 50E  
 (North Border)

**Chart 2044** [previous update 513/05 ]

Insert limit of anchorage prohibited area, ✂-----✂----,joining: 21° 02' .00N., 72° 30' . 60E  
 (South Border)  
 21° 04' .88N., 72° 36' . 14E  
 21° 09' .63N., 72° 34' . 14E  
 21° 06' .68N., 72° 28' . 64E  
 21° 03' .41N., 72° 28' . 54E  
 21° 02' .00N., 72° 29' . 00E  
 (South Border)

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****515 (P)20/05 UNITED ARAB EMIRATES - Khawr Fakkan - Restricted area.**

Source: BA notice 4415(P)/05

*(HJ/1132/53)*

1. Work is in progress to expand the Port of Khawr Fakkan. A restricted area has been established around the areas of works and dredging. This area will be marked by red light-buoys and is shown on BA Chart 3526.
2. Ships entering and leaving the Port of Khawr Fakkan must do so under instruction from Port Control. They are to avoid stopping and anchoring within or near the restricted area.
3. All other vessels are requested to keep clear of the works and to remain outside of the restricted area.

**Chart affected - BA 3526****516 (P) 20/05 EGYPT - Red Sea Coast - Safaga - Leading line. Lights. Buoyage. Light-beacons.**

Source: BA notice 4490(P)/05

*(HJ/1134/66)*

1. Mariners are advised to use caution when approaching Safaga as the navigational aid system in the port and its outer approaches has been revised.
2. In the inner bay the leading line 310° and lights, 2F.R (vert), have been discontinued and the directional light (26° 44'·2N., 33° 56'·4E.) and its associated light sectors have been realigned. The centre line of the white sector and the recommended track to be followed is now 311° and the four light-buoys marking the dredged channel (26° 42'·7N., 33° 58'·4E.) have been moved accordingly. Further marker buoys have also been established in the inner bay.
3. \* It has been reported that a further pair of channel buoys have been laid (in approximate position 26° 42'·90N., 33° 58'·10E.) close north-west of the existing four buoys, marking the dredged channel.

\* Indicates new or revised entry

4. In the outer approaches to Safaga, additional light-beacons have been established on the following reefs and islands; Middle Reef (26° 42'·5N., 34° 06'·0E).  
Shi'b Shear (26° 39'·4N., 34° 06'·5E).  
Hyndman Reefs (26° 39'·4N., 34° 02'·7E).  
Safaga al Bour (26° 36'·4N., 34° 01'·1E).  
NE Geziret Safâga (26° 45'·7N., 33° 59'·6E).

5. There is currently doubt about the exact position of all nav aids in the Safaga area and advice from the Egyptian Authorities is being sought. Mariners are advised to use great care when navigating in these waters and seek local knowledge wherever possible.

6. Former INM 243(P)/00 is cancelled.

**Chart affected - BA 2375 -3043**



**517(T) (20/05) Indian Temporary Notices to Mariners cancelled.****Cancelled Notices**

<b>Notice No.</b>	<b>Ref. No</b>
96(T)/00	517(T)/05
38(T)/01	517(T)/05
103(T)/01	517(T)/05
261(T)/02	517(T)/05
227(T)/03	517(T)/05
342(T)/03	517(T)/05
424(T)/03	517(T)/05
52(T)/04	517(T)/05
122(T)/04	517(T)/05
200(T)/04	517(T)/05
230(T)/04	517(T)/05
275(T)/04	517(T)/05
366(T)/04	517(T)/05
367(T)/04	517(T)/05
386(T)/04	517(T)/05
405(T)/04	517(T)/05

**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 : 022-24316558  
 Fax : 022-24301455  
 INMARSAT : 00583 441 907 210  
 E-mail : indsar@vsnl.net

**PARADIP PORT INFORMATION**

- The main docking arms have been renamed as “CENTRAL DOCK” and “EAST DOCK”. Modification of “CENTRAL DOCK” has been completed. The “CENTRAL DOCK” and “EAST DOCK” now both have 07 berths each.
- The details of these berths are as follows:

**“CENTRAL DOCK”**

(a) Fertiliser Berth – I

Quay length	Design depth	Draft	LOA
250 meters,	13 meters	12.5	230 meters

(b) Fertiliser Berth – II It is captive berth for Oswal Chemical & Fertiliser Ltd. Quay length is 250 meters, design depth is 13 meters. Admissible draft and LOA is 12.5 and 230 meters respectively.

(c) Multi purpose Berth Berth is under construction. The proposed length of the berth is 232 meters, design depth is 13 meters.

(d) Central Quay – I, II, III. Total length of central quay is 755 meters. Consists of 3 berths (Central Quay I, II, III) For Central Quay berth I & II has admissible LOA and draft is 230 meters, 12.5 meters respectively. Central Quay III is under construction.

(e) North Quay – II Under construction.

**“EAST DOCK”**

(a) East Quay –I, II & III. Total length of East Quay –I, II, & III. is 686 meters. Also known as General Cargo Berth. The design depths EQ– I & EQ – II are 11.5 meters each and EQ – III is 12.5 meters 04 nos., shore cranes are available for loading & unloading. Admissible draft and LOA is 11.0 and 260 meters for EQ I and II respectively. Admissible draft and LOA at EQ-III is 12 meters and 230 meters respectively.

(b) Coal Berth – I & II Length of coal berth I & II – 260 meters each and design depth is 14.3 meters. Mechanised handling facilities can load coal up to 8000 Tones per hour. Admissible draft and LOA is 12.5 and 260 meters respectively. However vessels are permitted to load to Max. draft of 13.0 M to sail out on H.W during October to April at berth.

(c) Iron Ore Berth 320 meters space available between dolphin to dolphin. Admissible draft and LOA is 12.5 and 260 meters respectively. However vessels are permitted to load to Max. draft of 13.0 M to sail out on H.W during October to April at berth.

(d) North Quay – I Admissible draft is 5.0 meters used for barge operation.

4. A new Deep Sea Trawler Berth (DSTB) has been constructed north of the existing slipway. The maintained depth at this berth is 5.0 meters. used for Deep Sea Fishing Trawlers.
5. A new Oil berth, west of the North Breakwater is under construction. The proposed length is 300 meters, depth 14 meters. Dredging under progress.
6. The Reclamation berth has been demolished and construction work is in progress at this site.

### **MOORING, VIZAG PORT INNER HARBOUR**

Vessels up to 190 mtr length permitted to moor at mooring buoy adjacent to inner harbour turning circle.

Source – Ty Notice 07/2005 (Vishakhapatnam Port Trust)

**Chart affected – 3002(INT 7410) – 3012(7411)**

### **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.

**\*106 (T) (03/05) INDIA – Andaman Sea – Andaman and Nicobar islands – Beacon. Buoy. (continued)**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 16 Oct 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. 2005 series: 118 248 252 254 306 309 315 317 318 324 325 327 334 342 344 349 350 355 358 359 369 370 371 372.
II	E. Atlantic	Nil	Nil.
III	Mediterranean	Nil	2005 series: 172 173 188 189 191 193 196 200 201 204 205 217 218 219 223 228 230 231 232 233 235 238 239.
IV	N.W. Atlantic	Nil	2004 series: 323. 2005 series: 256.
V	W. Atlantic	Nil	2005 series: Nil.
VI	S.W. Atlantic	Nil	2005 series: Nil.
VII	S.E. Atlantic	064	2005 series: 092 095 107 111 112 114 117 119 120 121.
VIII	Indian Ocean	604	2005 series: 192 200 212 216 274 312 329 333 346 352 356 380 384 390 412 413 462 468 496 508 517 523 534 539 552 555 556 562 566 574 577 580 582 590 593 594 595 596 598 599 601 603 604 605 606 607 608.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2001 Series: 312. 2003 Series: 120 177 236 237 239 273. 2004 Series: 025 036 079 109 134 135 151 184 206 207 239 268 269 280 288. 2005 Series: 009 013 022 038 45 049 053 060 071 072 075 081 086 097 111 117 120 123 124 128 129 135 139 142 144.
X	Australia, New Guinea	Nil	003 008.
XI	Malacca Strait, China Sea, N. Pacific	0432	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0187 0310 0613. 2000 series: 0677. 2001 series: 0182 0775. 2002 series: 0839. 2003 series: 0106 0303 0304. 2004 series: 0091 0246 0271 0321 0361 0402 0555 0571. 2005 series: 0005 0022 0024 0025 0026 0030 0051 0060 0062 0063 0203 0271 0276 0307 0322 0331 0332 0335 0345 0348 0351 0366 0389 0395 0404 0411 0414 0415 0416 0417 0418 0419

			0420 0423 0424 0428.
XII	N.E. Pacific	Nil	2005 series: Nil
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	Nil	2005 series: 025
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2004 series: 694 1011. 2005 series: 1031
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

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

**NIL**



**SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS**

<b><u>No.</u></b>	<b><u>Name &amp; Location</u></b>	<b><u>Position (Lat- Long)</u></b>	<b><u>Charact- eristics</u></b>	<b><u>Ht. mts</u></b>	<b><u>Range miles</u></b>	<b><u>Structure &amp; Height (mts)</u></b>	<b><u>Remarks</u></b>
<b>D 6482</b>	<b>Durnford</b>	28 54.96 31 55.30	Fl(3+1)W 40s	48	<b>18</b>	White round concrete structure 12	(fl 0-1, ec 4-9)x 2, (fl 0-1, ec 14-9) x 2. Vis 246 <sup>0</sup> -070 <sup>0</sup> (184 <sup>0</sup> ). Racon *
<b>D 6483-52</b>	-Pelican Island. W Groyne. S	28 47.9 32 05.1	QG	9	3 Pole	5	fl 0-3. <b>TE 2005</b> *
<b>D 6483-54</b>	-- E Groyne	28 48.0 32 05.3	Fl R 2s	9	3 Pole	5	fl 0-3. <b>TE 2005</b> *
<b>D 6491</b>	-BARRA NORTE. Monte Cutfield. Lacerda	25 33.7 32 50.7	Fl(3)W 12s	61	5	White □ on aluminium framework tower 10	Racon. <b>TE 2005</b> *
<b>D 6796</b>	-Likoni Dir Lt 129 <sup>0</sup>	4 05.0 39 40.1	Dir Iso WRG 5s	21	2	White obelisk 12	R122.5 <sup>0</sup> -127.5 <sup>0</sup> (5 <sup>0</sup> ), W127.5 <sup>0</sup> -130.5 <sup>0</sup> (3 <sup>0</sup> ), G130.5 <sup>0</sup> -135.5 <sup>0</sup> (5 <sup>0</sup> ). <b>TE 2005</b> *
<b>D 7407-4</b>	-Al Muharraq	26 14.54 50 37.04	FW				*
*	*	*	*	*	*	*	*
<b>D 7407-42</b>		26 14.57 50 37.21	Fl G4s				*
*	*	*	*	*	*	*	*
<b>D 7407-44</b>		26 14.57 50 37.18	Fl G3s				*
*	*	*	*	*	*	*	*
<b>D 7407-46</b>		26 14.49 50 37.08	Fl G3s				*
*	*	*	*	*	*	*	*
<b>D 7407-9</b>	<i>Remove from List</i>						
<b>D 7411-5</b>	<i>Remove from List</i>						
<b>D 7411-55</b>	<i>Remove from List</i>						
<b>D 7411-56</b>	<i>Remove from List</i>						
<b>D 7411-57</b>	<i>Remove from List</i>						
<b>D 7443</b>	<i>Remove from List</i>						
<b>D 7407-9</b>	<i>Remove from List</i>						
<b>D 7411-5</b>	<i>Remove from List</i>						





<u>No.</u>	<u>Name &amp; Location</u>	<u>Position (Lat- Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
<b>D 7443-1</b>	Jazt al Jurayd. Radar tower *	27 11.85 49 57.40	FR	...	...	Tower	Racon *
<b>F 0449</b>	<i>PERIGEE LT V</i>	21 42.1 72 18.4 ... *	Fl W 7s  Bell	12	8	Red hull	<b>TE 2005</b>
<b>F 0476</b>	-SURAT ANCHORAGE Hazira Suvali Point	21 05.5 72 38.6	Fl(3) W 15s	39	24	white round masonry tower, 25	<i>fl 0-4, ec 2-1, fl 0-4, ec 2-1, fl 0-4, ec 9-6 Racon(k)</i> *
<b>F 0668</b>	-Aga light	12 50.8 74 50.3	Fl W 3s	10	11	white round masonry tower, black bands and building	<i>fl 0-3</i> Vis 018 <sup>0</sup> -153 <sup>0</sup> (135 <sup>0</sup> ). Storm signal *
<b>F 0756</b>	<b>Cheriyakara island</b>	10 02.0 72 17.4	Fl(2)W 20s	36	<b>19</b>	white metal column, red bands 37	Vis 207 <sup>0</sup> -199 <sup>0</sup> (352 <sup>0</sup> ).Racon(o) *
<b>F 0906</b> *	New Rameshwaram Lt *	09 19.05 79 19.84 *	Fl(2)W 20s *	--	--	--	On trial *
<b>F 0978</b>	Bhimunipatnam. Near Port Office	17 53.5 83 27.4	Fl W9s	11	8	White round masonry tower 23	<i>fl 0-3.</i> Storm Signals *
<b>F 1836-7</b>	<b>-Bunguran. Tg Senubing</b>	3 57.67 108 24.25 *	Fl W 5s *	88 *	<b>24</b> *	Framework tower 20	
<b>F 1838</b>	<b>Pulau Midai</b>	2 59.58 107 46.67 *	Fl(2)W 20s *	158	<b>26</b>	White metal framework structure 30	<i>fl 0-3, ec 4-7, fl 0-3, ec 14-7</i>
<b>K 0825</b> *	-Ldg Lts 194.3 <sup>0</sup> .Front *	12 06.33 96 51.79 *	Lit *	...	...	...	<b>(P)2005</b> *



**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS****VOL. 1, 2005***(Last correction: Edition No. 19 dated 01 Oct 2005)**Page 29, INDIA, CHENNAI (MADRAS), after TRAFFIC LISTS row insert:*

<b>CHENNAI (MRCC)</b>	
 +91 44 25395015 +91 44 25395016 +91 44 25395017 +91 44 25395018	 +91 44 25395015 +91 44 25395018
E-MAIL: isareast@md2.vsnl.in cgpoorav@md3.vsnl.in	



*Page 29, INDIA, COCHIN, after TRAFFIC LISTS row insert:*

<b>COCHIN (KOCHI) (MRSC)</b>	
 +91 484 2218969	 +91 484 2217164
E-MAIL: kripa@md3.vsnl.net.in	



*Page 30, INDIA, HALDIA (MRCC) after heading insert contact details as:*

 +91 3224 264541	 +91 3224 263404
E-MAIL: cghq8@cal2.vsnl.net.in	





*Page 30, INDIA, MANDAPAM CGS after heading row insert :*

<b>MANDAPAM (MRSC)</b>	
 +91 4573 241518 +91 4573 241519	 +91 4573 241518 +91 4573 241519
E-MAIL: cgmp@md5.vsnl.net.in	



*Page 31, INDIA, MUMBAI, after TRAFFIC LISTS row insert:*

<b>MUMBAI (MRCC)</b>	
 +91 22 24316558	 +91 22 24301455
E-MAIL: indsar@vsnl.net	INMARSAT: 00583 441 907 210





*Page 31, INDIA, PARADIP after TRAFFIC LISTS row insert:*

<b>PARADIP (MRSC)</b>	
 +91 6722 223380	 +91 6722 223359
E-MAIL: cgdhqp@sancharnet.in	
<b>PORBANDER (MRSC)</b>	
 +91 286 2242450	 +91 286 2210559
E-MAIL: comdis1ad1@sancharnet. In	



*Page 32, INDIA, VISHAKHAPATNAM after row1 insert:*

<b>VISHAKHAPATNAM (MRSC)</b>	
 +91 891 2568875	 +091 891 2568879
E-MAIL: dhq6@md4.vsnl.net.in	



Page 32, **INDIA**, after **VISHAKHAPATNAM** address insert new station:

<b>GOA (MRSC)</b>	
 +91 832 2521051	 +091 832 2520584
E-MAIL: comdis11@email.com	
<b>NEW MANGALORE (MRSC)</b>	
 +91 824 2405266	 +091 824 2407371
E-MAIL: cgman@sancharnet.in	



Page 31, **INDIA**, **TUTICORIN** after TRAFFIC LISTS row insert:

<b>TUTICORIN (MRSC)</b>	
 +91 461 2352199	 +91 461 2353906
E-MAIL: cgstut@sancharnet.in	

Page 34, **ANDAMAN AND NICOBAR ISLANDS (INDIA)**, **CAMPBELL BAY** after heading insert:

<b>CAMPBELL BAY(MRSC)</b>	
 +91 3192 264235	 +91 3192 264205
E-MAIL: pblmrcepb@sancharnet.in	

Page 35, **ANDAMAN AND NICOBAR ISLANDS (INDIA)**, **PORT BLAIR** after TRAFFIC LIST row insert:

<b>PORT BLAIR (MRSC)</b>	
 +91 3192 242948	 +91 3192 235612
E-MAIL: pblmrcepb@sancharnet.in	

**VOL. 2, 1995**

(Last correction: Edition No.17 dated 01 Sep 2005)

Page 11, Insert Station

Hazira Lt Racon **K** 21<sup>0</sup> 05.5N 72<sup>0</sup> 38.6 (20/05)

Page 34, **SAUDI ARABIA (Persian Gulf Coast)** section,

7775 Jazirat al Jurayd Radar Tower, delete entry and replace by:

Jazirat al Jurayd Racon 27°11'·89N 49°57'·51E 7775

**D**

**BA Notice No 39** (20/05)

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

(Last correction: Edition No. 19 dated 01 Oct 2005)

**NIL**

**VOL. 5, 1997/98**

(Last correction: Edition No.18 dated 16 Sep 2005)

NIL

**VOL. 6, 2005***(Last correction: Edition No. 19 dated 01Oct2005)*

Page 85, **INDIA, HAZIRA**  
 HAZIRA (including MAGDALLA)

**Pilots and Reliance SPM Offshore Terminal**

LOCATION: 21°09'N 72°34'E

The Reliance SPM terminal, which is within Magdalla Port Limits, is situated approximately 9 n miles NNW of the Tapi River Fairway buoy at the head of the Sutherland Channel.

RELIANCE BASE, HAZIRA (SURAT)  
 Shipping Radio Room

TELEPHONE: + 91 261 3035484  
 FAX: + 91 261 3035489  
 E-MAIL: shippingradioroom@ril.com

FREQUENCY: Reliance Base, Hazira, Surat – VHF Ch 67

HOURS: H24

PROCEDURE:

- (1) Vessels should advise ETA via agent 72h, 48h, 12h and 6h before arrival.
- (2) Pilots should be requested via agent.
- (3) Pilot for the terminal boards 3 n miles S of the SPM.

**Pilots and LNG Terminal**

LOCATION: 21°06'N 72°37'E

TELEPHONE: Operators (Office): +91 79 26470100  
 Operators (Terminal): +91 261 3051155 & 3051149

FAX: Operators (Office): +91 79 26470101  
 Operators (Terminal): +91 261 3051158

FREQUENCY: Hazira Port Control: VHF Ch 16; 69  
 Essar Marine Operations: VHF Ch 71  
 Magdalla Port Control: VHF Ch 16; 09

HOURS: H24

PROCEDURE:

- (1) Vessels bound for the Terminal must report to Magdalla Port Control when 2 n miles S of Magdalla Port Limits.
- (2) LNG tankers must obtain passage approval from Magdalla Port Control before entering the entrance corridor.
- (3) Pilot boards LNG vessels well S of the General Lighterage Area (21°00'·05N 72°35'·5E).

**Magdalla Port (Gujarat Maritime Board)**

TELEPHONE: Port Authority: +91 261 2470533  
Port Control/ VTMS: +91 261 2721700

FAX: Port Authority: +91 261 2475645  
Port Control/ VTMS: +91 261 2721700

TELEGRAPH: Port Authority: PORTAL MAGDALLA

E-MAIL: Port Authority: gmbpomin\_adl@sancharnet.in

FREQUENCY: Magdalla Port Control/ VTMS : VHF Ch 16; 09

HOURS: H24

**HAZIRA (including MAGDALLA)** 21°09'N 72°34'E

**Pilots and Offshore Terminal**

LOCATION: The terminal, which is within Magdalla Port Limits, is situated approximately 9 n miles NNW of the Tapi River Fairway Lt buoy at the head of the Sutherland Channel.

E-MAIL: Terminal: shippingradioroom@ril.com

FREQUENCY: Terminal: Ch 67

HOURS: H24

PROCEDURE:

- (1) Vessels should advise ETA via agent 72h, 48h, 12h and 6h before arrival.
- (2) Pilots should be requested via agent.
- (3) Pilot for the terminal boads 3 n miles S of the SPM.

NOTES:

- (1) Terminal is operated by Reliance Industries Ltd.
- (2) See also MAGDALLA.

**Pilots and LNG Terminal**

LOCATION: 21°06'N 72°37'E

TELEPHONE: Operators (Office): +90(0)79 26470100  
Operators (Terminal): +90(0)261 3051155 & 3051149

FAX: Operators (Office): +90(0)79 26470101  
Operators (Terminal): +90(0)261 3051158

FREQUENCY: Hazira Port Control: Ch 16; 69  
Essar Marine Operations: Ch 71  
Magdalla Port Control: Ch 16; 09

HOURS: H24

PROCEDURE:

- (1) Vessels bound for the Terminal must report to Magdalla Port Control when 2 n miles S of Magdalla Port Limits.
- (2) LNG tankers must obtain passage approval from Magdalla Port Control before entering the entrance corridor.
- (3) Pilot boards LNG vessels well S of the General Lighterage Area (21°00'.05N 72°35'.5E).

**Port**

TELEPHONE: Port Authority: +90(0)261 2470533 & 2463781  
Port Officer: +91(0)261 3035484 & 3035478

FAX: Port Authority: +90(0)261 2475645  
Port Officer: +91(0)261 3035489

TELEGRAPH: Port Authority: PORTAL MAGDALLA

E-MAIL: Port Authority: gmbpomin\_adl@sancharnet.in

FREQUENCY: Port Control: Ch 16; 09

HOURS: H24

**Source : Reliance Industries Limited.**

**(20/05)**

*Page 140, INDONESIA (Sulawesi), BITUNG*

**Pilots and Port. PROCEDURE, section (4), delete 1°52'.45N and replace by:**  
1°25'.45N

**BA Notice No 39**

**(20/05)**

**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. 16 dated 16 Aug 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 4486/05*

On BA Chart 3718

AIDS TO NAVIGATION  
The aids to navigation on this chart are  
reported to be unreliable. They may be  
missing, unlit or out of position.