INDIAN
NOTICES TO MARINERS FOR 2004

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

EDITION NO. 17 DATED 01 SEP 2004

(CONTAIN NOTICES 340 TO 356)

REACH US 24 HOURS A DAY

E-mail to	Write to	Fax to	Contact Person	visit
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CONTENTS

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

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

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

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

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

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

Radio Navigational Warnings (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
(b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
(c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
(d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information should be included in the forthcoming edition of N to M or the Chart/publication concerned.

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

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

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

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

Use of Global Positioning System (WGS 84) positions

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

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

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

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

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

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

SECTION – I

List of charts affected by
the Notices 340 to 356 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.
20	1	343,352(P),353(P)
21	2	345
207	2	346
210	2	340
250	2	345
254	2	346
288	1	343,352(P)
289	1	353(P)
291	2	345
308	5	355(P)
351	5	347
354 (INT 7408)	5	355(P)
360	7	341
2021	2	340,354(P)
2032	3	340
2033	2	340
2049	2	345
2068	2	354(P)
3002 (INT 7410)	5	355(P)
3012 (INT 7411)	5	355(P)
4019	7	356(P)
7705 (INT 705)	1	345
8004	1	353(P)

ADMIRALTY Chart No.	Folio No.	Notice No.
58 (INT 7314)	41	345
941A	46	350
1224	32	352(P)
1265 (INT 7291)	40	343
1268	40	342
2137	46	350
2149	46	350,351
2523	40	344
2851	40	353(P)
2882	40	343,352(P)
2883	40	344
2884 (INT 7278)	40	342,343,352(P)
2886	40	344
3171	40	353(P)
3729	45	351
3773	40	352(P)
3774	40	352(P)
3831	45	349
4041	46	348
4042	46	349
4043	46	349

SECTION – II: PERMANENT NOTICES.

INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***340 (17/04)** **(a) NEW INDIAN CHARTS**

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

Chart No.	*Date of Publication*	*Title, Limits & Description*	*Scale*	*Folio*	*Price*
210	29.02.04	INDIA – WEST COAST **UMARGAM TO SATPATI** Limits: 19° 35'.00N; 71° 28'.60E. 20° 25'.50N; 72° 51'.50E.	1:150 000	2	Rs. 1000.00
2021	15.02.04	INDIA – WEST COAST GULF OF KACHCHH **MUNDRA PORT** Limits: 22° 40'.30N; 69° 39'.00E. 22° 47'.00N; 69° 43'.70E.	1:12 500	2	Rs. 1000.00
2032	31.03. 04	INDIA – WEST COAST **NINDAKARA AND QUILON ANCHORAGES** Limits: 08° 49'.00N; 76° 23'.00E. 08° 59'.30N; 76° 39'.10E.	1:30 000	3	Rs. 1000.00
2033	29.02. 04	INDIA – WEST COAST GULF OF KACHCHH **SIKKA CREEK** Limits: 22° 28'.00N; 69° 45'.30E. 22° 32'.40N; 69° 52'.50E. **SIKKA CHANNEL** Limits: 22° 26'.50N; 69° 46'.75E. 22° 28'.50N; 69° 48'.25E.	1:12 500 1:12 500	2	Rs. 1000.00

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	**Main Title**	**On Publication of New Chart**
210	UMARGAM TO SATPATI	210
2021	MUNDRA PORT	2021

Chart to be withdrawn	Main Title	On Publication of New Chart
2032	NINDAKARA AND QUILON ANCHORAGES	2032
2033	SIKKA CREEK	2033
	SIKKA CHANNEL	

***341 (17/04)** **MISCELLANEOUS UPDATES TO CHARTS**

Chart No.	Last Correction	Details
360	(*156/04*)	Refer Annual edition of INM 2004, Notice No. 29/2004, Page No. 7 amend, column four, N to M numbers, to **1998**-134-**1999**-228-305-**2000**-139-264-371-**2001**-139-264-**2002**-169-**2004**-156
355 (INT 7405), 3008, 3026	(331/04)	Refer INM 331/04, Read position 16° 52'.73N as 15° 52'.73N.

(NHO, Dehradun: HJ/NM/Pub)

342 (17/04) **IRAN – Approaches to Khowr-e Musa – Light – float.**

Light List Vol. D, 7648
LRS Vol. 2, 7828
Source: BA Notice 3861/04.
(HJ/1133/90)
B.A. Chart 1268 [*previous update 248/04*]

Move	*Fl.12s Khowr-e Musa*, associated radar reflector	
	and radar beacon, *Racon(T)(3& 10cm)*, from:	29° 37'.1N., 49° 34'.7E.
	to:	29° 37'.08N., 49° 34'.10E.

B.A. Chart 2884 (INT 7278) [*previous update 307/04*]

Move	*Fl.12s11M Khowr-e Musa*, associated radar	
	reflector and radar beacon, *Racon(T)*, from:	29° 37'.1N., 49° 34'.7E.
	to:	29° 37'.1N., 49° 34'.1E.

343 (17/04) **ARABIA – Approaches to the Shatt Al' Arab – Khawr Al Kafka – Wreck.**

Source: BA Notice 3862/04.
(HJ/1133/90)
Chart 20 [*previous update 328/04*]

Substitute	*Wk* for *Wk*	29° 22'.9N., 49° 04'.6E.

Chart 288 [*previous update 327/04*]

Substitute	*Wk* for *Wk*	29° 22'.9N., 49° 04'.6E.

B.A. Chart 1265 (INT 7291) [*previous update 307/04*]

Substitute	*Wk* for *Wk*	29° 22'.92N., 49° 04'.56E.

B.A. Chart 2882 [*previous update 307/04*]

Substitute	*Wk* for *Wk*	29° 22'.92N., 49° 04'.56E.

343 (17/04) ARABIA – Approaches to the Shatt Al' Arab – Khawr Al Kafka – Wreck (continued).

B.A. Chart 2884 (INT 7278) [*previous update 342/04*]

Substitute	18 *Wk* for 16 *Wk*	29° 22'.92N., 49° 04'.56E.

344 (17/04) QATAR – Al Shaheen Oilfield – Radar beacons. Buoy. Manifolr. Legends. Submarine pipeline. Tanker mooring buoy.

Light List Vol. D, 9165, 9165.2
LRS Vol. 2, 7751, 7752.2, 7752.5
Source: BA Notice 3836/04.
(HJ/1132/67)

B.A. Chart 2523 [*previous update 293/04*]

Amend	designation of platform to, E	(*a*)	26° 40'.28N., 52° 00'.74E.
	designation of platform to, D	(*b*)	26° 37'.15N., 52° 04'.09E.
	designation of platform to, F	(*c*)	26° 32'.08N., 51° 58'.25E.
Insert	pipeline, –●–●–●–, joining:		26° 35'.52N., 52° 00'.15E. (□)
		(*d*)	26° 35'.40N., 52° 01'.95E.
	radar beacon, Racon (Z), at platform		*(a)* above
	radar beacon, Racon (D), at platform		*(b)* above
	radar beacon, Racon (F), at platform		*(c)* above
	symbol, tanker mooring buoy, *No 2* (lighted)		*(d)* above
Delete	symbol, tanker mooring buoy, *No 2*		26° 34'.68N., 52° 00'.15E.
	◌ *Manifold*, adjacent to:		*(d)* above
	legend, *'Caribbean Blue' No 1*, centred on:		26° 34'.60N., 51° 57'.60E.

B.A. Chart 2883 [*previous update 327/04*]

Insert	radar beacon, Racon (Z),at platform	26° 40'.28N., 52° 00'.74E.
	radar beacon, Racon (D),at platform	26° 37'.15N., 52° 04'.09E.

B.A. Chart 2886 [*previous update 293/04*]

Insert	symbol, tanker mooring buoy (lighted)	26° 35'.40N., 52° 01'.95E.
	radar beacon, Racon (Z),at platform	26° 40'.28N., 52° 00'.74E.
	radar beacon, Racon (D),at platform	26° 37'.15N., 52° 04'.09E.
	radar beacon, Racon (F),at platform	26° 32'.08N., 51° 58'.25E.
Delete	symbol, tanker mooring buoy, *Mo(U)15s*	26° 34'.68N., 52° 00'.15E.

345 (17/04) PAKISTAN – Approaches to Karachi – Ras Muari Southwards – Wreck.

Source: BA Notice 3718/04.
(HJ/1131/43)

Chart 21 [*previous update 328/04*]

Insert	⊕	24° 43'.99N., 66° 38'.39E.

Chart 250 [*previous update 255/04*]

Insert	⊕	24° 43'.99N., 66° 38'.39E.

345 (17/04) PAKISTAN – Approaches to Karachi – Ras Muari Southwards – Wreck (continued).

Chart 291 [*previous update 306/04*]

Insert ⊕ 24° 43'.99N., 66° 38'.39E.

Chart 2049 [*previous update 118/04*]

Insert ⊕ *PA* 24° 43'.99N., 66° 38'.39E.

Chart 7705 (INT 705) [*previous update 124/04*]

Insert ⊕ 24° 43'.99N., 66° 38'.39E.

B.A. Chart 58 (INT 7314) [*previous update 255/04*]

Insert ⊕ *PA* 24° 43'.99N., 66° 38'.39E.

346 (17/04) INDIA – West Coast – Malacca Banks – Wreck.

Source: Nav VIII 520/04
(HJ/1130/08)
Chart 207 [*previous update 296/04*]

Insert ✓ 20° 42'.80N., 71° 59'.28E.

Chart 254 [*previous update 96/04*]

Insert ✓ 20° 42'.80N., 71° 59'.28E.

347 (17/04) INDIA – East Coast – Approaches to the Sandheads – Wreck.

Source: Nav VIII 527/04
(HJ/1129/07)
Chart 351 [*previous update 45/04*]

Insert ⁺|⁺ 20° 39'.8N., 87° 59'.6E.

348 (17/04) SINGAPORE STRAIT – Singapore – Outer Shoal South-eastwards – Wreck..

Source: BA Notice 3799/04.
(HJ/927/16)
B.A. Chart 4041 [*previous update 335/04*]

Substitute (33) *Wk* for (34) *Wk* 1° 14'.86N., 103° 55'.35E.

349 (17/04) SINGAPORE STRAIT – Singapore – Johor Shoal Eastwards – Foul.

Source: BA Notice 3800/04.
(HJ/927/15)
B.A. Chart 3831 [*previous update 337/04*]

Insert (21) *Foul* 1° 19'.26N., 104° 04'.90E.

349 (17/04) SINGAPORE STRAIT – Singapore – Johor Shoal Eastwards – Foul (continued).

B.A. Chart 4042 [*previous update 188/04*]

Insert	(21) *Foul*		1° 19'.26N., 104° 04'.90E.

B.A. Chart 4043 [*previous update 337/04*]

Insert	(21) *Foul*		1° 19'.26N., 104° 04'.90E.

350 (17/04) INDONESIA – Java Sea – Pulau Simedang Northwards – Wreck.

Source: BA Notice 3717/04.
(HJ/827/62)
B.A. Chart 941A [*previous update 319/04*]

Insert	⊕		3° 10'.0S., 107° 10'.3E.

B.A. Chart 2137 [*previous update 270/04*]

Insert	⊕		3° 10'.00S., 107° 10'.28E.

B.A. Chart 2149 [*previous update 319/04*]

Insert	⊕		3° 10'.00S., 107° 10'.28E.

351 (17/04) INDONESIA – Jawa – North Coast – Ardjuna Oilfields – Karang Sedari North-eastwards, Karang-Karang Sedulang Northwards and T. Sentigi North-westwards – Platforms. Light.

Light List Vol. K, 1082.064, 1082.7, 1082.73, 1083.5, 1083.505, 1083.508
Source: BA Notice 3716/04.
(HJ/827/31)
B.A. Chart 2149 [*previous update 350/04*]

Insert	⊡ (lighted)		5° 47'.6S., 107° 28'.2E.
			6° 05'.5S., 107° 34'.9E.
			6° 05'.8S., 107° 36'.0E.
		(*a*)	6° 14'.5S., 108° 04'.9E.
			6° 14'.9S., 108° 03'.5E.
			6° 17'.2S., 108° 03'.5E.
Delete	★, adjacent to:		*(a)* above

B.A. Chart 3729 [*previous update 319/04*]

Insert	⊡ (lighted) LNA		5° 47'.6S., 107° 28'.2E.
	⊡ (lighted) KKNA		6° 05'.5S., 107° 34'.9E.
	⊡ (lighted) KKNB		6° 05'.8S., 107° 36'.0E.
	⊡ (lighted) FSA	(*a*)	6° 14'.5S., 108° 04'.9E.
	⊡ (lighted) FSWA		6° 14'.9S., 108° 03'.5E.
	⊡ (lighted) FZA		6° 17'.2S., 108° 03'.5E.
Delete	★, adjacent to:		*(a)* above

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***352 (P) (17/04) SAUDI ARABIA – East Coast - Approaches to Ra's al Khafji – Traffic separation scheme.**

Source: B.A. Notice 3814(P)/04

(HJ/1133/80)

1. A new traffic separation scheme for the approaches to the port of Ra's al Khafji has been adopted by the International Maritime Organization and is to be implemented in 2005.

2. a. An traffic separation zone joining the following positions:
(1) 28° 38'.40N., 49° 07'. 00E.
(2) 28° 38'.40N., 48° 45'. 83E.
(3) 28° 30'.30N., 48° 40'. 67E.
(4) 28° 30'.07N., 48° 41'. 12E.
(5) 28° 38'.20N., 48° 46'. 30E.
(6) 28° 30'.20N., 49° 07'. 00E.
b. A traffic lane for inbound traffic between the separation zone and the following positions:
(7) 28° 39'.40N., 49° 07'. 00E.
(8) 28° 39'.40N., 48° 45'. 03E.
(9) 28° 30'.82N., 48° 39'. 58E.
c. A traffic lane for outbound traffic between the separation zone and the following positions:
(10) 28° 29'.60N., 48° 42'. 05E.
(11) 28° 37'.17N., 48° 46'. 90E.
(12) 28° 36'.10N., 49° 07'. 00E.

Charts affected: 20 – 288 – B.A 1224 – 2882 – 2884 (INT 7278) – 3773 - 3774

353 (P) (17/04) IRAN – Off Ra's al Kuh – Traffic separation scheme.

Source: B.A. Notice 3813(P)/04

(HJ/1132/52)

1. A new traffic separation scheme off Ra's al Kuh, Iran has been adopted by the International Maritime Organization and is to be implemented at 0000hurs UTC on 1 December 2004.

2. (a) An outer traffic separation line bounded by al line joining the following positions:
(1) 25° 45'.50N., 57° 03'. 30E.
(2) 25° 39'.60N., 57° 07'. 10E.
(3) 25° 34'.05N., 57° 12'. 00E.
(b) An intermediate traffic separation line bounded by al line joining the following positions:
(4) 25° 47'.50N., 57° 07'. 20E.
(5) 25° 42'.25N., 57° 10'. 55E.
(6) 25° 36'.65N., 57° 15'. 55E.
(7) 25° 35'.30N., 57° 13'. 80E.
(8) 25° 40'.90N., 57° 08'. 80E.
(9) 25° 46'.50N., 57° 05'. 30E.
(c) An associated inshore traffic zone is established along the coast between the following positions:
(10) 25° 48'.45N., 57° 09'. 15E.
(11) 25° 43'.55N., 57° 12'. 25E.
(12) 25° 39'.30N., 57° 19'. 10E.
(13) 25° 45'.30N., 57° 26'. 70E.
(14) 25° 52'.50N., 57° 17'. 30E.
(d) An outer traffic lane for south-eastbound shipping is established between the separation zones described in (a) and (b).
(e) An inner traffic lane for north-westbound shipping is established between the separation zone described in (b) and the inshore traffic zone described in (c).

Charts affected: 20 – 289 – 8004 – B.A 2851– 3171

***354 (P) (17/04) INDIA – West Coast – Gulf of Kachchh – Mundra Port – Anchorage area. Submarine pipeline. Buoy.**

Source: Gujarat Maritime Board

(HJ/1131/20)

1. Mariners are informed that a SBM is propose in position 22° 40'.65N., 69° 39'.28E. and sea bedded line will join the SBM to land fall point in position 22° 45'.08N., 69° 40'.93E. The work for laying SBM and pipeline will start in September 2004.
2. The present anchorage area with 1.2 NM radius centred on 22° 41'.910N., 69° 39'.468E. has been shifted to new position with 1.2 NM radius centred on 22° 41'.00N., 69° 43'.45E.
3. Vessels are requested to give cable laying vessel a wide berth and to avoid anchoring or trawling in the vicinity of cable.
4. Charts will be updated in due course.

Charts affected: 2021 – 2068

***355 (P) (17/04) INDIA – East Coast – Vishakhapatnam Harbour – Berth.**

Source: Visakhapatnam Port Trust

(HJ/1029/76)

1. A newly constructed, Multi Purpose Berth (East Quay – 8) on B.O.T basis by M/s Vizag Sea Port Pvt. Ltd. in the inner harbour is provisionally opened for vessels upto 180 mtrs LOA, beam 32 mtrs with permisssable draft of 10.06 mtrs on rising tide of 0.91 mtrs.
2. These and other changes will be incorporated in charts as full details become available. Mariners are advised to navigate with caution and consult the local port authorities for the latest information.

Charts affected: 308 – 354 (INT 7408) – 3002 (INT 7410) – 3012 (INT 7411)

356 (P) (17/04) MYANMAR – Rangoon River – Wreck. Depths. Port development. Lights.

Source: B.A. Notice 3657(P)/04

(HJ/1028/63)

1. A wreck exists in position 16° 40'.12N., 96° 14'.42E.
2. Numerous depths less than charted exist in the Rangoon River between 16° 34'. 0N. and 16° 41'.0N. The most significant are as follows:

1_2 m (ED)	16° 40'.40N., 96° 14'.33E.
6_4 m	16° 40'.15N., 96° 14'.60E.
4_6 m	16° 39'.70N., 96° 14'.79E.
7 m	16° 39'.65N., 96° 15'.09E.
4_9 m	16° 39'.56N., 96° 14'.75E.
12_8 m	16° 37'.96N., 96° 15'.72E.
15_2 m	16° 37'.32N., 96° 15'.59E.
10_7 m	16° 36'.33N., 96° 15'.33E.
6_4 m	16° 35'.99N., 96° 15'.44E.
4_6 m	16° 35'.28N., 96° 15'.21E.
0_9 m	16° 35'.28N., 96° 15'.70E.

3. Myanmar International Terminal Thilawa, (MITT) has been developed on the eastern bank of the Rangoon River near Thilawa (16° 39'.58N., 96° 15'.85E.) The new MITT wharf has been constructed between positions 16° 40'.03N., 96° 14'.95E. and 16° 39'.55N., 96° 15'.40E.
4. Lights have been established as follows:

Fl.3s	16° 39'.07N., 96° 14'.48E.
Fl.3s	16° 38'.80N., 96° 14'.61E.
Q	16° 39'.15N., 96° 14'.62E.
Q	16° 38'.85N., 96° 14'.75E. (Sinha's Beacon)

5. Mariners are advised to navigate with caution and consult the local authorities for the latest information.
6. Former Notice 325(P)/04 is cancelled.

Charts affected: 4019

SECTION – IV: MARINE INFORMATION

Ship Reporting System (INDSAR)

A ship reporting system INDSAR has been activated w.e.f 01 Feb 2003 in the Indian Search and Rescue Region (ISRR), for timely position reporting which is critical for quick response and ensuring safety of life at sea. Mariners in the ISR Region are requested to pass relevant rescue information to the Maritime Rescue Coordinating Centre (MRCC) Mumbai on INMARSAT Code 43, or using any of the following Contact details:-

MRCC Mumbai contact details

Tel	:	022-24376133
Fax	:	022-24333727
INMARSAT	:	00583 441 907 210
E-mail	:	indsar@vsnl.net

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 NAVAREAS warnings in force as on 01 Aug 2004, covering the entire world are listed below against the respective NAVAREA

NAVAREA No.	Location	Last NAVAREA Sl. received	
I	N.E. Atlantic	300	2001 series: 510 2003 series: 261 417. 2004 series: 208 220 222 240 242 255 257 262 266 272 275 276 278 279 281 287 288 290 297 298 299 300.
II	E. Atlantic	Nil	2002 series: 472 497 2004 series: 239 245.
III	Mediterranean	432	2004 series: 357 375 389 393 394 401 402 403 404 409 419 425 426 430 431 432.
IV	N.W. Atlantic	259	2003 series: 108. 2004 series: 128 184 190 198 200 207 226 232 240 243 254 257 258 259.
V	W. Atlantic	Nil	2001 series: 1368. 2003 series: 1346. 2004 series: 606
VI	S.W. Atlantic	Nil	Nil.
VII	S.E. Atlantic	110	2004 Series: 097 098 104.
VIII	Indian Ocean	550	2004 series: 395 412 436 439 449 450 454 462 464 465 470 481 482 483 484 485 493 500 501 502 506 509 510 511 519 520 523 527 528 530 531 532 535 536 537 538 539 541 542 543 544 545 546 547 548 549 550.
IX	Persian Gulf, Red Sea, NW Arabian Sea	211	2001 series : 312. 2003 series : 023 120 138 177 236 237 239 273. 2004 series : 025 036 052 070 079 088 107 109 133 134 135 151 156 158 167 184 187 191 192 194 196 198 205 206 207 208 209.
X	Australia, New Guinea	007	2004 series: 007
XI	Malacca Strait, China Sea, N. Pacific	0369	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0153 0187 0310 0613. 2000 series: 0022 0054 0555 0677 0687. 2001 series: 0182 0584 0637 0705 0775 0863. 2002 series: 0839. 2003 series: 0106 0273 0303 0304 0566 0568 2004 series: 0026 0037 0074 0083 0091 0227

			0246 0267 0271 0272 0283 0285 0312 0315 0321 0331 0338 0339 0340 0341 0342 0343 0344 0345 0346 0348 0350 0353 0354 0355 0361 0363 0364 0365 0366 0367 0368.
XII	N.E. Pacific	219	2004 series: 186 197 215 217 218 219.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	045	2004 series: 044.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	1998 series: 151 2004 series: 166
Hydropacs	Pacific, Indian Ocean	1231	2001 series: 1976. 2002 series: 205 206 2330. 2003 series: 207 506 993 998 1041 1330 1395 1699 1911 1982 2265. 2004 series: 23 278 329 402 455 694 727 754 763 776 778 779 795 801 817 840 842 843 890 891 904 910 912 932 940 948 967 981 988 996 1000 1004 1011 1025 1033 1044 1049 1050 1052 1055 1059 1065 1066 1068 1069 1071 1076 1077 1079 1080 1081 1082 1083 1084 1089 1090 1092 1095 1096 1101 1107 1112 1113 1115 1120 1121 1122 1123 1124 1125 1127 1128 1135 1138 1139 1143 1146 1151 1152 1153 1155 1156 1157 1158 1159 1163 1167 1177 1180 1182 1191 1192 1193 1195 1199 1201 1205 1207 1208 1209 1211 1212 1213 1214 1215 1216 1218 1219 1220 1221 1222 1223 1224 1225 1226 1227 1228 1229 1230 1231.
Hydrolants	Atlantic, Mediterranean	1253	2002 series: 245 246 . 2003 series: 604 1242 1422 1472 1999 2203 2297 2406 2407 2408 2409 2410 2413 2414 2416 2418 2419 2420. 2004 series: 224 272 631 649 650 668 805 850 952 977 1003 1010 1018 1019 1033 1042 1043 1051 1077 1084 1087 1088 1089 1092 1103 1104 1105 1121 1130 1136 1141 1146 1162 1174 1184 1186 1195 1199 1214 1216 1218 1219 1220 1224 1226 1228 1231 1234 1235 1236 1238 1239 1240 1241 1244 1246 1247 1248 1250 1251 1252 1253.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

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 7648	-*Khowr-e MusaLt F*	29 37.1 49 34.1	Fl W 12s	…	11	…	Ra refl. Racon
	-- Riding Light *	… *	Fl W 5s	…	…	… *	Very bright *
E 6058	**Abington Reef**	20 53.6 37 27.0	Fl(2)W 18s	30	**15**	Brown metal framework tower on concrete base	*fl 0.5, ec 5, fl 0.5, ec 12.*Vis except where obscured by Makawwar Island *
E 6059.2	-S end	19 37.0 37 17.2	Fl G 3s	8	6	Black metal framework tower, white hut, on piles on round concrete base 8	*fl 0.3* *
E 6059.4	- Port Sudan. Entrance. S side	19 35.3 37 14.9	Fl(2)W 10s	19	10	Stone tower, white band 22	*fl 0.5, ec 1, fl 0.5, ec 8.* 4F R on chimney 2.2M SSW *
E 6060.3 *	- Elkhair Harbour. Entrance *	19 35.63 37 14.60 *	Fl(2)R 5s *	11 *	10 *	Framework tower, red and white base *	 *
E 6060.4 *	--- *	19 35.58 37 14.62 *	Fl(2)G 5s *	5 *	7 *	 *	 *
E 6061	- W shore. Harbour Ldg Lts 305°. Front	19 36.7 37 13.4	F R	…	…	Red metal framework tower 34	Neon . Vis 260°-320°(60°) *
E 6062.5 *	- Green Harbour *	19 36.86 37 14.51 *	F R *	5 *	 *	 *	 *
E 6062.6 *	-- *	19 36.23 37 14.53 *	Fl(3)G 5s *	5 *	7 *	 *	 *
F 0410	- **Veraval**	20 54.6 70 21.2	Oc W 15s	33	**24**	white square masonry tower black bands 34	*ec 5.* Racon (K) *
F 0437.7 *	- Lts in line 010°. Front *	20 55.1 71 30.2 *	Oc W 3s *	35 *	10 *	Metal framework structure *	*ec 1* *
F 0437.71 *	-- Rear *	20 55.2 71 30.3 *	Oc W 6s *	45 *	10 *	Metal framework tower *	*ec 1.5* *
F 0444	- Gopnath Point	21 12.2 70 06.6	Fl(3) W 20s	41	18	Red and white square masonry tower 34	*fl 0.3, ec 3.7, fl 0.3, ec 3.7, fl 0.3, ec 11.7.* Racon (G) *

No.	Name & Location	Position (Lat-Long)	Charact-eristics	Ht. mts.	Range miles	Structure & Height (mts)	Remarks
F 0449	-*PERIGEE LT V*	21 42.1 72 18.4 …	Fl W 7s Bell	12	8	Red hull	Ra refl QW riding light *
F 1263	**Ug Karang**	1 44.0 98 42.0 *	Fl(3)W 17s	41	**17**	White metal framework structure 40 *	*(fl 0.5,ec 3)x2, fl 0.5, ec 9.5.* **TE 2004** *
K 1020.5	Karang Batu Malang	3 14.91 107 28.17 *	Fl W 5s	13	12	White beacon 10 *	*fl 1.* Ra refl. **TE 2004** *
K 1020.7	Masar Island (Kennedy)	3 20.25 107 42.00 *	Fl(2)W 15s	22	**4** *	White beacon	*fl 0.5, ec 4.5, fl 0.5, ec 9.5*
K 1040	Beting Raja	5 12.50 106 52.66 *	Fl(2)W 10s	13	12	Black ⊗ on black framework tower, red bands 12	*fl 0.5, ec 2.5, fl 0.5, ec 6.5.* Ra refl. Racon
K 1174	-Karang Queen Olga. N side of channel	7 10.87 112 43.93 *	Fl R 10s *	7 *	7	Red metal beacon *	 *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS

VOL. 1, 1987

(*Last correction: Edition No. 01 dated 01 Jan 2004*)

page 41, **SAUDI ARABIA (Red Sea Coast), JEDDAH (HZH)**, *delete tables,* **RT(MF), VHF, WT (MF)**, *and* **Radiotelex**, *and replace by:*

RT (MF)

	1636.4	2045	
	1726	1965.6	
	1856	2037	
	2182	2182	H24
TRAFFIC LISTS: 1726 kHz: every odd H+03			

VHF

West Region		
Jeddah (Operation Centre)	Ch 16 25 27 70	21°23'N 39°10'E
North VHF Stations		
Al Wajh	Ch 16 24 27 70	26°14'N 36°27'E
Duba	Ch 16 23 26 70	27°21'N 35°42'E
Obhur	Ch 16 23 26 70	21°48'N 39°07'E
Rabigh	Ch 16 24 27 70	22°48'N 39°01'E
Umm Lajj	Ch 16 24 27 70	25°01'N 37°16'E
Yanbu	Ch 16 23 26 70	24°05'N 38°03'E
South VHF Stations		
Al Birk	Ch 16 25 28 70	18°12'N 41°32'E
Al Lith	Ch 16 23 26 70	20°08'N 40°16'E
Jizan	Ch 16 25 28 70	16°53'N 42°32'E
Shoiba	Ch 16 24 28 70	20°40'N 39°31'E
Shuqaiq	Ch 16 23 26 70	17°43'N 42°01'E
Qunfudah	Ch 16 24 27 70	19°07'N 41°04'E
East Region		
Aziziah (Half Moon Beach)	Ch 16 23 70 85	26°15'N 50°10'E
Dammam	Ch 16 23 25 70	26°26'N 50°06'E
Jubail	Ch 16 24 26 70	27°00'N 49°39'E
Khafji	Ch 16 70 83 85	28°26'N 48°29'E

WT (MF)

	436 446 448 455.3		
	500	500	H24
TRAFFIC LISTS: 436 kHz: every odd H+20			

Radiotelex

	2170.5	2170.5	
	2174.5	2174.5	
	2608.3[1]	2113.3[1]	
(1) ARQ mode is not available now			

(B.A. 33/04) (17/04)

VOL. 2, 1995
(*Last correction: Edition No.15 dated 01 Aug 2004*)

Page 32, **SAUDI ARABIA (Red Sea Coast)** *section,*

7596 Shi'b Qaam Lt
Delete entry and replace by:
Shi'b Qaham Lt Bn Racon (3 & 10 cm) **T** 14° 15'.28N., 080° 07'.55E. **7596**

(B.A. 34/04) (17/04)

Page 35, **IRAN** *section*

7828 Khowr-e Musa, Lt Superbuoy
Delete position 29° 37'.10N., 049° 34'.70E. *and replace by*: 29° 37'.08N., 049° 34'.10E.

(B.A. 33/04) (17/04)

B.A. VOL. 3 Part 1, NP 283(1), 2002/03
(*Last correction: Edition No. 19 dated 01 Oct 2003*)
NIL

VOL. 5, 1997/98
(*Last correction: Edition No. 02 dated 15 Jan 2004*)
NIL

VOL. 6, 1987
(*Last correction: Edition No. 18 dated 15 Sep 2003*)
NIL

B.A, VOL. 7, 1997/98-PART 2
(*Last correction: Edition No. 16 dated 15 Aug 2000*)
NIL

VOL. 8, 1999
(*Last correction: Edition No. 16 dated 15 Aug 2004*)

		tx fx (KHz)	
Krishnapatnam DGPS Station Normal	14° 15'.2N., 080° 07'.7E.	297	
(DLL, Kakinada)			(17/04)
Pulicat DGPS Station Normal	18° 25'.2N., 080° 19'.6E.	319	
(DLL, Kakinada)			(17/04)

SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS

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

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

SECTION – X: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102)

Appeal to all Mariners:

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

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

Instructions for filling up Form IH 102 (Overleaf)

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

Position Reporting

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

Depth Reporting

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

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

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

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

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

Annexure B to NO 46/2003
(Refers to Para 4)

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 *if available.*	
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)	

8.	**TUGS** a) Number available b) Max. hp. c) Requesting authority d) Availability times e) Communication with Tugs f) Hiring Charges	
9.	**BERTHING AND WHARVES** a) Number of berths available b) Length, c) Depth alongside d) Facilities available. e) Procedures for requesting berthing and hiring charges	
10.	**CARGO HANDLING** a) Containers b) Lighters c) Roll on/ roll off, etc.	
11.	**CRANES** a) Brief details and max. capacity. b) Container handling facilities	
12.	**BRIDGES** Vertical clearances	
13.	**REPAIRS** 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	
14.	**RESCUE AND DISTRESS** Salvage, lifeboat, coastguard, etc.	
15.	**SUPPLIES** a) Fuel with type and quantities available. b) Freshwater and rate of supply. c) Provisions d) Chart Agents	
16.	**SERVICES** 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	
17.	**COMMUNICATIONS** a) Road, rail and air services available b) Nearest airport or airfield. c) Port Radio and Information service (Frequencies and operating hours)	

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

Signature of Observer/Reporter**.....……**

To

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

E Mail : nho@sancharnet.com
Fax No.: 91- 0135- 2748373
WEB: www.hydrobharat.org

Annexure B to NO 46/2003
(Refers to Para 4)

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

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

Date : ....….....
Ref. No: …….....

Details of the Sender / Originator

1. **Name of ship or sender**:…..……..……..……

2. **Address of sender**: ..……..…….
.....
.....……..
e-mail; Fax No.; Tel. No.:.....
.....

3. **General Locality**: ……

4. **Chart / Publication Affected:**
   a) Chart published by INHO / UKHO / other (Specify): ……
   b) Chart No.: …… Edition Date: ……..…….. ……
   c) Latest Edition of Indian N to M held:…….

Details of Changes / Dangers Observed

5.

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

(e) Port Information:

(i) Berthing ……. …… ……. ……

(ii) Cranage ……. …… ……. ……

(iii) Tugs ……..…… ……. ……. ……..

(iv) Dry Docks ……..… …… ……. ……..……

(v) Repair Facilities …… …… ……. ……..……

(vi) Pilotage ……..…… ……. ……. ……..

(vii) Fuel …… …… ……. ……..…..…..

(viii) Water ……. …… ……. ……..……

(ix) Any other (Specify) :….. ……..….. ……. ……..……

(f) Environmental Data:

(i) Met information …… …… ……. ……. …..……..…..

(ii) Tides and Tidal Stream . …… ……. ……. …..……

(iii) Pollutants …….. …… ……. ……. …..…….

(iv) Effluents……. …… ……. ……. ……..…..……..

(v) Marine Life / Habitats

(g) Other changes, if any, with Details: …….

……

6. **Information on the Positions of Danger / Changes Reported above:**

(a) Positioning System used: ……..…….

(b) Datum (WGS/Everest/ Local (Specify) : ……..…….

(c) Accompanying plots / photographs if any: ……..…….

7. **Information on the Soundings / Depths Reported above:**

a) Echo Sounder (Type) used: …….

b) Draught of Vessel set on Echo Sounder: ……..

c) Observed water depth vis-à-vis charted depth: ……..……

d) Echo-gram accompanying this report: Yes / No ……..…….

e) Whether voltage drop existed in equipment at observation time ……..

f) Data and Time of depth observation …….

8. **Limitations if any in Reporting the changes above** ……..

…….

Signature of the Master / Reporter

Date:

To

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

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

Please Note:

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

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

Feet	Fmt	Mtrs	Feet	Fmt	Mtrs	Feet	Fmt	Mtrs	Feet	Fmt	Mtrs
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5		0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9	17.374	174	29	53.035	510	85	155.448
3		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		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	10	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	1	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	11	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	2	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	12	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10		3.937
21	3	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	13	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	4	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	14	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5	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	15	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6	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	16	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7	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	8	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**	**Mtrs**	**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 mtr		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 mtr		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 mtr		
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 mtr = 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						