



# INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 08 DATED 16 APR 2005

(CONTAIN NOTICES 184 TO 197)

REACH US 24 HOURS A DAY



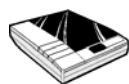
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## CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	04
II.	Permanent Notices	05
III.	Temporary and Preliminary Notices	15
IV.	Marine Information	16
V.	Radio Navigational Warnings	18
VI.	Corrections to List of Sailing Direction	20
VII.	Corrections to List of Lights	21
VIII.	Corrections to List of Radio Signals	23
IX.	Use of GPS for Navigation using Local (Everest) Datum charts.	24
X.	Reporting of Navigational Dangers.	25

**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**

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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 184 to 197 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>
41	6	189	918	46	195
286	1	190	933	46	196
355 (INT 7405)	5	197(T)	941A	46	192
2044	2	186	2056	46	196
2101	2	186	2149	46	196
4003	6	188	2777	45	189
4008	6	187	2781	46	192
7071 (INT 71)	1	189	2785	46	192
7073 (INT 73)	1	189	3729	45	196
7706 (INT 706)	1	189	3739 (INT 7220)	40	185
7707 (INT 707)	1	189	3831	45	193
			3833	45	193
			4041	46	191, 193
			4043	46	194
			4044	46	194

**SECTION – II: PERMANENT NOTICES.****INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS**

\*184 (08/05)

(a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS

<b>LIST OF THE OFFICIAL ENC<sub>s</sub> PREPARED BY THE NATIONAL HYDROGRAPHIC OFFICE, INDIA</b>				
<b>S.NO.</b>	<b>CELL NAME</b>	<b>CHART NO.</b>	<b>OVERVIEW</b>	<b>SCALE</b>
1	IN122bcc	22	Mumbai to Cape Comorin	1 500 000
2	IN132kvm	32	Kochi (Cochin) to Vishakhapatnam	1 500 000
3	IN17705a	7705	Arabian Sea	3 500 000
4	IN17706b	7706	Bay of Bengal	3 500 000
			<b>GENERAL</b>	
5	IN2292dm	292	Dwarka to Mumbai	750 000
6	IN2293mn	293	Mumbai to New Manglore	750 000
7	IN2472an	472	Little Andaman Island to Great Nicobar Is.	500 000
8	IN2473ai	473	Priparis Island to Little Andaman Island	500 000
			<b>COASTAL</b>	
9	IN3201gg	201	Gorachan Creek to Godia Creek	150 000
10	IN3202jd	202	Jakhau to Dwarka	150 000
11	IN3203gk	203	Gulf of Kachchh	150 000
12	IN3204dn	204	Dwarka to Navibandar	150 000
13	IN3205nv	205	Navibandar to Veraval	150 000
14	IN3206vd	206	Veraval to Diu Head	150 000
15	IN3207dg	207	Diu Head to Gopnath Point	150 000
16	IN3209hu	209	Hazira to Umargam	125 000
17	IN3212mr	212	Murud - Janjira Hr. to Ratnagiri	150 000
18	IN3213rv	213	Ratnagiri to Vengurla	150 000
19	IN3214vp	214	Vengurla to Betul	150 000
20	IN3215bb	215	Betul to Belekeri	150 000
21	IN3217kk	217	Coondapoor to Kasaragod	150 000
22	IN3218kt	218	Kasaragod to Mahe	150 000
23	IN3219lt	219	Tellicheri to Tanur Nagaram	150 000
24	IN3220tm	220	Ponnani to Alleppey	150 000
25	IN3221aq	221	Alleppey to Quilon	150 000
26	IN3222qk	222	Quilon to Kolachel	150 000
27	IN3223km	223	Kolachel to Manappad	150 000
28	IN3224ms	224	Manappad to Setukkarai	150 000
29	IN3251sd	251	Sir Creek to Dwarka	300 000
30	IN3252ov	252	Okha to Veraval	300 000
31	IN3253vp	253	Veraval to Pipavav	300 000
32	IN3254gk	254	Approaches to Gulf of Khambhat (Cambay)	300 000
33	IN3255am	255	Approaches to Mumbai	300 000

## (a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS (continued)

34	IN3256mm	256	Murud Janjira Hr. to Malvan	300 000
35	IN3257mc	257	Malvan to Coondapoor	300 000
36	IN3258kb	258	Kundapura (Coondapoor) to Badagara	300 000
37	IN3259bk	259	Badagara to Kochi	300 000
38	IN3260KC	260	Kochi (Cochin) to Cape Comorin	300 000
39	IN3263cc	263	Cape Comorin to Colombo	300 000
40	IN3268id	268	Central Lakshadweep	300 000
41	IN3352gp	352	Gopalpur to Paradip	300 000
42	IN3353kg	353	Kalingapatnam to Puri	300 000
43	IN3354sk	354	Sacramento Shoal to Kalingapatnam	300 000
44	IN3355rs	355	Ramaypatnam to Sacramento Shoal	300 000
45	IN3356mr	356	Chennai (Madras) to Ramaypatnam	300 000
46	IN3357cm	357	Point Calimere to Chennai (Madras)	300 000
47	IN3401pl	401	Preparis Island to Landfall Island	150 000
48	IN3402ls	402	Landfall Island to Stewart Sound	150 000
49	IN3403se	403	Stewart Sound to Elphinstone Harbour	150 000
50	IN3404ep	404	Elphinstone Harbour to Port Blair	150 000
51	IN3405pl	405	Port Blair to Little Andaman Island	150 000
52	IN3406lt	406	Little Andaman to Ten Degree Channel	150 000
53	IN3407tc	407	Ten Degree Channel to Chowra Island	150 000
54	IN3408cn	408	Chowra Island to Nancowry Harbour	150 000
55	IN3409nh	409	Nancowry Harbour to Great Nicobar Island	150 000
			<b>APPROACH</b>	
56	IN42005g	2005	Approaches to Godia Creek	50 000
57	IN42008k	2008	Karwar Hr. and Approaches	25 000
58	IN42016m	2016	Inner Approaches to Mumbai	60 000
59	IN42022m	2022	Approaches to Mormugao and Panji	60 000
60	IN42028r	2028	Approaches to Ratnagiri	60 000
61	IN42029k	2029	Approaches to Kochi (Cochin)	60 000
62	IN42035k	2035	Kalpeni and Cherriyam Island	25 000
63	IN42039g	2039	Gulf of Khambhat - Northern Portion	75 000
64	IN42042m	2042	Approaches to Malvan	50 000
65	IN42043v	2043	Approaches to Vengurla and Redi	60 000
66	IN42044g	2044	Gulf of khambhat - Southern Portion	100 000
67	IN42053s	2053	Sacrifice Rock to Beypore	50 000
68	IN42068K	2068	Gulf of Kachchh Deep Water Route	75 000
69	IN42071v	2071	Approaches to Hangarkatta and Malpe	37 500
70	IN42072s	2072	Approaches to Shirali to Bhatkal	37 500
71	IN42073k	2073	Approaches to Kundapura (Coondapoor)	37 500
72	IN42081m	2081	Diu and Nawabandar Anchorage	75 000
73	IN42101h	2101	Approaches to Hazira	37 500
74	IN43001m	3001	Approaches to Chennai (Madras)	60 000
75	IN43002v	3002	Approaches to Vishakhapatnam	60 000
76	IN43010a	3010	Approaches to Paradip	60 000
77	IN43017a	3017	Approaches to Dhamra River	50 000

## (a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS (continued)

78	IN43026a	3026	Approaches to Vadarevu and Nizampatnam Bay	80 000
79	IN44007s	4007	South Bay and Approaches	27 500
80	IN44008s	4008	Stewart Sound	35 000
81	IN44009h	4009	Jackson Creek	25 000
82	IN44014r	4014	Rangat Bay and Dilligent Strait	60 000
83	IN44015d	4015	Delligent Strait To Kotara Anchorage	60 000
84	IN44016k	4016	Kotara Anchorage to Port Blair	60 000
85	IN44017r	4017	Revello and Beresford Channels	50 000
86	IN44030m	4030	Manners Strait and Duncun Passage	62 500
87	IN44031i	4031	Landfall Island Anchorage and Approaches	50 000
88	IN44033b	4033	Approaches to Bhatte Malu Island	30 000
89	IN44034s	4034	St,George Channel Trikard Anchorage	50 000
90	IN44036a	4036	Approaches to Pulo Millow	50 000
91	IN44037c	4037	Chowra Island to Tillanchang Island	80 000
			<b>HARBOUR</b>	
92	IN52002m	2002	Ports of New Mangalore	20 000
93	IN52003b	2003	Badagara Anchorage	25 000
94	IN52003y	2003	Beyepore Anchorage	25 000
95	IN52004k	2004	Kochi (Cochin) Harbour	25 000
96	IN52007a	2007	Androth Island	30 000
97	IN52009a	2009	Betul Anchorage	30 000
98	IN52009b	2009	Belekeri Anchorage	30 000
99	IN52011d	2011	Port of Dabhol	25 000
100	IN52011j	2011	Jaigarh Harbour	25 000
101	IN52012a	2012	Alleppey Anchorage	25 000
102	IN52012v	2012	Vilinjam Anchorage	25 000
103	IN52014b	2014	Bhatkal	15 000
104	IN52014m	2014	Malpe	15 000
105	IN52015m	2015	Port of Mumbai	20 000
106	IN52018k	2018	Approaches to Kandla	37 500
107	IN52020m	2020	Mormugao and Panji	25 000
108	IN42024t	2024	Tadri Anchorage	30 000
109	IN52024h	2024	Honavar Anchorage	25 000
110	IN52028b	2028	Mirya and Ratnagiri Bays	15 000
111	IN52030s	2030	Srivardhan and Bankot Anchorage	25 000
112	IN52031o	2031	Okha Harbour	37 500
113	IN52032n	2032	Nindakara and Quilon Anchorage	30 000
114	IN52036m	2036	Murud Janjira Harbour	25 000
115	IN52037v	2037	Velinokkam Anchorage	30 000
116	IN52037p	2037	VeppaLodai Anchorage	30 000
117	IN52038r	2038	Rajapur Bay and Vijaydurg Harbur	25 000
118	IN52040n	2040	Navibandar Anchorage	25 000
119	IN52040p	2040	Porbandar Anchorage	25 000
120	IN52041d	2041	Devgarh Harbour	25 000
121	IN52041m	2041	Malvan Anchorage	15 000

## (a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS (continued)

122	IN52048k	2048	Kolachel Anchorage	30 000
123	IN52054m	2054	Veraval	25 000
124	IN52054v	2054	Madhwad Bay	25 000
125	IN52056j	2056	Jafarabad Harbour	15 000
126	IN52056p	2056	Pipavav Port	25 000
127	IN52058c	2058	Cannanore and Tellicherry Anchorages	30 000
128	IN52059k	2059	Kandla Creek	15 000
129	IN52060s	2060	Approaches to Salaya & Path Finder Inlet	37 500
130	IN52076j	2076	Jawaharlal Nehru Port and Trombay	20 000
131	IN52077h	2077	Hanoi Anchorage	30 000
132	IN52077p	2077	Pavas Anchorage	25 000
133	IN52081p	2081	Approaches to ports From Diu to Pipavav	50 000
134	IN52082A	2082	Approaches to Dahej	25 000
135	IN52083s	2083	Approaches to Sikka	37 500
136	IN52102b	2102	Bhavnagar Port	20 000
137	IN53004m	3004	Chennai (Madras) Harbour	15 000
138	IN53005g	3005	Gopalpur Port	30 000
139	IN53005m	3005	Machilipatnam Anchorage	35 000
140	IN53007k	3007	Krishnapatnam Anchorage	30 000
141	IN53007n	3007	Nagapattinam Anchorage	35 000
142	IN53008n	3008	Nizampatnam Anchorage	27 500
143	IN53008v	3008	Vadarevu Anchorage	25 000
144	IN53010p	3010	Paradip Port	15 000
145	IN53012v	3012	Vishakhapatnam Harbour	12 500
146	IN53017d	3017	Baleshwar Road (Balasore Roads)	50 000
147	IN53024b	3024	Bavanpadu Anchorage	20 000
148	IN53024k	3024	Kalingapatnam Anchorage	20 000
149	IN53025p	3025	Portonovo Anchorage	25 000
150	IN53028e	3028	Ports of Ennore	12 500
151	IN53029a	3029	Approaches to Trhirkkadaiyur	25 000
152	IN54001e	4001	Elphinston Harbour and Rangat Bay	25 000
153	IN54002a	4002	Approaches to Port Meadows and Kotara Anchorage	25 000
154	IN54002m	4002	Port Mouat and Approaches	25 000
155	IN54005n	4005	Nancowry Harbour and Approaches	12 500
156	IN54006p	4006	Port Blair	14 000
157	IN54008m	4008	Mayabandar	12 500
158	IN54010d	4010	Dugong Creek	25 000
159	IN54010h	4010	Hut Bay	25 000
160	IN54011e	4011	Approaches to East Bay	25 000
161	IN54013i	4013	Approaches to Lacam Harbour	25 000
162	IN54013f	4013	Fusilier Channel (Nancowry Strait)	25 000
163	IN54017e	4017	Expedition and Grand harbours	12 500
164	IN54018a	4018	Port Anson	25 000
165	IN54032s	4032	Sawai Bay and Malacca anchorage	25 000
166	IN54035c	4035	Casurina Bay	25 000
167	IN54035s	4035	Campbell Bay	25 000
168	IN54036p	4036	Pulo Millow Anchorage	25 000



## (a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS (continued)

			<b>BERTHING</b>	
169	IN62001m	2001	Mumbai Docks	10 000
170	IN62013o	2013	Port of Okha	12 500
171	IN62045k	2045	Port of Kochi (Cochin)	7 500
172	IN62051s	2051	Salaya Harbour	20 000
173	IN52059c	2059	Kandla Sogal Channel	20 000
174	IN62060p	2060	Path Finder Inlet	20 000
175	IN62078m	2078	Port of Mormugao	12 500
176	IN62082d	2082	Dahej Harbour	12 500
177	IN62083b	2083	Reliance Tanker Berths	5000
178	IN62100p	2100	Pipavav West Channel	10 000
179	IN63029t	3029	Thirukkadaiyur Port	5000
180	IN64012p	4012	Plans in Port Blair	5000

AVAILABILITY OF ENC'S:

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

Chief Hydrographer to the Government of India National Hydrographic Office 107-A Rajpur Road Dehra Dun – 248 001 Telephone: (0135) 2747365 Email: <a href="mailto:nho@hydrobharat.org">nho@hydrobharat.org</a>	<b>OR</b>	Director C-Map India Private Limited 505, Raheja Arcade Sector 11 CBD, Belapur Navi Mumbai – 400 614 Telephone: (22) 5610 3668 Fax: (22) 2770 4368 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>
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ENC Coverage

ENC Coverage being made available is placed as an appendix. More ENC's providing complete coverage for Indian Waters along with New Edition/ ENC updates with latest hydrographic surveys will be available from time to time.

**185 (08/05) UNITED ARAB EMIRATES – Approaches to Jebel Ali (Mina' Jabal 'Ali) – Legend. Buoyage.**


Source: B.A. notice 1640/05

*(HJ/1132/54)***B.A. chart 3739 (INT 7220) (plan, Jebel Ali (Mina' Jabal' Ali))** [*previous update 143/05*]Amend legend to, *Dredging in progress (17.0m) (2005)*, centred on: 25° 01'.000N., 55° 02'.560E.**B.A. chart 3739 (INT 7220)** [*previous update 185/05*]Amend No 3 light-buoy to, *Fl(3)G* 25° 07'.10N., 54° 56'.19E.No 3 light-buoy to, *Fl(3)R* 25° 07'.22N., 54° 56'.32E.No 4 light-buoy to, *Fl(4)G* 25° 06'.57N., 54° 56'.78E.No 4 light-buoy to, *Fl(4)R* 25° 06'.70N., 54° 56'.92E.Legend to, *Dredging in progress (17.0m) (2005)*, centred on: 25° 06'.05N., 54° 57'.50E.Delete  *Fl.G.2s* 25° 09'.60N., 55° 04'.60E.**186 (08/05) INDIA – West Coast – Approaches to Hazira– Pilot boarding place.**


Source: B.A. notice 1556/05

*(HJ/1130/17)***Chart 2044** [*previous update 144/05*]Insert  21° 05'.9N., 72° 34'.3E.**Chart 2101** [*previous update 144/05*]Insert  21° 05'.9N., 72° 34'.3E.**\*187 (08/05) INDIA – Andaman Islands – Beacon.**

Source: Hydrographic Note INS Nirupak

*(HJ/1028/27)***Chart 4008** [*previous update 213/02*]Insert  12° 56'.12N., 92° 54'.45E.**Chart 4008 (Plan, Mayabandar)** [*previous update 213/02*]Insert  12° 56'.12N., 92° 54'.45E.**\*188(08/05) INDIA – Andaman Islands – Little Andaman Islands – Port Cornwallis – Beacon.**

Source: Hydrographic Note INS Nirupak

*(HJ/1028/36)***Chart 4003** [*previous update 362/03*]Insert  13° 16'.78N., 93° 02'.96E.

**189 (08/05) MALACCA STRAIT – Dreadnought Bank Southwards–Depth.**

Source: B.A. notice 1534/05

*(HJ/928/64)***Chart 41** [*previous update 170/05*]Delete depth 384 *Rep(1968)PA*

6° 15'.2N., 95° 55'.5E.

**Chart 7071(INT 71)** [*previous update 170/05*]

Delete



6° 15'.0N., 95° 55'.0E.

**Chart 7073(INT 73)** [*previous update 170/05*]

Delete



6° 15'.0N., 95° 55'.0E.

**Chart 7706(INT 706)** [*previous update 170/05*]

Delete



6° 15'.0N., 95° 55'.0E.

**Chart 7707(INT 707)** [*previous update 170/05*]

Delete depth 384

6° 15'.0N., 95° 55'.0E.

**BA Chart 2777** [*previous update 176/05*]

Delete

*Rep(1968) PA*

6° 15'.2N., 95° 55'.0E.


**190 (08/05) YEMEN – Ash Shihr Terminal – Light. Mooring buoy.**

Source: B.A. notice 1548/05


Light List Vol. D, 7312.7

*(HJ/1033/40)***Chart 286** [*previous update 260/03*]

Insert

 Fl(2)Y.5s3M

14° 41'.49N., 49° 29'.67E.

 *Tug C*

14° 40'.47N., 49° 29'.37E.

**191 (08/05) SINGAPORE – Marina Bay – Works.**

Source: BA notice 1626/05

*(HJ/927/16)***BA Chart 4041(plan A, Marina Bay)** [*previous update 125/05*]

Insert maritime limit, pecked line, joining:

1° 16'.885N., 103° 52'.223E.  
(shore)

1° 16'.919N., 103° 52'.262E.

1° 16'.795N., 103° 52'.329E.

1° 16'.775N., 103° 52'.302E.

(shore)

and

1° 16'.904N., 103° 52'.469E.

(shore)

1° 16'.859N., 103° 52'.417E.

1° 16'.952N., 103° 52'.334E.

1° 16'.987N., 103° 52'.375E.

(shore)

legend, Works in progress (2005), centred on:

1° 16'.903N., 103° 52'.410E.

1° 16'.850N., 103° 52'.130E.

**192 (08/05) INDONESIA – Sumatera – West Coast – Ug Walor – Light.**

Source: BA notice 1630/05

Light List Vol. K, 0910

*(HJ/927/56)***BA Chart 941A** [*previous update 504/04*]

Amend light to, LFl.17M

5° 12'.8S., 103° 54'.8E.

**BA Chart 2781** [*previous update 440/03*]

Amend light to, LFl.5s138ft 17M

5° 12'.8S., 103° 54'.6E.

**BA Chart 2785** [*previous update 173/03*]

Amend light to, LFl.5s42m17M

5° 12'.8S., 103° 54'.3E.

**193 (08/05) SINGAPORE STRAIT – Marina Bay South-eastwards – Outer Shoal Eastwards – Buoy.**

Source: BA notice 1627/05

(HJ/927/16)

**BA Chart 3831** [previous update 125/05]

Insert



Fl(2)5sACW1

1° 15'.08N., 103° 55'.42E.

**BA Chart 3833** [previous update 125/05]

Insert



Fl(2)5sACW1

1° 15'.08N., 103° 55'.42E.

**BA Chart 4041** [previous update 190/05]

Insert



Fl(2)5sACW1

1° 15'.08N., 103° 55'.42E.

**194 (08/05) SINGAPORE – Serangoon Harbour – Loyang Jetty North-eastwards – Obstruction.**

Source: BA notice 1642/05

(HJ/927/16)

**BA Chart 4043** [previous update 444/04]

Insert

⊗ Obstm

(a) 1° 23'.21N., 103° 58'.18E.

Delete ⊕ Obstm, close NE of:

(a) above

**BA Chart 4044** [previous update 175/05]

Insert

⊗ Obstm

(a) 1° 23'.21N., 103° 58'.18E.

Delete ⊕ Obstm, close NE of:

(a) above

**BA Chart 4044 (plan A, Serangoon Harbour)** [previous update 175/05]

Insert

⊗ Obstm

(a) 1° 23'.213N., 103° 58'.183E.

Delete ⊕ Obstm, close NE of:

(a) above

**195 (08/05) INDONESIA – Jawa – North Coast - Approaches to Cigading – Leading line.**

Source: B.A. notice 1542/05

Light List Vol. K, 1051.134, 1051.135

(HJ/927/34)

**BA Chart 918 (plan H, Cigading)** [previous update 176/05]

Delete

Leading line, pecked and firm line, and associated legend, Leading lights 169°.8, extending in direction 349°.8 from:

6° 00'.78S., 105° 57'.66E.  
(light-beacon)**BA Chart 918 (plan F, Approaches to Merak and Cigading)** [previous update 176/05]

Delete

Leading line, pecked and firm line, and associated legend, 169°.8, extending in direction 349°.8 from:

6° 00'.78S., 105° 57'.66E.  
(light-beacon)

**196 (08/05) INDONESIA – Jawa – Approaches to Tanjungpriok – Inner Channel Southwards – Karangserang South – eastwards - Light.**

Source: B.A. notice 1579/05

Light List Vol. K, 1060.3

(HJ/827/63)

**BA Chart 933** [*previous update 177/05*]

Insert

‡ Fl.3s14m12M

6° 01'.91S., 106° 34'.12E.

**BA Chart 2056** [*previous update 446/04*]

Insert

☆ Fl.3s14m12M

6° 01'.90S., 106° 34'.10E.

**BA Chart 2149** [*previous update 63/05*]

Insert

☆ Fl.12M

6° 01'.90S., 106° 34'.10E.

**BA Chart 3729** [*previous update 63/05*]

Insert

☆ Fl.3s14m12M

6° 01'.90S., 106° 34'.10E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**

**\*197 (T) (08/05) INDIA – East Coast – Ramaypatnam to Sacramento Shoal – Unexploded charges.**

Source: Hydrographic Note INS Gharial  
(HJ/1029/67)

1. Unexploded charges reported dumped in the position 16° 01'.6N., 82° 33'.6E on 30 Mar 05.

**Charts affected: 355 (INT 7405)**

## 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

### Tsunami Notices

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

Source: NHO, Dehradun

(HJ/NM/Gen)

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

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

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

Source: PMB A & N Islands

(HJ/928/76)

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

**Charts affected: 4011 - 4017**

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

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

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

**Charts affected: 4011**



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

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak  
(HJ/928/86)

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

Nancowry Island

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

Mayabundar Island

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

Port Blair

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

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

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

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

Source: B.A. notice 746(T)/05  
(HJ/929/68)

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

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

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

Source: INS Sandhayak  
(HJ/1028/07)

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

**Charts affected: 4010**

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

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak  
(HJ/928/76)

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

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

**SECTION – V: NAVIGATIONAL WARNINGS IN FORCE**

1. For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.

2. NAVAREA Warnings in force :- The serial numbers of all the NAVAREAS warnings in force as on 15 Apr 2005, 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	066	2001 series: 510 2003 series: 417. 2004 series: 242 317 356 385 394 404 432 449 463. 2005 series: 030 041 046 048 053 064 065 066 067 075 082 083 084 085.
II	E. Atlantic	Nil	Nil.
III	Mediterranean	111	2005 series: 079 080 094 106 107 108 110 111 116 119 120 123 125 127 128 131 137 138 139 142 144 146 148 149 150 151 153 154 156 157 158 159.
IV	N.W. Atlantic	393	2003 series: 108. 2004 series: 128 198 243 323 364 369 383 388 389 390.
V	W. Atlantic	Nil	2005 series: Nil
VI	S.W. Atlantic	Nil	2005 series: Nil
VII	S.E. Atlantic	016	2005 Series: 025 026 030 031 034 037.
VIII	Indian Ocean	132	2005 series : 010 023 028 029 040 041 043 045 047 051 054 058 128 131 141 148 161 167 183 192 196 200 201 209 212 216 217 220 223 226 228 231 235 236 237 238 239 240 241 242.
IX	Persian Gulf, Red Sea, NW Arabian Sea	056	2001 series : 312. 2003 series : 023 120 177 236 237 239 273. 2004 series : 025 036 070 079 088 107 109 134 135 151 184 206 207 224 239 249 259 260 268 269 280 284 288 . 2005 series : 009 013 014 017 020 022 026 027 030 034 037 038 039 040 045 046 047 048 049 050 051 052 053 054 055 056.
X	Australia, New Guinea	010	2004 series: 007.
XI	Malacca Strait, China Sea, N. Pacific	0075	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0187 0310 0613. 2000 series: 0555 0677 0687. 2001 series: 0182 0775. 2002 series: 0839. 2003 series: 0106 0273 0303 0304. 2004 series: 0091 0246 0267 0271 0272 0283

			0285 0321 0338 0339 0361 0366 0402 0474 0484 0555 0571. 2005 series: 0004 0022 0024 0025 0026 0030 0044 0047 0051 0060 0062 0063 0086 0087 0088 0089 0090 0092 0093 0095 0099 0101.
XII	N.E. Pacific	044	2004 series: 186 258 270 316 324 325 328 329 331.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	093	2004 series: 087. 2005 series: 007 013.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	1884	2001 series: 1976. 2002 series: 205 206. 2003 series: 207 506 993 1041 1330 1395 1699 1911 1982 2265. 2004 series: 23 455 694 727 754 763 778 795 801 890 891 904 932 948 967 981 988 996 1000 1011 1025 1033 1050 1052 1066 1076 1081 1084 1092 1112 1115 1123 1124 1138 1151 1152 1153 1155 1156 1157 1215 1238 1239 1254 1271 1273 1295 1305 1324 1349 1363 1365 1390 1399 1400 1409 1453 1455 1458 1471 1472 1475 1490 1495 1497 1507 1533 1589 1597 1621 1628 1633 1634 1636 1640 1648 1652 1653 1654 1656 1657 1658 1663 1677 1683 1686 1688 1692 1697 1704 1721 1729 1731 1740 1743 1744 1745 1747 1752 1754 1765 1767 1771 1781 1782 1786 1790 1791 1792 1796 1798 1799 1805 1809 1810 1818 1825 1827 1831 1835 1836 1837 1846 1850 1855 1856 1857 1860 1862 1865 1866 1867 1869 1871 1872 1873 1876 1877 1878 1880 1881 1882 1884.
Hydrolants	Atlantic, Mediterranean	1970	2002 series: 245 246 . 2003 series: 604 1422 1472 2203 2406 2407 2408 2409 2410 2413 2414 2416 2418 2419 2420. 2004 series: 224 272 649 650 850 1033 1084 1136 1214 1256 1279 1389 1404 1454 1474 1510 1624 1651 1659 1673 1714 1723 1773 1778 1787 1790 1792 1803 1805 1812 1816 1817 1828 1842 1844 1853 1861 1863 1864 1875 1876 1883 1888 1891 1896 1900 1911 1921 1924 1925 1930 1931 1932 1934 1935 1936 1937 1942 1947 1951 1952 1954 1956 1957 1959 1960 1961 1963 1965 1968 1969 1970.

**SECTION – VI: CORRECTIONS TO SAILING DIRECTION****INP 1 INDIA WEST COAST PILOT (2003)****Navigational Hazards****1*****After Paragraph 1.3 4 Insert:*****Tsunami****1.3a**

1 **Caution.** As a result of catastrophic damage caused by the tsunami on 26 December 2004, which in this volume affected Sri Lanka, India and the Maldives, ports may be closed and depths, seabed topography and buoyage not as charted. Mariners are therefore urged to contact local authorities for the latest information.

2 Mariners should be aware that, at present, there is no Tsunami Warning System covering the Indian Ocean.

For further details see *The Mariner's Handbook*.

(B.A. Edition 13/05 )

**Ship Reporting System****9*****After Paragraph 1.51 2 Insert:*****Pakistan****1.51a**

1 **Pakistan Ship Reporting System (PASREPS)** is a mandatory system for all vessels over 100 gt carrying dangerous or hazardous cargoes whilst transiting Pakistan's Exclusive Economic zone (EEZ) or calling at a Pakistani port. The purpose of the system is the prevention, reduction and control of marine pollution in waters subject to Pakistani jurisdiction.

(B.A. Edition 13/05 )

**Belekeri Bay – Dangerous wreck****200*****After Paragraph 6.124 10 line 4 Insert:***

A dangerous wreck, marked close SE by a light-buoy (port hand), lies 1.6 miles WSW of the island.

(INM 466/04)

**SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS**

<b><u>No.</u></b>	<b><u>Name &amp; Location</u></b>	<b><u>Position (Lat-Long)</u></b>	<b><u>Charact- eristics</u></b>	<b><u>Ht. mts.</u></b>	<b><u>Range miles</u></b>	<b><u>Structure &amp; Height (mts)</u></b>	<b><u>Remarks</u></b>
<b>D6576</b>	- Ponta Matirre	17 16.6 38 11.0	Fl(2+1) W 12s	50	14	White metal framework tower, red bands 13	*
<b>D 7312.7</b>	- E Breakwater. Head	14 41.49 49 29.67	Fl(2)Y 5s	...	<b>3</b>		*
*	*	*	*	*	*	*	*
<b>D 7605.2</b>	-	30 01.4 48 11.3	Fl W	10	4		*
<b>F0362</b>	<b>-Marine Control Tower</b> (Navinal Pt)	22 43.85 69 42..37	Fl(2) W 15s	32	<b>19</b>	White structure, black bands 30	<i>fl 0.3, ec 3.5, fl 0.3, ec 10.9.</i> <b>Unreliable (T) 2005</b> *
<b>F0374</b>	- Kalvan	22 35.4 70 02.8	Fl W 8s	5	7	MS Pole 4	<i>fl 1.5. Destroyed.</i> *
<b>F0476.2</b>	--- Approaches	21 05.42 72 36.85	Fl R 4s	...	...	Red beacon	<b>(P) 2005</b> *
<b>F0476.25</b>	---	21 05.06 72 37.04	Fl G 4s	...	...	Green beacon	<b>(P) 2005</b> *
<b>F0476.3</b>	--- Ldg Lts. P1. Front	21 05.48 72 37.50	Fl W 4s	...	...	...	<b>(P) 2005</b> *
<b>F0476.31</b>	--- P2. Rear	21 05.53 72 37.67	Fl W 4s	...	...	...	<b>(P) 2005</b> *
<b>F0622.5</b>	-- Wreck	15 25.5 73 48.8	<b>Fl W 2s</b>				<b>TE 2005</b> *
<b>F1172</b>	<i>Remove from List</i>						
<b>F1295</b>	<b>Pulau Bunta</b>	5 33.25 95 09.08	Fl (4) W 20s	90	<b>25</b>	Metal framework tower	*
<b>F 1300</b>	<b>Rondo</b>	6 04.5 95 06.9	Fl (3) W 20s	193	<b>40</b>	White framework tower 40	<i>(fl 0.5, ec 3) x 2, fl 0.5, ec 12.5</i> *
<b>F1308</b>	- Ie Meule. Ug baratlaut	5 53.9 95 19.8	Fl W 5s	29	<b>16</b>	White metal framework tower 25	<i>fl 1. Vis 125°-303° (178°).</i> Racon. R light on radio mast 2.8M SSE *
<b>F1569</b>	- Bagan Datuk	3 59.5 100 47.2	Fl R 2s	...	7	Mast	*

<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>
<b>F1822</b>	<b>Pulau Mungging</b>	1 21.7 104 17.8	Fl W 3s	24	<b>15</b>	White metal tower, framework base 8	<i>fl 0.3. Racon. TR 2005</i>  *
<b>K0910</b>	<b>Tg Walor</b>	5 12.67 103 54.33  *	LFl W 5s  *	42	<b>17</b>	White metal framework structure 10 *	<i>fl 2</i>  *
<b>K0911</b>	<b>Cuku Batu (Ug Cukubatuberagam)</b>	5 38.27 104 18.03  *	Fl W 7.5s	32	<b>16</b>	White metal framework structure 30 *	<i>fl 0.5. TE 2005</i>  *
<b>K1060</b>	<b>Karang Jong</b>	5 51.15 106 38.73  *	Fl G 5s  *	10	11	Green $\Delta$ on green GRP beacon 8 *	R light 2M WSW. <b>TE 2005</b>  *

**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.01 dated 01 Jan 2005)***Vengurla Rocks Lt Racon**

15° 53'.27N      73° 27'.79E

Nav VIII 126/05

**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. 20 dated 15 Oct 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. 03 dated 01 Feb 2005)***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.	a) <b>NAME OF THE PORT</b> : b) Location : <b>Lat:</b> ..... , <b>Long:</b> ..... c) Listing in Guide to Port Entry: <b>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)  
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**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**

- |                                      | <b>Date/Time of<br/>observation</b> | <b>Charted</b> | <b>Observed</b> | <b>Position/Area</b> |
|--------------------------------------|-------------------------------------|----------------|-----------------|----------------------|
| <b>5. Object of Change:</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	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5	¾	1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10½	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1½	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11½	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2½	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	<b>Metres</b>	<b>Inches</b>	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10		3.937
21	3½	6.401	77		23.470	294	49	89.611	0.20		7.874
22		6.706	78	13	23.774	300	50	91.440	0.30		11.811
23		7.010	79		24.079	306	51	93.469	0.40		15.748
24	4	7.315	80		24.384	312	52	95.098	0.50		19.685
25		7.620	81	13½	24.689	318	53	96.926	0.60		23.622
26		7.925	82		24.994	324	54	98.755	0.70		27.559
27	4½	8.230	83		25.298	330	55	100.584	0.80		31.496
28		8.534	84	14	25.603	336	56	102.413	0.90		35.433
29		8.839	85		25.908	342	57	104.242	1.00		39.370
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8½	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

## TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	<b>Inches</b>	<b>Feet</b>	<b>Metres</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 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.917	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	<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 m = 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						