INTERNATIONAL HYDROGRAPHIC ORGANIZATION

INTERGOVERNMENTAL OCEANOGRAPHIC COMMISSION (of UNESCO)

UNDERSEA FEATURE NAME PROPOSAL

(Sea NOTE overleaf)

Note: The boxes will expand as you fill the form.

	Name Proposed: Owa	ashi Fracture Zone	Ocean or Sea:	Philippine Sea, Northwestern Pacific
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 Geometry that best defines the feature (Yes/No) :

 Point
 Line
 Polygon
 Multiple points
 Multiple lines*
 Multiple geometries*

 Yes
 Yes
 Yes
 Yes
 Yes
 Yes

* Geometry should be clearly distinguished when providing the coordinates below.

	Lat. (e.g. 63°32.6'N)	Long. (e.g. 046°21.3'W)
	18°09.7'N	140°03.0'E
	17°37.2'N	139°36.6'E
	17°06.1'N	139°22.5'E
Coordinates:	16°53.0'N	139°16.9'E
Coordinates:	16°36.0'N	139°10.3'E
	16°13.4'N	139°02.7'E
	15°29.6'N	138°35.9'E
	15°14.1'N	138°23.6'E

Feature	Maximum Depth :	Steepness :	
Description:	Minimum Depth :	Shape :	
Description:	Total Relief :	Dimension/Size :	

Associated Features: Parece Vela Rift, Parece Vela Rift Fracture Zone Province
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	Shown Named on Map/Chart:	
Chart/Map References:	Shown Unnamed on Map/Chart:	
	Within Area of Map/Chart:	

Reason for Choice of Name (if a	Owashi is the Japanese for Steller's sea eagle. A bird is relevant to the name of
person, state how associated with the	the nearby Oki-no-Tori Shima Island, which includes a "bird" (= "tori") within its
feature to be named):	name.

	Discovery Date:	Various surveys from October 1993 to
Discovery Facts:		July 2004
	Discoverer (Individual, Ship):	Japanese S/V Takuyo and Shoyo

Summer Summer Data including	Date of Survey:	Oct., Nov. 1993 Oct., Nov. 1994 Jan., April, SepDec., 1995 April-July 2004
Supporting Survey Data, including Track Controls:	Survey Ship:	S/V Takuyo (1993, 1994, 1995, 2004) S/V Shoyo (2004)
	Sounding Equipment:	SeaBeam (1993, 1994) SeBeam 210 (1995) SeaBeam 2112 (2004)

Type of Navigation:	GPS with Selective Availability (1993,
	1994, 1995)
	GPS without Selective Availability
	(after 2004)
Estimated Horizontal Accuracy (nm):	0.054 nm (1993, 1994, 1995)
	0.014 nm (2004)
Survey Track Spacing:	See Fig. 2
Supporting material can be submitted as Annex in analog or digital form.	

	Name(s):	JCUFN
	Date:	July 26, 2012
	E-mail:	ohara@jodc.go.jp
Proposer(s):	Organization and Address:	Hydrographic and Oceanographic Department of Japan 5-3-1 Tsukiji, Chuo-ku, Tokyo 104- 0045, Japan
	Concurrer (name, e-mail, organization and address):	

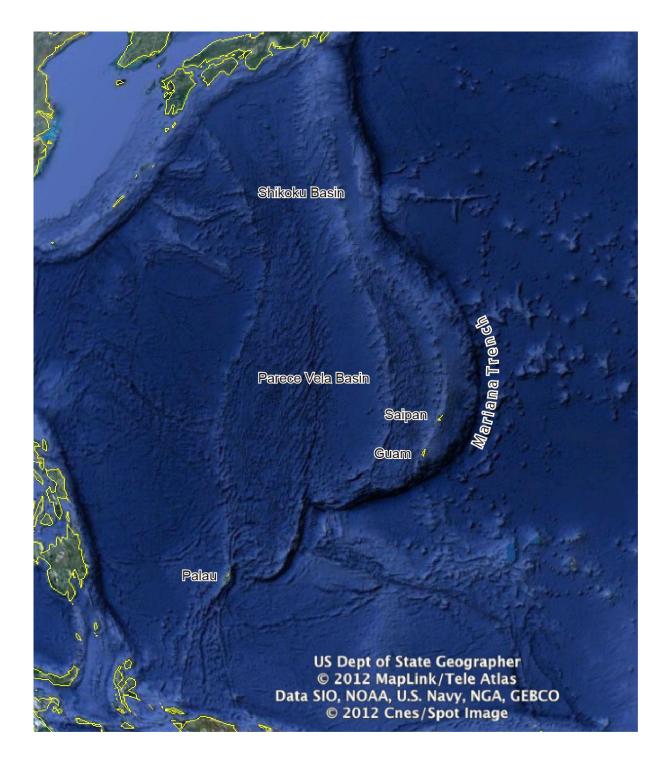
Remarks:	 "Parece Vela Fracture Zone Province" was accredited by SCUFN-24 at Beijing.
	Raicho, Tancho and Toki Fracture Zones were accredited by
	SCUFN-24 at Beijing.
	Relevant paper is:
	♦ Ohara et al., 2011, Tectonics of unusual crustal accretion in the
	Parece Vela Basin, in Y. Ogawa et al. (eds), Accretionary
	prisms and convergent margin tectonics in the Northwest
	Pacific Basin, Modern Approaches in Solid Earth Sciences, 8,
	Springer, doi: 10.1007/978-90-481-8885-7_7.

NOTE : This form should be forwarded, when completed :

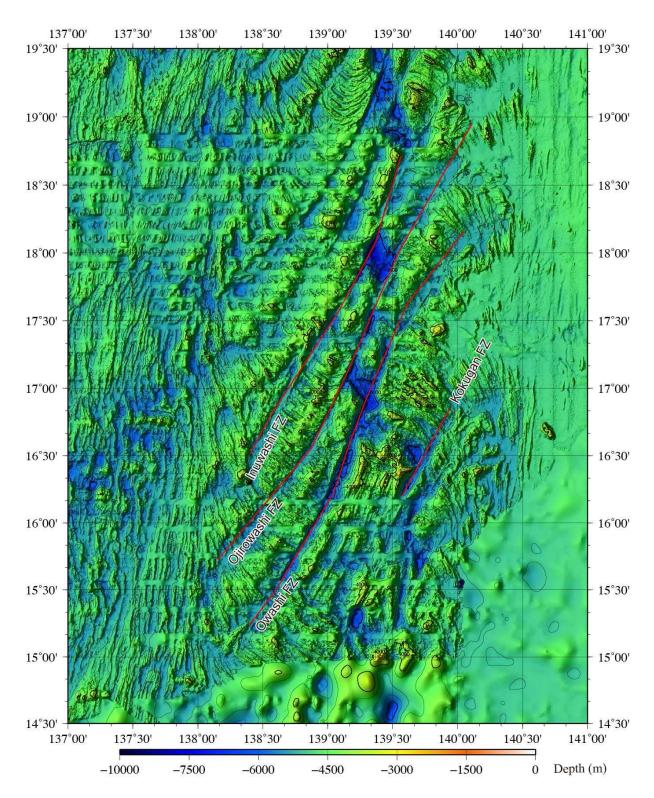
- a) If the undersea feature is located <u>inside the external limit</u> of the territorial sea :to your "National Authority for Approval of Undersea Feature Names" (see page 2-9) or, if this does not exist or is not known, either to the IHB or to the IOC (see addresses below);
- b) If at least 50 % of the undersea feature is located <u>outside the external limits</u> of the territorial sea :-

to the IHB or to the IOC, at the following addresses :

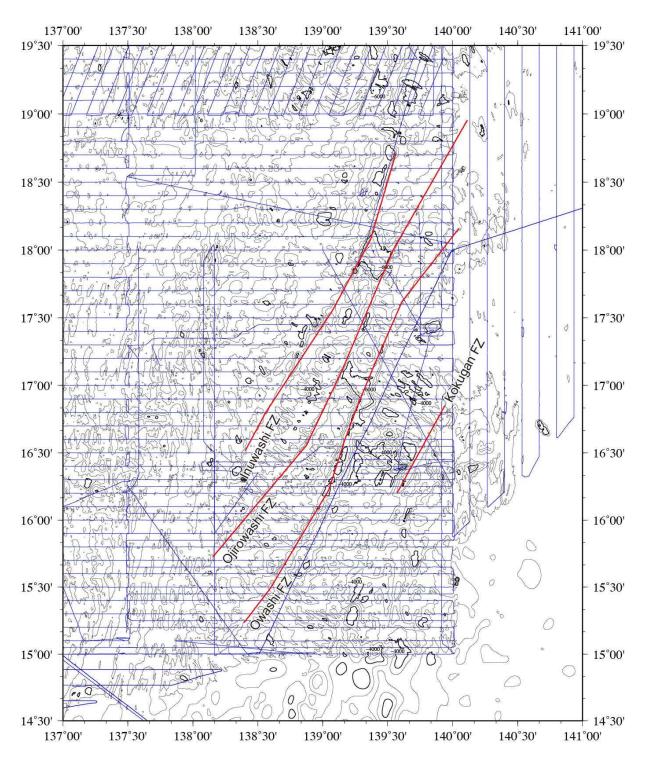
International Hydrographic Bureau (IHB)	Intergovernmental Oceanographic Commission (IOC)
4, Quai Antoine 1er	UNESCO
B.P. 445	Place de Fontenoy
MC 98011 MONACO CEDEX	75700 PARIS
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Fax: +377 93 10 81 40	Fax: +33 1 45 68 58 12
E-mail: info@ihb.mc	E-mail: info@unesco.org



Fi.g 1. Index map showing the location of the Parece Vela Basin based on captured Google Earth image.



Fi.g 2. Color shaded bathymetric map of the Inuwashi, Ojirowashi, Owashi and Kokugan Fracture Zones. Contours are in 500 m. The zig-zag lines delineating the features are shown in red.



Fi.g 3. Bathymetric map of the Inuwashi, Ojirowashi, Owashi and Kokugan Fracture Zones. Contours are in 500 m. The zig-zag line delineating the feature is shown in red. Ship tracks are aslo shown in blue.