



INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 11 DATED 01 JUN 2005

(CONTAIN NOTICES 247 TO 277)

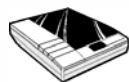
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore,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

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
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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 1st Jan, 01 Apr, 01 Jul and 01 Oct, and their text are published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on the charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

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

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

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

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

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

Radio Navigational Warnings (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.

- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information should be included in the forthcoming edition of N to M or the Chart/publication concerned.

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

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

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

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

Use of Global Positioning System (WGS 84) positions

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

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

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

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

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

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

SECTION – I

List of charts affected by
the Notices 247 to 277 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.
20	1	250
31	5	257
41	6	257
201	2	247
211	3	277 (T)
255 (INT 7334)	3	277 (T)
289	1	250
293 (INT 7022)	2	277 (T)
451	7	257
2015 (INT 7337)	3	277 (T)
2016 (INT 7336)	3	277 (T)
2043	3	255
2046	3	255
2090	1	253
2097	1	253, 254
3008	5	247
4012	6	276 (T)
4013	6	256
8004	1	251
8005	1	251

ADMIRALTY Chart No.	Folio No.	Notice No.
3947	45	259
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4032	46	261
4034	45	263
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4044	46	262

ADMIRALTY Chart No.	Folio No.	Notice No.
688	37	270
823 (INT 7438)	43	257
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830	45	257
932	46	267
933	46	267
941 - A	46	268
1032	36	269, 274 (T)
1235	40	248
1265	40	248
1312	46	268
2139	46	258
2523	40	272 (P)
2760	46	260
2781	46	260, 266
2837	40	250
2858	40	250
2882	40	248
2884	40	248
2886	40	250
2887	40	250
2888	40	251
2929 (INT 7680)	36	269, 274 (T)
3171	40	252
3172	40	251
3310 (INT 7690)	36	269, 274 (T)
3409	40	251
3511	40	253
3518	40	253, 254
3520	40	252
3526	40	273 (P)
3721	46	268
3773	40	248, 275 (T)
3787	40	249, 271 (P)
3833	45	264, 265
3937	45	265
3940	45	258
3945	45	258
3946	45	258

SECTION – II: PERMANENT NOTICES.**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS****247 (11/05)****(a) NEW INDIAN CHARTS**Source: NHO, Dehradun.
(HJ/NM/Pub)

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
201	15.10.04	COAST OF PAKISTAN AND INDIA GORA CHAN CREEK TO GODIA CREEK <u>Limits:</u> 23° 11'.00N; 67° 17'.70E. 24° 00'.00N; 68° 40'.50E.	1: 150000	2	Rs. 1360.00
3008	15.10.04	VADAREVU ANCHORAGE <u>Limits:</u> 15° 41'.00N; 80° 21'.00E. 15° 49'.50N; 80° 27'.80E. NIZAMPATNAM <u>Limits:</u> 15° 45'.00N; 80° 35'.00E. 15° 54'.35N; 80° 42'.60E.	1: 25 000 1: 27 500		

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	Main Title	On Publication of New Chart
201	GORA CHAN CREEK TO GODIA CREEK	201
3008	VADAREVU ANCHORAGE NIZAMPATNAM	3008

248 (11/05) ARABIA –Approaches to the Shatt al' Arab – Khawr al Amaya Terminal and Al Basrah (Al Bakr) Terminal and Khawr Al Amaya South-eastwards – Maritime limits. Depths.

Source: B.A. notice 2193/05

(HJ/1133/91)

B.A. chart 1235 (INT 7289) [previous update 201/05]

Insert	legend, <i>SECURITY ZONE</i> (see note), centred on:		29° 47'.05N., 48° 48'.40E.
			29° 40'.90N., 48° 48'.55E.
	the accompanying note, <i>SECURITY ZONES</i> , centred on:		29° 44'.65N., 48° 09'.30E.

B.A. chart 1265 (INT 7291) [previous update 201/05]

Insert	depth <i>14₈</i> enclosed by 15m contour	(a)	29° 29'.15N., 49° 04'.37E.
	depth <i>15₇</i>	(b)	29° 28'.49N., 49° 05'.47E.
	depth <i>15₁</i>	(c)	29° 28'.42N., 49° 01'.39E.
	depth <i>16₈</i>		29° 27'.29N., 49° 05'.37E.
	depth <i>18₁</i> and extend 20m contour N to enclose		29° 26'.80N., 49° 07'.81E.
	depth <i>13₈</i> and extend 15m contour NE to enclose		29° 26'.91N., 49° 02'.12E.
	legend, <i>SECURITY ZONES</i> (see Note), centred on:		29° 47'.05N., 48° 48'.40E.
			29° 40'.90N., 48° 48'.55E.
	the accompanying note, <i>SECURITY ZONES</i> , centred on :		29° 49'.00N., 48° 58'.90E.
Delete	depth <i>17₂</i> , close NE of:	(a)	above
	depth <i>17</i> , close W of:	(b)	above
	depth <i>18₂</i> , close E of:	(c)	above

B.A. chart 2882 [previous update 56/05]

Insert	depth <i>15₇</i>		29° 28'.49N., 49° 05'.47E.
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B.A. chart 2884 (INT 7278) [previous update 201/05]

Insert	depth <i>14₈</i>		29° 29'.15N., 49° 04'.37E.
	legend, <i>SECURITY ZONE</i> (see note), centred on:		29° 49'.25N., 48° 50'.00E.
			29° 40'.90N., 48° 48'.55E.
	the accompanying note, <i>SECURITY ZONES</i> , centred on:		30° 23'.40N., 50° 28'.70E.

B.A. chart 3773 [previous update 201/05]

Insert	legend, <i>SECURITY ZONE</i> (see note), centred on:		29° 40'.90N., 48° 48'.55E.
	the accompanying note, <i>SECURITY ZONES</i> , centred on:		28° 41'.65N., 48° 15'.75E.

249 (11/05) QATAR – Doha (Ad Dawhah) And Approaches – Legends.

Source: B.A. notice 2337/05

(HJ/1132/58)

B.A. chart 3787 (INT 7245) [previous update 70/05]

Insert legend, See INM 271(P)/05, centred on:

25° 17'.90N., 51° 42'.50E.


25° 14'.75N., 51° 39'.40E.

250 (11/05) IRAN – QATAR – South Pars Gasfield – Al Khalij Oilfield – Submarine pipelines. Platforms.

Light List Vol D, 9163.1, 9163.15, 9163.25, 9163.3, 9164.4, 9206.87, 9206.905, 9206.915, 9206.925, 9206.935

Source: B.A. notice 2199/05

(HJ/1132/77)

Chart 20 [previous update 116/05]Insert  (Lighted)

26° 44'.8N., 52° 12'.5E.

26° 41'.4N., 52° 17'.2E.

26° 37'.9N., 52° 21'.3E.

26° 49'.2N., 52° 14'.1E.



26° 46'.0N., 52° 18'.3E.

25° 53'.2N., 52° 43'.6E.

25° 56'.2N., 52° 44'.6E.

25° 52'.1N., 52° 46'.7E.

26° 00'.8N., 52° 41'.7E.

submarine pipeline, , joining:26° 43'.7N., 52° 01'.5E. ( Lighted)

27° 30'.0N., 52° 34'.0E. (shore)

Chart 289 [previous update 117/05]Insert  (Lighted)

25° 53'.2N., 52° 43'.6E.

25° 56'.2N., 52° 44'.6E.

25° 52'.1N., 52° 46'.7E.

26° 00'.8N., 52° 41'.7E.


250 (11/05) IRAN – QATAR – South Pars Gasfield – Al Khalij Oilfield – Submarine pipelines. Platforms (continued).

B.A. Chart 2837 [previous update 59/05]

Insert	□ (Lighted)	25° 53'.2N., 52° 43'.6E.
		25° 56'.2N., 52° 44'.6E.
		25° 52'.1N., 52° 46'.7E.
		26° 00'.8N., 52° 41'.7E.

B.A. Chart 2858 [previous update 408/04]

Insert	□ (Lighted)	26° 44'.8N., 52° 12'.5E.
		26° 41'.4N., 52° 17'.2E.
		26° 37'.9N., 52° 21'.3E.
		26° 49'.2N., 52° 14'.1E.
		26° 46'.0N., 52° 18'.3E.
		25° 53'.2N., 52° 43'.6E.
		25° 56'.2N., 52° 44'.6E.
		25° 52'.1N., 52° 46'.7E.
		26° 00'.8N., 52° 41'.7E.
		26° 43'.7N., 52° 01'.5E. (□ Lighted)
		27° 30'.0N., 52° 34'.0E. (shore)

submarine pipeline, , joining:

B.A. Chart 2886 [previous update 113/05]

□ (Lighted) DP-2, PP1	25° 53'.23N., 52° 43'.61E.
□ (Lighted) DP-3	25° 56'.26N., 52° 44'.61E.
□ (Lighted) WP3	25° 52'.06N., 52° 46'.70E.
□ (Lighted) DP-4	26° 00'.80N., 52° 41'.69E.

B.A. Chart 2887 [previous update 164/05]

Insert	□ (Lighted) SPD-8	26° 41'.30N., 52° 17'.15E.
	□ (Lighted) SPD-9	26° 37'.90N., 52° 21'.25E.
	□ (Lighted) SPD-11	26° 45'.90N., 52° 18'.25E.
	□ (Lighted) DP2, PP1	25° 53'.13N., 52° 43'.56E.
	□ (Lighted) DP3	25° 56'.16N., 52° 44'.56E.
	□ (Lighted) WP3	25° 51'.96N., 52° 46'.65E.
	□ (Lighted) DP4	26° 00'.70N., 52° 41'.64E.


251 (11/05) OMAN – Musandam Paninsula Northwards and Westwards – Depths. Restricted area. Reclamation areas. Anchorage area. Lights. Wreck. Legends. Fish trap. Coastline. Works.

Light List Vol. D 7335.5, 7336, 7336.2, 7336.25

Source: B.A. notice 2200/05

(HJ/1132/63)

Chart 8004 [previous update 164/05]

Insert depth 47 enclosed by 50m contour (a) 26° 19'.4N., 56° 18'.3E.
 26° 17'.5N., 56° 15'.0E.

Delete depth 64, adjacent to: (a) above


Chart 8005 [previous update 92/05]

Insert depth 140 (a) 26° 25'.20N., 56° 23'.43E.

Amend light to, Fl(2)10s 26° 23'.62N., 56° 24'.74E.

Delete depth 166, adjacent to: (a) above

B.A. Chart 2888 [previous update 58/05]

Insert depth 47 enclosed by 50m contour (a) 26° 19'.4N., 56° 18'.3E.
 26° 17'.5N., 56° 15'.0E.

Delete depth 64, adjacent to: (a) above

 Fl.G.5M 26° 12'.7N., 56° 14'.7E.

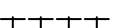
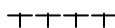
B.A. chart 3172 [previous update 191/00]

Insert depth 140 (a) 26° 25'.20N., 56° 23'.43E.

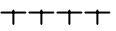
Amend light to, Fl(2)10s 26° 23'.62N., 56° 24'.74E.

Delete depth 166, adjacent to: (a) above

B.A. chart 3409 (plan F, Khawr al Quway' Anchorage) [previous update 411/04]

Insert depth 7₈ and extend 10m contour NW to enclose 26° 23'.750N., 56° 22'.780E.
 depth 11 (a) 26° 19'.230N., 56° 21'.790E.
 depth 15₄ enclosed by 20m contour (b) 26° 22'.335N., 56° 20'.990E.
 depth 28 (c) 26° 22'.140N., 56° 20'.960E.
 legend, *Works in progress* (2005). Centred on: 26° 21'.830N., 56° 21'.600E.
 limit of restricted area,  , joining (d) 26° 23'.430N., 56° 22'.740E. (shore)
 26° 22'.660N., 56° 20'.960E.
 26° 21'.120N., 56° 20'.390E.
 26° 19'.010N., 56° 20'.190E. (shore)
 limit of restricted area,  , joining

251 (11/05) OMAN – Musandam Paninsula Northwards and Westwards – Depths. Restricted area. Reclamation areas. Anchorage area. Lights. Wreck. Legends. Fish trap. Coastline. Works (continued).

Delete	depth 18, adjacent to:	(a)	above
	depth 18 ₂ and associated 20m contour, close NE of:	(b)	above
	depth 44, close NW of:	(c)	above
	former limit of restricted area,  , joining:	(d)	above
			26° 22'.560N., 56° 21'.280E. (shore)
			and
			26° 19'.920N., 56° 20'.620E. (shore)
			26° 19'.012N., 56° 20'.210E. (shore)

252 (11/05) UNITED ARAB EMIRATES – Fujayrah Naval Base, dadnah Harbour and Badlyah Harbour – Lights. Breakwaters.

Light List Vol D, 7332.305, 7332.309, 7332.36, 7332.367, 7332.46, 7332.45

Source: B.A. notice 2226/05

(HJ/1132/53)

B.A. Chart 3171 [previous update 59/05]

Insert	☆ Fl(4)R.10s5m5M & Fl(4)G.10s5m5M	25° 31'.66N., 56° 22'.25E.
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B.A. Chart 3520 (INT 7200) [previous update 432/04]

Insert	☆ Fl(4)R.10s5m5M & Fl(4)G.10s5m5M	25° 31'.66N., 56° 22'.25E.
	☆ Fl(2)R.5s5m5M & Fl(2)G.5s5m5M	25° 25'.77N., 56° 21'.91E.
	☆ Fl(3)R.10s8M & Fl(3)G.10s8M	(a) 25° 15'.18N., 56° 22'.41E.
	breakwater, single firm line, joining:	25° 15'.58N., 56° 22'.05E.(shore)
		25° 15'.55N., 56° 22'.38E.
		(a) above
		and
		25° 15'.18N., 56° 21'.95E.(shore)
		25° 15'.18N., 56° 22'.25E.

253 (11/05) OMAN – Gulf of Oman – Port Sultan Qaboos, Mina al Fahl, Bandar Jissah and Said Bin Sultan Naval Base – Buoyage. Light. Light-beacon.

Light List Vol. D, 7321.62, 7325.6, 7325.62, 7325.64, 7325.66

Source: B.A. notice 2206/05

(HJ/1132/32)

Chart 2090 (plan, Said Bin Sultan Naval Base) [previous update 319/02]

Delete		Iso.G.3s	23° 49'.422N., 57° 31'.590E.
			23° 49'.450N., 57° 31'.602E.
		Iso.G.4s	23° 49'.480N., 57° 31'.635E.
		Fl.G.4s	23° 49'.463N., 57° 31'.622E.

Chart 2097 (plan, Masqat to Mina Al Fahl) [previous update 93/05]

Amend light-buoy to, *Fl(4)Y.10s* 23° 38'.28N., 58° 30'.93E.

Chart 2097 (plan Masqat Matrah and Marsa Darsayt) [previous update 93/05]

Insert  F.G.2m2M 23° 37'.660N., 58° 34'.320E.

Chart 2097 (plan, Bandar Jissah) [previous update 93/05]

Insert  *Fl.Y5sNo5*
Y 23° 33'.60N., 58° 39'.70E.

B.A Chart 3511 (plan B, Said Bin Sultan Naval Base) [previous update [NE 08/05/97]

Delete		Iso.G.3s	23° 49'.422N., 57° 31'.590E.
			23° 49'.450N., 57° 31'.602E.
		Iso.G.4s	23° 49'.480N., 57° 31'.635E.
		Fl.G.4s	23° 49'.463N., 57° 31'.622E.

B.A. Chart 3518 (plan A, Muscat (Masqat) to Mina Al Fahl) [previous update 202/05]

Amend light-buoy to, *Fl(4)Y.10s* 23° 38'.28N., 58° 30'.93E.

B.A. Chart 3518 (plan B, Port Sultan Qaboos and Muscat (Masqat) [previous update 202/05]

Insert  F.G.2m2M 23° 37'.660N., 58° 34'.320E.

B.A. Chart 3518 (plan C, Bandar Jissah) [previous update 202/05]

Insert  *Fl.Y5sNo5*
Y 23° 33'.60N., 58° 39'.70E.

254 (11/05) OMAN – Gulf of Oman – Port Sultan Qaboos Eastwards – Ra’s Kalbuh Westwards – Buoy.

Source: B.A. notice 2446/05

(HJ/1132/31)

Chart 2097 (plan Masqat to Mina Al Fahl) [previous update 253/05]Amend *Ras Kalbuh* light-buoy to, *Fl(3)R.10s* 23° 37'.58N., 58° 35'.11E.**B.A. Chart 3518 (plan B, Port Sultan Qaboos and Muscat (Masqat) [previous update 253/05]**Amend *Ras Kalbuh* light-buoy to, *Fl(3)R.10s* 23° 37'.58N., 58° 35'.11E.**B.A. Chart 3518 (plan A, Muscat (Masqat) to Mina’ al Fahl) [previous update 253/05]**Amend light-buoy to, *Fl(3)R.10s* 23° 37'.6N., 58° 35'.1E.***255 (11/05) INDIA – West Coast – Redi Anchorage –Landmarks.**

Source: RoS C (N) - 481

(HJ/1030/56)

Chart 2043 [previous update 145/05]

Insert



15° 43'.73N., 73° 41'.34E.

Chart 2046 [previous update 168/05]

Insert



15° 43'.73N., 73° 41'.34E.

***256 (11/05) INDIA – Andaman Islands – Lacam Harbour – Beacon.**

Source: Hydrographic Note, INS Darshak

(HJ/1028/27)

Chart 4013 [previous update 346/03]

Insert



(Lighted) (fairway)

12° 03'.34N., 92° 57'.84E.



(Lighted)

12° 03'.25N., 92° 58'.61E.



(Lighted)

12° 02'.80N., 92° 58'.60E.



(Lighted)

12° 02'.75N., 92° 59'.24E.



(Lighted)

12° 02'.53N., 92° 59'.01E.

Chart 4013 (plan, Lacam Harbour) [previous update 346/03]

Insert



(Lighted) (fairway)

12° 03'.34N., 92° 57'.84E.



(Lighted)

12° 03'.25N., 92° 58'.61E.



(Lighted)

12° 02'.80N., 92° 58'.60E.



(Lighted)

12° 02'.75N., 92° 59'.24E.



(Lighted)

12° 02'.53N., 92° 59'.01E.

***257 (11/05) BAY OF BENGAL – Yadana Gasfield – Platform. Submarine pipeline.**

Light List Vol. F, 9330.25

Source: B.A. notice 2279/05

(HJ/1028/55)

Chart 451 [previous update 150/05]


Insert (Lighted) (a) 15° 02'.0N., 94° 46'.1E.
submarine pipeline,  joining: 15° 09'.1N., 94° 47'.0E. ()
(b) 15° 07'.3N., 94° 47'.0E. ()
and
(a) above
15° 05'.0N., 94° 45'.3E.
15° 06'.8N., 94° 46'.0E.
(b) above

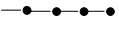
Chart 31 [previous update 136/05]

Insert (Lighted) 15° 02'.1N., 94° 46'.0E.

Chart 41 [previous update 236/05]

Insert (Lighted) 15° 02'.1N., 94° 46'.0E.

B.A. Chart 823 (INT 7438) [previous update NE 25/03/99]

Insert (Lighted) (a) 15° 02'.0N., 94° 46'.1E.
submarine pipeline,  joining: 15° 09'.1N., 94° 47'.0E. ()
(b) 15° 07'.3N., 94° 47'.0E. ()
and
(a) above
15° 05'.0N., 94° 45'.3E.
15° 06'.8N., 94° 46'.0E.
(b) above

B.A. Chart 829 [previous update NE 03/11/78]

Insert (Lighted) 15° 02'.1N., 94° 46'.0E.

B.A. Chart 830 [previous update NE 03/01/75]

Insert (Lighted) 15° 02'.1N., 94° 46'.0E.

258 (11/05) MALAYSIA – Peninsular Malaysia, West Coast – Southern Approaches to Pelabuhan Kalang – Pulau Pintu Gedong West-south-westwards and South-westwards – Spoil grounds.

Source: B.A. notice 2241/05

(HJ/927/28)

B.A. Chart 2139 [previous update 473/04]

Insert circular limit of spoil ground, radius 0.5M, pecked line, (a) 2° 53'.53N., 101° 09'.08E.
centred on:
legend, *Spoil Ground*, within: (a) above
Delete former circular limit of spoil ground, pecked line, 2° 53'.5N., 101° 12'.7E.
centred on:

258 (11/05) MALAYSIA – Peninsular Malaysia, West Coast – Southern Approaches to Pelabuhan Kalang – Pulau Pintu Gedong West-south-westwards and South-westwards – Spoil grounds (continued).

B.A. Chart 3940 [previous update 500/04]

Insert circular limit of spoil ground, radius 0.5M, pecked line, (a) 2° 53'.53N., 101° 09'.08E.
centred on:
legend, *Spoil Ground*, within: (a) above

B.A. Chart 3945 [previous update 212/05]

Insert circular limit of spoil ground, radius 0.5M, pecked line, (a) 2° 53'.53N., 101° 09'.08E.
centred on:
legend, *Spoil Ground*, close E of:: (a) above

B.A. Chart 3946 [previous update 213/05]

Insert circular limit of spoil ground, radius 0.5M, pecked line, (a) 2° 53'.53N., 101° 09'.09E.
centred on:
legend, *Spoil Ground*, close E of:: (a) above

259 (11/05) INDONESIA – Sumatera– Selat Bengkalis – T. Layang Northwards - Depth.

Source: B.A. notice 2239/05

(HJ/927/17)

B.A. Chart 3947 [previous update 220/05]

Insert depth 0₅ enclosed by 2m contour 1° 14'.30N., 102° 10'.42E.

260(11/05) INDONESIA – Sumatera– West Coast – Manna - Light.

Light List Vol. K, 0897

Source: B.A. notice 2190/05

(HJ/827/57)

B.A. Chart 2760 [previous update 208/05]

Amend light to. Fl(3)15s12M 4° 29'.2S., 102° 54'.5E.

B.A. Chart 2781 [previous update 210/05]

Amend light to. Fl(3)15s98ft12M 4° 29'.2S., 102° 53'.9E.

261 (11/05) SINGAPORE – Selat Sinki – Pulau Sudong Selu – Beacon. Light-beacon. Buoyage.

Light List Vol. F 1690.8

Source: B.A. notice 2369/05

(HJ/927/16)

B.A. Chart 4031 [previous update 172/05]


Delete  *MDF1 Fl.Y.2s* 1° 13'.439N., 103° 42'.510E.





B.A. Chart 4032 [previous update 159/04]

Substitute  *Sudong* for  *Sudong Fl.Y.8s* 1° 12'.660N., 103° 42'.844E.

Delete  *MDF1 Fl.Y.2s* 1° 13'.439N., 103° 42'.510E.

 *MDF4 Fl.Y.8s* 1° 12'.740N., 103° 42'.840E.

 *MDF5 Fl.Y.8s* 1° 12'.750N., 103° 43'.020E.

261 (11/05) SINGAPORE – Selat Sinki – Pulau Sudong Selu – Beacon. Light-beacon. Buoyage (continued).**B.A. Chart 4039** [previous update 220/05]Substitute  Sudong for  Sudong Fl.Y.8s 1° 12'.66N., 103° 42'.84E.Delete  *MDF1 Fl.Y.2s* 1° 13'.44N., 103° 42'.51E.**B.A. Chart 4040** [previous update 174/05]Substitute  Sudong for  Sudong Fl.Y.8s 1° 12'.66N., 103° 42'.84E.Delete  *MDF1 Fl.Y.2s* 1° 13'.44N., 103° 42'.51E.**262 (11/05) SINGAPORE – Johor Strait – Ordnance Reach – Lights.**

Light List Vol.F 1770.2, 1770.21

Source: B.A. notice 2366/05

(HJ/927/16)

B.A. Chart 4044 [previous update 217/05]Insert  Fl.R.5s 1° 27'.91N., 103° 47'.72E.









1° 27'.96N., 103° 47'.80E.

263 (11/05) SINGAPORE – West Keppel Fairway – Tanjong Berlayar – Beacon. Light-beacon. Buoy.

Light List Vol. F 1702

Source: B.A. notice 2370/05

(HJ/927/16)


B.A. Chart 4034 [previous update 381/04]Insert  Berlayar Fl.R.5s 1° 15'.722N., 103° 48'.230E.Substitute  Berlayar for  Berlayar Fl.R.5s8m4M 1° 15'.743N., 103° 48'.308E.**B.A. Chart 4035** [previous update 475/04]Insert  Berlayar Fl.R..5s 1° 15'.722N., 103° 48'.230E.Substitute  Berlayar for  Berlayar Fl.R.5s8m4M 1° 15'.743N., 103° 48'.308E.**B.A. Chart 4040** [previous update 261/05]Insert  Berlayar Fl.R.5s 1° 15'.72N., 103° 48'.23E.Substitute  Berlayar for  Berlayar Fl.R.5s8m4M 1° 15'.74N., 103° 48'.31E.**B.A. Chart 4041** [previous update 193/05]Insert  Berlayar Fl.R.5s 1° 15'.72N., 103° 48'.23E.Substitute  Berlayar for  Berlayar Fl.R.5s8m4M 1° 15'.74N., 103° 48'.31E.

264 (11/05) SINGAPORE STRAIT – Pulau Sakijang Bendera South-westwards – Submarine cables.


Source: B.A. notice 2368/05

(HJ/927/16)


B.A. Chart 3833 [previous update 222/05]

Insert Submarine cable, , joining: 1° 12'.83N., 103° 51'.01E.
1° 12'.28N., 103° 50'.49E.
and
1° 12'.82N., 103° 51'.03E.
1° 12'.38N., 103° 50'.81E.


B.A. Chart 4037 [previous update 219/05]

Insert Submarine cable, , joining: 1° 12'.828N., 103° 51'.012E.
1° 12'.520N., 103° 50'.728E.
(S border)
and
1° 12'.817N., 103° 51'.033E.
1° 12'.617N., 103° 50'.945E.
1° 12'.520N., 103° 50'.889E.
(S border)

B.A. Chart 4040 [previous update 261/05]

Insert Submarine Cable, , joining: 1° 12'.83N., 103° 51'.01E.
1° 12'.28N., 103° 50'.49E.
and
1° 12'.82N., 103° 51'.03E.
1° 12'.38N., 103° 50'.81E.

B.A. Chart 4041 [previous update 263/05]

Insert Submarine Cable, , joining: 1° 12'.83N., 103° 51'.01E.
1° 12'.28N., 103° 50'.49E.
and
1° 12'.82N., 103° 51'.03E.
1° 12'.38N., 103° 50'.81E.

265 (11/05) SINGAPORE STRAIT – Indonesia – Pulau Batam, North West Coast – Sekupang North-westwards – Jetty. Legend.

Source: B.A. notice 2367/05

(HJ/927/16)

B.A. Chart 3833 [previous update 264/05]

Insert jetty, single firm line, joining: 1° 08'.15N., 103° 55'.20E. (shore)
1° 08'.14N., 103° 55'.13E.

B.A. Chart 3937 (plan A, Sambu and Sekupang) [previous update 224/05]

Insert jetty, single firm line, joining: 1° 08'.178N., 103° 55'.078E. (shore)
(a) 1° 08'.170N., 103° 55'.006E.
legend, PA, close E of: (a) above

B.A. Chart 4041 [previous update 264/05]

Insert jetty, single firm line, joining: 1° 08'.15N., 103° 55'.20E. (shore)
1° 08'.14N., 103° 55'.13E.

266 (11/05) INDONESIA – Sumatera– West Coast – Kuri - Light.

Light List Vol. K, 0906

Source: B.A. notice 2432/05

(HJ/827/46)

B.A. chart 2781 [previous update 260/05]

Amend light to, LFl.5s113ft7M

5° 11'.2S., 103° 56'.0E.

267 (11/05) INDONESIA – Jawa– Telak Jakarta – Pelabuhan Tanjungpriok and Pelabuhan Sundakelapa Southwards – Wrecks. Buoyage. Obstructions. Lights.

Light List Vol. K, 1068



Source: B.A. notice 2380/05

(HJ/827/33)

B.A. chart 932 (plan B, Approaches to Pelabuhan Tanjungpriok) [previous update 177/05]Insert  (a) 6° 03'.18S., 106° 52'.34E.

Fl(2)10s


6° 03'.21S., 106° 52'.27E.

Substitute  Unexploded Ordnance for  Unexploded Ordnance 6° 01'.69S., 106° 53'.07E.Delete  PA, close SE of: (a) above


, close NE of: (a) above



, close NW of: (a) above

B.A. chart 933 [previous update 196/05]Insert  (a) 6° 03'.20S., 106° 52'.22E.

Fl(2)10s, CLOSE W of: (a) above

 Unexploded Ordnance (b) 6° 01'.71S., 106° 52'.95E.

Amend light to, Fl(3)12.5s21m11M 6° 07'.30S., 106° 48'.54E.

Delete  PA, close SE of: (a) above

, adjacent to: (a) above

 Unexploded Ordnance, close E of: (b) above

268 (11/05) INDONESIA – Kalimantan– West Coast – Pontianak South-westwards – Depths.

Source: B.A. notice 2375/05

(HJ/827/90)

B.A. chart 941-A [previous update 241/05]

Insert	depth 5 and extend 5fm contour W to enclose	(a)	0° 03'.5S., 109° 04'.7E.
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Delete	depth 6, close S of:	(a)	above
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B.A. chart 1312 [previous update 223/05]

Insert	depth 9 ₁ enclosed by 10m contour		0° 03'.5S., 109° 04'.7E.
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B.A. chart 3721 [previous update 235/02]

Insert	depth 9 ₁ enclosed by 10m contour		0° 03'.49S., 109° 04'.70E.
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	depth 3 ₇ and extend 5m contour W to enclosed	(a)	0° 03'.15S., 109° 07'.30E.
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Delete	depth 6, close NW of:	(a)	above
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269 (11/05) TANZANIA – Territorial Waters – Note.

Source: B.A. notice 2344/05

(HJ/834/10)

B.A. Chart 1032 [previous update 358/02]

Insert	The accompanying note, FISH AGGREGATING DEVICES, centred on:		8° 43'.4S., 39° 46'.8E.
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B.A. Chart 2929 (INT 7680) [previous update 000/00]

Insert	The accompanying note, FISH AGGREGATING DEVICES, centred on:		10° 17'.0S., 39° 05'.7E.
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B.A. Chart 3310 (INT 7690) [previous update 55/01]

Insert	The accompanying note, FISH AGGREGATING DEVICES, centred on:		7° 17'.5S., 39° 08'.8E.
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270 (11/05) MADAGASCAR – East Coast – Approaches to Tamatave – Grande Passe de L'Est – Pilot boarding place.

Source: B.A. notice 2374/05

(HJ/733/10)

B.A. Chart 688 [previous update 420/01]

Delete	Ⓢ Tankers over 30000 DWT		18° 06'.20S., 49° 28'.84E.
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SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

271 (P) (11/05) QATAR – Approaches to Doha (Ad Dawhah) – Dredging area. Buoyage.

Source: B.A. notice 2336/05 (P)

(HJ/1132/58)

1. Dredging operations have commenced in the vicinity of the Doha (Ad Dawhah) Port Approaches Channel and to the south of the channel for the construction of the new Doha International Airport.
2. Dredging operations are in progress in areas bounded by the following positions:

Area B:

25° 15'.65 N., 51° 41'.71E.

25° 16'.73N., 51° 41'.71E.

25° 16'.73N., 51° 42'.31E.

25° 15'.64N., 51° 42'.30E.

Area C:

25° 15'.11 N., 51° 39'.91E.

25° 15'.11N., 51° 41'.10E.

25° 13'.48N., 51° 41'.10E.

25° 13'.49N., 51° 39'.91E.

Area D:

25° 18'.49 N., 51° 39'.34E.

25° 18'.49N., 51° 40'.53E.

25° 17'.27N., 51° 40'.52E.

25° 17'.28N., 51° 39'.33E.

3. A southern access channel, defined as Area A, has been established for the dredgers. It is marked by light-buoys and is bounded by the following positions:

25° 16'.04 N., 51° 37'.94E.

Red buoy, *FLR No 1*

25° 15'.76N., 51° 38'.68E.

Yellow buoy, *FLY No 2*

25° 15'.34N., 51° 39'.92E.

Red buoy, *FLR No 3*

25° 14'.92N., 51° 39'.75E.

Red buoy, *FLR No 4*

25° 14'.92N., 51° 38'.68E.

Yellow buoy, *FLY No 5*

25° 14'.92N., 51° 37'.93E.

Red buoy, *FLR No 6*

This channel has been declared a maritime exclusion zone and shipping should keep clear of the area.

4. Mariners are requested to proceed with caution when navigating in the vicinity of these areas. For further information mariners should consult the local authorities.

B.A. Charts affected – 3787 (INT 7245)

272 (P) (11/05) IRAN – South Pars Gasfield – Submarine pipeline. Platforms

Source: B.A. Notice 2198(P)/05

(HJ/1132/67)

1. Additional platforms and submarine pipeline have been established in the South Pars Gasfield
2. Additional platforms now exist in the following position:

SPD-7	26° 44'.80N., 52° 12'.50E.
SPD-8	26° 41'.40N., 52° 17'.20E.
SPD-9	26° 38'.00N., 52° 21'.30E.
SPD-10	26° 49'.20N., 52° 14'.10E.
SPD-11	26° 46'.00N., 52° 18'.30E.
3. Submarine pipeline are known to extend from these platforms in a generally NNE direction to the shore in position 27° 31'.12N., 52° 26'.63E.

B.A. Chart affected - 2523**273 (P) (11/05) UNITED ARAB EMIRATES – Fujayrah – Berths. Depths. Jetty. Port developments. Lights. Buoyage. Works.**

Source: B.A. Notice 2360(P)/05

(HJ/1132/53)

1. Changes have take place to the berth numbers and alongside depths of the Main Quay (25° 10'.45N., 56° 21'.52E. to 25° 11'.20N., 56° 21'.52E.) in the Port of Fujayrah. The detaila are as follows:
 - (a) alongside depth at Berth number 1 is 10.5m.
 - (b) alongside depth at Berth number 2 is 12.0m.
 - (c) alongside depth at Berth number 3 is 12.0m.
 - (d) alongside depth at Berth number 4 is 12.0m.
 - (e) alongside depth at Berth number 5 varies between 12.0m and 15.0m.
 - (f) existing Berth number 6 and 7 have been combined to form a new single Berth number 6 with an alongside depth of 15.0m.
2. Work is in progress to construct three new oil tanker berths between the following positions within the Port of Fujayrah:
 - (a) 25° 11'.20N., 56° 21'.66E.
 - (b) 25° 11'.03N., 56° 22'.02E.
3. A new finger jetty has been constructed at the Vopak ENOC terminal between the following positions:
 - (a) 25° 12'.33N., 56° 22'.05E.
 - (b) 25° 12'.48N., 56° 22'.05E.
 Two berths have been established at this jetty – number 4 on the west side and number 3 on the east side.
4. Three new light-buoy, all exhibiting Fl.R lights, have been established in the following positions:
 - (a) 25° 12'.55N., 56° 21'.88E.
 - (b) 25° 12'.40N., 56° 21'.88E.
 - (c) 25° 12'.68N., 56° 21'.89E.
5. The light-buoys charted in the following positions have removed:
 - (a) 25° 12'.50N., 56° 22'.20E.
 - (b) 25° 12'.26N., 56° 22'.00E.
6. The new Fujayrah Naval Base has been constructed in approximate position 25° 15'.20N., 56° 22'.10E. Navigation lights have been established at the head of each breakwater as follows:
 - (a) Main breakwater head 25° 15'.18N., 56° 22'.41E. Fl(3)G.10s8M.
 - (b) Lee breakwater head 25° 15'.26N., 56° 22'.31E. Fl(3)R.10s8M.

B.A. Chart affected - 3526

274 (T) (11/05) TANZANIA – Territorial Waters – Fish havens.

Source: B.A. Notice 2343(T)/05

(HJ/834/40)

1. Fish aggregating devices have been established in the following positions:

5° 40'.35S., 39° 24'.00E. 5° 37'.20S., 39° 30'.50E.

5° 51'.00S., 39° 27'.70E. 5° 52'.50S., 39° 30'.70E.

7° 56.80S., 39° 55'.00E. 8° 01'.80S., 39° 52'.50E.

B.A. Chart affected – 1032 – 2929 (INT 7680) – 3310 (INT 7690)**275(T) (11/05) ARABIA – Khawr al Kafka – Al Basrah (Al Bakr) Terminal Southwards and South-westwards – Wrecks. Obstructions.**

Source: B.A. notice 2359/05

(HJ/1133/91)

1. Wrecks and obstructions exist as follows:

<i>Position</i>	<i>Remarks</i>
29° 36'.87N., 48° 48'.50E.	Obstruction depth 6.9m
29° 39'.21N., 48° 42'.15E.	Wreck depth 7.7m
29° 36'.87N., 48° 48'.96E.	Obstruction depth 9.1m
29° 36'.13N., 48° 50'.80E.	Wreck depth 10.1m
29° 35'.99N., 48° 49'.66E.	Wreck depth 7.1m

B.A. Chart affected - 3773***276 (T) 11/05) INDIA – Andaman Island – Inner Harbour – Port Blair – Beacon.**

Source: Hydrographic Note, INS Darshak

(HJ/1028/17)

1. Two green coloured conical buoys with cross as the top mark have been temporarily deployed to mark the starboard limit of the channel abeam of Chathan Island Jetty at 11° 41'.44N., 92° 43'.55E; 11° 41'.34N., 92° 43'.36E.
2. These buoys are not radar conspicuous, small in size and are visual only at close range.
3. Mariners are advised to exercise caution.

Charts affected – 4012.***277 (T) (11/05) INDIA – West Coast – Mumbai Docks - Buoy.**

Source: Navarea VIII 336/05

(HJ/1030/87)

1. A temporary brown and yellow coloured unlit marker drum buoy with a white conical topmark laid in position 18° 50'.05N., 72° 50'.80E.
2. Mariners are advised to exercise caution.

Charts affected – 211 – 255 – 293 – 2015 - 2016.

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 May 2005, covering the entire world are listed below against the respective NAVAREA

<u>NAVAREA No.</u>	<u>Location</u>	<u>Last NAVAREA Sl. received</u>	
I	N.E. Atlantic	138	2001 series: 510 2003 series: 417. 2004 series: 317 449 463. 2005 series: 041 046 094 095 104 106 109 118 121 127 128 129 131 152 156 158 160 161 163 164 165 166.
II	E. Atlantic	Nil	Nil.
III	Mediterranean	213	2005 series: 172 173 188 189 191 193 196 200 201 204 205 217 218 219 223 228 230 231 232 233 235 238 239.
IV	N.W. Atlantic	Nil	2004 series: 228 323.
V	W. Atlantic	Nil	2005 series: Nil
VI	S.W. Atlantic	Nil	2005 series: Nil
VII	S.E. Atlantic	061	2005 Series: 051 053 055 056 059 062 064.
VIII	Indian Ocean	323	2005 series : 010 047 051 054 058 141 143 161 167 192 200 212 216 237 245 254 261 271 273 274 282 289 293 294 296 297 300 302 303 307 310 312 313 314 315 320 321 324 325 329 331 332 333 335 336 337 338 339 340 343 346 347 349 350 351 352 354
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	Nil	Nil
XI	Malacca Strait, China Sea, N. Pacific	0149	1996 series: 0925. 1998 series: 0655 1999 series: 0053 0187 0310 0613. 2000 series: 0555 0677. 2001 series: 0182 0775. 2002 series: 0839. 2003 series: 0106 0273 0303 0304. 2004 series: 0091 0246 0267 0271 0272 0283 0285 0321 0338 0361 0402 0555 0571. 2005 series: 0004 0005 0022 0024 0025 0026

			0030 0047 0051 0060 0062 0063 0084 0101 0148 0156 0173 0175 0190 0192 0193 0197 0198 0199 0200 0201 0203 0204 0208 0209 0210 0211 0215 0216 0217.
XII	N.E. Pacific	Nil	2004 series: 186 197.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	009	2004 series: 087. 2005 series: 007.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2003 series: 993. 2004 series: 84 694 1011. 2005 series: 529.
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

<u>No.</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D 6860	Ile Denis.N side	3 47.8 55 40.0	Fl W 5s	37	10	White metal tower 27	<i>fl</i> 0.8.TE 2005 *
D 6861	- Grand' Anse Ldg Lt 028° *	4 20.2 55 43.1	Fl W 3s	3	5	White square masonry tower	<i>fl</i> 0.3.Destroyed (T) 2005 Rear red beacon, △ topmark, unlit *
D 6873	<i>Remove from List</i>						
D 6874	<i>Remove from List</i>						
D 6877	<i>Remove from List</i>						
D 6892.6	- Sud Jumeaux	12 39.8 45 07.9	Q(6)+LFl W 15s *	7	3	Black ▽ on the black ▽ beacon, yellow top *	
D 7321.7	- No 6 Berth. NE corner	23 37.57 58 34.14 *	Fl R 3s *	2	2		
D 7324.4	- N Breakwater. Head	23 49.85 57 32.07	LFl W 10s	10	6	Grey metal mast 4	<i>fl</i> 2. Racon *
D 7332.305	-Breakwater. Head * * *	25 31.66 56 22.28 * * *	Fl (4)R 10s * * *	5 * * *	5 * * *	* * *	* * *
D 7332.309	-- Lee Breakwater. Head * * *	25 31.66 56 22.24 * * *	Fl (4)G 10s * * *	5 * * *	5 * * *	* * *	* * *
D 7332.36	Badiyah. Breakwater. Head * * *	25 25.80 56 21.92 * * *	Fl (2)R 5s * * *	5 * * *	5 * * *	* * *	* * *
D 7332.367	- Lee Breakwater. Head * * *	25 25.75 56 21.89 * * *	Fl (2)G 5s * * *	5 * * *	5 * * *	* * *	* * *
D 7332.45	-- Fujayrah Naval Base. Breakwater. Head * * *	25 15.18 56 22.41 * * *	Fl (3)G 10s * * *	... * * *	8 * * *	* * *	* * *
D 7332.46	- Lee Breakwater. Head * * *	25 15.26 56 22.31 * * *	Fl (3)R 10s * * *	... * * *	8 * * *	* * *	* * *
D 7336.2	<i>Removed from List</i>						
D 7336.25	<i>Removed from List</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.08 dated 01 Apr 2005)

NIL

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
Fax No.: (0135) 2748373
WEB: www.hydrobharat.org

Instructions for filling up Form IH 102 (Overleaf)

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

Position Reporting

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

Depth Reporting

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

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

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

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

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

I.H. 102a (Revised 2003)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(For Reporting Changes to Port Information)

(To accompanying Form I.H. 102)

Name and address of ship / sender:

_____ **Ref No.:** _____
 _____ **Date :** _____

Fax No.: _____, **E-mail:** _____

1.	a) NAME OF THE PORT : b) Location : Lat: _____, Long: _____ c) Listing in Guide to Port Entry: Yes/No. Sl. No.: _____	
2.	NAME AND ADDRESS OF PORT AUTHORITIES a) Name b) Address c) Phone d) Fax e) E-mail	
3.	GENERAL REMARKS a) Principal activities and trade b) Latest population figures and date c) Number of ships and tonnage handled per year d) Maximum size and draught of vessels handled. e) Copy of Port Handbook <i>if available</i> .	
4.	ANCHORAGES a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	PILOTAGE a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	DIRECTIONS a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	POLLUTION CONTROL a) Local regulations in force (if any)	

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

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

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

E Mail : nho@sancharnet.com

Fax No.: 91- 0135- 2748373

WEB: 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. **Object of Change:**

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

- (e) Port Information:
- (i) Berthing
 - (ii) Cranage
 - (iii) Tugs
 - (iv) Dry Docks
 - (v) Repair Facilities
 - (vi) Pilotage
 - (vii) Fuel
 - (viii) Water
 - (ix) Any other (Specify) :.....
- (f) Environmental Data:
- (i) Met information
 - (ii) Tides and Tidal Stream
 - (iii) Pollutants
 - (iv) Effluents.....
 - (v) Marine Life / Habitats
- (g) Other changes, if any, with Details:
6. **Information on the Positions of Danger / Changes Reported above:**
- (a) Positioning System used:
 - (b) Datum (WGS/Everest/ Local (Specify) :
 - (c) Accompanying plots / photographs if any:
7. **Information on the Soundings / Depths Reported above:**
- a) Echo Sounder (Type) used:
 - b) Draught of Vessel set on Echo Sounder:
 - c) Observed water depth vis-à-vis charted depth:
 - d) Echo-gram accompanying this report: Yes / No
 - e) Whether voltage drop existed in equipment at observation time
 - f) Data and Time of depth observation
8. **Limitations if any in Reporting the changes above**

Signature of the Master / Reporter

Date:

To

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

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

Please Note:

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

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

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

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	Inches	Feet	Metres	Factors		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.197	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	Fthms	Metres	Feet	Metres		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						

To accompany Notice to Mariners (248/05)

On. Chart 1235

SECURITY ZONES

(29° 47'.05N., 48° 48'.40E)

(29° 40'.90N., 48° 48'.55E)

Exclusion zones extends 2000 meters in all directions from the outer edges of each terminal structure. Only tankers and support vessels authorised by the terminal operator or Coalition maritime security forces are allowed to enter the exclusion zones. Additionally, warning zones extend 3000 meters in all directions from the outer edge of each terminal structure. Vessels are advised to remain clear of the warning zone for all but essential transits. If transit requires entry into the warning zone, vessels are advised to contact the Coalition maritime security forces via marine VHF channel 16.

On. Chart 1265

SECURITY ZONES

(29° 47'.05N., 48° 48'.40E)

(29° 40'.90N., 48° 48'.55E)

Exclusion zones extends 2000 meters in all directions from the outer edges of each terminal structure. Only tankers and support vessels authorised by the terminal operator or Coalition maritime security forces are allowed to enter the exclusion zones. Additionally, warning zones extend 3000 meters in all directions from the outer edge of each terminal structure. Vessels are advised to remain clear of the warning zone for all but essential transits. If transit requires entry into the warning zone, vessels are advised to contact the Coalition maritime security forces via marine VHF channel 16.

On. Chart 2884

SECURITY ZONES

(29° 47'.05N., 48° 48'.40E)

(29° 40'.90N., 48° 48'.55E)

Exclusion zones extends 2000 meters in all directions from the outer edges of each terminal structure. Only tankers and support vessels authorised by the terminal operator or Coalition maritime security forces are allowed to enter the exclusion zones. Additionally, warning zones extend 3000 meters in all directions from the outer edge of each terminal structure. Vessels are advised to remain clear of the warning zone for all but essential transits. If transit requires entry into the warning zone, vessels are advised to contact the Coalition maritime security forces via marine VHF channel 16.

To accompany Notice to Mariners (269/05)

On. Chart 1032

FISH AGGREGATING DEVICES

Fish aggregating devices are present within Tanzanian waters. They are marked by a string of yellow coloured floats and occasionally a radar reflector. Mariners should keep a distance of 0.5 miles off these devices. For the latest positions of fish aggregating devices in Tanzanian waters, see Admiralty Temporary and Preliminary Notices to Mariners.

On. Chart 2929

FISH AGGREGATING DEVICES

Fish aggregating devices are present within Tanzanian waters. They are marked by a string of yellow coloured floats and occasionally a radar reflector. Mariners should keep a distance of 0.5 miles off these devices. For the latest positions of fish aggregating devices in Tanzanian waters, see Admiralty Temporary and Preliminary Notices to Mariners.

On. Chart 3310

FISH AGGREGATING DEVICES

Fish aggregating devices are present within Tanzanian waters. They are marked by a string of yellow coloured floats and occasionally a radar reflector. Mariners should keep a distance of 0.5 miles off these devices. For the latest positions of fish aggregating devices in Tanzanian waters, see Admiralty Temporary and Preliminary Notices to Mariners.