



INDIAN NOTICES TO MARINERS FOR 2006

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

EDITION No. 02 DATED 16 JAN 2006

(CONTAIN NOTICES 61 TO 75)

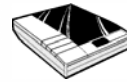
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E-mail to
nho@sancharnet.in
nhd@sancharnet.in



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



visit
www.hydrobharat.org

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	12
IV.	Marine Information	13
V.	Radio Navigational Warnings	15
VI.	Corrections to List of Sailing Direction	17
VII.	Corrections to List of Lights	18
VIII.	Corrections to List of Radio Signals	19
IX.	Use of GPS for Navigation using Local (Everest) Datum charts.	20
X.	Reporting of Navigational Dangers.	21

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 1st Jan, 01 Apr, 01 Jul and 01 Oct, and their text are published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on the charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

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

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

Lights Corrections to Light List is given in Section VII, where affected Light List number is quoted.

- (a) these corrections should be incorporated as per instructions given on page 11 of the list of Lights.
- (b) Such correction notices to light of list may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) the range of a light given is its nominal range. Its geographical range is given in parenthesis only, if it is less than the nominal range.

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

Radio Navigational Warnings (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.

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

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

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

Correction of Charts and Publications by the users Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

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

Use of Global Positioning System (WGS 84) positions

(a) The positions of Hydrographic objects shown on Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

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

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

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

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

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

SECTION – I
List of charts affected by
the Notices 61 to 75 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	68	11	40	68
22 (INT 752)	3	75 (T)	58 (INT 7314)	41	63
31	5	73(T), 74(T)	709	41	71(T)
32 (INT 754)	5	73(T), 74(T), 75(T)	1214	40	68
214	3	75(T)	2523 (INT 7250)	40	62
217	3	70, 75(T)	2741	36	65
224	4	75(T)	2756	36	65
257 (INT 7343)	3	75(T)	2757	36	65
258 (INT 7348)	3	70, 75(T)	2851	40	67
262	4	75(T)	2882 (INT 7264)	40	68
268 (INT 7353)	4	75(T)	2884 (INT 7278)	40	68
272	4	61, 70, 75(T)	3412	40	61
273	4	75(T)	3492	32	66
288	1	68	3773	40	68
308	5	74(T)	4707 (INT 707)	42	71(T)
354 (INT 7408)	5	61, 73(T), 74(T)			
360	7	64			
2002 (INT 7351)	3	70, 75(T)			
2003	3	72(P)			
2022 (INT 7345)	3	75(T)			
2050	2	63			
2052 (INT 7350)	3	70, 75(T)			
2053	3	69, 72(P)			
2075 (INT 7366)	4	75(T)			
2078 (INT 7346)	3	75(T)			
2088	1	67			
3018	7	64			

SECTION – II: PERMANENT NOTICES***61(02/06)****MISCELLANEOUS UPDATES TO CHARTS**

Source: NHO, Dehradun.

<u>Chart No.</u>	<u>Last Notice</u>	<u>Details</u>
354(INT 7408)	51/06	Refer to INM 403/03, Delete depth 6 ₈ in position 18° 20.4N 84° 08.9E
272	49/06	Refer to INM 49/06, read previous update as 47/06
BA 3412 (INT 7227)	41/06	Refer to INM 41/06, read previous update as 32/06

62 (02/06) QATAR - North-eastwards - Shah Allum Shoal Westwards - Platforms.

Light List Vol. D 9172.4, 9172.5, 9172.6

Source: BA Notice 6007/05.

(HJ/1132/67)

BA Chart 2523 (INT 7250) [previous update 432/05]

Move



WH-4 from:

26° 23'·43N., 52° 17'·26E.

to:

26° 23'·58N., 52° 17'·33E.



WH-5 from:

26° 19'·67N., 50° 07'·21E.

to:

26° 19'·82N., 50° 07'·28E.



WH-6 from:

26° 24'·39N., 52° 07'·10E.

to:

26° 24'·54N., 52° 07'·17E.

63 (02/06) PAKISTAN - Karachi Harbour and Approaches - Buoyage.

Source: BA Notice 5999/05.

(HJ/1131/43)

Chart 2050 [previous update 317/05]

Move



Fl.10s from:

24° 46'·360N., 66° 57'·040E.



to:

24° 46'·440N., 66° 57'·070E.



Fl.5s from:

24° 44'·640N., 66° 59'·310E.



to:

24° 44'·570N., 66° 59'·260E.

BA Chart 58 (INT 7314) [previous update 36/06]

Move



Fl.5s from:

24° 44'·66N., 66° 59'·31E.



to:

24° 44'·56N., 66° 59'·10E.

64 (02/06) BANGLADESH - Approaches to Pussur River - Legends. Note.

Source: BA Notice 6064/05.

(HJ/1129/10)

Chart 360 [previous update 341/04]

Insert

legend, ANCHORING (see Note), centred on:

21° 22'·5N., 89° 36'·0E.

the accompanying note, ANCHORING, centred on:

22° 25'·0N., 89° 46'·5E.

Chart 3018 [previous update 156/04]

Insert

the accompanying note, ANCHORING

within title panel, E of
DEPTHS AND AIDS TO
NAVIGATION note**Chart 3018 (plan 1, Approaches to Pussur River)** [previous update 156/04]

Insert

legend, ANCHORING (see Note), centred on:

21° 46'·30N., 89° 30'·10E.

21° 26'·30N., 89° 35'·00E.

65 (02/06) INDIAN OCEAN - Comores - Ile de Mayotte, North and East Coasts - Rassi Douamounyo Northwards, Pointe Koropa North-eastwards, Zissioua Mtsanga Northwards and Récif du Laminoir - Anchorage area. Maritime limits. Buoyage. Legends.

Source: BA Notice 6088/05.

(HJ/733/74)

BA Chart 2741 [previous update 530/05]

Insert maritime limit, pecked line, joining:

12° 36′.57S., 45° 07′.23E.
(a) 12° 37′.11S., 45° 05′.81E.
and
12° 37′.09S., 45° 07′.43E.
(b) 12° 37′.63S., 45° 05′.96E.

semi-circular limit of anchorage area, radius 750m,
pecked line, (centred on 12° 37′.47S., 45° 05′.59E.),
joining:

(a) above
(b) above

legend, *Large Vessels*, centred on: 12° 37′.47S., 45° 05′.59E.
legend, *Approach Zone*, orientated SW/NE, centred on: 12° 37′.1S., 45° 06′.6E.

BA Chart 2756 [previous update 530/05]

Insert maritime limit, pecked line, joining:

12° 36′.57S., 45° 07′.23E.
(a) 12° 37′.11S., 45° 05′.81E.
and
12° 37′.09S., 45° 07′.43E.
(b) 12° 37′.63S., 45° 05′.96E.

semi-circular limit of anchorage area, radius 750m,
pecked line, (centred on 12° 37′.47S., 45° 05′.59E.),
joining:

(a) above
(b) above

legend, *Waiting, Swinging, Quarantine and Security Anchorage (Large Vessels)*, centred on: 12° 37′.47S., 45° 05′.59E.
legend, *Approach Zone*, orientated SW/NE, centred on: 12° 37′.1S., 45° 06′.6E.

Amend light-buoy to, *Fl(2)G.6s* 12° 45′.89S., 45° 15′.39E.
light-buoy to, *Fl(3)R.12s* 12° 43′.65S., 45° 14′.13E.

BA Chart 2757 (plan A, Dzaoudzi Anchorages) [previous update 68/05]

Amend light-buoy to, *Fl(2)G.6s* 12° 45′.89S., 45° 15′.39E.

BA Chart 2757 [previous update 68/05]

Amend light-buoy to, *Fl(2)G.6s* 12° 45′.89S., 45° 15′.39E.

light-buoy to, *Fl(3)R.12s* 12° 43′.65S., 45° 14′.13E.

Substitute  *VQ(3)5s Laminoir* for  *Laminoir* 12° 54′.48S., 45° 13′.20E.

66 (02/06) SUDAN - Port Sudan Harbour entrance - Light. Signal station. Look-out station.

Light List Vol. E 6060.6

Source: BA Notice 6143/05.

(HJ/1034/92)

BA Chart 3492 (plan, Port Sudan) [previous update 418/03]

Delete ☆ *Fl(3)R.6s23m7M Pilot look-out SS(Traffic)* 19° 36′.160N., 37° 13′.980E.

BA Chart 3492 [previous update 418/03]

Delete ☆ *Fl(3)R.7M* 19° 36′.16N., 37° 13′.98E.

67 (02/06) OMAN - Seeb - Submarine cable.

Source: BA Notice 6197/05.

(HJ/1132/31)

Chart 2088 [previous update 434/04]

Insert submarine cable, ~~~~ , joining:

23° 40′.88N., 58° 11′.51E.
 (shore)
 23° 41′.26N., 58° 11′.69E.
 23° 41′.64N., 58° 11′.97E.
 23° 44′.67N., 58° 16′.74E.

BA Chart 2851 [previous update 529/05]

Insert submarine cable, ~~~~ , joining:

23° 40′.9N., 58° 11′.5E.
 (shore)
 23° 44′.7N., 58° 16′.7E.

68 (02/06) KUWAIT - IRAN - Submarine cable.

Source: BA Notice 6198/05.

(HJ/1132/90)

Chart 20 [previous update 570/05]

Insert submarine cable, ~~~~ , joining:

29° 20′.2N., 48° 05′.8E.
 (shore)
 29° 11′.7N., 48° 17′.6E.
 (a) 29° 10′.9N., 48° 43′.6E.
 (b) 29° 09′.7N., 49° 27′.6E.
 29° 10′.6N., 49° 44′.5E.
 (c) 29° 21′.8N., 50° 11′.3E.
 29° 34′.0N., 50° 28′.1E.
 29° 34′.2N., 50° 30′.3E.
 (shore)
 and
 29° 26′.6N., 48° 21′.8E.
 (shore)
 29° 27′.4N., 48° 24′.1E.
 29° 24′.0N., 48° 32′.6E.
 (a) above
 and
 29° 04′.7N., 49° 29′.2E.
 (b) above
 and
 29° 16′.2N., 50° 17′.0E.
 (shore)
 29° 18′.5N., 50° 15′.6E.
 (c) above

Chart 288 [previous update 570/05]

Insert submarine cable, ~~~~ , joining:

29° 20′.2N., 48° 05′.8E.
 (shore)
 29° 15′.9N., 48° 10′.6E.
 29° 11′.7N., 48° 17′.6E.
 (a) 29° 10′.9N., 48° 43′.6E.
 (b) 29° 09′.7N., 49° 27′.6E.
 29° 10′.6N., 49° 44′.5E.
 (c) 29° 21′.8N., 50° 11′.3E.
 29° 34′.0N., 50° 28′.1E.

68 (02/06) KUWAIT - IRAN - Submarine cable. (continued)

29° 34′.2N., 50° 30′.3E.
(shore)

and

29° 26′.6N., 48° 21′.8E.
(shore)

29° 27′.4N., 48° 24′.1E.

29° 24′.0N., 48° 32′.6E.

(a) above

and

29° 04′.7N., 49° 29′.2E.

(b) above

and

29° 16′.2N., 50° 17′.0E.
(shore)

29° 18′.5N., 50° 15′.6E.

(c) above

BA Chart 11 (plan A, Jazireh-ye Khark to Ganaveh) [previous update 609/05]

Insert submarine cable, ~~~~ , joining:

29° 17′.06N., 50° 00′.00E.

(W border)

29° 19′.06N., 50° 04′.79E.

(N border)

and

29° 22′.99N., 50° 13′.00E.

(W border)

29° 33′.97N., 50° 28′.10E.

29° 34′.16N., 50° 30′.26E.

(shore)

and

29° 20′.41N., 50° 13′.00E.

(W border)

29° 18′.45N., 50° 15′.61E.

29° 16′.51N., 50° 16′.33E.

29° 16′.36N., 50° 16′.53E.

29° 16′.22N., 50° 17′.03E.

(shore)

BA Chart 11 (plan B, Jazireh-ye Khark) [previous update 609/05]

Insert submarine cable, ~~~~ , joining:

29° 17′.10N., 50° 16′.12E.

(N border)

29° 16′.51N., 50° 16′.33E.

29° 16′.36N., 50° 16′.53E.

29° 16′.22N., 50° 17′.03E.

(shore)

BA Chart 1214 [previous update 333/05]

Insert submarine cable, ~~~~ , joining:

29° 20′.21N., 48° 05′.77E.


(shore)

29° 19′.84N., 48° 06′.29E.

29° 19′.73N., 48° 07′.15E.

29° 18′.10N., 48° 08′.61E.

(S border)

68 (02/06) KUWAIT - IRAN - Submarine cable. (continued)**BA Chart 2882 (INT 7264)** [previous update 570/05]Insert submarine cable, , joining:29° 13'·2N., 48° 15'·0E.
(W border)

29° 11'·7N., 48° 17'·6E.

(a) 29° 10'·9N., 48° 43'·6E.

(b) 29° 09'·7N., 49° 27'·6E.

29° 10'·6N., 49° 44'·5E.

(c) 29° 21'·8N., 50° 11'·3E.

29° 29'·0N., 50° 21'·0E.

(N border)

and

29° 26'·6N., 48° 21'·8E.

(shore)

29° 27'·4N., 48° 24'·1E.

29° 24'·0N., 48° 32'·6E.

(a) above

and

29° 04'·4N., 49° 28'·7E. (□)

29° 04'·7N., 49° 29'·2E.

(b) above

and


29° 16'·2N., 50° 17'·0E.

(shore)

29° 16'·8N., 50° 16'·3E.

29° 18'·5N., 50° 15'·6E.

(c) above

BA Chart 2884 (INT 7278) [previous update 609/05]Insert submarine cable, , joining:

29° 20'·2N., 48° 05'·8E.

(shore)

29° 15'·9N., 48° 10'·6E.

29° 11'·7N., 48° 17'·6E.

(a) 29° 10'·9N., 48° 43'·6E.

(b) 29° 09'·7N., 49° 27'·6E.

29° 10'·6N., 49° 44'·5E.

(c) 29° 21'·8N., 50° 11'·3E.

29° 34'·0N., 50° 28'·1E.

29° 34'·2N., 50° 30'·3E.

(shore)

and

29° 26'·6N., 48° 21'·8E.

(shore)

29° 27'·4N., 48° 24'·1E.

29° 24'·0N., 48° 32'·6E.

(a) above

and

29° 04'·4N., 49° 28'·7E. (□)

29° 04'·7N., 49° 29'·2E.

(b) above

and

29° 16'·2N., 50° 17'·0E.

(shore)

29° 16'·8N., 50° 16'·3E.

29° 18'·5N., 50° 15'·6E.

(c) above

68 (02/06) KUWAIT - IRAN - Submarine cable. (continued)**BA Chart 3773** [previous update 555/05]

Insert submarine cable, ~~~~ , joining:

29° 20'.25N., 48° 05'.74E.

(shore)

29° 19'.84N., 48° 06'.29E.

29° 19'.73N., 48° 07'.15E.

29° 15'.89N., 48° 10'.57E.

29° 11'.67N., 48° 17'.58E.

(a)

29° 10'.89N., 48° 43'.62E.

29° 10'.43N., 49° 01'.00E.

(E border)

and

29° 26'.60N., 48° 21'.78E.

(shore)

29° 27'.42N., 48° 24'.07E.

29° 24'.04N., 48° 32'.59E.

(a) above

***69 (02/06) INDIA - WEST COAST - Sacrifice Rock to Beypore - Break water - Fishing Harbour.**

Source: Hydrography Note INS Jamuna - F(N)-53

(HJ/1030/14)

Chart 2053 [previous update 375/04]

Insert Break water (loose boulders, tetrapods,etc) joining

11° 19'.23N., 75° 44'.56E

11° 18'.83N., 75° 44'.58E

11° 18'.83N., 75° 44'.56E

11° 19'.23N., 75° 44'.54E

&

11° 18'.90N., 75° 44'.90E

11° 18'.88N., 75° 44'.65E

11° 18'.86N., 75° 44'.65E

11° 18'.88N., 75° 44'.92E




⊖

11° 19'.02N., 75° 44'.71E

***70 (02/06) INDIA –WEST COAST – Port of New Mangalore –Wreck.**

Source: Hydrography Note INS Sarvekshak – D(N)-176

(HJ/1030/25)

Chart 272 [previous update 61/06]Substitute # for  PA 12° 50'.00N., 74° 48'.80E**Chart 258 (INT 7348)** [previous update 49/06]Insert  Wk 12° 49'.58N., 74° 48'.30ESubstitute # for  PA 12° 50'.00N., 74° 48'.80EDelete  PA 12° 50'.00N., 74° 48'.00E**Chart 217** [previous update 49/06]Insert  Wk 12° 49'.58N., 74° 48'.30ESubstitute # for  PA 12° 50'.00N., 74° 48'.80EDelete  PA 12° 50'.00N., 74° 48'.00E**Chart 2052 (INT 7350)** [previous update 49/06]Substitute  for  12° 49'.58N., 74° 48'.30EDelete  PA 12° 50'.00N., 74° 48'.00E**Chart 2002 (INT 7351)** [previous update 49/06]Substitute  for  12° 49'.58N., 74° 48'.30EDelete  PA 12° 50'.00N., 74° 48'.00E

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**71 (T) (02/06) INDIAN OCEAN - Ninety East Ridge and Ceylon Plain - Data buoys.**

Source: B.A. Notice 5984(T)/05

(HJ/929/00)

1. Data collecting buoys have been temporarily established in the following positions (WGS84 DATUM). They will be on station until further notice.

<i>Location</i>	<i>Chart</i>
0° 03' .2N., 89° 51' .1E.	4707
1° 18' .0N., 80° 00' .5E.	709, 4707
0° 01' .4N., 80° 30' .2E.	709, 4707
1° 28' .9S., 80° 32' .2E.	4707

2. Former *INM* 246(T)/05 is cancelled.

Charts affected: BA 709 -4707 (INT 707)***72 (P) (02/06) INDIA –WEST COAST – Sacrifice Rock to Beypore – Sea Wall .**

Source: Hydrography Note, INS Jamuna – F(N)-53

(HJ/1030/14)

1. Sea Wall has been constructed along major portion of the coast from 11° 09' .25N., 75° 48' .40 to 11° 31' .60N., 75° 36' .20 .

Charts affected: 2003 – 2053.***73 (T) (02/06) INDIA – EAST COAST – Bay of Bengal – Unexploded Charges.**

Source: Navarea VIII 006/06

(HJ/1029/66)

1. Unexploded charges dumped in position 16° 41' .42N., 083° 07' .53E.

Charts affected: 31 – 32 (INT 754) – 354 (INT 7408).***74 (T) (02/06) INDIA – EAST COAST – Off Vishakhapatnam – Unexploded Charges.**

Source: INS Magar

(HJ/1029/75)

1. Unexploded charges dumped in position 17° 34' .92N., 084° 04' .15E.

Charts affected: 31 – 32 (INT 754) – 308 – 354 (INT 7408).***75 (T) (02/06) INDIA – East & West Coast – Tuticorin, Off Kavarati Island, Lakshadweep Sea, Port of Mormugoa and Port of New Mangalore – Data Buoys.**

Source: Navarea VIII 008, 014, 018, 023, 024 and 025/06

(HJ/930/81)

1. Following data collecting buoys fitted with radar reflector and beacon light will be on station in the position given below:-

<i>Buoy</i>	<i>Lat</i>	<i>Long</i>	<i>Colour</i>	<i>Light</i>	<i>Charts Affected</i>
SW5	18° 42' .03N	078° 20' .06E	Yellow	Fl 4s 4M	32(INT 754)–224–262– 2075(INT 7366)
SW4	12° 58' .36N	074° 45' .78E	Yellow	Fl 4s 4M	22–217–258–272–2002– 2052
SW3	15° 23' .85N	073° 44' .83E	Yellow	Fl 4s 4M	22–214–257–2020–2022– 2078
OT1	08° 12' .43N	078° 34' .03E	Yellow	Fl 4s 4M	32–224–262
DS2	10° 37' .56N	072° 25' .01E	Yellow	Fl 4s 4M	22–268–273
OB3	12° 29' .51N	072° 00' .13E	Yellow	Fl 4s 4M	22–272

2. Mariners are advised not to anchor or trawl in the operation circle 500m of moored buoy.

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:-

	Telephone +91	Fax +91	Inmarsat/E-Mail
MRCC MUMBAI (Bombay)	22 24316558	22 24301455	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)

- 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)

- 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.
- Mariners are advised to exercise caution and contact local port authorities for the latest information.
- 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)

- 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)

- 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 Jan 2006, covering the entire world are listed below against the respective NAVAREA

<u>NAVAREA No.</u>	<u>Location</u>	<u>Last NAVAREA Sl. received</u>	
I	N.E. Atlantic	510	2001 series: 510 2005 series: 402 421 440 445 452 461 464 465 467 468 473 474 477 486 493 494 499 505 507 508 509 510.
II	E. Atlantic	417	2005: 005 006 205 223 255 258 269 329 388 392 395 397 402 415 416 417
III	Mediterranean	Nil	2002 series: 438
IV	N.W. Atlantic	Nil	2004 series: 323.
V	W. Atlantic	Nil	2005 series: Nil.
VI	S.W. Atlantic	Nil	2005 series: Nil.
VII	S.E. Atlantic	180	2005 series: 129 170.
VIII	Indian Ocean	040	2005: 200 212 333 346 352 384 412 555 556 562 631 634 650 657 668 710 714 716 720 727 729 730 735 736 738 741 744 745 747 749 751 752 753 755 758 762 767 768 769. 2006: 004 005 006 008 014 015 016 018 020 023 024 025 026 027 028 029 032 033 034 035 036 037 038 039 040.
IX	Persian Gulf, Red Sea, NW Arabian Sea	144	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	0550	2002 series: 0839. 2003 series: 0106 0303. 2004 series: 0246 0271 0321 0402 0555 0571. 2005 series: 0022 0024 0025 0030 0051 0060 0062 0063 0148 0203 0222 0237 0260 0271 0276 0284 0293 0294 0295 0297 0300 0301 0302 0303 0304 0322 0332 0335 0345 0351 0356 0357 0358 0359 0360 0362 0364 0378 0389 0395 0444 0448 0481 0498 0510 0550.
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. 2005 series: 2017 2030.
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

<u>No</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D 7850	Kajhar Creek	23 48-08 68 02-22	Fl W 12s	46	25		
*	*	*	*	*	*	*	*
E 6030	Ras Shukheir	28 07-9 33 16-5	Fl(3)W 20s	85	22	White □ on framework tower 17	TE 2005 *
E 6036-4	-Tawila Island	27 34-70 33 48-12	Fl(2)G 5s	11	8	Green round GRP tower 5	TE 2005 *
E 6038	Hurghada. Ldg Lts 194 ⁰ 18' Front	27 12-50 33 50-57	Oc R5s	55	18	Black and white □ on black framework tower 15	<i>ec 2.</i> TE 2005. Lights on beacon 1.8M N *
E 6041-4	Nuweibah	29 01-6 34 39-4 *	Fl(2+1)W 10s *	46	15	White round GRP tower 10	Ra refl. Racon. TR 2005 *
E 6041-65	Taba Heights. Marina. Breakwater	29 22-33 34 47-40 *	Fl R 5s *	...	5	...	<i>fl 0-5</i> *
E 6041-66	---	29 22-33 34 47-43 *	Fl G 5s *	...	5	...	<i>fl 0-5</i> *
E 6060-6	<i>Remove from List</i>						
F 1078	<i>DAGON Lt V</i>	15 59-53 96 14-53	Fl(3)W 7s *	21	6	35	Ra refl
F 1847-5	-Pulau Serasan	2 28-67 109 01-08	Fl G3s	13	10	Green beacon	<i>fl 0-5</i> *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 01 dated 01Jan2006)***MARITIME RADIO STATIONS***Page 33 & 34, BURMA (MYANMAR), delete section and replace by:***MYEIK**

12°26'·00N 98°36'·00E	MMSI 005060200	DSC VHF			
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YANGON (XYR)

16°42'·00N 96°17'·00E	MMSI 005060100	DSC VHF		OBS	
CALL Yangon Radio					
NOTE: Station accepts Ships' Weather Reports addressed METEO YANGON					

WT (MF)

16°51'·50N 96°12'·41E	460 500	500		H24	
-----------------------	---------	-----	--	-----	--

BA Notice No. 51**02/06****VOL. 2, 1995***(Last correction: Edition No. 01 dated 01 Jan 2006)***RADAR BEACONS***Page 37, after SRI LANKA section insert new section and station as follows:***DJIBOUTI**

Doraleh Oil Terminal Approaches Racon 11°39'·40N 43°06'·20E **74265**
Meteore Lt uoy **D**

BA Notice No. 52**02/06****VOL. 3 Part 1, NP 283(1), 2002/03***(Last correction: Edition No. 24 dated 16 Dec2005)***NIL****VOL. 5, 1997/98***(Last correction: Edition No. 24 dated 16 Dec2005)***NIL****VOL. 6, 2005***(Last correction: Edition No. 20 dated 16 Oct 2005)***NIL****VOL. 7, 1997/98-PART 2***(Last correction: Edition No. 16 dated 15 Aug 2000)***NIL****VOL. 8, 1999***(Last correction: Edition No. 24 dated 16 Dec2005)***NIL**

SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS

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

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

SECTION – X: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102)

Appeal to all Mariners:

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

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

Instructions for filling up Form IH 102 (Overleaf)

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

Position Reporting

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

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

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

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

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

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

I.H. 102a (Revised 2003)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(For Reporting Changes to Port Information)

(To accompanying Form I.H. 102)

Name and address of ship / sender:

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

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

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

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

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

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

E Mail : nho@sancharnet.com

Fax No.: 91- 0135- 2748373

WEB: www.hydrobharat.org

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

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

Date :

Ref. No:

Details of the Sender / Originator

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

Details of Changes / Dangers Observed

5. **Object of Change:**

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

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

Signature of the Master / Reporter

Date:

To

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

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

Please Note:

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

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5	¾	1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10½	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1½	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11½	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2½	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	Metres	Inches	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10	3.937	
21	3½	6.401	77		23.470	294	49	89.611	0.20	7.874	
22		6.706	78	13	23.774	300	50	91.440	0.30	11.811	
23		7.010	79		24.079	306	51	93.469	0.40	15.748	
24	4	7.315	80		24.384	312	52	95.098	0.50	19.685	
25		7.620	81	13½	24.689	318	53	96.926	0.60	23.622	
26		7.925	82		24.994	324	54	98.755	0.70	27.559	
27	4½	8.230	83		25.298	330	55	100.584	0.80	31.496	
28		8.534	84	14	25.603	336	56	102.413	0.90	35.433	
29		8.839	85		25.908	342	57	104.242	1.00	39.370	
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8½	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	Inches	Feet	Metres	Factors		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.197	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	Fthms	Metres	Feet	Metres		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						

To accompany Notice to Mariners (64/06)

On. Chart 360

ANCHORING

Vessels may be encountered anchoring in the vicinity of the Mongla Fairway buoy (21° 26'·9N., 89° 34'·4E.)

On. Chart 3018

ANCHORING

Vessels may be encountered anchoring in the vicinity of the Mongla Fairway buoy (21° 26'·9N., 89° 34'·4E.) and the No B-18 buoy (21° 46'·6N., 89°30'·0E.). Further to this, vessels may also be found anchoring anywhere along the Pussur River between 21° 46'·0N. and Mongla Port.