



INDIAN NOTICES TO MARINERS FOR 2007

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

EDITION No. 05 DATED 01 MAR 2007

(CONTAIN NOTICES 109 TO 146)

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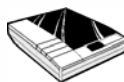
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. of India at the following address/fax number, 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 to notify such changes. Specimen form is attached at Section X with N to M editions 1, 7, 13 and 19.

**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 ON 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 contain 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°. Bearings 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. SI Nos. of those in force are 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.

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

- (a) these corrections should be incorporated as per instructions given on page XI of the list of Lights.
- (b) Such correction notices to list of lights 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.
- (d) A star indicates that corresponding field to be amended and all stars indicate that new light to be inserted.

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 is 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 dangers.

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.

Indian ENC's are now available in IHO's S-63 Data Protection Scheme also, in addition to CM-93 SENC format.

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INDIAN CHARTS, PUBLICATIONS AND ENC'S NOW PUBLISHED AND AVAILABLE**(a) NEW INDIAN CHARTS**

Source: NHO, Dehradun

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
7073 (INT 73)	31-01-2007	INDIAN OCEAN (EASTERN PART) <u>Limits:</u> 51° 05'.40S; 59° 30'.00E. 27° 44'.10N; 116° 05'.50E.	100 00 000	7	Rs. 1360.00

(b) NEW EDITION INDIAN CHARTS

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2046	31-01-2007	VENGURLA ANCHORAGE <u>Limits:</u> 15° 47'.50N; 73° 30'.40E. 15° 54'.00N; 73° 39'.30E.	25000	3	Rs. 1360.00
		REDI ANCHORAGE <u>Limits:</u> 15° 40'.90N; 73° 33'.40E. 15° 47'.83N; 73° 42'.30E.	25000		

(c) INDIAN CHARTS PERMANENTLY WITHDRAWN

<i>Chart to be withdrawn</i>	<i>Date of Publication</i>	<i>Main Title</i>	<i>On Publication of New chart</i>	<i>Date of Publication</i>
7073 (INT 73)	31 Dec 1993	INDIAN OCEAN (EASTERN PART)	7073 (INT 73)	31-01-2007
2046	31 Mar 2004	VENGURLA ANCHORAGE REDI ANCHORAGE	2046	31-01-2007

(d) CHARTS AFFECTED BY THE FOREGOING

NIL

FORTHCOMING CHARTS AND PUBLICATIONS

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>	<i>Date of Publication</i>
2084	Agalega Island	12500	New Chart	
2086	Approaches to Port Louis	37500	New Chart	
	Port Louis	12500	New Chart	
224	Mannapad to Setukkarai	150000	New Edition	
INP 10	Abridged catalogue of charts & Publications			
INP 2	Bay of Bengal Pilot		First Edition 2007	09 Mar 07

(e) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN62010K	2010	Karwar Harbour	15-10-2005

(f) NEW EDITION ELECTRONIC NAVIGATIONAL CHARTS:

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN42008K	2008	Karwar Harbour and Approaches	30-11-2006

(g) ENC's PERMANENTLY WITHDRAWN:

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN42008K	2008	Karwar Harbour and Approaches	31-01-1991

AVALIBILITY OF ENC's:

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

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SECTION – I
List of charts affected by
The Notices 109 to 146 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	118, 120	82	32	113
41	6	122, 146 (P)	933	46	141
208	2	110	1235 (INT 7289)	40	121
220	3	142 (P)	2056	46	141
259(INT 7356)	3	142 (P)	2375	32	114
260(INT 7362)	3	142 (P)	2403	45	140
262	4	143 (P)	2851	40	116, 118
288	1	120	2882 (INT 7264)	40	120
289	1	116, 118	2884 (INT 7278)	40	120
313	5	111	2896	32	115
317	4	122, 143 (P)	3172	40	118
358(INT 7394)	4	143 (P)	3718	40	119
432	7	146 (P)	3719	40	119
2004(INT 7359)	3	142 (P)	3729	46	141
2020	3	109	3788	40	119
2029(INT 7358)	3	142 (P)	3789	40	117
2078(INT 7346)	3	109	3831	45	137, 139
3001(7402)	5	111	3833	45	123, 124, 134,
3010(7418)	5	112			139, 144 (P)
3028	5	111	3937	45	138, 139
7705(INT 705)	1	120	3941	45	146 (P)
8004	1	118	3947	45	123, 145 (P)
8005	1	118	3949	46	140
			4031	45	124
			4032	45	126, 128, 129
			4033	45	133
			4034	45	129, 131
			4035	45	129, 131
			4036	45	126
			4037	45	127, 130
			4038	45	134
			4039	45	126
			4040	45	124, 125, 126, 127, 129, 130, 134
			4041	45	125, 127, 130, 132, 138, 139
			4043	45	135
			4044	45	135, 136

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*** 109(05/07) INDIA West Coast – Port of Mormugao – Buoys,Transits.**

Source: Mormugao Port Trust
(HJ/1030/56)

Chart 2020 [previous update 451/06]

Cancel former INM 353(T)/06 and 49(T)/07

1. Buoys are in original chartered position
2. Transit lights are working normal.

Chart 2078(INT 7346) [previous update NE 31 Jul 06]

Cancel former INM 353(T)/06 and 49(T)/07

1. Buoys are in original chartered position
2. Transit lights are working normal.

*** 110(05/07) INDIA West Coast – Gulf of Khambat – Coast Line.**

Source: NHO,Dehradun
(HJ/1130/17)

Chart 208 [previous update NC 31 Jul 06]

Delete	Firm coastline between the limits	(i)	21° 45′-00N., 072° 32′-40 E.
		(ii)	21° 46′-80N., 072° 31′-20 E.
		(iii)	21° 47′-30N., 072° 31′-30 E.
		(iv)	21° 48′-70N., 072° 33′-40 E.
		(v)	21° 48′-70N., 072° 37′-40 E.

*** 111(05/07) INDIA – East Coast- Ports of Ennore - Breakers**

Source: NHO Dehradun.
(HJ/1029/39)

Chart 3028 [previous update 499/06]

Delete	(Breakers) along the coast from:	13° 15′-48N., 080° 20′-36 E.
	to:	13° 16′-65N., 080° 20′-75 E.

Chart 3001(INT 7402) [previous update 81/07]

Delete	(Breakers) along the coast from:	13° 15′-60N., 080° 20′-35 E.
	to:	13° 16′-55N., 080° 20′-68 E.

Chart 313 [previous update 81/07]

Delete	(Breakers) along the coast from:	13° 15′-50N., 080° 20′-40 E.
	to:	13° 16′-30N., 080° 20′-70 E.

*** 112(05/07) INDIA – East Coast- Approaches to Paradip- work in progress.**

Source: Hydrographic note INS Sandhayak.
(HJ/1129/03)

Chart 3010(INT 7418)(Plan) [previous update 412/06]

Delete	Legend work in progress(2001),centred on;	20° 16′-84N., 086° 40′-42 E.
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Note: The work at the North Quay II Pier has been completed and the berth is fully operational

113(05/07) SUDAN - Port Sudan Southwards - Bashayer Oil Terminal - Restricted area.

Source: BA Notice 585/07
(HJ/1034/92)

BA Chart 82[previous update 521/06] WGS84 DATUM

Insert	circular limit of restricted area, radius 1M, TTTT, centred on:	19° 24′-10N., 37° 19′-38E.(SPM)
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114(05/07) EGYPT - Red Sea Coast - El Gouna North-north-westwards - Landmarks.

Source: BA Notice 635/07
(HJ/1134/76)

BA Chart 2375 [previous update 522/06] WGS84 DATUM

Insert	symbol, flare stack, FLARE (PA)	(a)	27° 28′-36N., 33° 37′-29E.
Delete	symbol, dish aerial, close NE of:	(a)	above

115(05/07) OMAN - Port Salalah (Mina -Raysut) - Container Terminal – Lights.

Indian Light List Vol. D&E, 2003, D: 7314.2, 7314.3

Source: BA Notice 596 /07

(HJ/1032/65)

BA Chart 2896 (plan, Port Salalah (Mina -Raysut) [previous update 96/07] WGS84 DATUM

Delete	Dir Oc.WG.10s8m10/8M and associated sectors	(a)	16° 56′.890N., 54° 00′.630E.
	Dir Oc.WR.10s8m10/8M and associated sectors, close SE of:	(a)	above

BA Chart 2896 [previous update 000/00] WGS84 DATUM

Delete	Dir Oc.WG.10s8m10/8M and associated sectors	(a)	16° 56′.89N., 54° 00′.63E.
	Dir Oc.WR.10s8m10/8M and associated sectors, close SE of:	(a)	above

116(05/07) OMAN - Port Sohar - Light. Leading line.

Indian Light List Vol. D&E, 2003, D: 7326.25

Source: BA Notice 610/07

(HJ/1132/43)

Chart 289 [previous update 99/07] COMPATIBLE WITH WGS84 DATUM

Insert	★ Dir.Iso.WRG. 10M	(a)	24° 29′.6N., 56° 37′.7E.
	leading line, pecked line for 1.0M then firm line for 10.0M, extending in direction 000° from:	(b)	(a) above
	legend, 180°, seaward end of:	(b)	above

BA Chart 2851 (plan B, Port Sohar) [previous update 100/07] WGS84 DATUM

Insert	★ Dir.Iso.WRG.5s15m10M	(a)	24° 29′.57N., 56° 37′.72E.
	leading line, pecked line for 1.0M then firm line for 4.2M, extending in direction 000° from:	(b)	(a) above
	legend, 180°, seaward end of:	(b)	above

BA Chart 2851 [previous update 100/07] COMPATIBLE WITH WGS84 DATUM

Insert	★ Dir.Iso.WRG. 10M	(a)	24° 29′.6N., 56° 37′.7E.
	leading line, pecked line for 1.0M then firm line for 10.0M, extending in direction 000° from:	(b)	(a) above
	legend, 180°, seaward end of:	(b)	above

117(05/07) QATAR – Ra’s Laffan - New Service Berths - Works.

Source: BA Notice 579/07

(HJ/1132/58)

BA Chart 3789 [previous update 60/07] WGS84 DATUM

Insert	legend, Works in progress (2007), centred on:		25° 55′.350N., 51° 36′.210E.
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118(05/07) STRAIT OF HORMUZ - Didamar (Little Quoin) - Light.

Indian Light List Vol. D&E, 2003, D: 7335

Source: BA Notice 609/07

(HJ/1132/63)

Chart 20 [previous update 99/07] COMPATIBLE WITH WGS84 DATUM

Amend	range of light to, 10M		26° 28′.6N., 56° 32′.3E.
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Chart 289 [previous update 116/07] COMPATIBLE WITH WGS84 DATUM

Amend	range of light to, 10M		26° 28′.6N., 56° 32′.3E.
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Chart 8004 [previous update 98/07] WGS84 DATUM

Amend	range of light to, 10M		26° 28′.6N., 56° 32′.3E.
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Chart 8005 [previous update 39/07] WGS84 DATUM

Amend	range of light to, 10M		26° 28′.6N., 56° 32′.3E.
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BA Chart 2851 [previous update 116/07] WGS84 DATUM

Amend	range of light to, 10M		26° 28′.6N., 56° 32′.3E.
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BA Chart 3172 [previous update 39/07] WGS84 DATUM

Amend	range of light to, 10M		26° 28′.6N., 56° 32′.3E.
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119(05/07) SAUDI ARABIA - East Coast - Approaches to the Port of Jubail (Al Jubayl) - Naval Anchorage - Wreck.

Source: BA Notice 578/07
(HJ/1133/70)

BA Chart 3718 [previous update 559/06]

Insert  Wk 27° 03'·48N., 49° 47'·22E.

BA Chart 3719 [previous update 559/06]

Insert  Wk 27° 03'·48N., 49° 47'·22E.

BA Chart 3788 [previous update 559/06]

Insert  Wk 27° 03'·3N., 49° 47'·2E.

120(05/07) ARABIA - Soroosh Oilfield Westwards - Wreck. Depth.

Source: BA Notice 611/07
(HJ/1133/90)

Chart 20 [previous update 118/07] COMPATIBLE WITH WGS84 DATUM


Insert  29° 03'·4N., 49° 15'·6E.


Chart 288 [previous update 587/06] WGS84 DATUM

Insert  29° 03'·4N., 49° 15'·6E.

Chart 7705 (INT 705) [previous update 99/07] COMPATIBLE WITH WGS84 DATUM

Insert  29° 03'·0N., 49° 16'·0E.

BA Chart 2882 (INT 7264) [previous update 589/06] WGS84 DATUM

Insert  29° 03'·4N., 49° 15'·6E.

BA Chart 2884 (INT 7278) [previous update 589/06] WGS84 DATUM

Insert  29° 03'·4N., 49° 15'·6E.

121(05/07) ARABIA – KhawrAbd Allah - Buoy.

Source: BA Notice 600/07
(HJ/1133/91)

BA Chart 1235 (INT 7289) [previous update 41/07] WGS84 DATUM

Amend designation of buoy to, 'No 19' 29° 55'·36N., 48° 17'·86E.

122(05/07) THAILAND - West Coast - Ko Surin South-westwards to Ko Phuket Westwards - Legends.

Source: BA Notice 691/07
(HJ/928/82)

Chart 41 [previous update NC Nov 06]

Insert legend, See INM 146(P)/07, centred on: 8° 55'·00N., 97° 10'·00E.
7° 35'·00N., 97° 20'·00E.

Chart 432 [previous update 592/06]

Insert legend, See INM 146 (P)/07, centred on: 9° 01'·00N., 97° 35'·00E.
8° 30'·00N., 97° 53'·50E.

123(05/07) SINGAPORE - Main Strait and Malacca Strait - Pulau Belakangpadang Westwards - Pulau Karimun Kecil Eastwards - Depths.

Source: BA Notice 645/07
(HJ/927/16)

BA Chart 3833 [previous update 87/07] WGS84 DATUM

Insert depth 17 (a) 1° 09'·17N., 103° 51'·14E.
depth 30₅ 1° 09'·58N., 103° 29'·79E.

Delete depth 22 enclosed by 20m contour, close N of: (a) above

BA Chart 3947 [previous update 385/06] WGS84 DATUM

Insert depth 30₅ 1° 09'·58N., 103° 29'·90E.

124(05/07) SINGAPORE STRAIT - Raffles Shoal - Obstruction. Foul.

Source: BA Notice 651/07

(HJ/927/16)

BA Chart 3833 [previous update 123/07] WGS84 DATUM

Delete # 1° 10'·65N., 103° 41'·93E.

BA Chart 4031 [previous update 87/07] WGS84 DATUMDelete  *Obstn* 1° 10'·649N., 103° 41'·930E.**BA Chart 4040** [previous update 88/07] WGS84 DATUMDelete  *Obstn* 1° 10'·65N., 103° 41'·93E.**125(05/07) SINGAPORE - Main Strait - P. Sakijang Bendera Southwards - Depths.**


Source: BA Notice 658/07

(HJ/927/16)

BA Chart 4040 [previous update 124/07] WGS84 DATUMSubstitute depth 19_s for depth 20 1° 12'·36N., 103° 50'·82E.**BA Chart 4041** [previous update 86/07] WGS84 DATUMSubstitute depth 19_s for depth 20 1° 12'·36N., 103° 50'·82E.**126(05/07) SINGAPORE - Pulau Sudong - Selat Pauh - Buoyage.**

Source: BA Notice 661/07


(HJ/927/16)

BA Chart 4032 [previous update 66/07] WGS84 DATUMInsert  1° 13'·705N., 103° 43'·988E.Delete  1° 12'·890N., 103° 44'·390E.

1° 12'·867N., 103° 44'·461E.

BA Chart 4036 [previous update 573/06] WGS84 DATUMDelete  1° 12'·867N., 103° 44'·461E.**BA Chart 4039** [previous update 87/07] WGS84 DATUMDelete  1° 12'·89N., 103° 44'·39E.

1° 12'·87N., 103° 44'·46E.

BA Chart 4040 [previous update 125/07] WGS84 DATUMDelete  1° 12'·89N., 103° 44'·39E.

1° 12'·87N., 103° 44'·46E.

127(05/07) SINGAPORE - Sentosa - Buran Channel - Submarine cable. Submarine pipelines. Legends.

Source: BA Notice 657/07

(HJ/927/16)

BA Chart 4037 [previous update 541/06] WGS84 DATUMInsert submarine cable, , joining: 1° 14'·472N., 103° 50'·418E. (shore)submarine pipeline, , joining: (a) 1° 13'·932N., 103° 50'·800E. (shore)

(b) 1° 14'·467N., 103° 50'·411E. (shore)

(c) 1° 13'·942N., 103° 50'·780E. (shore)

(d) and

(a) 1° 14'·477N., 103° 50'·425E. (shore)

(b) 1° 13'·937N., 103° 50'·807E. (shore)

legend, *Water*, along: (a) - (b)abovelegend, *Gas*, along: (c) - (d)above**BA Chart 4040** [previous update 126/07] WGS84 DATUMInsert submarine cable, , joining 1° 14'·47N., 103° 50'·42E.(shore)submarine pipeline, , joining: (a) 1° 13'·94N., 103° 50'·80E.(shore)

(b) 1° 14'·48N., 103° 50'·43E.(shore)

(c) 1° 13'·92N., 103° 50'·82E.(shore)

legend, *Gas*, along: (a) - (b)above**BA Chart 4041** [previous update 125/07] WGS84 DATUMInsert submarine cable, , joining: 1° 14'·47N., 103° 50'·42E.(shore)submarine pipeline, , joining: (a) 1° 13'·94N., 103° 50'·80E.(shore)

(b) 1° 14'·48N., 103° 50'·43E.(shore)

(c) 1° 13'·92N., 103° 50'·82E.(shore)

legend, *Gas*, along: (a) - (b)above

128(05/07) SINGAPORE -Jurong Island - Sinki Fairway - Serebut North-eastwards - Dredged depth.

Source: BA Notice 663/07

(HJ/927/16)

BA Chart 4032 [previous update 126/07] WGS84 DATUM

Amend dredged depth to, 13.2m (2005), centred on: 1° 15'·155N., 103° 42'·225E.

129(05/07) SINGAPORE - East Jurong Channel - Terumbu Pandan Northwards and North-eastwards - Depths.

Source: BA Notice 660/07

(HJ/927/16)

BA Chart 4032 [previous update 128/07] WGS84 DATUMInsert depth 14₉ enclosed by 15m contour 1° 15'·705N., 103° 45'·380E.**BA Chart 4034** [previous update 594/06] WGS84 DATUM

Insert maritime limit, pecked line, joining: 1° 15'·880N., 103° 45'·047E.
(light-buoy)
1° 15'·780N., 103° 45'·185E.
(light-buoy)
1° 15'·390N., 103° 45'·675E.
(existing maritime limit)

depth 19₆ enclosed by 20m contour (a) 1° 16'·018N., 103° 45'·246E.
depth 14₉ enclosed by 15m contour 1° 15'·705N., 103° 45'·380E.
Delete depth 20₁, close S of: (a)above

BA Chart 4035 [previous update 573/06]



Insert maritime limit, pecked line, joining: 1° 15'·529N., 103° 45'·500E.
(W border)
1° 15'·390N., 103° 45'·675E.
(existing maritime limit)

BA Chart 4040 [previous update 127/07] WGS84 DATUMInsert depth 14₉ enclosed by 15m contour 1° 15'·705N., 103° 45'·380E.**130(05/07) SINGAPORE - Singapore Island -Marina South Southwards and South-eastwards - Buoyage.**

Source: BA Notice 655/07

(HJ/927/16)

BA Chart 4037 [previous update 127/07] WGS84 DATUM

Insert  MS 28 1° 16'·380N., 103° 52'·101E.
 MS 29 1° 16'·397N., 103° 52'·160E.
 MS 30 1° 16'·430N., 103° 52'·190E.
 MS 31 1° 16'·433N., 103° 52'·261E.
 MS 32 1° 16'·288N., 103° 52'·200E.
 MS 33 1° 16'·374N., 103° 52'·218E.
 1° 16'·075N., 103° 51'·579E.

BA Chart 4040 [previous update 129/07] WGS84 DATUMInsert  1° 16'·075N., 103° 51'·579E.**BA Chart 4041** [previous update 127/07] WGS84 DATUM

Insert  1° 16'·38N., 103° 52'·10E.
1° 16'·40N., 103° 52'·16E.
1° 16'·43N., 103° 52'·19E.
1° 16'·43N., 103° 52'·26E.
1° 16'·29N., 103° 52'·20E.
1° 16'·37N., 103° 52'·22E.
 1° 16'·08N., 103° 51'·58E.

131(05/07) SINGAPORE -Singapore Island -Pasir Panjang Terminal - Light-beacon. Dredged depth.

Source: BA Notice 662/07

(HJ/927/16)

BA Chart 4034 [previous update 129/07] WGS84 DATUM

Amend dredged depth to, 16.0m (2006), centred on: 1° 16'·232N., 103° 45'·975E.

Delete  Fl(2)G.10s5m3M PPT-2 1° 17'·112N., 103° 45'·385E.**BA Chart 4035** [previous update 129/07] WGS84 DATUM

Amend dredged depth to, 16.0m (2006), centred on: 1° 16'·232N., 103° 45'·975E.

132(05/07) SINGAPORE - Entrance to Marina Bay - Works.

Source: BA Notice 656/07

(HJ/927/16)

BA Chart 4041 (plan A, Marina Bay) [previous update 130/07] WGS84 DATUM

Insert maritime limit , pecked line, joining: 1° 16'·816N., 103° 52'·267E. (shore)

legend, *Barrage under construction(2006)*, orientated SW/NE, centred on: 1° 16'·935N., 103° 52'·429E. (shore)
1° 16'·820N., 103° 52'·350E.**BA Chart 4041** [previous update 130/07] WGS84 DATUM

Insert maritime limit, pecked line, joining: 1° 16'·82N., 103° 52'·27E.(shore)

(a) 1° 16'·94N., 103° 52'·43E.(shore)
legend, *Barrage under construction(2006)*, close NE of: (a) above**133(05/07) SINGAPORE - Singapore Island - West Jurong Channel - JTC Marine Base South-eastwards – Dredged areas. Berths. Dredged depths.**

Source: BA Notice 659/07

(HJ/927/16)

BA Chart 4033 [previous update 570/06] WGS84 DATUM

Insert limit of dredged area, pecked line, joining : (a) 1° 17'·946N., 103° 41'·033E. (shore)

(b) 1° 17'·935N., 103° 41'·035E.

(c) 1° 17'·955N., 103° 41'·151E.

(d) 1° 17'·966N., 103° 41'·149E. (shore)

and

(c) above

(e) 1° 17'·975N., 103° 41'·268E.

(f) 1° 17'·986N., 103° 41'·266E.

(shore)

berth number, YFQ4, centred on: 1° 17'·970N., 103° 41'·077E.

berth number, YFQ5, centred on: 1° 17'·922N., 103° 41'·201E.

dredged depth, 5.6m (2006), within: (a) - (d) above

dredged depth, 4.3m (2006), within: (d) - (f) above

134(05/07) SINGAPORE - Singapore Island -Johor Strait -P Merambang South-eastwards and Raffles Marina South- westwards -Buoyage.

Source: BA Notice 654/07

(HJ/927/16)

BA Chart 3833 [previous update 124/07] WGS84 DATUMInsert  Fl.Y.4s TMSI 1 1° 18'·08N., 103° 36'·94E.

Fl.Y.1-4s TMSI 2 1° 20'·43N., 103° 37'·78E.



Fl.Y.16s Entrance 1° 18'·49N., 103° 37'·14E.

BA Chart 4038 [previous update 87/07] WGS84 DATUMInsert  Fl.Y.4s TMSI 1: 1° 18'·08N., 103° 36'·94E.

Fl.Y.1-4s TMSI 2 1° 20'·43N., 103° 37'·78E.

BA Chart 4040 [previous update 130/07] WGS84 DATUMInsert  Fl.Y.4s TMSI 1 1° 18'·08N., 103° 36'·94E.

135(05/07) SINGAPORE - Singapore Island -Changi Pt North-eastwards - Buoy.

Source: BA Notice 652/07

(HJ/927/16)

BA Chart 4043 [*previous update 85/07*] WGS84 DATUM

Amend designation of light-buoy to, CAAS2 1° 23'·68N., 103° 59'·59E.

BA Chart 4044 [*previous update 566/06*] WGS84 DATUM

Amend designation of light-buoy to, CAAS2 1° 23'·68N., 103° 59'·59E.

BA Chart 4044 (plan A, Serangoon Harbour) [*previous update 566/06*] WGS84 DATUM

Amend designation of light-buoy to, CAAS2 1° 23'·68N., 103° 59'·59E.

136(05/07) SINGAPORE - Pulau Ubin Southwards - Serangoon Harbour - Squance Bank North-eastwards Obstruction.

Source: BA Notice 653/07

(HJ/927/16)

BA Chart 4044 [*previous update 135/07*] WGS84 DATUMInsert ^② *Obstn* 1° 24'·02N., 103° 58'·13E.**BA Chart 4044(plan A, Serangoon Harbour)** [*previous update 135/07*] WGS84 DATUMInsert ^② *Obstn* 1° 24'·02N., 103° 58'·13E.**137(05/07) INDONESIA - Sumatera - Pulau Batam Northwards - Submarine cable.**

Source: BA Notice 649/07

(HJ/927/16)

BA Chart 3831 [*previous update 103/07*] WGS84 DATUM

Insert submarine cable, ~~~~, joining:

1° 12'·07N., 103° 54'·89E. (W border)
 1° 12'·55N., 103° 56'·32E.
 1° 12'·74N., 103° 57'·52E.
 1° 13'·16N., 103° 58'·61E.
 1° 13'·59N., 104° 02'·03E.
 1° 13'·96N., 104° 03'·37E.
 1° 16'·27N., 104° 03'·12E.
 1° 16'·73N., 104° 02'·78E.
 (limit of submarine cable area)

138(05/07) INDONESIA - Sumatera - Bintan - Pulau Lengkana North-eastwards - Batu Berhanti South-eastwards - Coral. Depths.

Source: BA Notice 647/07

(HJ/927/16)

BA Chart 3937 (plan A, Sambu and Sekupang) [*previous update 88/07*] BUKIT RIMPAH DATUM

Insert 0m contour, joining:

(a) 1° 10'·74N., 103° 53'·02E.
 (b) 1° 10'·73N., 103° 53'·14E.
 (c) 1° 10'·66N., 103° 53'·13E.

seabed character, *Co*, within: (a)-(c)above

Delete charted detail, within: (a)-(c)above

depth 23, close NW of: (b)above

BA Chart 4041 [*previous update 132/07*] WGS84 DATUM

Insert 0m contour, joining:

(a) 1° 10'·71N., 103° 53'·14E.
 (b) 1° 10'·70N., 103° 53'·26E.
 (c) 1° 10'·63N., 103° 53'·25E.


seabed character, *Co*, within: (a)-(c)above

Delete charted detail, within: (a)-(c)above

139(05/07) INDONESIA - Sumatera - Pulau Batam Northwards - Approaches to Selat Bulan - Landmark.

Source: BA Notice 646/07

(HJ/927/16)

BA Chart 3831 [*previous update 137/07*] WGS84 DATUMInsert  (4) PA 1° 09'·19N., 103° 55'·71E.**BA Chart 3833** [*previous update 134/07*] WGS84 DATUMInsert  (4) PA 1° 09'·19N., 103° 55'·71E.**BA Chart 3937(plan A, Sambu and Sekupang)** [*previous update 138/07*] BUKIT RIMPAH DATUMInsert  (4) PA 1° 09'·222N., 103° 55'·612E.**BA Chart 4041** [*previous update 138/07*] WGS84 DATUMInsert  (4) PA 1° 09'·19N., 103° 55'·71E.**140(05/07) INDONESIA - Sumatera - Bintan - Approaches to Tanjung Pinang and Kijang - Depths. Buoy.**

Source: BA Notice 648/07

(HJ/927/05)

BA Chart 2403 [*previous update 103/07*] WGS84 DATUMInsert depth I_9 enclosed by 2m contour (a) 0° 54'·57N., 104° 23'·81EDelete (non-IALA), adjacent to:
depth 2_2 enclosed by 5m contour, close E of: (a) above
(a) above**BA Chart 3949** [*previous update 103/07*] UNDETERMINED DATUMInsert depth 8_4 and extend 10m contour E to enclose (a) 0° 48'·41N., 104° 36'·88E.depth 7_4 and extend 10m contour S to enclose 0° 48'·30N., 104° 35'·23E.Substitute depth I_9 enclosed by 5m contour for depth 2_2
enclosed by 5m contour (b) 0° 54'·60N., 104° 23'·70E.Delete depth 9_2 , close W of: (a)above
close NW of : (b)above**141(05/07) INDONESIA - Jawa - North Coast - Approaches to Tanjungpriok - Wreck. Buoy. Light-beacon.**

Source: BA Notice 721/07

Indian Light List Vol. F & K 2003, K: 1077.25

(HJ/827/43)

BA Chart 933 [*previous update 281/06*] UNDETERMINED DATUMInsert  (a) 5° 59'·77S., 106° 55'·78E. $Q(9)15s$, close W of: (a)aboveMove  Fl.R.5s5M from: 6° 05'·17S., 106° 57'·27E.

to: 6° 05'·17S., 106° 57'·42E.

BA Chart 2056 [*previous update 141/07*] UNDETERMINED DATUMInsert  (a) 5° 59'·77S., 106° 55'·78E. $Q(9)15s$, close W of: (a)above**BA Chart 3729** [*previous update 350/06*] UNDETERMINED DATUMInsert  (a) 5° 59'·77S., 106° 55'·78E. $Q(9)15s$, close W of: (a)above

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**142(P) (05/07) INDIA – West Coast – Kochi(Cochin) Harbour-SPM;Pipeline**

Source: Bharat Petroleum Corporation Limited & Navarea 101/07
(HJ/930/93)

- Pipeline installation and SPM work will be carried out from 15 Feb to 30 May 2007 between the following positions.
 - Starting Point - 09° 59' 77 N., 076° 13' 15 E.
 - End Point / SPM location - 09° 59' 83 N., 076° 02' 50 E.
- All vessels operating in vicinity are to maintain a clearance of 1000 metres on either side of line joining point (a) - (b) and 1000 metres west of the SPM location or point (b).

Charts affected -260(INT 7362) – 259(INT 7356) – 220- 2029(INT 7358) – 2004(INT 7359)

143(P) (05/07) INDIA and SRILANKA – Palk Bay – Western portion – Devils Point – Light House.

Source: Hydrographic Note INS Darshak
(HJ/930/90)

A new light house is constructed at Devils Point at Rameshwaram, but has not been commissioned yet. The position of light house is 09° 19' 75 N., 079° 18' 78 E. The structure is of square masonry tower with alternate white and red spiral bands

Charts affected -262 – 358 (INT 7394) - 317

144(P) (05/07) SINGAPORE STRAIT - Western Part - The Brothers to Batuampar Northwards - Submarine cables.

Source: BA Notice 588(P)/07
(HJ/927/16)

- The Sea-Me-We 4 and TIISCS submarine cables have been laid joining the following positions(WGS84 Datum).

2. Sea-Me-We 4:

- 1° 14' 69N., 103° 15' 89E. (W border)
- 1° 14' 57N., 103° 16' 80E.
- 1° 13' 53N., 103° 19' 85E.
- 1° 13' 24N., 103° 21' 52E.
- 1° 12' 43N., 103° 23' 43E.
- 1° 12' 22N., 103° 25' 07E.
- 1° 11' 12N., 103° 29' 77E.
- 1° 10' 50N., 103° 31' 34E.
- 1° 10' 07N., 103° 33' 67E.
- 1° 09' 68N., 103° 34' 68E.
- 1° 09' 70N., 103° 35' 21E.
- 1° 10' 67N., 103° 35' 46E.
- 1° 15' 00N., 103° 36' 05E.
- 1° 16' 60N., 103° 36' 32E.
- 1° 17' 43N., 103° 37' 18E. (shore)

3. TIISCS:

- 1° 13' 41N., 103° 15' 89E. (W border)
- 1° 12' 60N., 103° 19' 35E.
- 1° 12' 36N., 103° 21' 50E.
- 1° 11' 55N., 103° 22' 74E.
- 1° 06' 42N., 103° 31' 27E.
- 1° 05' 02N., 103° 33' 28E.
- 1° 04' 96N., 103° 34' 04E.
- 1° 02' 20N., 103° 37' 90E.
- 1° 01' 62N., 103° 39' 11E.
- 1° 01' 74N., 103° 40' 11E.
- 1° 03' 87N., 103° 42' 65E.
- 1° 06' 41N., 103° 45' 41E.
- 1° 06' 96N., 103° 45' 45E.
- 1° 08' 39N., 103° 47' 15E.
- 1° 09' 10N., 103° 48' 97E.
- 1° 10' 58N., 103° 51' 08E.
- 1° 11' 49N., 103° 53' 02E.
- 1° 13' 16N., 103° 58' 61E.
- 1° 13' 70N., 104° 02' 40E. (E border)

- Vessels are requested not to anchor or trawl in the vicinity of the cable routes.

BA Chart affected - 3833

145(P) (05/07) MALACCA STRAIT - T. Medang to Singapore Strait - Submarine cables.

Source: BA Notice 589(P)/07

(HJ/927/28)

1. The Sea-Me-We 4, TIISCS and I2I submarine cables have been laid joining the following approximate positions.

2. Sea-Me-We 4 segment 1.1:

2° 02'·25N., 101° 54'·68E. (join with segments 1.2 and 1.3)

1° 54'·02N., 102° 10'·04E.

1° 47'·43N., 102° 23'·77E.

1° 44'·05N., 102° 24'·22E.

1° 40'·43N., 102° 30'·46E.

1° 33'·11N., 102° 41'·77E.

1° 32'·06N., 102° 43'·84E.

1° 17'·56N., 103° 03'·70E.

1° 10'·19N., 103° 33'·00E. (E border)

3. Sea-Me-We 4 segment 1.2:

2° 14'·06N., 102° 02'·86E. (N border)

2° 11'·89N., 102° 02'·86E.

2° 02'·25N., 101° 54'·68E. (join with segments 1.1 and 1.3)

4. Sea-Me-We 4 segment 1.3:

2° 11'·61N., 101° 38'·00E. (W border)

2° 10'·65N., 101° 38'·75E.

2° 09'·81N., 101° 40'·69E.

2° 08'·12N., 101° 43'·15E.

2° 06'·94N., 101° 45'·91E.

2° 02'·25N., 101° 54'·68E. (join with segments 1.1 and 1.2)

5. TIISCS:

2° 11'·22N., 101° 38'·00E. (W border)

2° 08'·45N., 101° 43'·84E.

1° 54'·45N., 102° 09'·71E.

1° 53'·69N., 102° 09'·98E.

1° 47'·26N., 102° 23'·33E.

1° 43'·70N., 102° 23'·97E.

1° 41'·50N., 102° 28'·00E.

1° 32'·97N., 102° 40'·36E.

1° 22'·97N., 102° 54'·82E.

1° 19'·23N., 102° 59'·25E.

1° 16'·14N., 103° 03'·96E.

1° 12'·60N., 103° 19'·35E.

1° 12'·29N., 103° 21'·68E.

1° 05'·55N., 103° 32'·55E. (S border)

6. I2I:

2° 10'·50N., 101° 38'·00E. (W border)

2° 05'·73N., 101° 47'·08E.

2° 04'·30N., 101° 48'·64E.

1° 45'·75N., 102° 22'·80E.

1° 34'·57N., 102° 40'·00E.

1° 31'·74N., 102° 45'·52E.

1° 18'·09N., 103° 03'·55E.

1° 10'·56N., 103° 33'·00E. (E border)

7. Vessels are requested not to anchor or trawl in the vicinity of the cable routes.

BA Chart affected - 3947

146(P) 05/07) THAILAND - West Coast - Ko Surin South-westwards to Ko Phuket Westwards - Firing practice areas. Military practice area.

Source: BA Notice 690(P)/07

(HJ/927/92)

1. Firing practice areas have been established with limits joining the following positions (All positions are referred to INDIAN 1975 DATUM):

- a) 9° 15'·00N. 97° 10'·00E.
9° 15'·00N. 97° 40'·00E.
8° 45'·00N. 97° 40'·00E.
8° 45'·00N. 97° 10'·00E.
and
- b) 9° 00'·00N. 97° 50'·00E.
9° 00'·00N. 98° 05'·00E.
8° 40'·00N. 98° 05'·00E.
8° 40'·00N. 97° 50'·00E.
and
- c) 8° 33'·00N. 98° 12'·50E. (shore)
8° 33'·00N. 97° 50'·00E.
8° 27'·00N. 97° 50'·00E.
8° 27'·00N. 98° 14'·00E. (shore)

2. A military practice area has been established with limits joining the following positions:

- 8° 05'·00N. 97° 18'·00E.
- 8° 05'·00N. 97° 48'·00E.
- 7° 05'·00N. 97° 48'·00E.
- 7° 05'·00N. 97° 18'·00E.

3. These changes will be included in the next New Editions of Charts 830, 3052 and 3941. In the meantime, mariners should

navigate with caution and consult appropriate local authorities for the latest information.

Charts affected – 41 – 432 - BA Chart 3941

SECTION – IV: MARINE INFORMATION

Crossing of Vessels through Pamban Channel

Source: Tamilnadu Maritime Board

The southern railway had informed that the lifting of Scherzer rolling lift span of the railway bridge in the Pamban Channel will be suspended for undertaking gauge conversion of the Manamadurai – Rameshwaram section of the railway line from 15 Nov 2006 to Mar 2007. The ships, crafts etc will not be able to pass through the navigational span till completion. Further position shall be intimated depending upon the progress.

Charts affected: 3016 – 317 – 358 (INT 7394).

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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)

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)

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

(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. The Chosen 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

- For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 27 Feb 2007, covering the entire world are listed below against the respective NAVAREA

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
I	N.E. Atlantic	033	2005 series: 402 468. 2006 series: 261 356. 2007 series: 014 016 017 019 020 023 024 025 026 027 033.
II	E. Atlantic	064	2006 series: 131 181 322 337. 2007 series: 013 014 028 042 046 058 059 062 064.
III	Mediterranean	054	2006 series: 609 2007 series: 009 010 011 014 015 016 017 018 022 023 027 031 032 033 036 038 039 043 044 045 047 051 054.
IV	N.W. Atlantic	051	2007 series: Nil.
V	W. Atlantic	Nil	2007 series: Nil.
VI	S.W. Atlantic	051	2007 series: Nil.
VII	S.E. Atlantic	021	2006 series: 086. 2007 series: 017 018 020 021.
VIII	Indian Ocean	131	2006 series - 365 474 607 707 712 745 753 794 803 2007 series – 004 012 014 018 035 044 048 067 072 085 088 089 091 092 094 096 101 104 105 106 107 108 110 112 117 118 121 122 123 126 127 128 129 130 131

107. India East Coast – Off Sacramento Shoal. Charts 31 32 354 355 INT 706. Drilling operation in progress by Sagar Vijay in position 16-35.60 N 082-27.20E 2. Wide berth requested.
108. Refer Navarea Eight 088 of 2007. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706. Drill Ship Belford Dolphin will move on 16 Feb 2007 to new position 17-54.50 N 084-30.40 E 2. Wide berth requested
109. Cancelled.
110. India East Coast – Off Sandheads. Charts 31 301 351 INT 706. Rig C Kirk Rhein JR will under take drilling operation from 18 Feb 2007 in position 20-45.9N 087-47.3E. 2. Wide berth requested.
111. Cancelled.
112. India Andaman Islands – Rutland Island. Charts 33 41 405 473 4030 INT 706. Rutland Island Lighthouse 11-20.6N 092-37.2E unlit.
113. Cancelled.
114. Cancelled.
115. Cancelled.
116. Cancelled.
117. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery between 0330 UTC and 1530 UTC on 23 Feb 27 Feb and 02 Mar 2007. Danger area bounded by: 09-57.5N 075-59.5E 09-57.7N 076-14.2E 09-44.0N 076-17.5E 09-42.5N 076-09.5E 2. Safe flying height 10000 metres. 3. Cancel this message on 03 Mar 2007.
118. Cancel Navarea Eight 049 of 2007. India East Coast – Off Sacramento Shoal. Charts 31 32 354 355 INT 706. Seismic survey in progress by MV Geco Searcher till 15 Mar 2007 in area bounded by (a) 16-52.0N 082-40.0E (b) 16-33.0N 082-57.0E (c) 16-26.0N 082-49.0E (d) 16-45.0N 082-31.0E 2. Vessel towing 08 in number (6000 meters each long) streamer cables attached to a yellow coloured buoys fitted with Radar reflector and blue flashing light. 3. All vessels operating in vicinity are to keep a safe distance of 05 NM from the vessel and exercise caution. 4. Cancel this message on 16 Mar 2007.

119. Cancelled.																
120. Cancelled.																
121. India East Coast- Bay of Bengal. Charts 31 32 354 355 INT 706. Geotechnical investigation and geophysical survey in progress by GTV Logos Searcher in position 16-42.9N., 082-28.8E. 2. Wide berth requested.																
122. India West Coast- Arabian Sea. Charts 22 214 215 256 257 293 INT 705 INT 706. Firing exercise by Naval ships between 1530 UTC and 1829 UTC from 27 Feb to 28 Feb 2007. Danger area as follows <table border="1"> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> <th colspan="2">Area</th> </tr> </thead> <tbody> <tr> <td rowspan="2">27 Feb 2007</td> <td rowspan="2">(1530 - 1829)</td> <td>15-29.0N., 071-50.0E</td> <td>16-03.0N., 072-41.0E</td> </tr> <tr> <td>17-08.0N., 071-54.0E</td> <td>16-34.0N., 071-03.5E</td> </tr> <tr> <td rowspan="2">28 Feb 2007</td> <td rowspan="2">(1530 - 1829)</td> <td>14-42.0N., 072-42.0E</td> <td>15-00.0N., 073-14.0E</td> </tr> <tr> <td>15-27.0N., 073-00.0E</td> <td>15-10.0N., 072-28.0E</td> </tr> </tbody> </table> 2. Safe flying height 6000 metres. 3. Cancel this message on 01 Mar 2007.	Date	Time (UTC)	Area		27 Feb 2007	(1530 - 1829)	15-29.0N., 071-50.0E	16-03.0N., 072-41.0E	17-08.0N., 071-54.0E	16-34.0N., 071-03.5E	28 Feb 2007	(1530 - 1829)	14-42.0N., 072-42.0E	15-00.0N., 073-14.0E	15-27.0N., 073-00.0E	15-10.0N., 072-28.0E
Date	Time (UTC)	Area														
27 Feb 2007	(1530 - 1829)	15-29.0N., 071-50.0E	16-03.0N., 072-41.0E													
		17-08.0N., 071-54.0E	16-34.0N., 071-03.5E													
28 Feb 2007	(1530 - 1829)	14-42.0N., 072-42.0E	15-00.0N., 073-14.0E													
		15-27.0N., 073-00.0E	15-10.0N., 072-28.0E													
123. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery 13-07.28N 080-18.11E between 0530 UTC and 0730 UTC on 28 Feb 2007. 2. Danger Zone Sector of 11 NM radius between 045 degree and 075 degree from Coast Battery. 3. Safe flying height 12800 metres. 4. Cancel this message on 01 Mar 2007.																
124. Cancelled.																
125. Cancelled.																
126. Indian Andaman Sea – Off Cinque Island. Charts 41 405 473 4030 INT 706 . A 19 meters wooden vessel “ MSV Aysha-II ” sunk in approximate position 11-10.5N; 092-44.5E with 900 ltrs diesel on board. Dangerous for surface navigation. 2. All vessels transiting through above area are to exercise caution.																
127. Cancelled.																
128. India West Coast – Mormugao (.) Charts 22 214 215 257 293 2009 INT 705 INT 706 (.) Firing practice by Naval Aircrafts between 0230 UTC and 1230 UTC from 01 Mar to 07 Mar 2007 (.) Danger area bounded by <table border="1"> <tbody> <tr> <td>15-13.0N</td> <td>073-57.0E</td> <td>15-13.0N</td> <td>073-52.0E</td> </tr> <tr> <td>15-11.0N</td> <td>073-57.0E</td> <td>15-11.0N</td> <td>073-52.0E</td> </tr> </tbody> </table> 2. Safe flying height 3500 metres. 3. Cancel this message on 08 Mar 2007.	15-13.0N	073-57.0E	15-13.0N	073-52.0E	15-11.0N	073-57.0E	15-11.0N	073-52.0E								
15-13.0N	073-57.0E	15-13.0N	073-52.0E													
15-11.0N	073-57.0E	15-11.0N	073-52.0E													
129. India West Coast – Pigeon Island (.) Charts 22 216 257 2072 INT 706 (.) Firing practice by Naval Ships and Aircrafts on Pigeon island between 0230 UTC and 1130 UTC from 01 Mar to 07 Mar 2007 (.) Danger area 10 NM around pigeon island. 2. Safe flying height 3500 metres. 3. Cancel this message on 08 mar 2007.																
130. India East Coast – Bay of Bengal (.) Charts 31 32 308 354 INT 706 (.) Firing practice by Naval Ships between 0330 UTC and 1030 UTC from 01 Mar to 02 Mar 2007 (.) Danger area bounded by <table border="1"> <tbody> <tr> <td>(a) 16-17.0N</td> <td>083-40.0E</td> <td>(b) 16-56.0N</td> <td>084-29.0E</td> </tr> <tr> <td>(c) 17-42.0N</td> <td>083-50.0E</td> <td>(d) 17-05.0N</td> <td>083-00.0E</td> </tr> </tbody> </table> 2. Safe flying height 10000 meters. 3. Cancel this message on 03 Mar 2007.	(a) 16-17.0N	083-40.0E	(b) 16-56.0N	084-29.0E	(c) 17-42.0N	083-50.0E	(d) 17-05.0N	083-00.0E								
(a) 16-17.0N	083-40.0E	(b) 16-56.0N	084-29.0E													
(c) 17-42.0N	083-50.0E	(d) 17-05.0N	083-00.0E													
131. Bay of Bengal – Southern Portion (.) Charts 33 INT 706 (.) Fishing vessel Man-Vi-Yu No. 3 C/S CT4 - 2492 reported missing with 11 (eleven) crews onboard since 23 Feb 2007(.) Last known position 07-48.0N 088-34.0E 2. All vessels operating in vicinity to keep sharp lookout and render assistance.																

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	028	2005 Series: 120 211 237 2006 series: 011 014 024 025 032 036 053 054 063 076 077 095 101 106 109 116 147 149 150 175 177 187 200 203 214 216 223 227 230 233 234. 2007 series: 003 006 009 010 011 012 014 018 019 020 021 022 025 026 027 028.
X	Australia, New Guinea	Nil	2006 series: 001. 2007 series: Nil.
XI	Malacca Strait, China Sea, N. Pacific	071	1996 series: 0925 1998 series: 0655 1999 series: 0053 0187 0310 2000 series: 0677 2001 series: 0182 0775 2003 series: 0106 0303 0304 2004 series: 0246 0271 0361 0555 0571 2005 series: 0271 0307 2006 series: 0005 0050 0052 0058 0060 0075 0083 0090 0123 0224 0250 0251 0276 0303 0343 0471 0480 0557 0561 0568 0580 0585 2007 series: 0002 0003 0004 0008 0034 0035 0036 0037 0038 0039 0044 0060 0064 0068 0070 0071. .
XII	N.E. Pacific	043	2007 series: Nil
XIII	N.W. Pacific	Nil	2007 series: Nil
XIV	S.W. Pacific	007	2006 series: 018 049. 2007 series: 001 005 007.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2006 series: 375 524 1049 1812.
Hydrolants	Atlantic, Mediterranean	Nil	2006 series: 1394.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

-NIL-

D7340-08	- Operation Jetty. N	26 21·88 N 56 21·54 E	Q R	6	3	Grey metal post 2	
*	*	*	*	*	*	*	*
D7401-2	- GIIC	26 11·30 N 50 41·20 E	2 F R(vert)	Dolphin	
			*				
D7408	Remove from list.						
D7416-93	Remove from list. Replaced by unlit beacon						
D7416-94	Remove from list. Replaced by unlit beacon						
D7662-5	Bandar-e Kanaveh. Breakwater (MENAS)	29 33·40 N 50 30·00 E	Fl G 5s	..	5		
*	*	*	*	*	*	*	*
D7662-51	Bandar-e Kanaveh. Breakwater (MENAS)	29 33·50 N 50 29·90 E	Fl(2)R 6s	..	5		
*	*	*	*	*	*	*	*
F0968	Pudimadaka	17 29.3 N 83 00.3 E	Fl (2)W 15s	35	27	White square masonry tower, red bands 26	<i>fl 0.4, ec 3.4 fl 0.4, ec 10.8</i>
		*					
F1174-5	- Laem Phan Wa	7 47·90 N 98 24·43 E	Fl W 5s	3	6	Red and white beacon	Ra refl
*	*	*	*	*	*	*	*
F1490	- Pulau Tikus	5 28·59 N 100 17·84 E	Fl W 3s	15	10	White stone column 7	<i>fl 1. Vis 138·60°- 277·80°(139·20°)</i>
		*					*
F1496	Remove from list						
F1496-2	Remove from list						
F1500-2	Remove from list						
F1502	Remove from list						
F1502-2	Remove from list						
F1502-6	Remove from list. Replaced by light buoy						
F1502-7	Remove from list. Replaced by light buoy						
F1504	Remove from list						
F1512	Remove from list. Replaced by unlit beacon						
F1514	Remove from list						
F1515	Remove from list						
F1516	Remove from list						

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 02 dated 16 Jan 2007)

NIL

INP 31(2), 1995

(Last correction: Edition No. 03 dated 01 Feb 2007)

NIL

BA, VOLUME 3 Part 1, NP 283(1), 2006/07

(Last correction: Edition No. 15 dated 01 Aug 2006)

NIL

INP 31(5), 1997

(Last correction: Edition No.01 dated 01 Jan 2007)

NIL

INP 31, VOLUME 6, 2005

(Last correction: Edition No. 19 dated 01 Oct 2006)

NIL

BA, VOLUME 7, 1999/00-PART 2

(Last correction: Edition No. 16 dated 16 Aug 2000)

NIL

INP 31(8), 1999

(Last correction: Edition No. 05 dated 01 Mar 2006)

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) [Enclosed with editions 1,7,13 & 19 of N to M]

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.nic.in

Instructions for filling up Form IH 102 (Enclosed with editions 1,7,13 & 19 of N to M)

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.nic.in

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.nic.in

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	39.917	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						