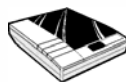




INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED FORTNIGHTLY ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 04 DATED 16 FEB 2006
(CONTAIN NOTICES 87 TO 107)

REACH US 24 HOURS A DAY



E-mail to
in的角度@dataone.in
in的角度_navwarnings@dataone.in
in的角度_marinesafety@dataone.in
in的角度_helpdesk@dataone.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	16
IV.	Marine Information	18
V.	Radio Navigational Warnings	20
VI.	Corrections to List of Sailing Direction	22
VII.	Corrections to List of Lights	23
VIII.	Corrections to List of Radio Signals	27
IX.	Use of GPS for Navigation using Local (Everest) Datum charts.	29
X.	Reporting of Navigational Dangers.	30

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**

Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.



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 87 to 107 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	104	253	32	90
22 (INT 752)	3	104,105,106	262 (INT 7115)	32	90
203 (INT 7319)	2	101	684	36	94
206	2	87	691	36	94
208	2	104	724	36	98
209	2	104	1353	45	92
214	3	105	2375	32	88
215	3	106	2444	40	97
216	3	106	2777	45	92
254	2	104, 105	2858	40	91
255 (INT 7334)	3	103	2887 (INT 7232)	40	95, 96, 107(P)
257 (INT 7343)	3	105, 106	2888 (INT 7199)	40	96, 107(P)
292 (INT 7021)	2	100, 103	2889 (INT 77211)	40	96, 107(P)
293 (INT 7022)	2	103, 105, 106	2927	36	94
2009	3	106	2929	36	94
2019	2	104	2965	46	93
2020	3	105	3043	32	88
2022 (INT 7345)	3	105	3173	40	89
2027	2	101	3174	40	89
2044	2	104	3175	40	96, 107(P)
2055	2	87	3176	40	96, 107(P)
2078 (INT 7346)	3	105	3179	40	97
2080	2	101	3411 (INT 7218)	40	96, 107(P)
2101	2	104	3412 (INT 7219)	40	96, 107(P)
3007	5	102	3413	40	97
			3485	46	99
			3574	45	92
			3739 (INT 7220)	40	96, 107(P)

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*087 (04/06)

(a): NEW INDIAN CHARTS

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2055	31-12-2005	MULDWARAKA PORT <u>Limits:</u> 20° 43'.00N; 70° 38'.00E. 20° 46'.00N; 70° 40'.70E.	1:10,000	2	Rs. 1360.00

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	Main Title	On Publication of New Chart
	Nil	

(c): CHARTS AFFECTED BY THE FOREGOING

<u>Chart No.</u>	<u>Last correction</u>	<u>Details</u>
206	(47/02)	Insert new magenta limit and chart No. 2055 as follows: Limits: 20° 43'.00N; 70°38'.00E. 20° 46'.00N; 70°40'.70E.

(d): NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS

LIST OF THE OFFICAL ENC'S PREPARED BY THE NATIONAL HYDROGRAPHIC OFFICE, INDIA				
OVER VIEW				
Sl. No.	Cell Name	Chart No.	Title	Scale
COASTAL				
1	IN3201gg	201	Gorachan Creek to Godia Creek	1:150 000
2	IN3219lt	219	Tellicheri to Tanur Nagaram	1:150 000
3`	IN3254gk	254	Approaches to Gulf of Khambhat (Cambay)	1:300 000
HARBOUR				
4	IN53008n	3008	Nizampatnam Anchorage	1:27 500
5	IN53008v	3008	Vadarevu Anchorage	1:25 000

(e): NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS PERMANENTLY WITHDRAWN

Sl. No.	Cell Name	Chart No.	Title	On release of New ENC
COASTAL				
1	IN3201gg	201	Gorachan Creek to Godia Creek	IN3201gg
2	IN3219lt	219	Tellicheri to Tanur Nagaram	IN3219lt
3`	IN3254gk	254	Approaches to Gulf of Khambhat (Cambay)	IN3254gk
HARBOUR				
4	IN53008n	3008	Nizampatnam Anchorage	IN53008n
5	IN53008v	3008	Vadarevu Anchorage	IN53008v

AVAILABILITY OF ENC'S:

These Official Indian ENC's are being distributed worldwide through C-MAP. Updates will be available both through CDs and Real Time via satellites to allow fully automatic updating of ENC/SENC. Mariners and other ENC users may contact the under mentioned for further details:

Chief Hydrographer to the Government of India National Hydrographic Office 107-A Rajpur Road Dehra Dun – 248 001 Telephone: (0135) 2747365 Email: inho@dataone.in nho@sancharnet.in	OR	Director C-Map India Private Limited 505, Raheja Arcade Sector 11 CBD, Belapur Navi Mumbai – 400 614 Telephone: (22) 5610 3668 Fax: (22) 2770 4368 Email: info@c-map.co.in Website: www.c-map.co.in
---	-----------	--

088 (04/06) EGYPT – Red Sea Coast -Approaches to Safaga –Fellows Rocks- Buoy.

Source: BA Notice 225/06.

(HJ/1134/65)

BA Chart 2375 [previous update 35/06]Amend light-buoy to, *Fl(2)8s*

26° 41′.70N., 34° 03′.91E.

BA Chart 3043 (plan, Approaches to Safaga) [previous update 500/05]Amend light-buoy to, *Fl(2)8s*

26° 41′.70N., 34° 03′.91E.

089 (04/06) IRAN - Jazireh-ye Hengam Northwards and South-eastwards - Depths.

Source: BA Notice 265/06.

(HJ/1132/64)

BA Chart 3173 [previous update 490/04]Insert depth *I₈* enclosed by 2m contour (a) 26° 36′.81N., 55° 53′.13E.depth *O₉* and extend 2m contour N to enclose (b) 26° 41′.19N., 55° 53′.11E.Delete depth *7₅*, adjacent to: (a) abovedepth *3₉*, adjacent to: (b) above**BA Chart 3174** [previous update 522/05]Insert depth *I₈* enclosed by 2m contour (a) 26° 36′.81N., 55° 53′.13E.depth *O₉* and extend 2m contour N to enclose (b) 26° 41′.19N., 55° 53′.11E.Delete depth *7₅*, adjacent to: (a) abovedepth *3₉*, adjacent to: (b) above**090 (04/06) DJIBOUTI - Approaches to the Port of Djibouti - Buoyage. Jetty. Pilot boarding place. Legends. Radar beacon.**





LRS Vol. 2,74265

Source: BA Notice 282/06.

(HJ/1033/16)

Note: Former *INM 592(P)/05* is cancelled.**BA Chart 253 (plan A, Golfe de Tadjoura)** [previous update 308/05]Insert  *Doraleh* 11° 40′.2N., 43° 05′.2E. *Q*radar beacon, *Racon (D)*, at light-buoy (a) 11° 39′.4N., 43° 06′.2E.

(a) above









 *Q(9)* 11° 38′.5N., 43° 04′.4E. *Q(6)+LFl* 11° 37′.6N., 43° 05′.2E.**BA Chart 262 (INT 7115) (plan A, Port of Djibouti)** [previous update 573/05]Insert  *Fl(2)G.6s No 5* 11° 36′.410N., 43° 07′.150E. *Fl(2)R.6s No 6* 11° 36′.290N., 43° 07′.170E. *Fl.G.6s No 7* 11° 36′.430N., 43° 06′.710E. *Fl.R.4s No 8* 11° 36′.130N., 43° 06′.630E.

legend, Works in progress (2005), centred on: 11° 35′.910N., 43° 06′.200E.

Delete legend, *See INM 592(P)/05*, centred on: 11° 36′.400N., 43° 07′.400E.

**090 (04/06) DJIBOUTI - Approaches to the Port of Djibouti - Buoyage. Jetty. Pilot boarding place.
Legends. Radar beacon. (continued)**

BA Chart 262 (INT 7115) [previous update 573/05]

Insert	jetty, single firm line, joining;	11° 35′.70N., 43° 04′.83E. (shore)
		(a) 11° 36′.18N., 43° 04′.83E. and 11° 36′.18N., 43° 04′.71E. (a) above 11° 36′.18N., 43° 04′.89E. 11° 35′.80N., 43° 05′.70E. 11° 40′.20N., 43° 05′.20E.
	legend, Works in progress (2005), centred on: ☉ <i>Doraleh</i>	
	 <i>Q Meteore</i> radar beacon, <i>Racon (D)</i> , at light-buoy	(b) 11° 39′.38N., 43° 06′.18E. (b) above
	 <i>Q(9)15s El Hadj</i>	11° 38′.51N., 43° 04′.39E.
	 <i>Q(6)+LFl.15s Etoile</i>	11° 37′.60N., 43° 05′.20E.
	 <i>Fl(2)G.6s No 5</i>	11° 36′.41N., 43° 07′.15E.
	 <i>Fl(2)R.6s No 6</i>	11° 36′.29N., 43° 07′.17E.
	 <i>Fl.G.6s No 7</i>	11° 36′.43N., 43° 06′.71E.
	 <i>Fl.R.4s No 8</i>	11° 36′.13N., 43° 06′.63E.
	 <i>Q.R No 10</i>	11° 36′.15N., 43° 05′.76E.
Delete	legend, See INM 592(P)/05, centred on:	11° 36′.80N., 43° 03′.00E. 11° 44′.20N., 43° 07′.50E.

091 (04/06) OMAN - Ra's al Hadd South-south-eastwards - Depth.

Source: BA Notice 283/06.

(HJ/1132/20)

BA Chart 2858 [previous update 474/05]

Substitute depth 161 for depth 16 22° 17′.5N., 59° 54′.0E.

**092 (04/06) INDONESIA -Sumatera - North Coast -Lhokseumawe and Approaches to Blanglancang -
Light. Depth.**

Source: BA Notice 203/06.

(HJ/928/52)

BA Chart 1353 [previous update 293/05]

Delete depth 49 enclosed by 50m approximate contour 5° 17′.9N., 97° 10′.6E.

BA Chart 2777 [previous update 45/06]

Delete depth 49 enclosed by 50m approximate contour 5° 17′.9N., 97° 10′.6E.

BA Chart 3574 (plan, Approaches to Kruenggeukueh and Blanglancang) [previous update 110/03]

Delete ☆ Fl.Y.5s15m 6M 5° 10′.69N., 97° 08′.83E.
depth 49 5° 17′.74N., 97° 10′.64E.

093 (04/06) INDONESIA -Sumatera - West Coast - Approaches to Pulaubaai - Gosong Lampuyang North-eastwards - Light.

Light List Vol. K 0893

Source: BA Notice 284/06.

(HJ/827/67)

BA Chart 2965 (plan, Approaches to Pulaubaai) [previous update 550/05]

Amend sectors at light, Fl.WR.2s17m12M, as follows:

3° 49'·6S., 102° 16'·7E.

W shore - 030°

R 030°- 060°(30°)

W 060°- shore

094(04/06) TANZANIA - Mikindani Bay - Approaches to Mtwara - Pilot boarding places.


ALRS Vol. 6(3),

Source: BA Notice 446/06.

(HJ/733/99)

BA Chart 684 [previous update 33/03]Insert 


10° 11'·00S., 40° 11'·26E.

BA Chart 691 [previous update 194/94]Insert 

10° 11'·00S., 40° 11'·26E.

BA Chart 2927 [previous update NE 12/12/2002]Insert 

10° 11'·0S., 40° 11'·3E.

Delete 

10° 13'·0S., 40° 10'·4E.

BA Chart 2929(INT 7680) [previous update 269/05]Insert 

10° 11'·0S., 40° 11'·3E.

095 (04/06) QATAR - North-eastwards - Shah Allum Shoal Westwards - Platform.

Light List Vol. D 9172.4

Source: BA Notice 331/06.

(HJ/1132/67)

BA Chart 2887 (INT 7232) [previous update 42/06]Insert 

26° 23'·6N., 52° 17'·3E.

096 (04/06) UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina' Jabal'.Ali) -Legends. Restricted areas. Pilot boarding place.

ALRS Vol. 6(3)

Source: BA Notice 333/06.


(HJ/1132/54)

BA Chart 2887 (INT 7232) [previous update 95/06]Amend legend to, OFFSHORE DEVELOPMENTS see *INM* 108(P)/06 for details, centred on:

25° 15'·0N., 55° 25'·5E.

Substitute  *Dubai* for 

25° 17'·3N., 55° 12'·6E.

Delete former  *Dubai*

25° 19'·5N., 55° 09'·7E.

BA Chart 2888 (INT 7199) [previous update 437/05]Amend legend to, OFFSHORE DEVELOPMENTS see *INM* 108(P)/06 for details, centred on:

25° 19'·0N., 55° 28'·5E.

BA Chart 2889 (INT 7211) [previous update 41/06]Amend legend to, OFFSHORE DEVELOPMENTS see *INM* 108(P)/06 for details, centred on:

25° 10'·0N., 55° 20'·5E.

BA Chart 3175 [previous update 41/06]Amend legend to, *see INM* 108(P)/06, centred on:
legend to, *Entry Prohibited (see INM* 108(P)/06), centred on:

25° 18'·40N., 55° 08'·20E.

25° 14'·40N., 55° 12'·60E.

25° 21'·20N., 55° 14'·50E.

096 (04/06) UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina' Jabal' Ali) -Legends. Restricted areas. Pilot boarding place. (continued)

BA Chart 3176 [previous update 41/06]

Amend legend to, *see INM 108(P)/06*, centred on: 25° 18'·40N., 55° 06'·40E.
 legend to, *Entry Prohibited (see INM 108(P)/06)*, centred on:
 25° 21'·90N., 55° 14'·80E.
 25° 14'·40N., 55° 12'·00E.
 25° 07'·50N., 55° 07'·60E.
 25° 02'·20N., 54° 57'·50E.
 legend to, Reclamation in progress (2004), centred on: 25° 07'·50N., 55° 07'·60E.
 25° 00'·80N., 54° 58'·80E.

BA Chart 3411 (INT 7218) [previous update 597/05]

Amend legend to, *see INM 108(P)/06*, centred on: 25° 16'·830N., 55° 14'·300E.

BA Chart 3412 (INT 7219) [previous update 61/06]

Amend legend to, *see INM 108(P)/06*, centred on: 25° 20'·50N., 55° 09'·60E.
 25° 27'·70N., 55° 16'·80E.

BA Chart 3739 (INT 7220) (plan, Jebel Ali (Mina' Jabal' Ali)) [previous update 611/05]

Insert limit of restricted area, entry prohibited, pecked line, joining: 25° 01'·21N., 55° 02'·64E.
 (E breakwater)
 25° 01'·92N., 55° 02'·34E.
 25° 02'·30N., 55° 01'·90E.
 (N border)
 and
 25° 02'·30N., 55° 03'·87E.
 (N border)
 25° 01'·18N., 55° 04'·29E.
 (shore)
 and
 (a) 25° 01'·50N., 55° 02'·20E.
 25° 02'·12N., 55° 01'·80E.
 (W border)
 semi circular limit of restricted area, entry prohibited, pecked line, radius 1000m (centred on 25°01'·96N., 55°01'·90E), joining: (a) above
 25° 01'·43N., 55° 01'·80E.
 (W border)
 legend, *see INM 108(P)/06*, centred on: 25° 01'·90N., 55° 02'·15E.



BA Chart 3739 (INT 7220) [previous update 611/05]

Insert limit of restricted area, entry prohibited, pecked line, joining: 25° 01'·21N., 55° 02'·64E.
 (E breakwater)
 25° 01'·92N., 55° 02'·34E.
 25° 02'·30N., 55° 01'·90E.
 25° 03'·30N., 55° 03'·50E.
 25° 01'·18N., 55° 04'·29E.
 (shore)
 and
 (a) 25° 01'·50N., 55° 02'·20E.
 25° 02'·15N., 55° 01'·78E.
 (b) 25° 02'·33N., 55° 01'·54E.
 semi circular limit of restricted area, entry prohibited, pecked line, radius 1000m (centred on 25°01'·96N., 55°01'·90E.), joining: (a) above
 (b) above
 legend, *see INM 108(P)/06*, centred on: 25° 02'·80N., 55° 01'·60E.



097 (04/06) UNITED ARAB EMIRATES - Jazirat Das South-eastwards - Buoyage. Tanker mooring buoy. Restricted area. Legend.

Light List Vol. D 7376.8
Source: BA Notice 374/06.
(HJ/1132/57)




BA Chart 2444 [previous update 613/05]

Insert	 <i>Fl.Y.5s</i>	25° 07′.10N., 52° 55′.76E.
	 <i>Fl.Y</i>	25° 07′.70N., 52° 54′.56E.
Substitute	symbol, red tanker mooring buoy, <i>Mo(U)R</i> , for tanker mooring buoy	25° 08′.03N., 52° 55′.63E.





BA Chart 3179 [previous update 613/05]

Insert	 <i>Fl.Y.5s</i>	25° 07′.10N., 52° 55′.76E.
	 <i>Fl.Y.</i>	25° 07′.70N., 52° 54′.56E.
Substitute	symbol, red tanker mooring buoy, <i>Mo(U)R</i> , for tanker mooring buoy	25° 08′.03N., 52° 55′.63E.

BA Chart 3413 (plan D, Jazirat Das) [previous update 613/05]

Insert	 <i>Fl.Y.</i>	25° 07′.70N., 52° 54′.56E.
Substitute	symbol, red tanker mooring buoy, <i>Mo(U)R</i> , for  (a)	25° 08′.03N., 52° 55′.63E.
Insert	circular limit of restricted area,  radius 500m (0.27M), centred on: (b)	(a) above (b) above
	legend, <i>Restricted Area</i> (see Note), within:	

BA Chart 3413 (plan C, Approaches to Jazirat Das) [previous update 613/05]

Insert	 <i>Fl.Y.5s</i>	25° 07′.10N., 52° 55′.76E.
	 <i>Fl.Y.</i>	25° 07′.70N., 52° 54′.56E.
Substitute	symbol, red tanker mooring buoy, <i>Mo(U)R</i> , for  (a)	25° 08′.03N., 52° 55′.63E.
Insert	circular limit of restricted area,  radius 500m (0.27M), centred on: (b)	(a) above (b) above
	legend, <i>Restricted Area</i> (see Note), within:	

098 (04/06) INDIAN OCEAN - Seychelles - Curieuse - Baie Curieuse - Buoyage.

Source: BA Notice 419/06.
(HJ/832/54)

BA Chart 724 (plan G, Baie Curieuse) [previous update 279/05]

Insert		4° 17′.18S., 55° 42′.08E.
		4° 16′.82S., 55° 44′.89E.
		4° 17′.42S., 55° 44′.99E.
		4° 18′.15S., 55° 45′.10E.
		4° 18′.39S., 55° 44′.91E.
		4° 18′.62S., 55° 44′.57E.

099 (04/06) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Langkawi, South Coast - Selat Kuah - Pelabuhan Kuah Westwards - Buoy.

Source: BA Notice 321/06.
(HJ/928/30)

BA Chart 3485 [previous update NE 24/03/2005]

Insert	 <i>Fl.Y.5s</i>	6° 18′.18N., 99° 50′.88E.
--------	--	---------------------------

***100 (04/06) INDIA – Mumbai to Karachi – Submarine Cable.**

Source: VSNL (Mumbai).

(HJ/1131/03)

Chart 292 (INT 7021) [previous update 84/06]

Insert submarine cable, ~~~~ , joining:

20° 46′.02N., 66° 38′.34E.

(Existing cable)

21° 07′.50N., 66° 10′.00E.

(W border)

***101 (04/06) INDIA – Gulf of Kachchh – Bedi Bunder – Lights.**

Source: Navarea VIII, 084/06.

(HJ/1130/29)

Chart 203 (INT 7319) [previous update 616/05]Delete  Fl (2) 10s18m9M

22° 33′.00N., 70° 01′.97E.

Chart 2080 [previous update 67/05]Delete  Fl (2) 10s18m9M

22° 33′.00N., 70° 01′.97E.

Chart 2027 [previous update 136/05]Delete  Fl (2) 10s18m9M

22° 33′.00N., 70° 01′.97E.

***102 (04/06) INDIA –East Coast –Nagappattnam Anchorage – Source Data Landmark.**

Source: NHO, Dehradun

(HJ/1030/90)

Chart 3007 [previous update 276/03]Insert the accompanying block, showing amendments to
source data, centred on:

10° 48′.50N., 79° 49′.50E

***103 (04/06) INDIA – West Coast – Approaches to Mumbai – Platform. Mooring Buoy**

Source: Hydrographic Note, MT LT. RR Rane.

(HJ/1030/88)

Chart 292 (INT 7021) [previous update 100/06]Insert (lighted) D1

18° 36′.01N., 71° 01′.65E.



18° 36′.00N., 71° 02′.50E.

Chart 293 (INT 7022) [previous update 85/06]Insert (lighted) D1

18° 36′.01N., 71° 01′.65E.



18° 36′.00N., 71° 02′.50E.

Chart 255 (INT 7334) [previous update 84/06]Insert (lighted) D1

18° 36′.01N., 71° 01′.65E.



18° 36′.00N., 71° 02′.50E.

***104 (04/06) INDIA – West Coast – Approaches to Magdalla – Buoys.**

Source: Report Of Survey, INS Survekshak B (N) – 139.

(HJ/1130/17)

Chart 21 [previous update 84/06]Insert 

21° 02′.63N., 72° 39′.66E.

21° 02′.35N., 72° 40′.01E.

21° 02′.82N., 72° 40′.36E.

21° 03′.81N., 72° 40′.80E.

21° 03′.63N., 72° 41′.13E.

21° 04′.35N., 72° 41′.48E.

21° 04′.90N., 72° 40′.83E.

21° 05′.22N., 72° 41′.06E.

21° 05′.17N., 72° 40′.34E.

21° 06′.15N., 72° 39′.79E.

Chart 22 (INT 752) [previous update 50/06]

Insert



21° 02′.63N., 72° 39′.66E.
 21° 02′.35N., 72° 40′.01E.
 21° 02′.82N., 72° 40′.36E.
 21° 03′.81N., 72° 40′.80E.
 21° 03′.63N., 72° 41′.13E.
 21° 04′.35N., 72° 41′.48E.
 21° 04′.90N., 72° 40′.83E.
 21° 05′.22N., 72° 41′.06E.
 21° 05′.17N., 72° 40′.34E.
 21° 06′.15N., 72° 39′.79E.

Chart 254 (INT 7331) [previous update 595/05]

Insert



21° 02′.63N., 72° 39′.66E.
 21° 02′.35N., 72° 40′.01E.
 21° 02′.82N., 72° 40′.36E.
 21° 03′.81N., 72° 40′.80E.
 21° 03′.63N., 72° 41′.13E.
 21° 04′.35N., 72° 41′.48E.
 21° 04′.90N., 72° 40′.83E.
 21° 05′.22N., 72° 41′.06E.
 21° 05′.17N., 72° 40′.34E.
 21° 06′.15N., 72° 39′.79E.

Chart 208 [previous update 537/05]

Insert



21° 02′.63N., 72° 39′.66E.
 21° 02′.35N., 72° 40′.01E.
 21° 02′.82N., 72° 40′.36E.
 21° 03′.81N., 72° 40′.80E.
 21° 03′.63N., 72° 41′.13E.
 21° 04′.35N., 72° 41′.48E.
 21° 04′.90N., 72° 40′.83E.
 21° 05′.22N., 72° 41′.06E.
 21° 05′.17N., 72° 40′.34E.
 21° 06′.15N., 72° 39′.79E.

Chart 209 [previous update 544/05]

Insert



21° 02′.63N., 72° 39′.66E.
 21° 02′.35N., 72° 40′.01E.
 21° 02′.82N., 72° 40′.36E.
 21° 03′.81N., 72° 40′.80E.
 21° 03′.63N., 72° 41′.13E.
 21° 04′.35N., 72° 41′.48E.
 21° 04′.90N., 72° 40′.83E.
 21° 05′.22N., 72° 41′.06E.
 21° 05′.17N., 72° 40′.34E.
 21° 06′.15N., 72° 39′.79E.

104 (04/06) INDIA – West Coast – Approaches to Magdalla – Buoys (continued).*Chart 2044** [previous update 538/05]

Insert



21° 02′.63N., 72° 39′.66E.

21° 02′.35N., 72° 40′.01E.

21° 02′.82N., 72° 40′.36E.

21° 03′.81N., 72° 40′.80E.

21° 03′.63N., 72° 41′.13E.

21° 04′.35N., 72° 41′.48E.

21° 04′.90N., 72° 40′.83E.

21° 05′.22N., 72° 41′.06E.

21° 05′.17N., 72° 40′.34E.

21° 06′.15N., 72° 39′.79E.

Chart 2101 [previous update 513/05]

Insert



21° 02′.63N., 72° 39′.66E.

21° 02′.35N., 72° 40′.01E.

21° 02′.82N., 72° 40′.36E.

21° 03′.81N., 72° 40′.80E.

21° 03′.63N., 72° 41′.13E.

21° 04′.35N., 72° 41′.48E.

21° 04′.90N., 72° 40′.83E.

21° 05′.22N., 72° 41′.06E.

21° 05′.17N., 72° 40′.34E.

21° 06′.15N., 72° 39′.79E.

Chart 2019 [previous update 544/05]

Insert



21° 02′.63N., 72° 39′.66E.

21° 02′.35N., 72° 40′.01E.

21° 02′.82N., 72° 40′.36E.

21° 03′.81N., 72° 40′.80E.

21° 03′.63N., 72° 41′.13E.

21° 04′.35N., 72° 41′.48E.

21° 04′.90N., 72° 40′.83E.

21° 05′.22N., 72° 41′.06E.

21° 05′.17N., 72° 40′.34E.

Chart 2019 (plan, Magdalla Port) [previous update 544/05]

Insert



21° 02′.63N., 72° 39′.66E.

21° 02′.35N., 72° 40′.01E.

21° 02′.82N., 72° 40′.36E.

21° 03′.81N., 72° 40′.80E.

21° 03′.63N., 72° 41′.13E.

21° 04′.35N., 72° 41′.48E.

21° 04′.90N., 72° 40′.83E.

21° 05′.22N., 72° 41′.06E.

21° 05′.17N., 72° 40′.34E.

21° 06′.15N., 72° 39′.79E.

***105 (04/06) INDIA – West Coast – Port of Mormugao – Buoy.**



Source: Mormugao Port Trust.

(HJ/1030/56)

Chart 22 (INT 752) [previous update 104/06]Insert  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 293 (INT 7022)** [previous update 103/06]Insert  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 257 (INT 7343)** [previous update 50/06]Insert  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 214** [previous update 589/05]Insert  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 2022 (INT 7345)** [previous update 589/05]Insert  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 2020** [previous update 146/05]Insert  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 2078 (INT 7346)** [previous update 119/05]Insert  Fl.R.2s 15° 24′.82N., 73° 44′.42E.***106 (04/06) INDIA – West Coast – Belkeri Anchorage – Buoy.**

Source: Mormugao Port Trust.

(HJ/1030/45)

Chart 22 (INT752) [previous update 105/06]Insert , marked by  Fl.10s 3M 14° 42′.25N., 74° 12′.66E.**Chart 293 (INT7022)** [previous update 105/06]Insert , marked by  Fl.10s 3M 14° 42′.25N., 74° 12′.66E.**Chart 257 (INT 7343)** [previous update 105/06]Insert , marked by  Fl.10s 3M 14° 42′.25N., 74° 12′.66E.**Chart 215** [previous update 50/06]Substitute  Fl.10s 3M for buoy Fl.R 10s 3M 14° 42′.25N., 74° 12′.66E.**Chart 216** [previous update 50/06]Substitute  Fl.10s 3M for buoy Fl.R 10s 3M 14° 42′.25N., 74° 12′.66E.**Chart 2009** [previous update 466/04]Substitute  Fl.10s 3M for buoy Fl.R 10s 3M 14° 42′.25N., 74° 12′.66E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**107(P) (04/06) UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina Jabal Ali) - Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Submarine cables. Breakwaters.**

Source: BA Notice 332(P)/06.

(HJ/000/00)

1. * Work is in progress on six reclamation projects off the coast of Dubai. To maintain safety and to assist craft working on these projects each is surrounded by an exclusion zone. Appropriate warning lights will be exhibited and all vessels are warned to keep well clear of these areas.

2. Palm Island One, .Palm Jumeirah. (25° 07'00N., 55° 08'00E.)

a) The exclusion zone surrounding .Palm Jumeirah. is of 2.5M radius centred on position 25° 07'86N., 55° 06'97E. Mariners are to keep at least 3M seaward of this central position.

3. Palm Island Two, .Palm Jebel Ali. (25° 01'50N., 54° 58'30E.)

a) An exclusion zone has been established and is marked by cardinal and lateral light-buoys. This is shown on BA Chart 3739.

b) Mariners are to exercise special care in the vicinity of position 25° 03'30N., 55° 00'60E. where barge and construction traffic cross the Jebel Ali Approach Channel.

c) The two submarine cables which leave the UAE coast in position 24° 59'19N., 55° 01'15E. have been relocated to avoid the .Palm Jebel Ali. development. The new routes for these cables join the following positions:

Fibre Optic Gulf (FOG) Cable

24° 59'19N., 55° 01'15E. (shore)

24° 59'30N., 55° 01'09E.

24° 59'78N., 55° 01'45E.

25° 01'21N., 55° 01'91E.

25° 02'12N., 55° 01'36E.

25° 02'60N., 55° 00'36E.

25° 02'70N., 54° 59'20E.

25° 02'37N., 54° 58'12E.

25° 01'17N., 54° 56'34E. (existing cable)

Abu Dhabi - Dubai Diversity Cable

24° 59'19N., 55° 01'15E. (shore)

24° 59'30N., 55° 01'09E.

24° 59'79N., 55° 01'43E.

25° 01'22N., 55° 01'84E.

25° 02'02N., 55° 01'28E.

25° 02'51N., 55° 00'28E.

25° 02'59N., 54° 59'18E.

25° 02'26N., 54° 58'17E.

25° 01'14N., 54° 56'51E.

24° 59'90N., 54° 55'23E. (existing cable)

d) The replaced cables have been largely recovered and re-laid on the new routes above. Mariners are advised not to anchor or trawl in the vicinity of submarine cables.

4. The World Project (25° 13'50N., 55° 10'00E.)

a) An exclusion zone has been established and is marked by cardinal and lateral light-buoys. This zone is shown on BA Charts 3412 and 3739.

5. Dubai Maritime City a) This project covers approximately 2,500,000 square metres and is to be located on reclaimed land between Mina -Rashid (25° 16'70N., 55° 16'70E.) and Dubai Dry Dock (25° 15'20N., 55° 15'80E.).

b) * A restricted area has been established and is shown on BA Charts 3411 and 3412.

c) This restriction does not apply to vessels entering or leaving Mina-Rashid under port control.

d) * Phase One has seen the construction of new breakwaters forming a revised entrance to Dubai Dry Dock. These are shown on BA Charts 3411, 3412, 3175 and 3176.

e) * These breakwaters are currently marked by light-buoys, flashing green and red every 4 seconds, positioned 50m sea-ward of each of the breakwater roundheads. Appropriate lights will soon be established to replace these buoys.

107(P) (04/06) UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina Jabal Ali) - Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Submarine cables. Breakwaters. (continued)

6. Palm Island Three, .Palm Deira.

a) This project, extending 15km from the shore, will be located between Mina -Rashid (25° 16'·70N., 55° 16'·70E.) and Mina -Khalid (25° 21'·90N., 55° 22'·50E.).

b) * An exclusion zone has been established and is marked by 19 cardinal and lateral light-buoys. This is shown on BA Chart 3412.

c) All coastal traffic must steer to pass north of the exclusion zone.

d) * Vessels for Mina -Rashid/Dubai Dry Docks are required to anchor at least 6 Miles North of the Dubai Approach Buoy (25° 18'·50N., 55° 10'·00E.) and West of the charted pipeline. Mariners are reminded not to anchor or trawl in the vicinity of pipelines.

e) An Anchoring Prohibited Area has been established in the approaches to Dubai. This is bound by the following positions:

25° 23'·85N., 55° 07'·60E. (gas pipeline)

25° 23'·85N., 55° 11'·05E. (W limit of Palm Deira exclusion zone)

25° 20'·48N., 55° 11'·05E. (W limit of Palm Deira exclusion zone)

25° 18'·50N., 55° 13'·27E. (W limit of Palm Deira exclusion zone)

25° 18'·50N., 55° 06'·80E. (gas pipeline)

f) * Inward and outward traffic for Khawr Dubai must of necessity pass close to both the Dubai Approach buoy (25° 18'·50N., 55° 10'·00E.) and Khawr Dubai Fairway buoy (25° 17'·55N., 55° 17'·30E.). This involves crossing the fairway of a major port. Vessels must take effective action to avoid obstructing the fairway and must also keep radio watch for .Dubai Port Control., see Admiralty List of Radio Signals for details.

7. * Jebel Ali Expansion, .Megamax. Project (25° 02'·00N., 55° 03'·00E.)

a) * An exclusion zone has been established seaward of the Jebel Ali East Breakwater. This is shown on BA Chart 3739. The exclusion zone is bound to the south-west by the Jebel Ali Approach Channel and to the north-east by the pipeline safety corridor. The northern limit is defined by a line joining the following positions:

25° 02'·30N., 55° 01'·90E. (NE side of Jebel Ali Approach Channel)

25° 03'·30N., 55° 03'·50E. (SW extent of pipeline safety corridor)

This zone is to be marked by light-buoys in the future.

b) * A detached breakwater is under construction to the south-west of the Jebel Ali Approach Channel between No 12 and No 13 buoys. A small exclusion zone has been established to aid construction and is shown on BA Chart 3739. This zone is bound by the Approach Channel to the north-east and a semi circle radius 5 cables (1000m) centred on 25° 01'·96N., 55° 01'·90E. A port hand lateral light-buoy is also to be established in 25° 01'·60N., 55° 01'·46E.

c) * As part of the .Megamax. project, three measuring instrument platforms (about 5m high) are being established in the following positions:

25° 01'·44N., 55° 02'·02E.

25° 02'·08N., 55° 04'·48E.

25° 03'·66N., 55° 06'·24E.

Each will display flashing yellow lights.

8. For the latest information about all of these projects, mariners are advised to contact the local port authority and refer to Navigational Warnings issued by the Control and Maritime Guidance Office of the Ports, Customs and Free Zone Corporation, Dubai.

9. Further information will be promulgated as it becomes available.

10. Former Notice 461(P)/05 is cancelled.

* Indicates new or revised entry.

Charts affected -2887 (INT 7232) -2888 (INT 7199) -2889 (INT 7211) -3175 -3176 -3411 (INT 7218) -3412 (INT 7219) -3739 (INT 7220)

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:-

New E-mail ID'S

National hydrographic office , Dehradun (India)	E-Mail address
	(1.) in的角度@dataone.in
	(2.) in的角度_navwarnings@dataone.in
	(3.) in的角度@dataone.in
	(4.) in的角度_helpdesk@dataone.in

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)

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

Nancowry Island

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

Mayabundar Island

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

Port Blair

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

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

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

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

Source: B.A. notice 746(T)/05
(HJ/929/68)

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

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

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

Source: INS Sandhayak
(HJ/1028/07)

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

Charts affected: 4010

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

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak
(HJ/928/76)

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

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

SECTION – V: NAVIGATIONAL WARNINGS IN FORCE

1. For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
2. NAVAREA Warnings in force: - The serial numbers of all the NAVAREA warnings in force as on 01 Feb 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	027	2001 series: 510 2005 series: 402 440 468 477 486 493 494 499 505 516 521 524. 2006 series: 020 022 023 024 025 026 027.
II	E. Atlantic	045	2005 series: 329-397-402. 2006 series: 015 020 028 030 033 035 036 037 041 043 044 045.
III	Mediterranean	62	2005 series: 705 706 707 708 709 710 711 712 713 717. 2006 series: 02 03 04 05 06 14 17 18 23 26 30 34 35 37 39 45 46 48 49 50 51 52 54 56 57 58 59 61 62.
IV	N.W. Atlantic	Nil	2004 series: 323.
V	W. Atlantic	Nil	2006 series: Nil.
VI	S.W. Atlantic	Nil	2006 series: Nil.
VII	S.E. Atlantic	024	2005 series: 170 2006 series: 007 013 014 017 022 023 024.
VIII	Indian Ocean	118	2005 Series - 333 346 352 384 412 562 631 634 650 657 668 710 716 720 727 741 747 762 767 768 769. 2006 Series - 004 005 015 016 026 032 034 041 045 051 054 061 063 065 068 069 071 072 076 084 085 086 087 095 101 102 103 104 106 107 110 111 112 113 114 115 116 117 118.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 135 198.
X	Australia, New Guinea	Nil	2005 Series: 003
XI	Malacca Strait, China Sea, N. Pacific	044	1996- 0925 1998- 0655 1999- 0053 0187 0310 0613 2000 -0677 2001- 0182 0775 2002 -0839 2003- 0106 0303 0304 2004- 0246 0271 0361 0402 0555 0571 2005- 0005 0022 0024 0025 0026 0030 0051 0060 0062 0063 0271 0307 0322 0331 0332 0335 0345 0351 0395 0474 0481 0497 0522 0576 0583 2006 -0005 0006 0007 0008 0009 0023 0024 0025 0026 0027 0028 0029 0030 0036 0037 0039 0040 0042 0044.

XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil
XIV	S.W. Pacific	Nil	2005 series: 048 066 069 070.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	041	2004 series: 694. 2005 series: 2030. 2006 series: 041.
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>
D7304	-Ra's Marshaq. SE part	12 45-79 45 03-24 *	Oc W 5s	74	24	White tower, black band 26	<i>ec 2.</i> Obscured westward by Ra's Taih Signal Station *
D 7308	-Elephant's Back. Summit	12 45-86 44 59-28 *	Fl WR 2-5s	57	W24 R24	White round stone building 4	<i>fl 0-2.</i> R306°-322° (16°), W322° -061° (99°), R061° -119° (58_) *
D 7376-8	-SBM. Tanker Berth No 6 *	25 08-03 52 55-63 *	Mo(U) R				
D 7416-96	- *	26 09-52 50 28-43 *	Oc R 2s	...	...	Radio tower	*
D 7433	-Centre Mole. NW corner. S2	26 30-93 50 11-92	Fl(2)WR G 9s	...	...	Green and white beacon	W149°-256° (107°), R256° -042° (146°), G042° -149° (107°) *
D 7433-4	-E Mole. NW corner. S5	26 30-27 50 12-47	Fl(4)WR G 10s	...	...	Green and white beacon	W157° -260° (103°), R260° -072° (172°), G072° -157° (85°) *
D 7434-25	-Small Craft Harbour. No 4	26 29-31 50 12-74	Fl(2)R 4s *	...	...	Red beacon	Reported missing (T)2005 *
D 7709	-E Breakwater. Head	27 07-8 56 12-4	Iso G 4s	6	5	Green tower	*
D 7709-2	-W Breakwater. Head	27 07-7 56 12-1	IsoR4s	6	6	Redtower	*
D 8588-29	-ADANGA OILFIELD. ADN *	4 20-62 8 21-59 *	Mo(U)W 30s *	...	...	Platform	*
E 6044-75	Tala Bay. Entrance Channel. Breakwater *	29 24-33 34 58-39 *	Fl R 5s	...	2	...	<i>fl 0-5</i> *

<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>
E 6044-751	---	29 24-31 34 58-38	Fl G 5s	...	2	...	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
E 6055-5	-Ship Repair Yard. Breakwater	21 28-9 39 08-9	2UQR (vert)	6	3	Framework tower	*
E 6055-51	--N Floating Dock. NW end	21 28-73 39 08-91	FW	16	4		*
*	*	*	*	*	*	*	*
E 6055-52	--- S W end	21 28-71 39 08-92	FW	16	4		*
*	*	*	*	*	*	*	*
E 6055-53	-- S Floating Dock. NW end	21 28-70 39 08-95	FW	15	4		*
*	*	*	*	*	*	*	*
E 6055-54	--- S W end	21 28-68 39 08-95	FW	15	4		*
*	*	*	*	*	*	*	*
E 6056-2	-Royal Saudi Naval Facility. Approach Channel. S side. 1E *	21 24-6 39 08-9	QG	...	3		
E 6056-25	--- N side. 2E *	21 24-7 39 08-8	QR	...	3		*
E 6056-28	--- No 5 *	21 24-75 39 08-88	QG	...	...	Green beacon	*
E 6056-29	--- No 6 *	21 25-37 39 09-76	Fl R	...	2	Red beacon	*
E 6056-3	--- D3+7 *	21 25-37 39 09-99	Fl G 2-5s	...	2		*
E 6056-31	--- No 8 *	21 25-56 39 09-95	Fl R	...	2		*
E 6056-32	--No 9 *	21 25-58 39 10-33	QG	...	2		*
E 6056-33	--(D2+10) No 10 *	21 26-08 39 10-02	FR	...	2		*

<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>
K 0893	Lampuyang	3 49-62 102 16-67	Fl WR 2s	17	12	White framework tower 15	W060 ⁰ -030 ⁰ (330 ⁰). R030 ⁰ -060 ⁰ (30 ⁰). *
K 0906	-Tg Salabu. Kroe	5 11-0 103 56-0	LFl W 5s	35	7	White metal framework tower 13	fl 2. Vis 044 ⁰ -123 ⁰ (79 ⁰). TE 2005 *
K 0914	Tanjung Cukubalimbing, Balimbingpamancasa	5 55-5 104 33-5	Fl(2)W 10s	63	20	White metal tower and dwelling 61	fl 0-5, ec 2, fl 0-5, ec 7. Obscured 105 ⁰ -108 ⁰ (3 ⁰) by Puala Batukecil. Racon. TE 2005 *
K 0980	-Muci. S end	0 32-50 104 01-83	Fl W 5s	67	21	White metal framework tower 21	Vis 284 ⁰ -192 ⁰ (268 ⁰). Racon. TE 2005 *
K 1060	Karang Jong	5 51-15 106 38-73	Fl(3)G 15s *	10	11	Green Δ on green GRP beacon 8	(fl 0-5, ec 2)x 2, fl 0-5, ec 9-5 *
K 1082-068	-LLC	5 50-51 107 26-91	Lit	...	...	Platform	
*	*	*	*	*	*	*	*
K 1197-5	<i>Remove from List</i>						

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 02 dated 16Jan 2006)***NIL****VOL. 2, 1995***(Last correction: Edition No. 02 dated 16 Jan 2006)***RADAR BEACONS***Page 37, DJIBOUTI Delete section and insert section on page 28 after MAURITIUS:***DJIBOUTI**

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

BA Notice 52**04/06****BA, 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)**Page 185, Chapter 17: **DISTRESS, SEARCH AND RESCUE, BANGLADESH**, delete National SAR Agency section and replace by:*

National SAR Agency: Director General, Department of Shipping
Address: 141--143, Motijheel C/A (8th floor), Dhaka 1000, Bangladesh
Tel: +880 2 9555128
Fax: +880 2 9666159 & 7168363
E--mail: dosdgbd@btb.net.bd

BA Notice 05/06**04/06****VOL. 6, 2005***(Last correction: Edition No. 20 dated 16 Oct 2005)**Page 22 &23, **TANZANIA, MTWARA****Delete **Pilots and Port** section and replace by:***Pilots and Port**

TELEPHONE: Port: +255(0)23 2333125

FAX: Port: +255(0)23 2333153

E-MAIL: Port: pmmtwara@tanzaniaports.com

WEBSITE: Port: www.tanzaniaports.com

FREQUENCY: Signal Station: Ch 16; 12

HOURS: H24

PROCEDURE:

(1) Pilotage is compulsory and is available 0600-1800 LT.

(2) Pilot boards 2 n miles N of Shangani Shoal buoy (10°12'.90S 40°11'.20E).

BA Notice 04/06**04/06**

BA, 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: - incho@dataone.in - incho_marinesafety@dataone.in
incho_navwarnings@dataone.in - incho_helpdesk@dataone.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 : incho@dataone.in / incho_marinesafety@dataone.in

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

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 to the Government of India
 National Hydrographic Office
 107 A, Rajpur Road
 PO Box No. 75,
 Dehradun- 248001
 (UTTARANCHAL), INDIA

E Mail : incho@dataone.in / incho_marinesafety@dataone.in
incho_navwarnings@dataone.in / incho_helpdesk@dataone.in
 Fax No.: 91- 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.

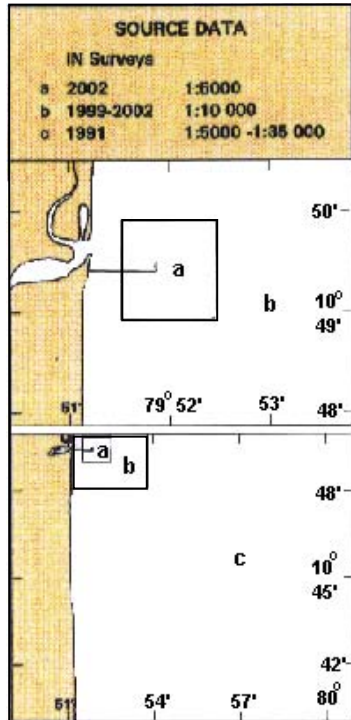
TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

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 Notices to Mariners No. 102 of 2006



Block for Chart No. 3007