



INDIAN NOTICES TO MARINERS FOR 2006

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

EDITION No. 11 DATED 01 JUNE 2006

(CONTAIN NOTICES 259 TO 300)

REACH US 24 HOURS A DAY



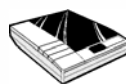
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore,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

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
Post Box No. 75
Dehradun 248 001
India**

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

EXPLANATORY NOTES

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

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

Temporary and Preliminary Notices These are indicated by (T) and (P) after the Notice number, and are placed in Section III. A SI Nos. of those in force published quarterly on 01 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 259 to 300 contained in this Edition

| INDIAN H.O. Chart No. | Folio No. | Notice No. | ADMIRALTY Chart No. | Folio No. | Notice No. |
|----------------------------------|----------------------|-------------------|--------------------------------|----------------------|-------------------|
| 22 | 3 | 295(P) | 716 (INT 7060) | 36 | 265 |
| 207 | 2 | 261 | 721 | 36 | 265 |
| 211 | 3 | 260 | 724 | 36 | 271 |
| 214 | 3 | 295(P) | 918 | 60 | 277 |
| 216 | 3 | 262 | 933 | 46 | 281 |
| 217 | 3 | 297(T) | 941A | 46 | 278,280 |
| 254 (INT 7331) | 2 | 261 | 1066 | 60 | 280 |
| 255 (INT 7334) | 3 | 260 | 1312 | 46 | 276,278,279,280 |
| 258 (INT 7348) | 3 | 297(T) | 1358 | 45 | 273,274,275 |
| 272 | 4 | 296(T) | 1789 | 46 | 276 |
| 293 (INT 7022) | 3 | 295(P) | 2056 | 46 | 272 |
| 315 | 4 | 299(P) | 2149 | 46 | 278 |
| 316 | 4 | 299(P) | 2152 | 45 | 266 |
| 352 (INT 7416) | 5 | 259 | 2444 | 40 | 285,286,293(P) |
| 358 (INT 7394) | 4 | 299(P) | 2781 | 46 | 272 |
| 2002 (INT 7351) | 3 | 297(T) | 2785 | 46 | 272 |
| 2016 (INT 7336) | 3 | 260 | 2851 | 40 | 282 |
| 2020 | 3 | 295(P) | 2882 (INT 7264) | 40 | 264 |
| 2022 (INT 7345) | 3 | 295(P) | 2883 | 40 | 263 |
| 2052 (INT 7350) | 3 | 297(T) | 2886 | 40 | 286 |
| 2073 | 3 | 262 | 2889 (INT 7211) | 40 | 286 |
| 2078 (INT 7346) | 3 | 295(P) | 2895 | 32 | 284 |
| 2097 | 1 | 270 | 2896 | 32 | 284 |
| 3010 (INT 7418) | 5 | 259 | 2917 | 41 | 291 |
| 4026 | 7 | 267 | 2965 | 32 | 268 |
| 4027 | 7 | 267 | 3179 | 40 | 285,286,293(P) |
| 7702 (INT 702) | 1 | 265 | 3413 | 40 | 285, 293(P) |
| 7703 (INT 703) | 1 | 265 | 3518 | 40 | 269 |
| 7705 (INT 705) | 1 | 295(P),298(T) | 3719 | 40 | 264 |
| 7706 (INT 706) | 1 | 295(P) | 3757 | 46 | 280 |
| | | | 3782 | 40 | 283,292(P) |
| | | | 3787 (INT 7245) | 40 | 283,292(P) |
| | | | 3788 | 40 | 264 |
| | | | 3831 | 45 | 288 |
| | | | 3833 | 45 | 287,288 |
| | | | 3947 | 45 | 274,275 |
| | | | 4032 | 45 | 287 |
| | | | 4035 | 45 | 287 |
| | | | 4036 | 45 | 287 |
| | | | 4039 | 45 | 287 |
| | | | 4040 | 45 | 287,289 |
| | | | 4041 | 45 | 287,288,289,290 |
| | | | 4042 | 45 | 288 |
| | | | 4043 | 45 | 288 |
| | | | 4707 (INT 707) | 42 | 294(T) |

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***259 (11/06) INDIA – East Coast – Approaches to Paradip – Buoy.**

Source: Paradip Port Trust

(HJ/1129/03)

Chart 352 (INT 7416) [previous update 235/06]

Delete



20° 12′.35N., 086° 36′.94 E.

Chart 3010 (INT 7418) [previous update 235/06]

Delete



20° 12′.35N., 086° 36′.94 E


***260 (11/06) INDIA – West Coast – Satpati to Murud Janjira – off Andheri – Telecom cable.**

Source: Navarea VIII 412/05

(HJ/1030/97)

Chart 255 (INT 7334) [previous update 103/06]


Insert

cable, , joining:

- (a_i) 19° 00′.1N., 072° 32′.7 E.
- (a) 19° 00′.5N., 072° 33′.8 E.
- (b) 19° 01′.5N., 072° 35′.5 E.
- (c) 19° 05′.4N., 072° 44′.3 E.
- (d) 19° 06′.3N., 072° 46′.3 E.
- (e) 19° 07′.0N., 072° 47′.0 E.
- (f) 19° 07′.9N., 072° 48′.3 E.
- (g) 19° 08′.1N., 072° 48′.5 E. (shore)

Chart 211 [previous update 84/06]

Insert

cable, , joining

- (a_i) 19° 00′.1N., 072° 32′.7 E.
- (a) 19° 00′.5N., 072° 33′.8 E.
- (b) 19° 01′.5N., 072° 35′.5 E.
- (c) 19° 05′.4N., 072° 44′.3 E.
- (d) 19° 06′.3N., 072° 46′.3 E.
- (e) 19° 07′.0N., 072° 47′.0 E.
- (f) 19° 07′.9N., 072° 48′.3 E.
- (g) 19° 08′.1N., 072° 48′.5 E. (shore)

Chart 2016 (INT 7336) [previous update 84/06]

Insert

cable, , joining

- (a_i) 19° 00′.1N., 072° 32′.7 E.
- (a) 19° 00′.5N., 072° 33′.8 E.
- (b) 19° 01′.5N., 072° 35′.5 E.
- (c) 19° 02′.7N., 072° 38′.2 E.
(N Border)

***261 (11/06) INDIA – West Coast – Approaches to Gulf of Khambhat – Malacca Banks Buoy.**

Source: Navarea VIII 562/05

(HJ/1130/07)

Chart 254 (INT 7331) [previous update 104/06]

Insert



Fl(2) 15s

20° 56′.37N., 072° 06′.95 E.

Chart 207 [previous update 346/04]

Move



Fl(2) 15s from:

20° 57′.66N., 072° 07′.93 E


to:

20° 56′.37N., 072° 06′.95 E

***262 (11/06) INDIA – West Coast – Approaches to Kundapura (coondapoor) – Buoy.**

Source: Navarea VIII 657/05

(HJ/1030/35)

Chart 216 [previous update 175/06]Substitute  (lighted) for  (lighted) 13° 37′.90N., 074° 40′.00 E.**Chart 2073** [previous update 369/03]Substitute  (lighted) for  (lighted) 13° 37′.90N., 074° 40′.00 E.**263 (11/06) IRAN - Bandar Nay Band Northwards - Bandare Pars - Platform**

Source: BA Notice 2040 /06.

(HJ/1132/77)

BA Chart 2883 [previous update 236/06]Insert  27° 30′.3N., 52° 31′.0E.**264 (11/06) SAUDI ARABIA - East Coast - Approaches to Port of Jubail (Al Jubayl) - Jazirat Karan and Jazirat Jana – Wrecks.**

Source: BA Notice 2084 /06.

(HJ/1133/70)

BA Chart 2882 (INT 7264) [previous update 237/06]Insert  27° 44′.1N., 49° 50′.3E.
27° 23′.8N., 49° 52′.4E.**BA Chart 3719** [previous update 521/05]Insert  27° 23′.79N., 49° 52′.41E**BA Chart 3788** [previous update 602/05]Insert  27° 23′.65N., 49° 52′.36E.**265 (11/06) INDIAN OCEAN - Seychelles - Approaches to the Seychelles Group - Fred Seamount Northwards and Seychelles Bank Northwards - Maritime limits. Legends.**

Source: BA Notice 2003 /06.

(HJ/832/45)

Chart 7702 (INT 702) [previous update 240/06]Insert maritime limit, pecked line, joining: (a) 5° 45′.0S., 54° 20′.0E.
(b) 5° 45′.0S., 54° 45′.0E.
(c) 6° 00′.0S., 54° 45′.0E.
(d) 6° 00′.0S., 54° 20′.0E.
(a)-(d)above
legend, *Ballast Exchange Area*, within:**Chart 7703 (INT 703)** [previous update 193/06]Insert maritime limit, pecked line, joining: (a) 5° 45′.0S., 54° 20′.0E.
(b) 5° 45′.0S., 54° 45′.0E.
(c) 6° 00′.0S., 54° 45′.0E.
(d) 6° 00′.0S., 54° 20′.0E.
and
(e) 3° 07′.0S., 54° 35′.0E.
(f) 3° 07′.0S., 55° 00′.0E.
(g) 3° 23′.0S., 55° 00′.0E.
(h) 3° 23′.0S., 54° 35′.0E.
legend, *Ballast Exchange Area*, within: (a)-(d)above
(e)-(h)above

265 (11/06) INDIAN OCEAN - Seychelles - Approaches to the Seychelles Group - Fred Seamount Northwards and Seychelles Bank Northwards - Maritime limits. Legends. (continued)

BA Chart 716 (INT 7060) [previous update 279/05]

Insert maritime limit, pecked line, joining:

(a) 5° 45′.0S., 54° 20′.0E.

(b) 5° 45′.0S., 54° 45′.0E.

(c) 6° 00′.0S., 54° 45′.0E.

(d) 6° 00′.0S., 54° 20′.0E.

and

(e) 3° 07′.0S., 54° 35′.0E.

(f) 3° 07′.0S., 55° 00′.0E.

(g) 3° 23′.0S., 55° 00′.0E.

(h) 3° 23′.0S., 54° 35′.0E.

legend, *Ballast Exchange Area*, within:

(a)-(d)above

(e)-(h)above

BA Chart 721 [previous update 279/05]

Insert maritime limit, pecked line, joining:

(a) 5° 45′.0S., 54° 20′.0E.

(b) 5° 45′.0S., 54° 45′.0E.

(c) 6° 00′.0S., 54° 45′.0E.

(d) 6° 00′.0S., 54° 20′.0E.

legend, *Ballast Exchange Area*, within:

(a)-(d)above

266 (11/06) MALAYSIA - Peninsular Malaysia, West Coast - Pelabuhan Klang - Pelabuhan Selantan (South Port) -Tanjung Balai North-eastwards - Buoy.

Source: BA Notice 2014/06.

(HJ/927/28)

BA Chart 2152 [previous update 377/05]

Move  Fl(2)G.10s from:

2° 59′.58N., 101° 23′.52E.

to:

2° 59′.65N., 101° 23′.50E.

267 (11/06) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Pinang - Georgetown - Lights.

Light List Vol. F, 1502.6, 1502.7

Source: BA Notice 2028/06.

(HJ/927/59)

Chart 4026 [previous update 560/05]

Insert  Q.Y.6m4M

5° 24′.12N., 100° 20′.18E.

5° 24′.09N., 100° 20′.13E.

Chart 4027 [previous update 423/05]

Insert  Q.Y.6m4M

5°24′.12N., 100° 20′.18E.

5°24′.09N., 100° 20′.13E.

268 (11/06) INDONESIA -Sumatera - South Coast -Teluk Lampung - Approaches to Panjang – Obstruction.

Source: BA Notice 2082/06.

(HJ/927/54)

BA Chart 2965 (plan, Panjang) [previous update 93/06]

Insert  *Obstn PA*

(a) 5° 28′.780S., 105° 18′.00E.

Delete  *Obstn*, close N of:

(a) above

BA Chart 2965 (plan, Approaches to Panjang and Tarahan) [previous update 93/06]

Insert  *Obstn PA*

(a) 5° 28′.780S., 105° 18′.00E.

Delete  *Obstn*, close N of:

(a) above

269 (11/06) OMAN - North East Coast - Qalhat LNG Terminal - Buoyage.

Source: BA Notice 2153/06.

(HJ/1132/20)

BA Chart 3518 (plan E, Qalhat LNG Terminal) [previous update 213/06]

| | | |
|--------|---|----------------------------|
| Amend | light-buoy to, <i>Fl(3)Y.8s</i> | 22° 40'·05N., 59° 25'·25E. |
| Delete |  <i>Q</i> | 22° 40'·02N., 59° 24'·57E. |
| |  <i>VQ</i> | 22° 39'·81N., 59° 24'·90E. |
| |  <i>FI(2)10s</i> | 22° 39'·82N., 59° 25'·08E. |

270 (11/06) OMAN - Gulf of Oman - Port Sultan Qaboos - Buoy.

Source: BA Notice 2154/06.


(HJ/1132/31)

Chart 2097 (Masqat to Mina Al Fah) [previous update 520/05]Amend *No 4* light-buoy to, *Fl(2)R..4s* 23° 37'·38N., 58° 34'·16E.**Chart 2097 (Masqat Matrah And Marsa Darsayat) [previous update 520/05]**Amend *No 4* light-buoy to, *Fl(2)R..4s* 23° 37'·38N., 58° 34'·16E.**271 (11/06) INDIAN OCEAN - Seychelles - Praslin, East Coast to Round Island, North Coast - Baie Sainte Anne -Submarine power cable. Legend.**

Source: BA Notice 2168 /06.

(HJ/832/54)

BA Chart 724 (plan H, Baie Sainte Anne to La Digue) [previous update 216/06]

| | | |
|--------|---|---------------------------------------|
| Insert | submarine power cable,  , joining: | (a) 4° 20'·62S., 55° 45'·85E. (shore) |
| | | (b) 4° 20'·34S., 55° 46'·57E. |
| | | (c) 4° 20'·32S., 55° 46'·79E. |
| | | (d) 4° 20'·43S., 55° 47'·28E. (shore) |
| | legend, PA, along: | (a)-(b) above |
| | | (c)-(d) above |

272 (11/06) INDONESIA - Sumatera - South Coast - Approaches to Selat Sunda - T.Cukubalimbing Westwards -Depth.

Source: BA Notice 2112 /06.

(HJ/827/45)

BA Chart 2056 [previous update 224/06]Insert depth *10* enclosed by 10m contour, *PA* 5° 53'·6S., 104° 30'·0E.**BA Chart 2781 [previous update 550/06]**Insert depth *5½* enclosed by 10fm contour, *PA* (a) 5° 53'·6S., 104° 30'·0E.Delete depth *16*, close SE of: (a) above**BA Chart 2785 [previous update 186/06]**Insert depth *10* enclosed by 10m contour, *PA* (a) 5° 53'·6S., 104° 30'·0E.Delete depth *20* enclosed by 20m contour, adjacent to: (a) above**273 (11/06) MALAYSIA - Peninsular Malaysia, West Coast - Port Dickson South-eastwards - Tanjung Tuan -Light.**

Light List Vol. F, 1626

Source: BA Notice 2171 /06.

(HJ/927/28)

BA Chart 1358 [previous update 200/06]Amend light to, *Fl(3)15s23M* 2° 24'·4N., 101° 51'·2E.

274 (11/06) MALACCA STRAIT - Water Islands South-westwards - Wreck. Buoyage.

Source: BA Notice 2172 /06.

(HJ/927/17)

BA Chart 1358 [previous update 273/06]

Insert  *Wk(buoyed)* 1° 57'·7N., 102° 10'·8E.

BA Chart 3947 [previous update 184/06]

Insert  *Wk* 1° 57'·7N., 102° 10'·8E.

*Q*, close N of: (a) above*VQ(3)5s*, close E of: (a) above*Q(6)+LFl.15s*, close S of: (a) above*Q(9).15s*, close W of: (a) above**275 (11/06) MALACCA STRAIT - Pulau Bengkalis - Tanjung Parit North-eastwards – Wreck.**

Source: BA Notice 2173/06.

(HJ/927/17)

BA Chart 1358 [previous update 274/06]

Insert  *PA* 1° 34'·3N., 102° 37'·2E.

BA Chart 3947 [previous update 274/06]

Insert  *PA* 1° 34'·32N., 102° 37'·15E.

276 (11/06) INDONESIA - Sumatera - East Coast - Lingga South-eastwards - Singkep Westwards - Rocks. Depth.

Source: BA Notice 2175/06.

(HJ/827/95)

BA Chart 1312 [previous update 222/06]

Substitute depth 2₅ with seabed character, *R*, for depth 2₅ 0° 26'·9S., 104° 57'·8E.

BA Chart 1789 [previous update 117/06]

Insert depth 1 and extend 5m contour E to enclose (a) 0° 27'·8S., 104° 13'·5E.

Substitute depth 4 with seabed character, *R*, for depth 4 0° 25'·7S., 104° 59'·0E.

depth 2₅ with seabed character, *R*, for depth 2₅ with seabed character, *S* 0° 26'·7S., 104° 57'·8E.

Delete depth 7, close SE of: (a) above

277 (11/06) INDONESIA - Jawa - North Coast - Approaches to Merak - Karang Jawa - Buoy.

Source: BA Notice 2124/06.

(HJ/827/44)

BA Chart 918 (plan G, Merak) [previous update 558/05]

Insert  *Fl(2)8s PA* 5° 54'·82S., 105° 59'·20E.

BA Chart 918 (plan F, Approaches to Merak and Cigading) [previous update 558/05]

Insert  *Fl(2)8s PA* 5° 54'·82S., 105° 59'·20E.

278 (11/06) INDONESIA - Java Sea - Pulau Belitung - P. Kanis South-westwards - Light.

Source: BA Notice 2174/06.

Light List Vol. K, 1031.5

(HJ/827/71)

BA Chart 941A [previous update 224/06]

Insert ☆ Fl.12M 2° 40′.2S., 108° 10′.4E.

BA Chart 1312 [previous update 276/06]

Insert ☆ Fl.6s12M 2° 40′.2S., 108° 10′.4E.

BA Chart 2149 [previous update 224/06]

Insert ☆ Fl.6s18m12M 2° 40′.2S., 108° 10′.4E.

279 (11/06) INDONESIA - Kalimantan - West Coast - P. Pengikik Besar North-westwards - Depth.

Source: BA Notice 2176/06.

(HJ/927/02)

BA Chart 1312 [previous update 278/06]

Insert depth 14 enclosed by 20m contour, PA 0° 18′.6N., 107° 58′.2E.

280 (11/06) INDONESIA - Kalimantan - West Coast - Selat Karimata - Bawal South-westwards - Depth.

Source: BA Notice 2177/06.

(HJ/827/70)

BA Chart 941A [previous update 278/06]

Insert depth 3¾ enclosed by 5fm contour (a) 2° 51′.2S., 109° 55′.4E.

Delete depth 5¼, adjacent to: (a)above

BA Chart 1066 [previous update 121/06]

Insert depth 7 enclosed by 10m contour 2° 51′.2S., 109° 55′.4E.

BA Chart 1312 [previous update 279/06]Substitute depth 7 enclosed by 10m contour for depth 9₇ enclosed by 10m contour 2° 51′.2S., 109° 55′.4E.**BA Chart 3757** [previous update 532/05]Substitute depth 7 enclosed by 10m contour for depth 9₇ enclosed by 10m contour 2° 51′.2S., 109° 55′.4E.**281 (11/06) INDONESIA - Jawa - North Coast - Pelabuhan Tanjungpriok - Mu. Bekasi Westwards - Depth.**

Source: BA Notice 2121/06.

(HJ/827/33)

BA Chart 933 [previous update 122/06]Insert depth 3₂ enclosed by 5m contour, PA 6° 03′.06S., 106° 58′.30E.**282 (11/06) OMAN -Port Sohar -Buoyage. Works.**

Source: BA Notice 2193 /06.

(HJ/1132/43)

BA Chart 2851 (plan B, Port Sohar) [previous update 251/06]Amend legend to, *Works in progress (2006)*, centred on: 24° 30′.33N., 56° 37′.70E.Substitute \triangle Fl.Y.5s for \triangle 24° 30′.11N., 56° 37′.40E.

24° 30′.22N., 56° 37′.60E.

Delete \triangle 24° 30′.26N., 56° 37′.12E.

24° 30′.29N., 56° 37′.22E.

283 (11/06) QATAR - Approaches to Doha (Ad Dawhah) - Legends.

Source: BA Notice 2211 /06.

(HJ/1132/58)

BA Chart 3782 [previous update 129/06]

Insert legend, *See INM 292(P)/06*, centred on: 25° 18'·50N., 51° 38'·70E.
25° 18'·40N., 51° 33'·90E.

Amend legend to, *See INM 56(P)/06 and INM 292(P)/06*, centred on: 25° 16'·80N., 51° 44'·50E.

BA Chart 3787 (INT 7245) [previous update 219/06]

Insert legend, *See INM 292(P)/06*, centred on: 25° 16'·60N., 51° 42'·85E.

284 (11/06) OMAN -Port Salalah -Works. Light.

Light List Vol. D, 7313.9

Source: BA Notice 2227 /06.

(HJ/1032/65)

BA Chart 2895 [previous update 193/06]

Insert legend, Works in progress (2006), centred on: 16° 56'·30N., 54° 01'·33E.
★ Q(3)10s 16° 56'·51N., 54° 01'·34E.

BA Chart 2896 [previous update 430/04]

Insert legend, Works in progress (2006), centred on: 16° 56'·55N., 54° 01'·32E.
★ Q(3)10s 16° 56'·51N., 54° 01'·33E.

285 (11/06) UNITED ARAB EMIRATES - Jazorat Das South and South-eastwards - Legends.

Source: BA Notice 2235 /06.

(HJ/1132/57)

BA Chart 2444 [previous update 141/06]

Insert legend, *See INM 293(P)/06*, centred on: 25° 06'·20N., 52° 51'·40E.

Amend legend to, *See INM 293(P)/06*, centred on: 25° 08'·10N., 52° 54'·80E.

BA Chart 3179 [previous update 141/06]

Insert legend, *See INM 293(P)/06*, centred on: 25° 06'·20N., 52° 51'·40E.

Amend legend to, *See INM 293(P)/06*, centred on: 25° 08'·10N., 52° 54'·60E.

BA Chart 3413 (plan D, Jazirat Das) [previous update 141/06]

Insert legend, *See INM 293(P)/06*, centred on: 25° 08'·55N., 52° 56'·40E.
25° 08'·05N., 52° 52'·25E.

Amend legend to, *See INM 293(P)/06*, centred on: 25° 07'·80N., 52° 54'·50E.

BA Chart 3413 (plan C, Approaches to Jazirat Das) [previous update 141/06]

Insert legend, *See INM 293(P)/06*, centred on: 25° 09'·00N., 52° 57'·10E.
25° 07'·20N., 52° 50'·70E.


Amend legend to, *See INM 293(P)/06*, centred on: 25° 08'·00N., 52° 54'·50E.


286(11/06) UNITED ARAB EMIRATES - Karkara Oilfield - Platforms. Storage tanker. Submarine pipeline.

Source: BA Notice 2236 /06.

(HJ/1132/57)

BA Chart 2444 [previous update 285/06]


Delete  Fla (a) 25° 08'·25N., 52° 27'·64E.

 (lighted) *Thebro* (b) 25° 08'·55N., 52° 28'·32E.

submarine pipeline, **++++**, joining: (a) above
(b) above

**286(11/06) UNITED ARAB EMIRATES - Karkara Oilfield - Platforms. Storage tanker.
Submarine pipeline. (continued)**

BA Chart 2886 [previous update 236/06]



Delete  Fla 25° 08'·2N., 52° 27'·6E.
 (lighted) 25° 08'·6N., 52° 28'·3E.

BA Chart 2889 (INT 7211) [previous update 238/06]

Insert  25° 08'·1N., 52° 27'·5E.

Delete  Fla 25° 08'·2N., 52° 27'·6E.
 (lighted) 25° 08'·6N., 52° 28'·3E.

BA Chart 3179 [previous update 285/06]

Delete  Fla (a) 25° 08'·25N., 52° 27'·64E.
 Thebro (b) 25° 08'·55N., 52° 28'·32E.
submarine pipeline, **+++++** , joining: (a) above
(b) above

**287(11/06) SINGAPORE - Pulau Bukom and Jong Fairway Eastwards - Dredged depths. Legends.
Wrecks.**

Source: BA Notice 2183 /06.

(HJ/927/16)

BA Chart 3833 [previous update 243/06]

Insert  **26₆** wks 1° 13'·06N., 103° 48'·56E.

Delete  **19₄** wk 1° 13'·07N., 103° 48'·54E.

BA Chart 4032 [previous update 196/06]

Amend legend to, **13.5m (2005)**, centred on: 1° 14'·232N., 103° 46'·107E.
legend to, **13.0m (2005)**, centred on: 1° 14'·389N., 103° 45'·920E.
legend to, **5.7m (2005)**, centred on: 1° 14'·291N., 103° 45'·570E.

BA Chart 4035 [previous update 38/06]

Insert  **27** wk 1° 13'·073N., 103° 48'·531E.

 **26₆** wk

legend to, **11.3m (2005)**, centred on: 1° 13'·875N., 103° 46'·500E.
legend to, **11.8m (2005)**, centred on: 1° 13'·974N., 103° 46'·401E.
legend to, **12.9m (2005)**, centred on: 1° 14'·050N., 103° 46'·320E.
legend to, **15.6m (2005)**, centred on: 1° 14'·141N., 103° 46'·224E.
legend to, **13.5m (2005)**, centred on: 1° 14'·232N., 103° 46'·107E.
legend to, **13.0m (2005)**, centred on: 1° 14'·389N., 103° 45'·920E.
legend to, **15.8m (2005)**, centred on: 1° 13'·673N., 103° 46'·692E.
legend to, **5.7m (2005)**, centred on: 1° 14'·291N., 103° 45'·570E.

Delete  **19₄** wk 1° 13'·065N., 103° 48'·538E.

BA Chart 4036 [previous update 585/05]

Insert  **27** wk 1° 13'·073N., 103° 48'·531E.

 **26₆** wk

1° 13'·061N., 103° 48'·559E.

Delete  **19₄** wk 1° 13'·065N., 103° 48'·538E.

287(11/06) SINGAPORE - Pulau Bukom and Jong Fairway Eastwards - Dredged depths. Legends. Wrecks. (continued)

BA Chart 4039 [previous update 196/06]

Insert  266 Wks 1° 13'·06N., 103° 48'·56E.

Delete  194 Wk 1° 13'·07N., 103° 48'·54E.

BA Chart 4040 [previous update 196/06]

Insert  266 Wks 1° 13'·06N., 103° 48'·56E.

Delete  194 Wk 1° 13'·07N., 103° 48'·54E.

BA Chart 4041 [previous update 243/06]

Insert  266 Wks 1° 13'·06N., 103° 48'·56E.

Delete  194 Wk 1° 13'·07N., 103° 48'·54E.

288(11/06) SINGAPORE - Singapore Island - Changi East --Buoyage.

Source: BA Notice 2184 /06.

(HJ/927/15)

BA Chart 3831[previous update 243/06]

Insert  CNB-1, Q.Y 1° 18'·65N., 104° 00'·98E.

 CNB-2, Q.Y 1° 18'·10N, 104° 01'·00E.

Amend CNB-3 light-buoy to, Q.Y 1° 18'·14N., 104° 02'·41E.

Delete  CNB-1, Fl.Y 1° 18'·24N., 104° 00'·99E.

 CNB-2, Fl.Y 1° 18'·11N., 104° 01'·20E.

BA Chart 3833[previous update 287/06]

Insert  CNB-1, Q.Y 1° 18'·65N., 104° 00'·98E.

 CNB-2, Q.Y 1° 18'·10N, 104° 01'·00E.

Delete  CNB-1, Fl.Y 1° 18'·24N., 104° 00'·99E.

 CNB-2, Fl.Y 1° 18'·11N., 104° 01'·20E.

BA Chart 4041[previous update 287/06]

Insert  CNB-1, Q.Y 1° 18'·65N., 104° 00'·98E.

 CNB-2, Q.Y 1° 18'·10N., 104° 01'·00E.

Amend CNB-3 light-buoy to, Q.Y 1° 18'·14N, 104° 02'·41E.





Delete  CNB-1, Fl.Y.2s 1° 18'·24N, 104° 00'·99E.

 CNB-2, Fl.Y.2s 1° 18'·11N., 104° 01'·20E.

BA Chart 4042[previous update 243/06]

Amend CNB-3 light-buoy to, Q.Y 1° 18'·14N., 104° 02'·41E.

288(11/06) SINGAPORE - Singapore Island - Changi East --Buoyage. (continued)**BA Chart 4043**[previous update 150/06]



| | | |
|--------|--|----------------------------|
| Insert |  CNB-1, Q.Y | 1° 18'·65N., 104° 00'·98E. |
| |  CNB-2, Q.Y | 1° 18'·10N., 104° 01'·00E. |
| Amend | CNB-3 light-buoy to, Q.Y | |
| Delete |  CNB-1, Fl.Y.2s | 1° 18'·24N., 104° 00'·99E. |
| |  CNB-2, Fl.Y.2s | 1° 18'·11N., 104° 01'·20E. |

289(11/06) SINGAPORE STRAIT - Southern Fairway - Pulau Sakijang Bendera Eastwards - Marine farm.



Source: BA Notice 2185 /06.

(HJ/927/16)

BA Chart 4040[previous update 287/06]

| | | |
|--------|---|----------------------------|
| Insert | limit of marine farm, pecked line, joining: | 1° 13'·08N., 103° 51'·19E. |
| | | 1° 13'·23N., 103° 51'·19E. |
| | | 1° 13'·05N., 103° 51'·39E. |
| | | 1° 12'·95N., 103° 51'·25E. |
| |  | 1° 13'·08N., 103° 51'·28E. |
| Delete |  | 1° 12'·97N., 103° 51'·15E. |

BA Chart 4041[previous update 288/06]

| | | |
|--------|---|----------------------------|
| Insert | limit of marine farm, pecked line, joining: | 1° 13'·08N., 103° 51'·19E. |
| | | 1° 13'·23N., 103° 51'·19E. |
| | | 1° 13'·05N., 103° 51'·39E. |
| | | 1° 12'·95N., 103° 51'·25E. |
| |  | 1° 13'·08N., 103° 51'·28E. |
| Delete |  | 1° 12'·97N., 103° 51'·15E. |

290(11/06) SINGAPORE -Singapore Island -Marina Bay - Beacon.

Source: BA Notice 2186 /06.

(HJ/927/16)

BA Chart 4041 (plan A, Marina Bay) [previous update 289/06]

| | | |
|--------|--|------------------------------|
| Delete |  North Marina | 1° 17'·060N., 103° 52'·006E. |
|--------|--|------------------------------|

291(11/06) INDONESIA - Sumatera - West Coast - Teluk Tapanuli - Rock.

Source: BA Notice 2253 /06.

(HJ/928/11)

BA Chart 2917 (plan D, Teluk Tapanuli) [previous update 46/06]

| | | |
|--------|--|---------------------------|
| Insert |  PA | 1° 38'·70N., 98° 49'·22E. |
|--------|--|---------------------------|

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**292 (P) (11/06) QATAR - Approaches to Doha (Ad Dawhah) - Depths.**

Source: BA Notice 2210(P)/06

(HJ/1132/58)

1. A recently received US Chart shows numerous shoal depths in the approaches to Doha (Ad Dawhah) Port. The significant are as follows:

| <i>Depth</i> | <i>Position</i> |
|-------------------|--|
| 5 ₃ m | 25° 17'·74N., 51° 41'·16E. |
| 9 ₇ m | 25° 18'·67N., 51° 40'·13E. |
| 4 ₆ m | 25° 18'·17N., 51° 39'·23E. |
| 4 ₈ m | 25° 18'·34N., 51° 38'·73E. |
| 4 ₇ m | 25° 18'·17N., 51° 38'·73E. |
| 3 ₆ m | 25° 18'·40N., 51° 38'·16E. |
| 3 ₇ m | 25° 18'·53N., 51° 37'·78E. |
| 3 ₇ m | 25° 18'·80N., 51° 37'·27E. |
| 6 ₇ m | 25° 18'·44N., 51° 34'·50E. |
| 6 ₃ m | 25° 18'·71N., 51° 34'·21E. |
| 5 ₉ m | 25° 18'·47N., 51° 33'·69E. |
| 11 ₆ m | 25° 18'·19N., 51° 33'·45E. (Berth No.11) |
| 11 ₆ m | 25° 18'·32N., 51° 33'·39E. (Berth No.10) |
| 7 ₅ m | 25° 17'·99N., 51° 33'·26E. (Berth No.3) |
| 7 ₃ m | 25° 18'·21N., 51° 33'·15E. (Berth No.5) |
| 7 ₉ m | 25° 18'·38N., 51° 32'·73E. |
| 7 ₇ m | 25° 18'·10N., 51° 32'·86E. |

BA Charts affected – 3782 -3787 (INT 7245)**293 (P) (11/06) UNITED ARAB EMIRATES - Jazirat Das South and Eastwards - Tanker mooring buoy. Restricted area. Submarine pipeline. Submarine cables. Reef. Pilot boarding place. Buoy. Fouls.**

Source: BA Notice 2234(P)/06

(HJ/1132/57)

1. The red tanker mooring buoy, *Mo(U)R*, and associated restricted area, radius 500m, in position 25° 08'·03N., 52° 55'·63E., has been relocated to position 25° 08'·14N., 52° 55'·69E. Anchoring is prohibited within the restricted area.

2. A submarine pipeline has been laid between Jaziirat Das and the tanker mooring buoy (see 1. above) joining following positions:

25° 09'·04N., 52° 52'·79E. (shore)
 25° 08'·90N., 52° 53'·40E.
 25° 08'·77N., 52° 53'·62E.
 25° 08'·41N., 52° 53'·98E.
 25° 08'·29N., 52° 54'·25E.
 25° 08'·14N., 52° 55'·69E. (tanker mooring buoy)

3. Two submarine cables have been laid to the South and South-west of Jazirat Das, joining the following positions:

Cable 1:

25° 08'·49N., 52° 52'·58E. (shore)
 25° 07'·84N., 52° 52'·40E.
 25° 07'·38N., 52° 52'·40E.

Cable 2:

25° 08'·26N., 52° 52'·58E. (details of the route from the shore to this position are not known)
 25° 08'·15N., 52° 52'·32E.
 25° 08'·28N., 52° 52'·05E.
 25° 08'·12N., 52° 51'·50E.

4. An artificial reef has been created to the South of Jazirat Das. The reef covers a circular area, centred on position 25° 08'·02N., 52° 52'·12E., radius 200m. Mariners are warned not to enter this area.

5. The pilot boarding place in position 25° 09'·00N., 52° 56'·30E. has moved to position 25° 09'·10N., 52° 56'·36E.

6. The No 9 starboard hand light-buoy, *Fl.G.2s*, in position 25° 09'·91N., 52° 54'·14E. has been relocated to position 25° 09'·89N., 52° 54'·01E.

7. Fouls exist in the following positions:

25° 08'·76N., 52° 53'·34E.
 25° 08'·50N., 52° 53'·39E.

8. Vessels are to avoid anchoring or trawling in the vicinity of submarine cables and pipelines.

9. Former INM 160(P)/06 is cancelled.

BA Charts affected -2444 – 3179 – 3413

294 (T) (11/06) INDIAN OCEAN - Ninety East Ridge – Data buoy.

Source: BA Notice 2204(T)/06

(HJ/929/00)

1. A data collecting buoy has been temporarily established in position 0° 02'·9N., 89° 51'·0E. (WGS84 Datum). It will be on station until further notice.
2. Former INM 71(T)/06 is cancelled.

BA Charts affected -4707(INT 707)*** 295 (T) (11/06) INDIA – West Coast –Arabian sea/ Port of Mormugao – Data Buoy.**

Source: Navarea VIII 341/06, 352/06, 353/06

(HJ/1030/56)

1. Following yellow coloured data Buoys with radar reflector and mast carrying sensor laid in following position with characteristics.

| Sl no | Buoy no | Position | Size | Characteristics | Charts Affected |
|-------|---------|---------------------------|----------------------------|-----------------|--|
| (a) | SW - 3 | 15° 23'·65N., 73° 45'·43E | 03m dia and 03m height | Fl 5s 4M | 214 – 2022(INT 7345) – 2020 – 2078(INT 7346) |
| (b) | DS - 1 | 15° 28'·83N., 69° 15'·43E | 03m dia and 3.5m height | Fl(5) 20s 4M | 22 – 7705(INT 705) |
| (c) | SW - 2 | 16° 59'·92N., 71° 05'·70E | 03m dia and 3.5m height | Fl 5s 4M | 22 – 293(INT 7022) – 7705(INT 705) – 7706(INT 706) |

2. Cancel former INM 244(T)/05 and 368(T)/05.
3. All vessel operating in vicinity are to maintain a clearance of 1000 metres off the buoy.

*** 296 (T) (11/06) INDIA – Arabian and Lakshadweep seas–Cora Divh to Elikalpeni Bank–Cerbaniani–Data Buoy.**

Source: Navarea VIII 346/2006

(HJ/1030/27)

1. A yellow coloured data buoy (OB-3) with radar reflector and 03 metres dia and 03 metres height mast carrying sensor laid in position 12° 29'·38N., 072° 02'·28E. with characteristics Fl 5s 4M.
2. All vessel operating in vicinity are to maintain a clearance of 1000 metres off the buoy.

Charts affected – 272.*** 297 (T) (11/06) INDIA – West Coast–port of New Mangalore and Mangalore–Buoy.**

Source: Port Office Mangalore

(HJ/1030/35)

1. The Mangalore (Old) Port is closed for monsoon with effect from 16 May 2006 and the port will reopen on 16 Sep 2006. The Bar Light and the Buoy marking at the bar channel has been withdrawn.
2. Vessels entering/leaving harbour after the above date will do so at their own risk.
3. Former INM 303(T)/05 is cancelled.

Charts affected – 217 - 258 (INT 7348) - 2002(INT 7351) – 2052(INT 7350).*** 298 (T) (11/06) INDIA OCEAN – Arabian Sea–Data Buoy.**

Source: Navarea VIII 348/2006

(HJ/1031/12)

1. A yellow coloured Data buoy (MB-2) with radar reflector and 03 metres dia and 3.5 metres height mast carrying sensors laid in position 11° 59'·38N., 067° 50'·34E. with characteristics Fl (5)20s4M.
2. All the vessels operating in vicinity are to maintain a clearance of 1000 metres off the buoy.
3. Cancel part of Former INM 258(T)/06 (Para I, Sl. No.03, MB-2, 12° 50'·0N., 067° 50'·5E)

Charts affected – 7705 (INT 705).*** 299 (P) (11/06) INDIA AND SRILANKA – Palk Strait –Wreck**

Source: Navarea VIII 314/06

(HJ/1030/00)

1. Dredging Corporation of India Tug-VI capsized in position 10°07'·0N., 079°57'·7E. Hull of vessel 01m above water line.
2. Dangerous for surface navigation.
3. All mariners to exercise extreme caution.
4. Former INM 257(P)/06 is cancelled.

Charts affected –315-316-358.

***300 (T) (11/06) Indian Temporary Notices to Mariners cancelled.**

Cancelled Notices

| Notice No. | Ref. No |
|-------------------|----------------|
| 564(P)/05 | 300(T)/06 |
| 206(P)/06 | 300(T)/06 |
| 228(T)/06 | 300(T)/06 |

SECTION – IV: MARINE INFORMATION

Tsunami Notices

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

Source: NHO, Dehradun

(HJ/NM/Gen)

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

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

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

Source: PMB A & N Islands

(HJ/928/76)

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

Charts affected: 4011 - 4017

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

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

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

Charts affected: 4011

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

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

(HJ/928/86)

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

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

Mayabundar Island

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

Port Blair

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

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

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

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

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

(HJ/929/68)

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

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

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

Source: INS Sandhayak

(HJ/1028/07)

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

Charts affected: 4010

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

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak

(HJ/928/76)

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

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

SECTION – V: NAVIGATIONAL WARNINGS IN FORCE

1. For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
2. NAVAREA Warnings in force: - The serial numbers of all the NAVAREA warnings in force as on 01 June 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 | 131 | 2005 series: 402 440 468. 2006 series: 040 054 073 094 095 098 109 110 112 113 114 118 119 121 122 125 127 130 131. |
| II | E. Atlantic | 174 | 2006 series: 015 049 103 107 131 167 168 170 174. |
| III | Mediterranean | 248 | 2006 series: 183 193 194 212 213 214 219 227 228 232 237 239 243 244 245 246 247 248 . |
| IV | N.W. Atlantic | Nil | 2006 series: Nil. |
| V | W. Atlantic | Nil | 2006 series: Nil. |
| VI | S.W. Atlantic | Nil | 2006 series: Nil. |
| VII | S.E. Atlantic | Nil | 2006 series: Nil. |
| VIII | Indian Ocean | 366 | 2005 Series: 384 412 562 657 716 720. 2006 Series: 026 032 085 136 174 175 216 219 260 266 269 274 291 294 303 304 305 306 314 318 322 323 324 329 335 338 341 342 345 346 348 349 351 352 353 356 357 358 359 360 361 363 364 365 366. |
| IX | Persian Gulf, Red Sea, NW Arabian Sea | Nil | 2005 Series: 135 198. |
| X | Australia, New Guinea | Nil | 2006 Series: 001. |
| XI | Malacca Strait, China Sea, N. Pacific | 172 | 1996 - 0925 1998 - 0655 1999 - 0053 0187 0310 0613 2000 - 0677 2001 - 0182 0775 2003 - 0106 0303 0304 2004- 0246 0271 0361 0555 0571 2005- 0005 0025 0271 0307 0322 0331 0332 0335 0345 0351 0395 0474 0481 0497 0522 0576 2006 -0005 0007 0008 0037 0050 0052 0057 0058 0060 0069 0075 0083 0090 0110 0123 0127 0128 0139 0149 0157 0158 0159 0160 0162 0163 0164 0165 0167 0168 0169 0172 |
| XII | N.E. Pacific | Nil | 2006 series: Nil |
| XIII | N.W. Pacific | Nil | 2006 series: Nil |

| | | | |
|------------|-------------------------|-----|---|
| XIV | S.W. Pacific | Nil | Nil |
| XV | S.E. Pacific | Nil | Nil |
| XVI | E. Pacific | Nil | Nil |
| Hydropacs | Pacific, Indian Ocean | Nil | 2006 series: 375 496 523 524 628 630 802. |
| Hydrolants | Atlantic, Mediterranean | Nil | 2006 series: 610 |

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

INP 01 West Coast of India Pilot (2003 Edition)
Sri Lanka -- Colombo — Anchorage

154

Paragraph 4.97 1 lines 2--5 *Delete*

[19/06]

[11/06]

**Sri Lanka West Coast -- Negombo — Waiting
 area; directions**

157

Paragraph 4.121 Including heading *Replace by:*

Spare

4.121

Paragraph 4.125 3 lines 3--6 *Replace by:*

Clear of Galmaga (centred 9 miles W), a shoal area
 lying nearly parallel with the coast, thence:

Paragraph 4.125 4 lines 2--3 *Replace by:*

...2 m, lies 7¼ cables NW of the point. Thence:

[19/06]

[11/06]

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

| No | Name & Location | Position (Lat-Long) | Charact- eristics | Ht. mts. | Range miles | Structure & Height (mts) | Remarks |
|--------------------------|--|--------------------------------|------------------------------|---------------------|------------------------|---|--|
| D 6892 | -Chissioua Mtsongoma. Ldg Lts 174 ⁰ Front | 12 41.4 45 07.7 | Dir VQW | 28 | 13 | Beacon | Intens 172.5°-175.5° (3°). Rear D6892.1 * |
| D 6892.1 Seq 1 | -- Ldg Lts 174 ⁰ . Rear. Pointe de Bandraboua. 0.76M from front | 12 41.9 45 07.7 | VQ W | 45 | 11 | Beacon | Intens 165°-183°(18°). Front D6892° * |
| D 6973 | -Grande Passe de L'Est. Ldg Lts 2770 Front | 18 05.6 49 24.1 | QW | 16 | 10 | White Δ on pyramidal tower 14 | TE 2006 * |
| D 6976 | -Pointe Tanio | 18 08.3 49 25.2 | Oc(3)WRG 12s | 35 | W15 R11 G11 | White tower, black base and cupola 18 | (ec 1.5, lt 1.5)x 2, ec 1.5, lt 4.5. R1650-1920 (270), W1920-2000 (80), R2000-2090 (90), G2090- 2110 (20), W2110-2170 (60), R2170-2960 (790), G2960-2980 (20), R2980- 3530 (550). TE 2006 * |
| D 7313.9 | -Breakwater | 16 56.51 54 01.34 | Q(3)W 10s | | | | |
| * | * | * | * | * | * | * | * |
| D 7406.6 | - Dowhat Al Qudaybiyah. Fountain | 26 13.64 50 36.34 | QR | ... | ... | On fountain | |
| * | * | * | * | * | * | * | * |
| E 8260.5 | - <i>Gapco Lt F</i> | 28 15.80 33 16.01 | Mo(U)W 15s | ... | 4 | Black 8 on red metal tower | (T) 2006 |
| | -- | ... | Horn Mo(U) 30s | | | 23 | * |
| F 1057 | Saint Martin's Island. Nend | 20 37.9 92 19.4 | F1 W 30s | 39 | 20 | Red and white □ on framework tower | Racon * |
| F 1406 | -Tg Jati | 1 36.04 102 00.02 | LFI W 8s | 16 | 13 | | * |
| F 1414 | Selat Ringgit | 0 56.77 102 29.85 | F1 R 6s | 14 | 12 | Red GRP tower 12 | fl 1 * |
| F 1422 | -Pulau Pelangkat | 0 45.0 103 35.0 | F1 W 8s | 13 | 10 | White metal framework tower 8 | * |

F 1609.5 *Remove from List*

F 1616.5 *Remove from List*

| | | | | | | | |
|---------------|-----------------------------|----------------------|----|----|----|-----------------------------------|---|
| F 1618 | Gosong Pasir Selatan (I) | 2 40-39 101 06-62 | QW | 12 | 11 | ⊕ on black beacon, yellow base | Ra refl. TE; replaced by buoy (T) 2006 |
| | | | | | | 10 | * |

F 1654 *Remove from List*

F 1727 *Remove from List*

| | | | | | | | |
|-----------------|-------------|----------------------|---------|----|---|------------------------------------|---------------|
| K 0923 | Condonglaut | 5 33-87 105 20-50 | Fl G 5s | 28 | 7 | Green metal framework structure | |
| | | | * | * | | 15 | * |
| K 1267-5 | - | 7 43-69 109 01-43 | Fl R 3s | 12 | 8 | ... | <i>fl 0-7</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. 09 dated 01MAY 2006)***NIL****BA, VOL. 3 Part 1, NP 283(1), 2002/03***(Last correction: Edition No. 08 dated 16 Mar 2006)***NIL****VOL. 5, 1997/98***(Last correction: Edition No. 05 dated 01Mar 2006)***NIL****VOL. 6, 2005***(Last correction: Edition No. 07 dated 01 Apr 2006)*Page 90 **INDIA**

After MUNDRA entry:

insert new entry as follows

MUL DWARAKA PORT

20° 43' 35N., 70° 39' 104E.

Pilots and Port**General Information:**

Function: The port is a captive port of Gujarat Ambuja Cement Ltd (GACL).

It is exclusively used by GACL and is not open to any other agency/ trade.

Range of tide 1.5 to 2 metres.

| | |
|----------------------------|-------------|
| TELEPHONE: (i)Port Captain | 09898506018 |
| (ii)Pilot | 09898506015 |
| (iii)Manager (Logistics) | 09898507115 |

FREQUENCY: VHF Channels in use for Port/Pilots – CH 15.

HOURS: H24

PROCEDURE:

1. Name, Official No., Call Sign & Flag.
2. GRT, NRT, DWT, LAO, Beam, Arrival Draft, Freeboard.
3. Last Port of Call & Port Clearance Number.
4. Port Health Details.
5. P&I Club/H&M Policy details and contact details of representative.
6. Cargo details including Cranes, Hatches etc.
7. ISPS Information including last 10 Ports of Call.
8. Crew list.
9. Validity of certificates.
10. Any Restrictions/Obstructions of concern.

Gujarat Ambuja Cement Ltd.**11/06****BA, VOL. 7, 1997/98-PART 2***(Last correction: Edition No. 16 dated 16 Aug 2000)***NIL****VOL. 8, 1999***(Last correction: Edition No. 05 dated 01 Mar2005)***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 | | | | | | |