



# INDIAN NOTICES TO MARINERS FOR 2005

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

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(CONTAIN NOTICES 278 TO 304)

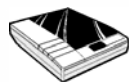
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**Mariner's Obligation and A Chart maker's Plea:** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, 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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Dehradun 248 001  
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 278 to 304 contained in this Edition**

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
33	5	289			
216	3	304 (T)			
217	3	303 (T)			
258 (INT 7348)	3	303 (T)	716 (INT 7060)	36	279
351	5	288	721	36	279
404	6	291	722 (INT 7742)	36	280
2002 (INT 7351)	3	303 (T)	724	36	279
2031	2	302 (T)	742 (INT 7741)	36	281
2024	3	304 (T)	827	42	287
2051	2	278	828	42	287
2052 (INT 7350)	3	303 (T)	829	43	287
4006	6	290	932	46	300
4012	6	290	933	46	300
4026	7	292	941-A	46	299
4027	7	292	1235 (INT 7289)	40	283, 301 (P)
7070 (INT 70)	1	279	1238	40	301 (P)
7071 (INT 71)	1	279	1353	45	293
7072 (INT 72)	1	279	1358	45	294
7701 (INT 701)	1	279	1366	45	292
7702 (INT 702)	1	279	1586	42	287
7703 (INT 703)	1	279	2132 (INT 7138)	32	282
7707 (INT 707)	1	297	2133 (INT 7139)	32	282
			2149	46	299
			2760	46	297
			2779	46	297
			2780	46	298
			2851	40	284
			2854	40	284
			3411 (INT 7218)	40	285
			3461	41	286
			3729	45	299
			3732	45	292
			3785	40	284
			3833	45	296
			3933	45	295
			3946	45	294
			3947	45	295
			4039	46	296
			4040	46	296
			4070 (INT 70)	38	279
			4071 (INT 71)	38	279
			4072 (INT 72)	38	279
			4701 (INT 701)	36	279
			4702 (INT 702)	38	279
			4703 (INT 703)	42	279
			4707 (INT 707)	42	297

**SECTION – II: PERMANENT NOTICES.****INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS****\*278 (12/05)**Source: NHO, Dehradun.  
(HJ/NM/Pub)**(a) NEW INDIAN CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2051	15.07.04	<b>Salaya Harbour</b> <u>Limits:</u> 22° 20'.40N; 69° 30'.40E. 22° 31'.00N; 69° 37'.50E.	1: 20000	2	Rs. 1360.00

**(b): INDIAN CHARTS PERMANENTLY WITHDRAWN**

<b>Chart to be withdrawn</b>	<b>Main Title</b>	<b>On Publication of New Chart</b>
2051	<b>Salaya Harbour</b>	2051

**(c): CHARTS AFFECTED BY THE FOREGOING**

<u>Chart No.</u>	<u>Last Correction</u>	<u>Details</u>
		Nil

**279 (12/05) INDIAN OCEAN – Seychelles – Bancs Africains, Desroches and Providence I. Lights. Islet.**

Light List Vol. D, 6873, 6874, 6877

Source: B.A. notice 2566/05.

(HJ/832/56)

**Chart 7070 (INT 70)** [previous update NE 31/12/02]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
 5° 40'.0S., 53° 41'.0E.  
 9° 13'.0S., 51° 03'.0E.

**Chart 7071 (INT 71)** [previous update 189/05]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
 5° 40'.0S., 53° 41'.0E.  
 9° 10'.0S., 51° 00'.0E.

**Chart 7072 (INT 72)** [previous update 426/04]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
 5° 40'.0S., 53° 41'.0E.  
 9° 10'.0S., 51° 00'.0E.

**Chart 7701 (INT 701)** [previous update 200/01]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
 9° 15'.0S., 51° 02'.0E.

**Chart 7702 (INT 702)** [previous update 217/03]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
 5° 40'.0S., 53° 41'.0E.  
 9° 13'.0S., 51° 03'.0E.

**Chart 7703 (INT 703)** [previous update 124/04]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
 5° 40'.0S., 53° 41'.0E.

**B.A. Chart 716 (INT 7060)** [previous update 33/02]

Substitute islet for ☆ *Q(2)10s 10M* 4° 53'.0S., 53° 23'.0E.  
 Delete ☆ *LFl.10s10M* 5° 41'.0S., 53° 41'.0E.  
 ☆ *LFl.5s32m10M* 9° 12'.5S., 51° 01'.7E.

**B.A. Chart 721** [previous update 34/00]

Substitute islet for ☆ *Q(2)10s 10M* 4° 52'.8S., 53° 23'.2E.  
 Delete ☆ *LFl.10s10M* 5° 41'.0S., 53° 41'.0E.

**B.A. Chart 724 (Plan A, Desroches)** [previous update 220/04]

Delete ☆ *LFl.10s32m10M* and associated sector,  
 centred on: 5° 40'.7S., 53° 41'.2E.

**B.A. Chart 724 (Plan D, Providence and Saint Pierre Islands)** [previous update 220/04]

Delete ☆ *LFl.5s32m10M* and associated sector, centred  
 on: 9° 12'.6S., 51° 01'.7E

**B.A. Chart 724 (Plan E, Bancs Africains)** [previous update 220/04]

Delete ☆ *Q(2)10s31m10M* 4° 52'.8S., 53° 23'.2E

**279 (12/05) INDIAN OCEAN – Seychelles – Bancs Africains, Desroches and Providence I. Lights. Islet (continued).**

**BA chart 4070 (INT 70)** [previous update NE 04/09/92]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
5° 40'.0S., 53° 41'.0E.  
9° 13'.0S., 51° 03'.0E.

**B.A. Chart 4071 (INT 71)** [previous update NE 13/02/03]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
5° 40'.0S., 53° 41'.0E.  
9° 10'.0S., 51° 00'.0E.

**B.A. Chart 4072 (INT 72)** [previous update NE 13/02/03]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
5° 40'.0S., 53° 41'.0E.  
9° 10'.0S., 51° 00'.0E.

**B.A. Chart 4701 (INT 701)** [previous update NE 06/02/03]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
9° 15'.0S., 51° 02'.0E.

**B.A. Chart 4702 (INT 702)** [previous update NE 23/01/03]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
5° 40'.0S., 53° 41'.0E.  
9° 13'.0S., 51° 03'.0E.

**B.A. Chart 4703 (INT 703)** [previous update NE 06/02/03]

Substitute islet for ☆ 4° 55'.0S., 53° 25'.0E.  
5° 40'.0S., 53° 41'.0E.

**280 (12/05) INDIAN OCEAN - Seychelles-Mahe – Approaches to Victoria – Buoyage. Light-beacon. Leading lines. Recommended anchorage.**

Light List Vol. D 6867.31

Source: B.A. notice 2565/05

(HJ/832/54)

**B.A. Chart 722 (INT 7742)** [previous update 281/04]

Amend designation of light-beacon to, No 9 4° 37'.19S, 55° 27'.85E.

Delete Orange light-beacon with topmark, 2F.R(vert) (a) 4° 37'.03S 55° 27'.41E.

leading line, Peacked line, extending for 538m in direction 084<sup>0</sup> from: (a) above

**281 (12/05) INDIAN OCEAN – Seychelles–Mahe – Approaches to Victoria – Anchor berths.**

Source: B.A. notice 2564/05.



(HJ/832/54)

**B.A. Chart 742 (INT 7741)** [previous update 89/05]

Insert	(Anchor berth)	1, centred on:	4° 33'.0S., 55° 29'.0E.
	(Anchor berth)	2, centred on:	4° 33'.0S., 55° 30'.0E.
	(Anchor berth)	3, centred on:	4° 33'.0S., 55° 32'.0E.
	(Anchor berth)	4, centred on:	4° 33'.0S., 55° 33'.0E.

**282 (12/05) Egypt – Red Sea Coast – North Ain Sukhna Port (Sokhna Port) Eastwards – Pilot boaring place.**


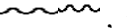
Source: B.A. notice 2610/05

*(HJ/1134/87)***B.A. chart 2132 (INT 7138) (plan A ,Ain Sukhna-North Port (Sokhna Port) and Oil Terminal) [previous update 425/04]**Insert  29° 38'.78N., 32° 24'.52E.Delete  29° 38'.90N., 32° 25'.65E.**B.A. chart 2133 (INT 7139) [previous update 425/04]**Insert  29° 38'.78N., 32° 24'.52E.Delete  29° 38'.90N., 32° 25'.65E.**283 (12/05) ARABIA – Khawr' Abd Allah – Legend.**

Source: B.A. notice 2456/05

*(HJ/1133/91)***B.A. chart 1235 (INT 7289) [previous update 248/05]**Amend legend to, *See INM 301(P)/05*, centred on: 29° 43'.7N., 48° 39'.5E.**284 (12/05) OMAN – South-East Coast – Masirah North-West Coast – Ra's Ar Ru'ays to Hilf – Submarine cables - Buoyage.**


Source: B.A. notice 2532/05

*(HJ/1132/01)***B.A. Chart 2851 [previous update 117/05]**Insert Submarine cable, , joining:  
20° 56'.79N., 58° 48'.29E. (shore)  
20° 44'.27N., 58° 52'.34E.  
20° 39'.58N., 58° 51'.73E.  
20° 39'.46N., 58° 52'.28E. (shore)**B.A. Chart 2854 [previous update 94/05]**Insert Submarine cable, , joining:  
20° 56'.79N., 58° 48'.28E. (shore)  
20° 56'.72N., 58° 48'.43E.  
20° 44'.27N., 58° 52'.33E.  
20° 39'.58N., 58° 51'.72E.  
20° 39'.47N., 58° 51'.80E.  
20° 39'.46N., 58° 52'.28E. (shore)




**284 (12/05) OMAN – South-East Coast – Masirah North-West Coast – Ra’s Ar Ru’ays to Hilf – Submarine cables – Buoyage (continued).**

**B.A. Chart 2854 (plan, Ra’s Hilf Anchorage) [previous update 94/05]**

Insert Submarine Cable, , joining:

20° 44'.50N., 58° 52'.27E.  
(N border)  
20° 44'.27N., 58° 52'.33E.  
(a) 20° 40'.27N., 58° 51'.90E.  
(b) 20° 39'.58N., 58° 51'.72E.  
(c) 20° 39'.47N., 58° 51'.80E.  
20° 39'.46N., 58° 52'.28E. (shore)  
(a) above  
(b) above  
(c) above  
20° 39'.46N., 58° 51'.87E.

**B.A. Chart 3785 [previous update 309/04]**

Insert Submarine Cable, , joining:

20° 46'.50N., 58° 51'.62E.  
(N border)  
20° 44'.27N., 58° 52'.34E.  
20° 39'.58N., 58° 51'.73E.  
20° 39'.46N., 58° 52'.28E. (shore)

**285 (12/05) UNITED ARAB EMIRATES – Dubai (Dubayy) – Khawr Dubai –Dredged areas. Legends.**

Source: B.A. notice 2512/05

(HJ/1132/54)

**B.A. chart 3411 (INT 7218) [previous update 164/05]**

Delete limit of dredged area, pecked line, and associated legend, *Cable Trench*, centred on: 25° 15'.90N., 55° 18'.37E.  
limit of dredged area, pecked line, and associated legend, *Cable Trench (4.2m)* centred on: 25° 15'.64N., 55° 18'.68E.

**286 (12/05) INDIA –West Coast –New Mangalore Port –Harbour limit. Legend.**

Source: B.A. notice 2523/05

(HJ/1030/35)

**B.A. chart 3461 (plan C, Approaches to New Mangalore and Mangalore Harbour) [previous update NE 10/03/95]**

Insert harbour limit, pecked line, joining:

(a) 13° 00'.21N., 74° 43'.10E.  
(existing limit)  
(b) 13° 00'.21N., 74° 40'.00E.  
and  
(c) 12° 53'.62N., 74° 44'.38E.  
(existing limit)  
(d) 12° 53'.62N., 74° 36'.75E.  
(W border)

legend, *New Mangalore Port limit*, along: (a)-(b) above  
(c)-(d) above

Delete former harbour limit, pecked line, and associated legend, *New Mangalore Port Limit*, joining: (a) above  
(c) above

**287 (12/05) INDIA – East Coast – Bay of Bengal and Gulf of Mannar –Data buoys.**

Source: BA notice 2520/05

(HJ/1029/18)

**BA Chart 827** [previous update 170/05]Delete  Fl(5)15sODAS OB8 11° 30'.00N., 81° 29'.00E. Fl.3s ODAS MB10 12° 30'.10N., 84° 59'.00E.**BA Chart 828** [previous update 370/03]Delete  Fl(5) 20s ODAS 8° 11'.00N., 78° 33'.00E. Fl(5) 15s ODAS OB8 11° 30'.00N., 81° 29'.00E.**BA Chart 829** [previous update 257/05]Delete  Fl.3s ODAS MB12 17° 29'.00N., 89° 55'.00E.**BA Chart 1586** [previous update NE 14/11/75]Delete  Fl(5) 20s ODAS SW5 8° 47'.40N., 78° 21'.00E. Fl(5) 20s ODAS OTI 8° 12'.20N., 78° 33'.25E.**\*288 (12/05) INDIA – East Coast – Approaches to the Sand Heads – Wrecks.**

Source: Nav VIII 381/05

(HJ/1129/01)

**Chart 351** [previous update 378/04]

Insert ++ 20° 46'.1N., 88° 40'.0E.

**\*289 (12/05) INDIA – Bay of Bengal – Southern Portion – Wrecks.**

Source: Nav VIII 393/05

(HJ/929/91)

**Chart 33** [previous update 236/05]

Insert ++ 09° 06'.4N., 88° 49'.8E.

**\*290 (12/05) INDIA – Andaman Islands – Inner Harbour – Port Blair – Floating Dock.**

Source: Hydrographic Note, INS Sandhayak .

(HJ/1128/17)

Cancel former INM 240(T)/04.

**Chart 4006** [previous update 468/04]Move Floating dock alongwith its legend and limit of restricted area centered on from: 11° 40'.43N., 92° 42'.83E.  
to: 11° 40'.37N., 92° 42'.91E.**Chart 4012** [previous update 468/04]Move Floating dock alongwith its legend and limit of restricted area centered on from: 11° 40'.43N., 92° 42'.83E.  
to: 11° 40'.37N., 92° 42'.91E.

**\*291 (12/05) INDIA –Andaman Islands – Port Campbell – Depths.**

Source: Ros M(N)-130

(HJ/1028/17)

**Chart 404** [previous update 298/04]

Insert	depth 19 <sub>7</sub> enclosed by 20m contour	12° 01'.7N., 92° 35'.2E.
Amend	least depth 6 <sub>8</sub> for 9 <sub>1</sub> at	11° 57'.5N., 92° 34'.5E.

**292 (12/05) MALAYSIA – Peninsular Malaysia, West Coast – Pinang Harbour- Pinang Bridge – Southwards and Northwards and Middle Bank North-eastwards-Light-beacons. Lights. Legend. Buoy.**

Light List Vol. F 1504,1526,1527,1527.1


Source: BA notice 2664/05.

(HJ/927/59)


**Chart 4026** [previous update 152/05]

Amend	range of light to , 10M	5° 19'.1N., 100° 20'.7E. 5° 19'.4N., 100° 20'.7E.
Delete	legend, ( <i>dest</i> ), at light	5° 24'.35N., 100° 20'.77E.
	 Q Aston, close NE of:	5° 24'.43N., 100° 20'.86E.


**Chart 4027** [previous update 310/01]

Substitute	white light-beacon with triangular topmark, apex downwards, Q.12m10M for red and yellow light-beacon with topmark, Q.12m5M	5° 19'.08N., 100° 20'.68E.
	white light-beacon with triangular topmark, apex with upward, Fl.3s7m10M for red and yellow light-beacon topmark, Fl.3s7m8M	5° 19'.39N., 100° 20'.71E.
Amend	Peal light-beacon to, Fl(2)G.5s10m8M	5° 22'.18N., 100° 21'.17E.
Delete	legend, ( <i>dest</i> ), at Aston Beacon light-beacon	5° 24'.35N., 100° 20'.77E.
	 Q Aston, close NE of:	5° 24'.43N., 100° 20'.86E.

**BA Chart 1366** [previous update NE 21/08/75 ]

Amend	range of light to , 10M	5° 19'.1N., 100° 20'.7E. 5° 19'.4N., 100° 20'.7E.
	light to, Fl(2)G.5s8M	5° 22'.2N., 100° 21'.2E.
Delete	legend, ( <i>dest</i> ), at light	5° 24'.35N., 100° 20'.77E.
	 Q Aston, close NE of:	5° 24'.43N., 100° 20'.86E.

**BA Chart 3732** [previous update NE 03/01/75]

Substitute	white light-beacon with triangular topmark, apex downwards, Q.12m10M for red and yellow light-beacon with topmark, Q.12m5M	5° 19'.08N., 100° 20'.68E.
	white light-beacon with triangular topmark, apex with upward, Fl.3s7m10M for red and yellow light-beacon topmark, Fl.3s7m8M	5° 19'.39N., 100° 20'.71E.
Amend	Peal light-beacon to, Fl(2)G.5s10m8M	5° 22'.18N., 100° 21'.17E.
Delete	legend, ( <i>dest</i> ), at Aston Beacon light-beacon	5° 24'.35N., 100° 20'.77E.
	 Q Aston, close NE of:	5° 24'.43N., 100° 20'.86E.
	BY	5° 24'.35N., 100° 20'.77E.

**293 (12/05) MALAYSIA – Peninsular Malaysia, West Coast – P. Pangkor Southwards – P. Tukun Perak-Light.**

Light List Vol. F 1558.9

Source: B.A. notice 2527/05.

(HJ/927/49)

**B.A. Chart 1353** [previous update 237/05]

Substitute ☆ Fl.8s10M for islet enclosed by ○ 4° 07'.7N., 100° 33'.7E.

**294 (12/05) INDONESIA – Sumatera – Pulau Sinaboi North-westwards – Depths.**

Source: B.A. notice 2553/05.

(HJ/927/29)

**B.A. Chart 1358** [previous update 213/05]

Insert	depth 12 <sub>8</sub>		2° 26'. 70N.,100° 55'.40E.
	depth 0 <sub>4</sub>	(a)	2° 23'. 45N., 100° 57'.30E
Delete	depth 0 <sub>9</sub> , close N of:		(a) above

**B.A. Chart 3946** [previous update 258/05]

Insert	depth 12 <sub>8</sub>	(a)	2° 26'. 70N.,100° 55'.40E.
	depth 0 <sub>4</sub>		2° 23'. 45N., 100° 57'.30E
Delete	depth 17 <sub>4</sub> , close E of:		(a) above

**295 (12/05) INDONESIA – Sumatera- East Coast – Morong Eastwards – Pilot boarding place.**

Source: B.A. notice 2603/05.

(HJ/927/18)

**B.A. Chart 3933** [previous update 216/05]

Insert	Ⓢ Selat Rupert, Selat Bengkalis & Lalang Terminal		1° 56'.45N., 101° 51'.20E.
Delete	Ⓢ Selat Rupert & Selat Bengkalis		1° 56'.45N., 101° 50'.50E.

**B.A. Chart 3947** [previous update 259/05]

Insert	Ⓢ Selat Rupert, Selat Bengkalis & Lalang Terminal		1° 56'.45N., 101° 51'.20E.
Delete	Ⓢ Selat Rupert, Selat Bengkalis		1° 56'.45N., 101° 50'.50E.

**296 (12/05) SINGAPORE STRAIT – Main Strait – Helen Mar Reef North-eastwards – Wreck.**

Source: B.A. notice 2548/05.

(HJ/927/16)

**B.A. Chart 3833** [previous update 265/05]

Insert	⊕ PA		1° 07'.60N.,103° 46'.70E.
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**B.A. Chart 4039** [previous update 261/05]

Insert	⊕ PA		1° 07'.60N.,103° 46'.70E.
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**B.A. Chart 4040** [previous update 264/05]

Insert	⊕ PA		1° 07'.60N.,103° 46'.70E.
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**297 (12/05) INDONESIA – Sumatera – West Coast – Pulau Tanahbala Westwards – Depths.**

Source: B.A. notice 2529/05

(HJ/828/92)

**Chart 7707 (INT 707)** [previous update 239/05]

Insert depth 44 enclosed by 200m contour 0° 17'. 6S., 97° 55'.5E.

**B.A. Chart 2760** [previous update 260/05]

Insert depth 24 (a) 0° 17'. 6S., 97° 55'.5E.

depth 29 (b) 0° 21'. 0S., 97° 55'.0E.

100fm contour to enclose (a) and (b) above

**B.A. Chart 2779** [previous update 325/03]

Insert depth 24 enclosed by 100fm contour 0° 17'. 6S., 97° 55'.5E.

depth 29 enclosed by 100fm contour 0° 21'. 0S., 97° 55'.0E.

**B.A. Chart 4707 (INT 707)** [previous update NE 27/02/03]

Insert depth 44 enclosed by 200m contour 0° 17'. 6S., 97° 55'.5E.

**298 (12/05) INDONESIA – Sumatera – West coast – Ujung Tanjung North-westwards – Depths.**

Source: B.A. notice 2528/05.

(HJ/827/89)

**B.A. Chart 2780** [previous update 210/05]

Substitute depth 7 enclosed by 10fm contour line for depth 29 1° 36'.2S., 100° 33'.3E.

**299 (12/05) INDONESIA – Java Sea – Pulau – Pulau Seribu Eastwards – Platforms.**

Source: B.A. notice 2514/05.

(HJ/827/42)

**B.A. Chart 941-A** [previous update 268/05]Insert  (lighted) 5° 26'.6S., 107° 02'.9E.

5° 24'.2S., 107° 10'.7E.

5° 28'.7S., 107° 16'.1E.

**B.A. Chart 2149** [previous update 241/05]Insert  (lighted) APN-A 5° 26'.6S., 107° 02'.9E.. (lighted) APN-B 5° 24'.2S., 107° 10'.7E. (lighted) APN-D 5° 28'.7S., 107° 16'.1E.**B.A. Chart 3729** [previous update 241/05]Insert  (lighted) APN-A 5° 26'.6S., 107° 02'.9E.. (lighted) APN-B 5° 24'.2S., 107° 10'.7E. (lighted) APN-D 5° 28'.7S., 107° 16'.1E.

**300 (12/05) INDONESIA – Jawa – Pelabuhan Tanjungpriok Northwards – Buoy.**

Source: B.A. notice 2626/05

(HJ/827/33)

**B.A. Chart 932 (Plan B, Approaches to Pelabuhan Tanjungpriok )** [*previous update 267/05*]

Delete



6° 03'.39S., 106° 53'.30E.

**B.A. Chart 933** [*previous update 267/05*]

Delete



6° 03'40S., 106° 53'.25E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****301 (P) (12/05) ARABIA – Approaches to Umm Qasr and Az zubayr – Depths. Wrecks. Obstructions. Buoyage. Pilot boarding place.**

Source: B.A. notice 2455(P)/05

(HJ/1133/91)

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

7 <sub>8</sub> m	29° 47'.25 N., 48° 31'.70E.
7 <sub>8</sub> m	29° 49'.87 N., 48° 26'.42E.
7 <sub>6</sub> m	29° 50'.92 N., 48° 23'.75E.
8 <sub>8</sub> m	29° 52'.80 N., 48° 20'.80E.
7 <sub>7</sub> m	29° 55'.88 N., 48° 17'.23E.
7 <sub>8</sub> m	29° 58'.00 N., 48° 14'.81E
6 <sub>9</sub> m	30° 00'.99 N., 48° 02'.72E
4 <sub>1</sub> m	30° 00'.60 N., 48° 02'.34E
9 <sub>3</sub> m	29° 59'.78 N., 48° 00'.53E
4 <sub>4</sub> m	30° 01'.14 N., 47° 57'.17E
3 <sub>3</sub> m	30° 12'.20 N., 47° 52'.97E
7 <sub>3</sub> m	30° 00'.06 N., 47° 58'.83E
3 <sub>6</sub> m	30° 00'.74 N., 48° 02'.49E
5 <sub>5</sub> m	29° 41'.85 N., 48° 43'.28E
6 <sub>9</sub> m	29° 45'.51 N., 48° 34'.61E
3 <sub>6</sub> m	29° 44'.28 N., 48° 35'.31E
5 <sub>6</sub> m	29° 45'.32 N., 48° 34'.46E
6 <sub>6</sub> m	29° 50'.34 N., 48° 24'.82E

Depths in the shipping channels are subject to frequent change.
3. An area that dries at low water exists alongside berth 9 in the Port of Az Zubayr.
4. Many new wrecks and obstructions have also been found along the entire length of the waterways. Although these fall mainly outside the buoyed channel, some do exist within it. New least depths have been recorded on the following wrecks:
 

3 <sub>7</sub> m	29° 48'.63N., 48° 29'.16E.
0 <sub>5</sub> m	30° 08'.13N., 47° 54'.40E.
5. At Umm Qasr Port it has been reported that the stranded wreck at berth 1 and the wreck at berth 9, 14, 15, 17 and 18 have been removed.
6. At the Port of Az Zubayr wrecks in the vicinity of berth 2, 3, 4, 9 and 10 have been removed. Furthermore, a new stranded wreck has been reported in the general vicinity of 30° 12'.15N., 47° 53'.10E.
7. All channel buoyage between Umm Qasr and Az Zubayr is reported missing.
8. The pilot boarding place (30° 00'.08N., 47° 58'.60E.) has moved and is now located in the vicinity of buoy No.36 (30° 00'.04N., 47° 58'.00E.)
9. Due to the existence of unexploded ordnance, mariners are strongly advised to anchor only where directed by the local authorities.

**301 (P) 12/05) ARABIA – Approaches to Umm Qasr and Az zubayr – Depths. Wrecks. Obstructions. Buoyage. Pilot boarding place (continued).**

10. In the Khawr' Abd Allah dredging is currently taking place and local reporting procedures have been established for all vessels.
11. Mariners are warned to navigate with extreme caution and to seek assistance and information from the local authorities.
12. Former Notices 100(P)/05 is cancelled.

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

**\*302 (T) (12/05) INDIA – West Coast–Gulf of Kachchh–Okha Harbour–Buoy.**

Source: Okha Port.

(HJ/1131/20)

1. It is informed that port hand buoy No.3 and starboard hand buoy No.4 are shifted and placed in the following position. Port hand buoy No.3 at 22° 29'.045 N., 69° 05'.537E. and starboard hand buoy No.4 at 22° 29'.080 N., 69° 05'.451E.
2. Mariners are advised to exercise caution.

**Chart affected – 2031**

**\*303 (T) (12/05) INDIA – West Coast–Port of New Mangalore and Mangalore –Intimation.**

Source: Port Trust Mangalore

(HJ/1030/25)

1. Mangalore (Old) Port is closed for Monsoon wef 16 May 05.Port will re open on 16 Sep 05. The bar light and buoy marked at the bar channel has been withdrawn.
2. Vessels entering leaving harbour after the above date will do so at their own risk.
3. Former INM 236(T)/04 is cancelled.

**Chart affected – 217 – 258 (INT 7348) – 2002 (INT 7351)–2052 (INT 7350)**

**\*304 (T) 12/05) INDIA –West Coast–Honavar Port – Intimation.**

Source: Honavar Port Trust.

(HJ/1030/45)

1. Honavar Port is closed for Monsoon wef 16 May 05.Port will re open on 16 Sep 05. The solar lighted buoys marked at the bar and channel will be withdrawn.
2. All mariners are advised to take caution for above warning.
3. Former INM 237(T)/04 is cancelled.

**Charts affected – 216–2024.**



## 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.
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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

<b><u>NAVAREA No.</u></b>	<b><u>Location</u></b>	<b><u>Last NAVAREA Sl. received</u></b>	
I	N.E. Atlantic	138	2001 series: 510 2003 series: 417. 2004 series: 317 449 463. 2005 series: 046 118 121 127 128 129 131 152 156 158 160 161 170 171 173 184 185 186 187.
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. 2005 series: Nil
V	W. Atlantic	Nil	2005 series: Nil
VI	S.W. Atlantic	Nil	2005 series: Nil
VII	S.E. Atlantic	061	2005 Series: Nil.
VIII	Indian Ocean	323	2005 series: 010 047 051 054 192 200 212 216 245 261 271 273 274 282 289 296 300 310 312 320 324 325 329 332 333 335 336 337 339 343 346 349 350 351 352 356 365 366 367 368 370 372 378 379 380 381 382 383 384 385 387 389 390 391.
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 0175 0190 0192 0193 0197 0198 0199 0200 0201 0203 0204 0210 0222 0234 0236 0237 0240 0241 0242 0243 0244 0245 0246 0247 0248 0249 0250 0251.
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: 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>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
D 6482	Durnford	28 54.96 31 55.30	Fl(3+1)W 40s	48	18	White round concrete structure 12	(fl 0.1, ec 4.9)x2, (fl 0.1, ec 14.9)x2. Vis 246 <sup>0</sup> - 070 <sup>0</sup> (184 <sup>0</sup> ). TE 2005. Racon *
D 7340	-Khawr al Quway	26 21.88 56 21.63 *	Fl W 3s	2	3	Green metal post	fl 1. Destroyed (T) 2005 *
D 7400.9 *	-Kawkab Umm Al Sawali .Water tower *	26 13.29 50 40.92 *	F R *	45 *	10 *	*	*
D 7416.924 *	*	26 12.83 50 26.45 *	Fl R 3s *	.... *	.... *	Red beacon *	*
D 7416.926 *	*	26 12.79 50 26.41 *	Fl G 3s *	..... *	..... *	Green beacon *	*
D 7443	Jazt al Jurayd	27 11.84 49 57.50	Fl W 10s	4	....	Platform	TE 2005 *
D 7444	<i>Remove from list</i>						
D 7458.5	- TN 6	27 59.9 48 55.9	Fl R 10s *				
D 7458.6	- TN 7	27 57.8 48 55.7	Fl R 10s *				
D 7458.7	- TN 8	27 55.4 48 55.2	Fl R 10s *				
D 7459	- TN 13	27 51.0 48 55.2	Fl R 10s *				
D 7459.1	- TN 14	27 50.9 48 54.9	Fl G 10s *				
D 7459.8	- TN 21	27 48.9 48 55.9	Fl R 10s *				
F 0397	Kachchigadh	22 19.88 68 56.96 *	Fl(4)W 15s	33	26	White round concrete tower, red bands 30	(fl 0.4 ec 1.5)x3, fl 0.4, ec 8.9. Racon. TR 2005 *

<b>F 578.2</b>	-Damankul	17 18.2 73 12.0	Fl W 10s	41	6	White framework tower 9	<i>fl0.3, ec 4.3, fl0.3, ec 0.5, fl 0.3,ec4.3. Shown 1/9- 31/5</i>
			*				*
<b>F735.8</b>	-	8 44.60 78 12.94	Q W	....	3		*
		*					*
<b>F 735.9</b>	-	8 44.59 78 12.91	Oc W 5s				*
		*	*				*
<b>F 735.905</b>	- Harbour	8 45.25 78 12.68	Q R				*
*	*	*	*	*	*	*	*
<b>F 735.908</b>	--	8 45.29 78 12.60	Iso R 4s				*
*	*	*	*	*	*	*	*
<b>F 735.95</b>	<i>Remove from list</i>						
<b>F 0755.2</b>	- <b>W end</b>	10 48.8 73 39.7	Fl W 15s	15	<b>16</b>	White concrete column 10	Vis 067°-221°(154°) <b>TE 2005</b> *
<b>F 0933</b>	<i>Remove from list</i>						
<b>F 1401</b>		1 43.78 101 22.94	Fl W 5s	23	12	White metal framework structure 20	<i>fl0.5</i> *
*	*	*	*	*	*	*	*
<b>F 1401.1</b>	-	1 43.84 101 23.11	Fl Y 4s	8	6	Yellow x on yellow beacon 4	<i>fl0.5</i> *
*	*	*	*	*	*	*	*
<b>F 1401.103</b>	-	1 43.93 101 23.04	Fl Y 5s	8	6	Yellow x on yellow beacon 4	<i>fl0.5</i> *
*	*	*	*	*	*	*	*
<b>F 1504</b>	- Middle Bank. N end. Aston Beacon	5 24.33 100 20.04	Q W	10	8	Black △ on white column, on piles△	*
		*		*		*	*
<b>F 1526</b>	- SOUTH CHANNEL. peal Beacon	5 22.16 100 21.09	Fl(2)G 5s	10	8	Green △ on white column, on piles	*
		*		*	*	*	*
<b>F 1527.1</b>	-Rear. 570m from front	5 19.1 100 20.7	Q W	12	10	White▽, black strips, on white column on pies	Vis 090° - 270°(180°) *
					*	*	*

<b>F 9526.31</b>	-- F13 WDR-A	4 24.82 112 41.32	Mo(U)W 15s	....	....	platform	
*	*	*	*	*	*	*	*
<b>F 9526.315</b>	-- E11 K-A	4 19.98 112 40.72	Lit			platform	
*	*	*	*	*	*	*	*
<b>K 1212</b>	-- W Mole. Head	7 43.0 113 13.0	Fl G 5s	14	12	Green metal framework tower	<i>fl 0.5 F R is shown during firing practice in the approaches</i>
				*		14	*
<b>K 1272.1</b>	--Rear. 145m from front	7 45.88 109 01.35	Iso W 2s	21	8	White ▽ on white tower	ec1
			*				



**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 No20 dated 19 May 2005)*Page32, **OMAN** section,

Delete morse ident T and replace by: N

7644 Said Bin Sultan Naval Base,Wudam Northern Breakwater Lt

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Page 37, **INDIA** Section,**79100 Pandiyan Island Lt**

Delete morse ident T and replace by: O

**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. 17 dated 28 Apr 2005)*Page 33, **EGYPT (Red Sea Coast)**After **EAST ZEIT TERMINAL** entry, insert new entry as follow:**NORTH AIN SUKHNA PORT (SOKHNA)**29° 39' .00N 32° 22' .00<sup>E</sup>**Pilots and Port**

CALL : Sokhna Port

TELEPHONE : General Manager : + 20(0)62 3710094

Port Authority : + 20 (0)62 3710071

Port Operations Manager : + 20 (0)62 3710074

FAX : Port Authority : + 20 (0)62 3710070

E-MAIL : [info@spdc.com.eg](mailto:info@spdc.com.eg)WEBSITE : [www.amiral.com](http://www.amiral.com)

FREQUENCY : Ch 12

HOURS : H24

PROCEDURE :

(1) Pilotage is compulsory for all vessels entering, leaving, or navigating within the pilot zones of the port, except the followings

- (a) Warships belonging to the Egyptian Government
- (b) Government owned vessels registered in Egypt and which are not designated for commercial use
- (c) Vessels less than 50m LOA
- (d) Yachts and pleasure craft
- (e) Vessels operated by port management

(2) Vessels should advise ETA via agent 72h, 48h and 24h prior to arrival, and confirm ETA at pilot station directly.

(3) Pilot boards in positions 29° 38' .78N 32° 24' .52E (in the vicinity of the Fairway Lt buoy).

Page 41, **SAUDI ARABIA (Persian Gulf), RA'S AL KHAFJI****Port**, delete section (4) and replace by:

(4) Mooring Master boards in position 28° 29' .00N 48° 39' .75E

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Page 72, **KUWAIT**, MINA AL AHMADI

**Reporting System**, PROCEDURE, section (1), delete (b) North and . . . .to . . . .

(b) south bound: in Position  $29^{\circ}10'.40N$   $48^{\circ}13'.30E$

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**B.A, VOL. 7, 1997/98-PART 2**

**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.	<b>a) 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)

Fax No.: 91- 0135- 2748373

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

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

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

Date : .....

Ref. No: .....

**Details of the Sender / Originator**

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

**Details of Changes / Dangers Observed**

5. **Object of Change:**

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