



# INDIAN NOTICES TO MARINERS FOR 2004

(PUBLISHED FORTNIGHTLY ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

EDITION No. 23 DATED 01 DEC 2004

(CONTAIN NOTICES 453 TO 488)

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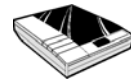
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**Mariner's Obligation and A Chart maker's Plea:** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, 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.

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to the Government of India**

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

## EXPLANATORY NOTES

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

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

**Temporary and Preliminary Notices** These are indicated by (T) and (P) after the Notice number, and are placed in Section III. A SI Nos. of those in force published quarterly on 1<sup>st</sup> 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 453 to 488 contained in this Edition**

<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>	<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
20	1	463	11	40	460
203 (INT 7319)	2	484(T)	64	32	453
211	3	485(T)	158 (INT 7008)	32	453
212	3	465	1141	45	474
214	3	486(T)	1214	40	455
215	3	466	1235 (INT 7289)	40	456, 457, 482(P)
216	3	466	1238	40	454, 482(P)
288	1	457, 458, 461	1265 (INT 7291)	40	457, 458
255 (INT 7334)	3	485(T)	1353	45	470, 471
257 (INT 7343)	3	486(T)	1358	45	471
308	5	467	2139	46	472, 473
408	6	469	2523	40	461
2009	3	466	2599	32	453
2020	3	486(T)	2658	32	453
2022	3	486(T)	2659	32	453
2028	3	465	2777	45	470
2033	2	484(T)	2882	40	458
2061	4	488(T)	2884 (INT 7278)	40	457, 458
2077	3	465	2886	40	461
2078 (INT 7346)	3	486(T)	3043	32	481(P)
2083	2	484(T)	3323 (INT 7372)	42	488(T)
3002 (INT 7410)	5	467	3411	40	462
4006	6	468, 487(T)	3518	40	464
4012	6	468, 487(T)	3543	45	476
			3718	40	459
			3773	40	456, 457, 458
			3789	40	461
			3790	40	461
			3791	40	461, 483(P)
			3831	45	479
			3833	45	479
			3842 (INT 7292)	40	457
			3919	45	470
			3920	45	470
			3945	45	471
			3946	45	471, 472, 473
			3950	40	461
			4035	45	475
			4036	45	475
			4037	45	477, 478
			4040	46	478
			4041	46	478, 479
			4042	46	479

**SECTION – II: PERMANENT NOTICES.****453 (23/04) SAUDI ARABIA – Red Sea Coast – Ra’s al-Burayghah to Jeddah – Coral. Rocks. Depth.**

Source: B.A. Notice 5169/04

(HJ/1134/20)

**B.A. Chart 64** [previous update 180/04]

Insert



22° 39'.90N., 38° 53'.40E.

22° 39'.90N., 38° 54'.10E.

22° 39'.40N., 38° 54'.80E.

22° 38'.40N., 39° 00'.30E.

22° 38'.20N., 38° 58'.50E.



22° 52'.50N., 38° 40'.70E.

**B.A. Chart 158 (INT 7008)** [previous update 394/03]

Insert



22° 29'.1N., 38° 58'.6E.

22° 39'.9N., 38° 54'.1E.

22° 38'.4N., 39° 00'.3E.

23° 18'.0N., 38° 33'.5E.

23° 19'.2N., 38° 33'.6E.

**B.A. Chart 2599** [previous update 34/04]

Insert

depth 38 enclosed by 50m contour, *PD*

21° 28'.14N., 39° 01'.80E.

**B.A. Chart 2658** [previous update 418/03]

Insert

depth 38 enclosed by 50m contour, *PD*

21° 28'.14N., 39° 01'.79E.

**B.A. Chart 2659** [previous update 377/02]

Insert



22° 32'.60N., 38° 58'.59E.

coral reef, radius 2 cables, *ED*, centred on:

22° 33'.30N., 38° 58'.49E.



22° 29'.10N., 38° 58'.59E.

22° 30'.00N., 38° 58'.59E.

22° 29'.60N., 38° 57'.69E.

depth 38 enclosed by 50m contour, *PD*

21° 28'.14N., 39° 01'.79E.

**454 (23/04) IRAQ – Umm Qasr – Wrecks.**

Source: B.A. Notice 5215/04

(HJ/1133/02)

**B.A. Chart 1238** [previous update 245/04]

Insert



30° 03'.84N., 47° 55'.88E.

Delete

limit of wreck area, dotted line, and associated legend

*Wks*, centred on:

30° 03'.40N., 47° 55'.88E.

**455 (23/04) KUWAIT – Mina‘ ash Shuwaykh – Depths. Note. Legend.**

Source: B.A. Notice 5050/04

*(HJ/1133/92)***B.A. Chart 1214 (plan, Mina‘ ash Shuwaykh)***[previous update 428/04]*

Insert	depth $I_8$ and extend 2m contour E to enclose	(a)	29° 22'.39N., 47° 56'.86E.
	depth 2 and extend 2m contour NW to enclose		29° 23'.05N., 47° 57'.43E.
	depth 2 and extend 2m contour W to enclose		29° 22'.46N., 47° 57'.13E.
	depth $7_5$		29° 21'.38N., 47° 56'.13E.
	depth $6_5$		29° 21'.74N., 47° 56'.64E.
Amend	legend to, <i>Dredged to 8.5m (1998) (see Note)</i> ,		
	centred on:		29° 21'.50N., 47° 56'.42E.
			29° 22'.70N., 47° 57'.08E.
			29° 24'.27N., 47° 58'.30E.
Delete	depth $2_4$ , close E of:		(a) above
	<b>B.A. Chart 1214</b> <i>[previous update 428/04]</i>		
Insert	depth $11_9$		29° 25'.83N., 48° 00'.04E.
	depth $11_4$		29° 26'.05N., 47° 59'.82E.
	the accompanying note, DREDGED DEPTHS		
	centred on:		29° 19'.95N., 47° 43'.60E.
Amend	legend to, <i>Dredged to 8.5m (1998) (see Note)</i> ,		
	centred on:		29° 23'.45N., 47° 57'.40E.
Delete	former note, DREDGED DEPTH, centred on:		29° 19'.35N., 47° 41'.50E.

**456 (23/04) ARABIA – Approaches to the Shatt Al ‘Arab – Less water.**

Source: B.A. Notice 5214/04

*(HJ/1133/91)***B.A. Chart 1235 (INT 7289)** *[previous update 182/04]*

Insert	legend, <i>Less Water Rep (2004)</i> , between:		29° 42'.33N., 48° 32'.75E.
			29° 40'.97N., 48° 34'.63E.

**B.A. Chart 3773** *[previous update 429/04]*

Insert	legend, <i>Less Water Rep (2004)</i> , between:		29° 42'.33N., 48° 32'.75E.
			29° 40'.97N., 48° 34'.63E.

**457 (23/04) ARABIA – Approaches to the Shatt Al‘ Arab – Khawr Al Amaya – Obstructions.**

Source: B.A. Notice 5216/04

*(HJ/1133/91)***Chart 288** *[previous update 408/04]*

Insert	○ <i>Obstn</i>		29° 43'.3N., 48° 47'.9E.
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**B.A. Chart 1235 (INT 7289)** *[previous update 456/04]*

Insert	○ <i>Obstn</i>		29° 48'.5N., 48° 45'.8E.
			29° 43'.3N., 48° 47'.9E.

**457 (23/04) ARABIA – Approaches to the Shatt Al' Arab – Khawr Al Amaya – Obstructions (continued).****B.A. Chart 1265 (INT 7291) [previous update 429/04]**

Insert  *Obstn* 29° 48'.5N., 48° 45'.8E.  
29° 43'.3N., 48° 47'.9E.

**B.A. Chart 2884 (INT 7278) [previous update 409/04]**

Insert  *Obstn* 29° 43'.3N., 48° 47'.9E.

**B.A. Chart 3773 [previous update 456/04]**

Insert  *Obstn* 29° 43'.3N., 48° 47'.9E.

**B.A. Chart 3842 (INT 7292) [previous update 247/04]**

Insert  *Obstn* 29° 48'.5N., 48° 45'.8E.

**458 (23/04) ARABIA – Approaches to the Shatt Al 'Arab – Buoy. Depths.**

Source: B.A. Notice 5217/04  
(HJ/1133/91)

**Chart 288 [previous update 457/04]**

Insert depth  $13_8$  (a) 29° 26'.70N., 49° 02'.02E.  
depth  $13_5$  29° 26'.30N., 48° 58'.62E.  
depth  $17$  (b) 29° 22'.72N., 49° 02'.68E.  
Delete depth  $14_6$ , adjacent to: (a) above  
depth  $18$ , adjacent to: (b) above

**B.A. Chart 1265 (INT 7291) [previous update 457/04]**

Insert depth  $19_2$  enclosed by 20m contour 29° 28'.88N., 48° 55'.43E.  
depth  $13_8$  and extend 15m contour E to enclose 29° 26'.70N., 49° 02'.02E.  
depth  $13_5$  29° 26'.30N., 48° 58'.62E.  
depth  $14_9$  enclosed by 15m contour 29° 24'.81N., 48° 59'.75E.  
depth  $17$  29° 22'.72N., 49° 02'.68E.

Substitute  No 7 for  No 7 29° 28'.89N., 48° 55'.35E.

**B.A. Chart 2882 [previous update 408/04]**

Insert depth  $13_8$  (a) 29° 26'.70N., 49° 02'.02E.  
depth  $13_5$  (b) 29° 26'.30N., 48° 58'.62E.  
depth  $17$  (c) 29° 22'.72N., 49° 02'.68E.  
Delete depth  $14_6$ , adjacent to: (a) above  
depth  $14_6$ , adjacent to: (b) above  
depth  $18$ , adjacent to: (c) above

**458 (23/04) ARABIA – Approaches to the Shatt Al ‘Arab – Buoy. Depths (continued).****B.A. Chart 2884 (INT 7278) [previous update 457/04]**

Insert	depth $13_8$	(a)	29° 26'.70N., 49° 02'.02E.
	depth $13_5$	(b)	29° 26'.30N., 48° 58'.62E.
	depth $17$	(c)	29° 22'.72N., 49° 02'.68E.
Delete	depth $14_3$ , adjacent to:	(a)	above
	depth $14$ , adjacent to:	(b)	above
	depth $18$ , adjacent to:	(c)	above

**B.A. Chart 3773 [previous update 457/04]**









Insert	depth $19_2$ enclosed by 20m contour		29° 28'.88N., 48° 55'.43E.
	depth $13_5$	(a)	29° 26'.30N., 48° 58'.62E.
	depth $14_9$ enclosed by 15m contour		29° 24'.81N., 48° 59'.75E.
	legend, <i>Buoyed Channel</i> , between:		29° 28'.20N., 48° 54'.80E.
Delete	depth $14$ , adjacent to:		29° 22'.40N., 48° 58'.20E.
		(a)	above

**459 (23/04) SAUDI ARABIA – East Coast – Port of Jubail (Al Jubayl) – Naval Anchorage Eastwards – East Breakwater North-westwards, South-westwards and Eastwards – South Breakwater South-eastwards – King Abdul Aziz Naval Base Eastwards – Buoyage.**

Source: B.A. Notice 5282/04

(HJ/1133/70)

**B.A. Chart 3718 [previous update 79/04]**

Insert	 $FL.Y.3s J3$	(a)	27° 03'.54N., 49° 49'.54E.
Amend	No $16A$ light-buoy to, $Fl(2)R.9s$		27° 04'.15N., 49° 40'.68E.
	$CH9$ light-buoy to, $Oc(3)Y.12s$		27° 02'.27N., 49° 41'.40E.
	$AJ6$ light-buoy to, $Fl(2)R.10s$		27° 00'.72N., 49° 43'.12E.
Substitute	 $HE3$ for  $Fl.G.3s.HE3$		26° 58'.27N., 49° 42'.86E.
	 $HE4$ for  $Q HE4$		26° 58'.20N., 49° 42'.98E.
Move	 $Fl.Y.3s 10/CH2$ from:		27° 03'.02N., 49° 43'.80E.
	to:		27° 03'.10N., 49° 43'.80E.
	 $Fl(3)G.10sAJ3$ from:		27° 00'.44N., 49° 42'.70E.
	to:		27° 00'.52N., 49° 42'.74E.
Delete	 $Fl.Y.3s J3$ , close SSW of:	(a)	above



**460 (23/04) IRAN – Ganaveh – Jetties.**

Source: B.A. Notice 5257/04  
(HJ/1132/99)

**B.A. Chart 11 (panel A, Jazireh-Ye Khark to Ganaveh)** [previous update 204/01]

Insert	jetty, single firm line, joining:	29° 33'.55N., 50° 30'.55E. (shore)
		29° 33'.48N., 50° 30'.26E.
		and
		29° 33'.49N., 50° 30'.94E. (shore)
		29° 33'.50N., 50° 30'.71E.
		29° 33'.43N., 50° 30'.29E.
		and
		29° 32'.40N., 50° 31'.85E. (shore)
		29° 31'.90N., 50° 31'.97E.
		and
		29° 32'.40N., 50° 31'.95E. (shore)
		29° 31'.88N., 50° 32'.03E.

**461 (23/04) QATAR – Ra's Laffan – Buoyage. Legend.**

Source: B.A. Notice 4966/04  
(HJ/1132/58)

**Chart 288** [previous update 458/04]

Amend	Fairway light-buoy to, <i>Iso.4s</i>	25° 55'.00N., 51° 42'.00E.
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**B.A. Chart 2523** [previous update 410/04]


Amend	Fairway light-buoy to, <i>Iso.4s Horn 10s</i>	25° 54'.90N., 51° 42'.00E.
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**B.A. Chart 2886** [previous update 371/04]

Amend	Fairway light-buoy to, <i>Iso.4s Horn</i>	25° 54'.90N., 51° 42'.00E.
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**B.A. Chart 3789** [previous update 410/04]

Delete	 <i>Q(3)G.5s RL11</i>	25° 55'.640N., 51° 37'.720E.
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	<i>Q(3)R.5s RL12</i>	25° 55'.488N., 51° 37'.696E.
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**B.A. Chart 3790** [previous update 410/04]

Amend	Fairway light-buoy to, <i>Iso.4s Horn</i>	25° 54'.80N., 51° 41'.94E.
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**B.A. Chart 3791** [previous update 410/04]

Amend	Fairway light-buoy to, <i>Iso.4s Horn 10s</i>	25° 54'.90N., 51° 42'.00E.
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**B.A. Chart 3950** [previous update 410/04]

Amend	Fairway light-buoy to, <i>Iso.4s Horn</i>	25° 54'.80N., 51° 41'.94E.
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**462 (23/04) UNITED ARAB EMIRATES – Dubayy North-eastwards – Less water.**

Source: B.A. Notice 5242/04  
(HJ/1132/54)

**B.A. Chart 3411** [previous update 179/04]

Insert	legend, <i>Less Water Rep (2004)</i> , between:	25° 16'.92N., 55° 17'.77E.
		25° 17'.02N., 55° 18'.44E.

**463 (23/04) IRAN – OMAN – Ra’s al Kuh South-westwards and Ra’s Sallan North-north-eastwards – Traffic separation scheme. Depth. Wells. Note.**

Note: The Ra’s al Kuh traffic separation scheme is due to implemented at 0000UTC 1 December 2004. Former Notice 353(P)/04 is cancelled.

Source: B.A. Notice 5073/04  
(HJ/1132/52)

**Chart 20** [previous update 371/04]

Delete  Rep(1999) 24° 34'.5N., 56° 48'.4E.

**464 (23/04) OMAN – North East Coast – Muscat (Masqat) – Khawr Muscat (Khawr Masqat) – Rock. Depth.**

Source: B.A. Notice 5168/04  
(HJ/1132/31)

**B.A. Chart 3518 (plan B, Port Sultan Qaboos and Muscat (Masqat))** [previous update 150/04]

Insert  (a) 23° 37'.475N., 58° 35'.680E.

Delete depth 3<sub>3</sub> enclosed by 5m contour and associated seabed character, R, close SE of: (a) above

**B.A. Chart 3518 (plan A, Muscat (Masqat) to Mina’ al Fahl)** [previous update 150/04]

Insert  (a) 23° 37'.48N., 58° 35'.68E.

Delete depth 3<sub>3</sub> close SE of: (a) above

**465 (23/04) INDIA – West Coast – Pavas Anchorage – Landmark.**

Source: Hydrographic Note, INS Nirdeshak  
(HJ/1030/66)

**Chart 212** [previous update 399/04]

Insert  (61) 16° 54'.88N., 73° 17'.77E.

**Chart 2028** [previous update 241/04]

Insert  (61) 16° 54'.88N., 73° 17'.77E.

**Chart 2077** [previous update 32/04]

Insert  (61) 16° 54'.88N., 73° 17'.77E.

**\*466 (23/04) INDIA – West Coast – Belkeri Anchorage – Wreck.**


Source: Department of Ports & Inland Water Transport, Karnataka  
(HJ/1030/45)

Note: This is the wreck of MV Timo which sank on 01 Nov 2004.


**Chart 215** [previous update 311/04]

Insert  , marked by buoy (Fl.R 10s 3M) 14° 42'.25N., 74° 12'.66E.

**Chart 216** [previous update 147/04]

Insert  , marked by buoy (Fl.R 10s 3M) 14° 42'.25N., 74° 12'.66E.

**Chart 2009 (plan, Belekeri Anchorage)** [previous update 136/01]

Insert  , marked by buoy (Fl.R 10s 3M) 14° 42'.25N., 74° 12'.66E.

**\*467 (23/04) INDIA – East Coast – Visakhapatnam Harbour – Jetty.**

Source: Visakhapatnam Port Trust  
(HJ/1029/76)

**Chart 308** [previous update 401/04]

Insert	jetty, single firm line, joining	17° 41'.61N., 83° 18'.05E. (shore)
		17° 41'.45N., 83° 18'.24E.
		17° 41'.59N., 83° 18'.36E.

**Chart 3002 (INT 7410)** [previous update 437/04]

Insert	jetty, single firm line, joining	17° 41'.61N., 83° 18'.05E. (shore)
		17° 41'.45N., 83° 18'.24E.
		17° 41'.59N., 83° 18'.36E.

**\*468 (23/04) INDIA – Andaman islands – Inner Harbour – Port Blair – Beacons.**

Source: RoS M(N) 142, INS Darshak  
(HJ/1028/17)

**Chart 4006** [previous update 384/03]

Insert	■	11° 41'.47N., 92° 43'.46E.
		11° 41'.68N., 92° 43'.11E.
		11° 40'.29N., 92° 42'.36E.
		11° 40'.23N., 92° 43'.14E.
		11° 41'.34N., 92° 43'.25E.

**Chart 4012** [previous update 346/03]

Insert	■	11° 41'.47N., 92° 43'.46E.
		11° 41'.68N., 92° 43'.11E.
		11° 41'.34N., 92° 43'.25E.

**469 (23/04) INDIAN OCEAN – Nicobar Islands – Katchall Island – East Bay – Light-beacons.**

Light List Vol. F, 1223.2, 1223.22, 1223.23, 1223.24

Source: B.A. Notice 5234/04

(HJ/928/76)

**Chart 408** [previous update 125/03]

Insert	■ Fl.G No 1 G	7° 58'.76N., 93° 24'.56E.
	■ Fl.R No 2 R	7° 58'.51N., 93° 24'.23E.
	■ Fl.G.5s No 3 G	7° 58'.75N., 93° 23'.98E.
	■ Fl.R.5s No 4 R	7° 58'.46N., 93° 24'.55E.

**470 (23/04) INDONESIA – Sumatera – East Coast – Ujung Peureulak North-westwards – Obstruction.**

Source: B.A. Notice 5171/04

*(HJ/928/52)***B.A. Chart 1353** [*previous update 417/04*]Insert  *Obstn* 5° 02'.10N., 97° 46'.50E.**B.A. Chart 2777** [*previous update 260/04*]Insert  *Obstn* 5° 02'.10N., 97° 46'.50E.**B.A. Chart 3919** [*previous update 260/04*]Insert  *Obstn* 5° 02'.10N., 97° 46'.50E.**B.A. Chart 3920** [*previous update 260/04*]Insert  *Obstn* 5° 02'.10N., 97° 46'.50E.**471 (23/04) MALACCA STRAIT – Peninsular Malaysia, West Coast – Permatang Sedepa (One Fathom Bank) North-westwards – Wreck.**

Source: B.A. Notice 5019/04

*(HJ/927/29)***B.A. Chart 1353** [*previous update 470/04*]Insert  2° 56'.5N., 100° 50'.6E.**B.A. Chart 1358** [*previous update 442/04*]Insert  2° 56'.5N., 100° 50'.6E.**B.A. Chart 3945** [*previous update 417/04*]Insert  *PA* 2° 56'.5N., 100° 50'.6E.**B.A. Chart 3946** [*previous update 380/04*]Insert  *PA* 2° 56'.5N., 100° 50'.6E.**472 (23/04) MALACCA STRAIT – Peninsular Malaysia, West Coast – Permatang Sedepa (One Fathom Bank) South-westwards – Depth.**

Source: B.A. Notice 5018/04

*(HJ/927/29)***B.A. Chart 2139** [*previous update 155/03*]

Insert depth 16 and extend 20m contour S to enclose 2° 49'.67N., 100° 55'.91E.

**B.A. Chart 3946** [*previous update 471/04*]

Insert depth 16 and extend 20m contour S to enclose 2° 49'.67N., 100° 55'.91E.

**473 (23/04) MALACCA STRAIT – Peninsular Malaysia, West Coast – South-western Approaches to Pelabuhan Klang – Depth.**

Source: B.A. Notice 5017/04

*(HJ/927/28)***B.A. Chart 2139** [*previous update 472/04*]

Insert depth 22 enclosed by 30m contour 2° 48'.53N., 101° 13'.17E.

**B.A. Chart 3946** [*previous update 472/04*]

Insert depth 22 enclosed by 30m contour 2° 48'.53N., 101° 13'.17E.

**474 (23/04) MALAYSIA – Peninsular Malaysia, West Coast – Melaka – Landmarks.**

Source: B.A. Notice 5244/04

*(HJ/927/27)***B.A. Chart 1141** [*previous update 253/02*]Insert legend, RADIO MAST, at  $\odot$  (a) 2° 11'.56N., 102° 15'.06E.

Delete former legend, RADIO MAST, close NE of: (a) above

**475 (23/04) SINGAPORE STRAIT – Singapore – Pulau Sakeng Northwards – Terumbu Bukom – Beacon.**

Source: B.A. Notice 5170/04

*(HJ/927/16)***B.A. Chart 4035** [*previous update 381/04*]Delete  1° 13'.175N., 103° 46'.828E.**B.A. Chart 4036** [*previous update 333/04*]Delete  1° 13'.175N., 103° 46'.828E.**476 (23/04) MALAYSIA – Peninsular Malaysia, East Coast – Endau to Mersing – Lights. Obstruction.**

Light List Vol. F 2836, 2834


Source: B.A. Notice 5239/04

*(HJ/927/26)***B.A. Chart 3543** [*previous update 373/03*]

Amend light to, Fl.11s5M 2° 28'.50N., 103° 51'.40E.

**477 (23/04) SINGAPORE – Pulau Sakijang Bendera to Pulau Sakijang Pelepah – Cooper Channel – Buoyage.**

Source: B.A. Notice 5176/04

*(HJ/927/16)***B.A. Chart 4037** [*previous update 421/04*]Insert  Fl.Y.4sSJ1 1° 13'.273N., 103° 51'.073E. Fl.Y.4sSJ2 1° 13'.313N., 103° 51'.061E. Fl.Y.4sSJ3 1° 13'.326N., 103° 51'.079E. Fl.Y.4sSJ4 1° 13'.349N., 103° 51'.084E. Fl.Y.4sSJ5 1° 13'.355N., 103° 51'.125E.

**478 (23/04) SINGAPORE – Sentosa Eastwards – Depths.**

Source: B.A. Notice 5177/04

*(HJ/927/16)***B.A. Chart 4037** [*previous update 477/04*]Insert depth 14<sub>9</sub> enclosed by 15m contour (a) 1° 15'.071N., 103° 51'.204E.Delete depth 15<sub>2</sub>, close SE of: (a) above**B.A. Chart 4040** [*previous update 443/04*]Insert depth 14<sub>9</sub> enclosed by 15m contour 1° 15'.07N., 103° 51'.20E.**B.A. Chart 4041** [*previous update 443/04*]Insert depth 14<sub>9</sub> enclosed by 15m contour 1° 15'.07N., 103° 51'.20E.**479 (23/04) SINGAPORE STRAIT – Singapore – Bedok lighthouse South-eastwards – Wreck.**

Source: B.A. Notice 5178/04

*(HJ/927/16)***B.A. Chart 3831** [*previous update 349/04*]Insert  Wk 1° 16'.98N., 103° 57'.84E.**B.A. Chart 3833** [*previous update 421/04*]Insert  Wk 1° 16'.98N., 103° 57'.84E.**B.A. Chart 4041** [*previous update 478/04*]Insert  Wk 1° 16'.98N., 103° 57'.84E.**480 (23/04) MALAYSIA – Peninsular Malaysia, East Coast – Singapore Strait – Pulau Mungging – Light.**

Light List Vol. F, 1822

Source: B.A. Notice 5166/04

*(HJ/927/15)***B.A. Chart 4042** [*previous update 349/04*]

Amend range of light to, 15M 1° 21'.73N., 104° 17'.89E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****481 (P) (23/04) EGYPT – Red sea Coast – Hurghada North-north-eastwards – Depths.**

Source: B.A. Notice 5077(P)/04.

*(HJ/1134/76)*

1. Recent hydrographic surveys in the northern approaches to Hurghada have revealed many depths less than charted. The most significant of which are as follows:
 

43m	27° 17'.65N., 33° 52'.13E.
42m	27° 18'.05N., 33° 50'.96E.
15 <sub>3</sub> m	27° 17'.31N., 33° 51'.28E.
19 <sub>7</sub> m	27° 15'.21N., 33° 51'.41E.
47m	27° 14'.95N., 33° 51'.58E.
8 <sub>4</sub> m	27° 14'.48N., 33° 52'.04E.
5m	27° 14'.23N., 33° 51'.71E.
2 <sub>9</sub> m	27° 13'.96N., 33° 51'.68E.
29 <sub>5</sub> m	27° 19'.93N., 33° 53'.62E.
2. Mariners are advised to navigate with caution and to consult with the local authorities for the latest information.

**Charts affected: B.A. 3043****482 (P) (23/04) ARABIA – Approaches to Umm Qasr and Az Zubayr – Depths. Wrecks. Obstructions. Buoyage.**

Source: B.A. Notice 4967(P)/04.

*(HJ/1133/91)*

1. A recent survey of the channel from No. 5 light-buoy (29° 44'.4N., 48° 37'.8E.) to the Port of Az Zubayr (30° 12'.0N., 47° 53'.0E.) has revealed numerous depths less than charted.
2. Within the buoyed channel the most significant shoal depths are as follows:
 

7 <sub>8</sub> m	29° 47'.25N., 48° 31'.70E.
7 <sub>8</sub> m	29° 49'.87N., 48° 26'.42E.
7 <sub>6</sub> m	29° 50'.92N., 48° 23'.75E.
8 <sub>8</sub> m	29° 52'.80N., 48° 20'.80E.
7 <sub>7</sub> m	29° 55'.88N., 48° 17'.23E.
7 <sub>8</sub> m	29° 58'.00N., 48° 14'.81E.
6 <sub>9</sub> m	30° 00'.99N., 48° 02'.72E.
4 <sub>1</sub> m	30° 00'.60N., 48° 02'.34E.
9 <sub>3</sub> m	29° 59'.78N., 48° 00'.53E.
4 <sub>4</sub> m	30° 01'.14N., 47° 57'.17E.
3 <sub>3</sub> m	30° 12'.20N., 47° 52'.97E.
7 <sub>3</sub> m	30° 00'.06N., 47° 58'.83E.
3. An area that dries at low water exists alongside berth 9 in the Port of Az Zubayr.
4. Many new wrecks and obstructions have also been found along the entire length of the waterway. Although these fall mainly outside the buoyed channel, some do exist within it. New least depths have been recorded on the following wrecks:
 

3 <sub>7</sub> m	29° 48'.63N., 48° 29'.16E.
0 <sub>5</sub> m	30° 08'.13N., 47° 54'.40E.
5. Mariners are warned to navigate with extreme caution in this area and to seek assistance and information from the local authorities.
6. Former Notices 46(T)/04 and 273(P)/04 are cancelled.

**Charts affected: B.A. 1235 (INT 7289) - 1238**

**483 (P) (23/04) QATAR – Ra’s Laffan – Buoyage.**

Source: B.A. Notice 4965(P)/04.

(HJ/1132/58)

- Changes to light-buoys have taken place in the approach channel to Ra’s Laffan.
- All existing light-buoys, *RL1* to *RL12*, have been removed and replaced by light-buoys with topmarks in the following positions:

<i>Designation</i>	<i>Buoy type</i>	<i>Light character</i>	<i>Position</i>
RL1	starboard-hand conical	<i>Fl.G</i>	25° 55'.27N., 51° 40'.48E.
RL2	port-hand can	<i>Fl.R</i>	25° 55'.12N., 51° 40'.45E.
RL3	starboard-hand conical	<i>Fl.G.5s</i>	25° 55'.38N., 51° 39'.65E.
RL4	port-hand can	<i>Fl.R.5s</i>	25° 55'.23N., 51° 39'.63E.
RL5	starboard-hand conical	<i>Fl(2)G.5s</i>	25° 55'.49N., 51° 38'.82E.
RL6	port-hand can	<i>Fl(2)R.5s</i>	25° 55'.34N., 51° 38'.81E.
RL7	starboard-hand conical	<i>Fl(3)G.5s</i>	25° 55'.59N., 51° 38'.04E.
RL8	port-hand can	<i>Fl(3)R.5s</i>	25° 55'.43N., 51° 38'.00E.

**Charts affected: B.A. 3791****484 (T) (23/04) INDIA – West Coast – Gulf of Kachchh – Sikka Creek – Wreck.**

Source: Gujarat Maritime Board.

(HJ/1131/20)

- It is reported that a dumb barge BDS – 1 carrying salt in bulk sank at approx position 22° 30'.7N., 69° 46'.2E.
- Salvaging of the wreck is in progress.
- Mariners are advised to exercise caution

**Charts affected: 203 (INT 7319) – 2033 - 2083****485 (T) (23/04) INDIA – West Coast – Off Mumbai – Submarine Pipeline.**

Source: Nav VIII 731/04.

(HJ/1030/87)

- Submarine pipeline is being laid by Regina – 250 in area bounded by 18° 48'.3N., 72° 20'.0E; 18° 55'.8N., 72° 18'.3E. till 30 Mar 2005.
- Vessel will be moving on 08 anchors spreading around approx 1,100 metres.
- All vessels operating in vicinity to exercise caution and give wide berth.

**Charts affected: 211 – 255 (INT 7334)****486 (T) (23/04) INDIA – West Coast – Mormugao Port – Buoy.**

Source: Nav VIII 656/04.

(HJ/1030/56)

- No.1 channel marking buoy had gone adrift. A new green in colour starboard hand No. 1 channel buoy flashing 2 sec laid in position 15° 24'.7N., 73° 45'.11E

**Charts affected: 214 – 257 (INT 7343) - 2020 – 2022 – 2078 (INT 7346)****487 (T) (23/04) INDIA – Andaman Sea – Inner Harbour – Port Blair – Wreck.**

Source: RoS INS Darshak M(N) 142.

(HJ/1028/17)

- A wreck of an aircraft reported at position 11° 40'.24N., 92° 43'.10E.
- Mariners are advised to exercise caution.

**Charts affected: 4006 - 4012**



**488 (P) (23/04) INDIAN OCEAN – Maldives – Male’ Atoll – Reclamation areas. Less water.**

Source: B.A. Notice 5068(P)/04.

(HJ/930/06)

1. Recent satellite imagery has shown numerous changes to islands reefs and depths in the southern Male’ Atoll.
2. Reclamation, often extending well offshore has taken place around all of the islands in the Male’ Atoll south of latitude 4° 17'.40N.
3. Extensive reclamation has also taken place around the unnamed reef centred on position 4° 11'.10N., 73° 26'.00E.
4. The island of Feydhoo (4° 12'.70N., 73° 29'.20E.) lies 300m NNW of its charted position.
5. A coral reef which is likely to dry, exists joining positions 4° 14'.40N., 73° 29'.25E; 4° 14'.18N., 73° 29'.32E. and 4° 13'.95N., 73° 29'.03E.
6. Less water is thought to exist in the following positions:  
4° 15'.45N., 73° 32'.26E.  
4° 14'.53N., 73° 32'.47E.  
4° 14'.63N., 73° 32'.93E.  
4° 13'.28N., 73° 30'.90E.  
4° 10'.76N., 73° 29'.18E.  
4° 10'.50N., 73° 29'.96E.

**Charts affected: 2061 – B.A. 3323 (INT 7372)**

**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

**Indian Hydrographic Publications – Price List**

With effect from 01 Nov 2004 the prices of Navigational Charts, Publications and miscellaneous forms published by this office are as follows:

<b>S.No.</b>	<b>Items</b>	<b>Selling prices per copy</b>
1.	Basic Navigational Chart	1360.00
2.	West Coast of India Pilot	3300.00
3.	Symbol & Abbreviations (5020)	680.00
4.	Instructional Charts	300.00
5.	Depth Conversion Charts (INP 8082)	300.00
6.	IALA Maritime Buoyage System (Booklet)	395.00
7.	Distance Table of India & Adjacent Ports (INP 5082)	375.00
8.	Catalogue of Charts & Publications (INP 10a)	175.00
9.	List of Lights Vol. D & E (INP 21a)	1740.00
10.	List of Lights Vol. F & K (INP 21b)	1740.00
11.	Nautical Almanac (INP 11)	2370.00

Note:Local taxes, Packing, Forwarding and Postage charges will be charged extra.

**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 Dec 2004, covering the entire world are listed below against the respective NAVAREA

<b><u>NAVAREA No.</u></b>	<b><u>Location</u></b>	<b><u>Last NAVAREA Sl. received</u></b>	
I	N.E. Atlantic	401	2001 series: 510 2003 series: 417. 2004 series: 220 222 240 242 255 317 338 349 355 356 367 375 376 383 385 392 394 398 399 400 401.
II	E. Atlantic	Nil	2002 series: 472 497.
III	Mediterranean	617	2004 series: 560 561 569 584 587 594 596 597 602 603 610 612 613 614 617.
IV	N.W. Atlantic	275	2003 series: 108. 2004 series: 128 198 226 232 243 265 270 271 272 273 274 275.
V	W. Atlantic	Nil	2004 series: 606
VI	S.W. Atlantic	Nil	Nil.
VII	S.E. Atlantic	142	2004 Series: 131 134 139.
VIII	Indian Ocean	737	2004 series: 561 562 608 612 621 630 635 644 645 647 656 659 677 678 684 686 687 692 696 697 698 701 702 703 711 712 716 717 718 721 722 723 725 730 731 732 734 735 736 737.
IX	Persian Gulf, Red Sea, NW Arabian Sea	211	2001 series : 312. 2003 series : 023 120 138 177 236 237 239 273. 2004 series : 025 036 070 079 088 107 109 134 135 151 156 167 184 187 194 196 206 207 224 231 232 233 235 239 243 248 249 250 251 254 255.
X	Australia, New Guinea	010	2004 series: 007 009 010.
XI	Malacca Strait, China Sea, N. Pacific	0517	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0153 0187 0310 0613. 2000 series: 0555 0677 0687. 2001 series: 0182 0775 0863. 2002 series: 0839. 2003 series: 0106 0273 0303 0304 0566 0568 2004 series: 0026 0037 0083 0091 0246 0267 0271 0272 0283 0285 0321 0338 0339 0361 0366 0380 0402 0442 0473 0474 0475 0484 0498 0499 0501 0502 0503 0504 0505 0506

			0507 0513 0514 0515 0516.
XII	N.E. Pacific	227	2004 series: 186 197 218 225 226 227.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	070	2004 series: 052 059 063.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	1998 series: 151 2004 series: 166
Hydropacs	Pacific, Indian Ocean	1316	2001 series: 1976. 2002 series: 205 206 2330. 2003 series: 207 506 993 998 1041 1330 1395 1699 1911 1982 2265. 2004 series: 23 278 329 402 455 694 727 754 763 776 778 779 795 801 817 840 842 843 890 891 904 910 932 940 948 967 981 988 996 1000 1011 1025 1033 1044 1049 1050 1052 1066 1076 1081 1082 1084 1089 1090 1092 1096 1101 1107 1112 1113 1115 1122 1123 1124 1127 1128 1135 1138 1139 1143 1146 1151 1152 1153 1155 1156 1157 1167 1177 1180 1182 1192 1193 1214 1215 1216 1218 1219 1220 1221 1222 1225 1227 1229 1232 1233 1238 1239 1244 1254 1263 1265 1266 1268 1271 1272 1273 1274 1275 1278 1281 1282 1284 1285 1286 1288 1289 1293 1295 1297 1298 1305 1306 1309 1310 1311 1312 1313 1314 1316.
Hydrolants	Atlantic, Mediterranean	1340	2002 series: 245 246 . 2003 series: 604 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 1018 1019 1033 1042 1051 1077 1084 1087 1092 1103 1104 1105 1121 1130 1136 1141 1146 1162 1174 1195 1199 1214 1219 1220 1231 1235 1240 1241 1250 1251 1252 1256 1265 1266 1269 1271 1272 1274 1276 1279 1280 1286 1290 1297 1298 1300 1303 1308 1311 1314 1320 1323 1325 1326 1330 1331 1332 1333 1334 1335 1336 1337 1338 1339 1340.

**SECTION – VI: CORRECTIONS TO SAILING DIRECTION****INP 1 INDIA WEST COAST PILOT (2003)**

**India, West Coast – Mormugao – Depths;  
Vessel Traffic Service; anchorage; pilotage;  
hazard**

**205**

Paragraph 6.179 1 *Replace by:*

**Controlling depths****6.179**

The buoyed approach channel which leads to the berthing areas and the inner anchorage has a maintained depth of 14.4m but less water was reported in 2002. The maintained depth in the turning circles off the berths is 13.1m. The port authority applies an under-keel clearance of 1.2m and a swell allowance of 0.5m.

*Before* Paragraph 6.185 Port radio *Insert:*

**Vessel Traffic Service****6.184a**

A Vessel Traffic Management System controls traffic in the approaches to Mormugao see *List of Radio Signals Volume 6* for details.

Paragraph 6.188 3 *Delete*

Paragraph 6.189 1 *Replace by:*

**Pilotage** is compulsory. The charted boarding position is 3 ¼ miles W of the breakwater off the entrance to the buoyed channel to the port (6.023). In adverse weather conditions, when the pilot cannot embark, a launch will guide vessels until boarding becomes possible.

**206**

Paragraph 6.192 1 *Replace by:*

**Approaches.** See 6.179

Paragraph 6.194 Including heading *Replace by:*

**Spare**

**6.194**

## 206

Paragraph 6.199 1 *Replace by:*

The port is approached through a buoyed channel about 3 miles long and 1 ¼ cables wide marked by light-buoys (lateral); the port hand buoys are positioned N of the charted channel limit. For depth see 6.179.

Paragraph 6.199 3 line 1 *Insert:*

N of ODAS SW3 Light-buoy (2 miles WSW). Vessels should not anchor or trawl within 500m of the buoy. Thence:  
(B.A. 45/04) (23/04)



<u>No.</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
D 7709.7	-- E side	27 08.3 56 12.3	Fl G 5s *	3	...	Grey metal structure	TE 2004 *
E 6028.4	-Ldg Lts 095°. Front	28 13.4 33 37.5	F G *	...	...	△ on beacon	Lead between Grafton beacon and 'Erg Riyah. Shown only during the pilgrimage season or by request, when vessels are expected
E 6028.41	--Rear. 470m from front	28 13.4 33 37.8	F R *	...	...	○ on beacon	
E 6028.9	-Erg Riyah. Reef. <i>Wreck</i>	28 12.82 33 36.30	Oc G *	*	*	*	*
E 8285.5	--GS-324 ---	28 12.76 33 24.07 ...	Mo(U)W 15s Horn Mo(U) 30s *	14	6	Platform	1 on opposite diagonal corners of platform *
F 0671	Azhikal	11 56.5 75 18.1 *	Fl(2)W 8s *	24	10	...	Storm Signals. TE 2004 *
F 0973	-E Point	17 43.2 83 20.4	Fl(2)R 10s	25	14	...	Disused (T) 2004 *
F 1223.2	--No 1	7 58.76 93 24.56 *	Fl G *	...	...	Green beacon	*
F 1223.22	--No 2	7 58.51 93 24.23 *	Fl R *	...	...	Red beacon	*
F 1223.23	--No 3	7 58.75 93 23.98 *	Fl G 5s *	...	...	Green beacon	*
F 1223.24	--No 4	7 58.46 93 24.55 *	Fl R 5s *	...	...	Red beacon	*
F 1396	Gosong Raleigh (Raleigh Shoal)	2 06.79 101 53.47	Fl(2)W 20s	16	13	Black ♂ on black tower red band 13	<i>fl 0.7, ec 1.1, fl 0.7, ec 3.5.</i> Ra refl. Racon *
F 1562	- Lumut. Ldg Lts 114°20'. Front	4 14.20 100 37.67	Fl(3)W 20s	9	6	White tower, black bands	R lights on radio masts 120m S and 0.83M W *
F 1562.1	---Rear. 250m from front	4 14.1 100 37.8	Q W	12	6	White tower	*



<u>No.</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
F 1628.1	-SBM	2 11.73 102 06.77	Mo(U)W 30s	...	...	Yellow	Racon
	--	...	Horn Mo(U) 30s *				
F 1669	Mudah Selatan	1 25.22 103 11.22	Fl(3)W 15s	26	15	White round GRP tower on piled platform	Racon. <b>Reported TR 2003</b> *
K 1000	-Tg Ular	1 57.5 105 07.5	Fl(2)W 13.5s *	44 *	30 *	White metal framework structure	
K 1024	Mendanau. Tg Ayerlancur	2 53.0 107 20.5	Fl(3)W 20s	62	21	White metal tower 27	<b>Reported TE 2004</b> *
K 1024.05	Langir Island	2 48.25 107 22.00	Fl(2)W 15s	22	14	White beacon	<i>fl 0.5, ec 4.5, fl 0.5, ec 9.5.</i> <b>Reported TE 2004</b> *
K 1145.2	-Ldg Lts 180°. Front *	6 46.83 111 53.72	Iso W 2s	17	8	△ on white beacon *	<i>fl 1</i>
K 1145.25	--Rear *	6 47.07 111 53.72	Iso W 4s	21	8	▽ on white beacon *	<i>fl 2</i>
K 1158.1	--Ug Piring. Rear. 2.7M from front *	7 02.0 112 41.0	Fl W 3s	14	7	White metal framework tower 14	<i>fl 0.3. Vis 194°-204°(10°)</i>
K 1158.2	--Ug Slempit (Sembilangan) *	7 03.43 112 40.49	Fl(2)W 10s	53	19	White round concrete tower, black and white striped top 50	<i>fl 1, ec 1, fl 1, ec 7</i>

**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**

**VOL. 1, 1987**

*(Last correction: Edition No. 17 dated 01 Sep 2004)*

**NIL**

**VOL. 2, 1995**

*(Last correction: Edition No.19 dated 01 Oct 2004)*

**NIL**

**B.A. VOL. 3 Part 1, NP 283(1), 2002/03**

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**NIL**

**VOL. 5, 1997/98**

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**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. 19 dated 01 Oct 2004)*

**NIL**

**SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS**

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

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

## **SECTION – X: REPORTING OF NAVIGATIONAL DANGERS**

### **Instructions for raising Hydrographic Note (Form IH 102)**

#### **Appeal to all Mariners:**

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

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

#### **Instructions for filling up Form IH 102 (Overleaf)**

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

#### **Position Reporting**

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

#### **Depth Reporting**

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

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

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

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

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

**I.H. 102a (Revised 2003)**

**HYDROGRAPHIC NOTE FOR PORT INFORMATION**

**(For Reporting Changes to Port Information)**

(To accompanying Form I.H. 102)

Name and address of ship / sender:

\_\_\_\_\_ **Ref No.:** \_\_\_\_\_  
 \_\_\_\_\_ **Date :** \_\_\_\_\_  
 \_\_\_\_\_

**Fax No.:** \_\_\_\_\_, **E-mail:** \_\_\_\_\_

1.	<b>a) NAME OF THE PORT</b> : <b>b) Location</b> : <b>Lat:</b> _____, <b>Long:</b> _____ <b>c) Listing in Guide to Port Entry: Yes/No.</b> <b>Sl. No.:</b> _____	
2.	<b>NAME AND ADDRESS OF PORT AUTHORITIES</b> a) Name b) Address c) Phone d) Fax e) E-mail	
3.	<b>GENERAL REMARKS</b> 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.	<b>ANCHORAGES</b> a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	<b>PILOTAGE</b> a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	<b>DIRECTIONS</b> a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	<b>POLLUTION CONTROL</b> a) Local regulations in force (if any)	

<p>8. <b>TUGS</b></p> <ul style="list-style-type: none"> <li>a) Number available</li> <li>b) Max. hp.</li> <li>c) Requesting authority</li> <li>d) Availability times</li> <li>e) Communication with Tugs</li> <li>f) Hiring Charges</li> </ul>	
<p>9. <b>BERTHING AND WHARVES</b></p> <ul style="list-style-type: none"> <li>a) Number of berths available</li> <li>b) Length,</li> <li>c) Depth alongside</li> <li>d) Facilities available.</li> <li>e) Procedures for requesting berthing and hiring charges</li> </ul>	
<p>10. <b>CARGO HANDLING</b></p> <ul style="list-style-type: none"> <li>a) Containers</li> <li>b) Lighters</li> <li>c) Roll on/ roll off, etc.</li> </ul>	
<p>11. <b>CRANES</b></p> <ul style="list-style-type: none"> <li>a) Brief details and max. capacity.</li> <li>b) Container handling facilities</li> </ul>	
<p>12. <b>BRIDGES</b></p> <p>Vertical clearances</p>	
<p>13. <b>REPAIRS</b></p> <ul style="list-style-type: none"> <li>a) Hull, machinery and underwater</li> <li>b) Ship and boat yards</li> <li>c) Docking or Slipway facilities (Give size of vessels handled or dimensions)</li> <li>d) Hards and ramps.</li> <li>e) Divers / Diving Assistance</li> </ul>	
<p>14. <b>RESCUE AND DISTRESS</b></p> <p>Salvage, lifeboat, coastguard, etc.</p>	
<p>15. <b>SUPPLIES</b></p> <ul style="list-style-type: none"> <li>a) Fuel with type and quantities available.</li> <li>b) Freshwater and rate of supply.</li> <li>c) Provisions</li> <li>d) Chart Agents</li> </ul>	
<p>16. <b>SERVICES</b></p> <ul style="list-style-type: none"> <li>a) Radio Telegrams/Telephony</li> <li>b) Medical.</li> <li>c) Quarantine</li> <li>d) Consuls.</li> <li>e) Ship chandlery and stevedores,</li> <li>f) Compass adjustment,</li> <li>g) Tank cleaning,</li> <li>h) Hull painting.</li> <li>j) Diving and underwater examination</li> <li>k) Police / Ambulance / Fire</li> <li>l) Navigational warnings and weather bulletins</li> <li>m) Garbage Disposal</li> <li>n) Telephones</li> <li>p) Waste oil disposal</li> </ul>	
<p>17. <b>COMMUNICATIONS</b></p> <ul style="list-style-type: none"> <li>a) Road, rail and air services available</li> <li>b) Nearest airport or airfield.</li> <li>c) Port Radio and Information service (Frequencies and operating hours)</li> </ul>	

18. <b>PORT AUTHORITY</b> Designation, address and telephone number.	
19. <b>SMALL CRAFT FACILITIES</b> a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. <b>SHORE LEAVE</b>	
21. <b>CLUBS / RECREATION / INFORMATION KIOSKS</b> – Their location.	
22. <b>VIEWS</b> (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](mailto:nho@sancharnet.com)

Fax No.: 91- 0135- 2748373

WEB: [www.hydrobharat.org](http://www.hydrobharat.org)

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

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

Date : .....

Ref. No: .....

**Details of the Sender / Originator**

1. **Name of ship or sender:** .....
2. **Address of sender:** .....  
.....  
e-mail; Fax No.; Tel. No.:.....  
.....
3. **General Locality:** .....
4. **Chart / Publication Affected:**
  - a) Chart published by INHO / UKHO / other (Specify): .....
  - b) Chart No.: ..... Edition Date: .....
  - c) Latest Edition of Indian N to M held:.....

**Details of Changes / Dangers Observed**

- | 5. <b>Object of Change:</b>          | <b>Date/Time of<br/>observation</b> | <b>Charted</b> | <b>Observed</b> | <b>Position/Area</b> |
|--------------------------------------|-------------------------------------|----------------|-----------------|----------------------|
| (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](mailto:nho@sancharnet.in)  
Fax No.: (0135) 2748373  
WEB: - [www.hydrobharat.org](http://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		<b>3.353</b>	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	<b>Metres</b>	<b>Inches</b>	
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	<b>Inches</b>	<b>Feet</b>	<b>Mtrs</b>	<b>Factors</b>		
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	39.917	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	<b>Fthms</b>	<b>Metres</b>	<b>Feet</b>	<b>Metres</b>		
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	<b>Factor = 1 mtr = 3.280839895 feet or</b>					
37	121.391	20.232	93	305.118	50.853	<b>39370078740 inches = 0.546806649 fthm</b>					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						

To accompany Notice to Mariners (455/04)

*On. B.A. Chart 1214*

DREDGED DEPTHS

Dredged depths charted within Mina' ash Shuwaykh and the approach channel are subject to siltation and liable to change. In particular, a 2002 survey of the channel showed depths reduced by up to 2 metres. For the latest information, mariners are advised to consult the Port Authority.