



INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 13 DATED 01 JULY 2005

(CONTAIN NOTICES 305 TO 324)

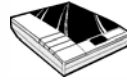
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore,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

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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 305 to 324 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
31	5	319	40 (INT 7315)	41	317
41	6	313	58 (INT 7314)	41	317
203 (INT 7319)	2	323 (T)	157 (INT 7006)	32	307
216	3	322 (T)	158 (INT 7008)	32	307
217	3	322 (T)	164	32	307
258 (INT 7348)	3	322 (T)	253	32	308
288	1	306	262 (INT 7115)	32	308,309
289	1	305,306	817 (INT 7430)	43	319
317	4	321 (T)	827	42	313
358 (INT 7394)	4	321 (T)	829	43	319
361	7	319	830	45	313
2050	2	317	859	43	319
2060	2	323 (T)	1002	37	318
2068	2	323 (T)	1064	37	318
2073	3	322 (T)	1116	37	318
2075 (INT 7366)	4	320 (P)	1224	32	311
7704 (INT 704)	1	307	1268	40	310
			1269	40	310
			1486	41	316
			1508	41	315
			1586	42	314
			2837	40	305,306
			2847	40	306
			2886	40	306
			2889	40	305
			3177	40	305
			3178	40	305
			3581	42	320 (P)
			3773	40	311,312
			3774	40	311
			3950	40	306
			4704 (INT 704)	32	307

SECTION – II: PERMANENT NOTICES.**305 (13/05) ARABIA– Approaches to Abu Dhabi - Ruqq az Zaqqum - Wreck. Buoy.**

Source: BA Notice 2720/05.
(HJ/1132/46)

Chart 289 [previous update 250/05]

Insert



24° 41'.9N., 53° 36'.7E.

BA Chart 2837 [previous update 250/05]

Insert



24° 41'.9N., 53° 36'.7E.

BA Chart 2889 [previous update 164/05]

Insert



(a) 24° 41'.9N., 53° 36'.7E.



, close N of:

(a) above

BA Chart 3177 [previous update 162/05]

Insert



(a) 24° 41'.88N., 53° 36'.69E.



, close N of:

(a) above

BA Chart 3178 [previous update 162/05]

Insert



(a) 24° 41'.88N., 53° 36'.69E.



, close N of:

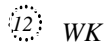
(a) above

306(13/05) QATAR– Doha Eastwards–Wreck.

Source: BA Notice 2721/05
(HJ/1132/57)

Chart 288 [previous update 201/05]

Insert



25° 18'.1N., 52° 00'.4E.

Chart 289 [previous update 305/05]

Insert



25° 18'.1N., 52° 00'.4E.

BA Chart 2837 [previous update 305/05]

Insert



25° 18'.1N., 52° 00'.4E.

306 (13/05) QATAR– Doha Eastwards–Wreck (continued).**BA Chart 2847** [previous update 165/03]

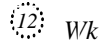
Insert



25° 18'.1N., 52° 00'.4E.

BA Chart 2886 [previous update 250/05]

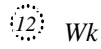
Insert



25° 18'.1N., 52° 00'.4E.

BA Chart 3950 [previous update 112/05]

Insert



25° 18'.04N., 52° 00'.32E.

307(13/05) ERITREA –North Mits`iwa Channel North – eastwards–Depths. Less water. Danger line.Source: BA Notice 2734/05.
(HJ/1034/70)**Chart 7704 (INT 704)** [previous update 35/05]

Insert



17° 15'.0N., 39° 42'.0E.

BA Chart 157 (INT 7006) [previous update 230/05]

Insert

depth 26₅
legend, *Less water rep* (1996), centred on:(a) 17° 11'.4N., 39° 28'.1E.
17° 15'.0N., 39° 46'.0E.

Delete depth 38, close W of:

(a) above

B.A. Chart 158 (INT 7008) [previous update 453/04]

Insert

depth 26₅
legend, *Less water rep* (1996), centred on:(a) 17° 11'.4N., 39° 28'.1E.
17° 15'.0N., 39° 46'.0E.

Delete depth 38, close W of:

(a) above

B.A. Chart 164 [previous update 36/04]

Insert

depth 26₅
depth 24
depth 27
depth 25₅
depth 14₆
depth 10₈ and extend 20m contour E to enclose
depth 5₄
depth 5₂ and extend 10m contour E to enclose
depth 4₂ and extend 5m contour W to enclose
Legend, *Less water rep* (1996), centred on:(a) 17° 11'.40N., 39° 28'.10E.
17° 05'.90N., 39° 22'.30E.
(b) 17° 04'.10N., 39° 40'.80E.
17° 03.60N., 39° 45'.75E.
16°49'.30N., 39° 33'.50E.
16°43'.80N., 39° 48'.20E.
16°34'.30N., 39° 42'.40E.
16°37'.45N., 39° 29'.65E.
16°37'.80N., 39° 27'.80E.
17°15'.00N., 39° 44'.00E.

Delete depth 38, close NW of:

(a) above

depth 203 enclosed by 200m contour, close W of:

(b) above

B.A. Chart 4704 (INT 704) [previous update 427/04]

Substitute

○ for depth 11

17° 15'.0N., 39° 42'.0E.

308 (13/05) DJIBOUTI – Golfe de Tadjoura – Approaches to the Port of Djibouti – Port D'Obock – Depths. Drying height.

Source: BA Notice 2748/05

(HJ/1033/16)

BA Chart 253 (plan B, Port D'Obock [previous update 121/01])

Insert	drying height -0_1 and extend 0m contour S to enclose depth 0_4		11° 57'.96N., 43° 18'.28E. 11° 57'.73N., 43° 18'.51E.
	depth 1_1 and extend 2m contour NE to enclose depth 0_9 and extend danger line W to enclose depth 2_1	(a)	11° 57'.61N., 43° 18'.10E. 11° 57'.66N., 43° 18'.45E.
	5m contour, to enclose (a) above, joining:	(b)	11° 57'.52N., 43° 18'.48E. 11° 57'.48N., 43° 18'.56E. (existing contour) 11° 57'.56N., 43° 18'.45E.
	0m contour, joining:	(c)	11° 57'.71N., 43° 17'.84E .(jetty)
		(d)	11° 57'.82N., 43° 17'.90E . (existing contour)
Delete	former 5m contour, joining:		(a) above
	former 0m contour, joining:		(b) above (c) above (d) above

B.A. Chart 262 (INT 7115) [previous update 109/05]

Insert	depth 18_9 , enclosed by 20m contour		11° 36'.68N., 43° 06'.27E .
	depth 17_5 , enclosed by 20m contour		11° 36'.32N., 43° 06'.22E .
	depth 0_8 , enclosed by 2m contour		11° 36'.08N., 43° 05'.24E .

BA Chart 262 (INT 7115) (plan A, Port of Djibouti [previous update 109/05])

Insert	depth 17_1	(a)	11° 36'.370N., 43° 06'.720E.
	depth 16_3	(b)	11° 36'.320N., 43° 06'.720E. 11° 36'.270N., 43° 06'.780E.
	depth 12_4	(c)	11° 36'.010N., 43° 06'.520E.
	depth 17_5 , enclosed by 20m contour	(d)	11° 36'.320N., 43° 06'.220E.
	depth 18_9 , enclosed by 20m contour		11° 36'.680N., 43° 06'.270E.
	depth 17_2 ,	(e)	11° 36'.330N., 43° 06'.660E.
	20m contour joining	(f)	11° 36'.438N., 43° 06'.712E. (existing contour)
		(g)	11° 36'.338N., 43° 06'.611E.
Delete	depth 20_3 , close NW of :		(a) above
	depth 19_3 , close W of :		(b) above
	depth 17 , close NE of :		(c) above
	depth 21_5 , close W of :		(d) above
	depth 20_3 , close NE of :		(e) above
	former 20m contour , joining :		(f) above

309 (13/05) DJIBOUTI – Iles Moucha – Banc Maskali Northwards– Wreck.

Source: BA Notice 2749/05.

(HJ/1033/16)

BA Chart 262 (INT 7115) [Previous update 308/05]

Insert	 Wk		11° 42'.15N., 43° 08'.99E
	 W/k		11° 42'.07N., 43° 08'.98E

310 (13/05) IRAN–Approaches to Khowr-e Musa and Bandar Iman khomeyni South-westwards–Light-beacon. Buoy.

Light List Vol. D, 7656.3

Source: BA Notice 2754/05.

(HJ/1133/90)

BA Chart 1268 (Plan A, The Bar) [previous update 342/04]

Insert \uparrow Fl.G 5s A9 PD $\frac{1}{G}$ 29° 56'.75N., 49° 06'.73E.

BA Chart 1268 [previous update 342/04]

Insert \uparrow Fl.G 5s A9 PD $\frac{1}{G}$ 29° 56'.75N., 49° 06'.73E.

BA Chart 1269 (Plan B, Bander Imam Khomeyni and Approaches to Bandar-e Mahshahr) [previous update 260/01]

Insert \downarrow Fl.G 5s No 35 PD $\frac{1}{G}$ (a) 30° 24'.60N., 49° 03'.15E.

Delete former \downarrow Fl.G 5s No 35, close S of: $\frac{1}{G}$ (a) above

BA Chart 1269 (Plan A, The Bar to Bandar-e Mahshahr) [previous update 260/01]

Insert \downarrow Fl.G 5s No 35 PD $\frac{1}{G}$ (a) 30° 24'.60N., 49° 03'.15E.

Delete former \downarrow Fl.G 5s No 35, close S of: $\frac{1}{G}$ (a) above

311 (13/05) SAUDI ARABIA – East Coast – Approaches to Ras' al Khafji – Anchorage Area. Pilot boarding place. Buoyage.

LRS Vol. 6

Source: BA Notice 2776/05.

(HJ/1133/81)

BA Chart 1224 [previous update 91/05]

Insert circular limit of anchorage area, radius 1M, Pecked line, centred on: (a) 28° 29'.50N., 48° 39'.70E.

∇ Tanker (a) above

∇ Fl(4)Y No 9 28° 29'. 53N., 48° 37'.82E.

Amend C1 light-buoy to, *LFl.10s* 28° 38'.30N., 49° 07'.00E.
 C2 light-buoy to, *LFl.10s* 28° 38'.30N., 48° 55'.00E.
 C3 light-buoy to, *LFl.10s* 28° 38'.30N., 48° 46'.00E.
 H1 light-buoy to, *Fl.G.2s* 28° 39'.40N., 49° 07'.00E.
 H2 light-buoy to, *Fl.G.3s* 28° 39'.40N., 48° 57'.48E.
 H3 light-buoy to, *Fl.G.4s* 28° 39'.40N., 48° 45'.00E.
 K1 light-buoy to, *Fl.R..2s* 28° 36'.10N., 49° 07'.00E.
 K2 light-buoy to, *Fl.R..3s* 28° 36'.63N., 48° 56'.95E.
 K3 light-buoy to, *Fl.R.4s* 28° 37'.17N., 48° 46'.90E.
 designation of light-buoy to, *No. 12* 28° 25'.85N., 48° 36'.02E.
 designation of light-buoy to, *No. 13* 28° 26'.28N., 48° 34'.70E.
 designation of light-buoy to, *No. 14* 28° 26'.82N., 48° 33'.48E.

Move \odot from : (b) 28° 29'.00N., 48° 39'.70E.

to: (a) above

Delete former circular limit of anchorage area, radius 1M, pecked line, and associated legend, *Tanker*, centred on: (b) above

311(13/05) SAUDI ARABIA – East Coast – Approaches to Ras’ al Khafji – Anchorage Area. Pilot boarding place. Buoyage. (continued).

BA Chart 1224 (Plan B, Ra’s Al Khafji Terminal) [previous update 91/05]

Insert	circular limit of anchorage area, radius 1M, Pecked line, centred on:	(a)	28° 29'.50N., 48° 39'.70E.
	⚓ <i>Tanker</i>	(a)	above
	⚓ <i>Fl(4)Y.10s No 9</i>		28° 29'. 53N., 48° 37'.82E.
Amend	designation of light-buoy to, <i>No. 12</i>		28° 25'.85N., 48° 36'.02E.
	designation of light-buoy to, <i>No. 13</i>		28° 26'.28N., 48° 34'.70E.
	designation of light-buoy to, <i>No. 14</i>		28° 26'.82N., 48° 33'.48E.
Move	⦿ from :	(b)	28° 29'.00N., 48° 39'.70E.
	to:	(a)	above
Delete	former circular limit of anchorage area, radius 1M, Pecked line, and associated legend, <i>Tanker</i> , centred on:	(b)	above

BA Chart 3773 [previous update 248/05]

Insert	circular limit of anchorage area, radius 1M, Pecked line, centred on:	(a)	28° 29'.50N., 48° 39'.70E.
	⚓ <i>Tanker</i>	(a)	above
	⚓ <i>Fl(4)Y</i>		28° 29'. 53N., 48° 37'.82E.
Amend	C2 light-buoy to, <i>LFl</i>		28° 38'.30N., 48° 55'.00E.
	C3 light-buoy to, <i>LFl</i>		28° 38'.30N., 48° 46'.00E.
	H2 light-buoy to, <i>Fl.G</i>		28° 39'.40N., 48° 57'.48E.
	H3 light-buoy to, <i>Fl.G</i>		28° 39'.40N., 48° 45'.00E.
	K2 light-buoy to, <i>Fl.R</i>		28° 36'.63N., 48° 56'.95E.
	K3 light-buoy to, <i>Fl.R</i>		28° 37'.17N., 48° 46'.90E.
Move	⦿ from :	(b)	28° 29'.00N., 48° 39'.70E.
	to:	(a)	above
Delete	former circular limit of anchorage area, radius 1M, Pecked line, and associated legend, <i>Tanker</i> , centred on:	(b)	above

BA Chart 3774 [previous update 91/05]

Insert	circular limit of anchorage area, radius 1M, Pecked line, centred on:	(a)	28° 29'.50N., 48° 39'.70E.
	⚓ <i>Tanker</i>	(a)	above
	⚓ <i>Fl(4)Y</i>		28° 29'. 53N., 48° 37'.82E.
Amend	C1 light-buoy to, <i>LFl</i>		28° 38'.30N., 49° 07'.00E.
	C2 light-buoy to, <i>LFl</i>		28° 38'.30N., 48° 55'.00E.
	C3 light-buoy to, <i>LFl</i>		28° 38'.30N., 48° 46'.00E.
	H1 light-buoy to, <i>Fl.G</i>		28° 39'.40N., 49° 07'.00E.
	H2 light-buoy to, <i>Fl.G</i>		28° 39'.40N., 48° 57'.48E.
	H3 light-buoy to, <i>Fl.G</i>		28° 39'.40N., 48° 45'.00E.
	K1 light-buoy to, <i>Fl.R</i>		28° 36'.10N., 49° 07'.00E.
	K2 light-buoy to, <i>Fl.R</i>		28° 36'.63N., 48° 56'.95E.
	K3 light-buoy to, <i>Fl.R</i>		28° 37'.17N., 48° 46'.90E.
Move	⦿ from :	(b)	28° 29'.00N., 48° 39'.70E.
	to:	(a)	above
Delete	former circular limit of anchorage area, radius 1M, Pecked line, and associated legend, <i>Tanker</i> , centred on:	(b)	above

312 (13/05) KUWAIT – Mina al Ahmadi – Radio reporting point.

Source: BA Notice 2777/05
(HJ/1133/91)

B.A. Chart 3773 [previous update 311/05]

Substitute (Radio reporting point), direction of vessel movement
180⁰, with associated legend, VTS (*see Note*), for
(Radio reporting point), direction of vessel
movements 000⁰/180⁰ and associated legend,
VTS (*see Note*) 29° 10'.40N., 48° 13'.30E.

313 (13/05) BAY OF BENGAL – Great Nicobar Island South–south-westwards – Depth.

Source: BA Notice 2698/05.
(HJ/928/56)

Chart 41 [previous update 257/05]

Insert depth 605 and extend 1000m contour SE to enclose 5° 25.2N., 93° 20'.1E.

BA Chart 827 [previous update 287/05]

Insert depth 605 and extend 1000m contour SE to enclose 5° 25.2N., 93° 20'.1E.

BA Chart 830 [previous update 257/05]

Insert depth 605 and extend 1000m contour SE to enclose 5° 25.2N., 93° 20'.1E.

314 (13/05) INDIA – East Coast – Gulf of Mannar – Tuticorin – Radar beacon.

LRS Vol. 2, 7910
Source: BA Notice 2715/05.
(HJ/930/81)

BA Chart 1586 [previous update 287/05]

Amend radar beacon to , Racon (O) 8° 47'.00N., 78° 11'.90E.

315 (13/05) INDIA –West Coast – Ratnagiri Northwards – Jaigarh Head– Light.

Light List Vol. F, 0578.2
Source: BA Notice 2725/05.
(HJ/1030/76)

BA Chart 1508 [previous update 367/03]

Amend light to, *FL.10s41m6M* 17° 18'.4N., 73° 11'.8E.

316 (13/05) INDIA – West Coast – Gulf of Khambhat – Piram Island South- eastwards– Depth.

Source: BA Notice 2753/05.
(HJ/1130/17)

BA Chart 1486 [previous update NE 12/07/96]

Insert depth 14₅ enclosed by 20m contour 21° 34'.17N., 72° 26'.60E.

317 (13/05) PAKISTAN–Karachi Harbour and Approaches- Buoyage.





Source: BA Notice 2764/05.

(HJ/1131/43)



Chart 2050 [previous update 43/05]

Insert	 Fl.10s	24° 46'.36N., 66° 57'.04E.
	 Fl.5s	24° 44'.64N., 66° 59'.31E.
Delete	 FIG.10s	24° 46'.430N., 66° 57'.065E.
	 FIG.5s	24° 44'.56N., 66° 59'.26E.

BA Chart 40 (INT 7315) [previous update NE 17/12/98]

Insert	 Fl.10s	24° 46'.36N., 66° 57'.04E.
	 Fl.5s	24° 44'.64N., 66° 59'.31E.
Delete	 FIG.10s	24° 46'.430N., 66° 57'.065E.
	 FIG.5s	24° 44'.56N., 66° 59'.26E.

BA Chart 58 (INT 7314) [previous update 436/04]


Insert	 Fl.5s	(a) 24° 44'.66N., 66° 59'.31E.
Amend	light-buoy to, Fl.10s	24° 46'.42N., 66° 56'.95E.
Delete	 FIG.5s, close SE of:	(a) above

318 (13/05) MADAGASCAR –East Coast – Baie de Diego Suarez– Port de la Nievre – Wrecks.

Source: BA Notice2826/05.

(HJ/733/70)

BA Chart 1002 [previous update 83/01]

Insert		12° 15'.50S, 49° 17'.83E.
	++	12° 13'.90S, 49° 19'.45E.

BA Chart 1064 (Plan, Port de la Nievre) [previous update 464/02]

Insert		12° 16'.60S, 49° 16'.80E.
	 Masts	12° 16'.05S, 49° 16'.95E.
		12° 15'.55S, 49° 17'.20E.


BA Chart 1116 [previous update 464/02]

Insert		12° 15'.50S, 49° 17'.22E.
	++	12° 13'.90S, 49° 18'.90E.

319 (13/05) BANGLADESH – Cox's Bazar South-westwards – Submarine cable.

Source: BA Notice 2818/05.
(HJ/1128/18)

Chart 31 [previous update 257/05]


Insert submarine cable, , joining:

21° 24'.9N., 91° 59'.0E.(shore)

21° 21'.2N., 91° 53'.8E

21° 14'.1N., 91° 47'.4E

Chart 361 [previous update 122/05]


Insert submarine cable, , joining:

21° 24'.9N., 91° 59'.0E.(shore)

21° 21'.2N., 91° 53'.8E

21° 14'.1N., 91° 47'.4E

BA Chart 817(INT 7430) [previous update 328/01]


Insert submarine cable, , joining:

21° 24'.9N., 91° 59'.0E.(shore)

21° 21'.2N., 91° 53'.8E

21° 14'.1N., 91° 47'.4E

BA Chart 829 [previous update 287/05]


Insert submarine cable, , joining:

21° 24'.9N., 91° 59'.0E.(shore)

21° 21'.2N., 91° 53'.8E

21° 14'.1N., 91° 47'.4E

BA Chart 859 [previous update NE 08/02/85]

Insert submarine cable, , joining:

21° 24'.9N., 91° 59'.0E.(shore)

21° 21'.2N., 91° 53'.8E

21° 14'.1N., 91° 47'.4E

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**320 (P) (13/05) INDIA - East Coast – Gulf of Mannar – Tuticorin -Reclamation areas. Works. Buoyage. Light Beacons.**

Source: BA Notice 2714(P)/2005
(HJ/930/81)

1. There are changes to charted details within the port limit of Tuticorin (8° 45'.0N, 78° 14'.0E.)
2. Reclamation work have taken place, within Tuticorin harbour, along the south breakwater which include:
 - a. Reclamation areas in the vicinity of the following positions:
 - 8° 45'.25N, 78° 12'.05E
 - 8° 44'.90N, 78° 12'.90E
 - b. Works in progress in the vicinity of the following position:
 - 8° 44'.95N, 78° 12'.70E
3. Changes to buoyage have occurred in the approaches to Tuticorin harbour.
4. Lights and beacons have been established within Tuticorin harbour, and existing lights modified on South Breakwater.
5. Former Notice 245 (P)/05 is cancelled.

Chart affected – 2075 , BA Chart– 3581.

***321(T) (13/05) INDIA AND SRILANKA – PalkBay – Wreck.**

Source: Hydrographic Note INS T- 58.
(HJ/930/90)

1. A fishing boat reported sunk at position 09° 17'.1 N., 79° 21'.64E.
2. Mariners are advised to exercise caution.

Chart affected –317- 358 (INT 7394).

***322 (T) (13/05) INDIA – West Coast –Kundapura (Coondapoor) –Intimation.**

Source: Kundapura Port
(HJ/1030/35)

1. Kundapura Port is closed view monsoon till 16 Sep 2005. The solar lighted buoys marked at the bar channel have been withdrawn.
2. Vessels entering leaving/ harbour after the above date will do so at their own risk.
3. Former INM 238(T)/04 is cancelled.

Chart affected – 216 – 217 – 258 (INT 7348)–2073 .

***323 (T) (13/05) INDIA – West Coast–Gulf of Kachchh–Literage Operaton.**

Source: Nav VIII 400/05.
(HJ/1131/20)

1. Due to the onset of southwest monsoon in the Arabian Sea , STS oxide literage operation at LPO Mumbai/Bombay High oil fields have been ceased from 28 May 2005.
2. The operation will be carried out at LPO Vadinar during the Southwest monsoon season.
3. The location of the literage area at LPO Vadinar within the area bounded by
 - 22° 34'.5 N., 69° 38'.0E.
 - 22° 33'.1 N., 69° 38'.0E.
 - 22° 30'.0 N., 69° 37'.3E.
 - 22° 30'.0 N., 69° 36'.0E.
 - 22° 33'.2 N., 69° 36'.0E.
4. All tankers at LPO Vadinar would maintain VHF watch on channel 12.
5. Former INM 231(T)/04 is cancelled

Chart affected – 203 (INT 7319) – 2060 – 2068

* 324 (T) (13/05)

Temporary and Preliminary Notices*(in force as on 01 July 2005)***INM 183(T) (07/05) is cancelled.****1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN**

Notice No.	Charts Affected	Description
228(P)/94	B.A.642 1003	MOZAMBIQUE – Dredge Channel Buoys.
81(T)/01	2050	PAKISTAN – Karachi Harbour – Upper Harbour and Bunker Island – Wrecks
149(T)/01	B.A. 3410 3412 3175	ARABIA – United Arab Emirates – Sharjah (Ash Shariqah) – Dredging; Depths
386(T)/01	289	ARABIA – Iran – Abu-Musa – Light-float
254(P)/02	B.A. 642 1003 1811 2930 2938 4172	AFRICA, East Coast – Mozambique – Source data
255(P)/02	B.A. 3775	ARABIA – Saudi Arabia – Ra’s Abu ‘Ali to Ra’s as Saffaniyah – Wellheads; Depths; Posts; Obstructions
277(P)/02	B.A. 3774	ARABIA – Saudi Arabia – Ra’s Al Khafji Terminal –Positions
293(T)/02	B.A. 3739 3176 2887 2889	ARABIA – United Arab Emirates-Mina’ Jabal ‘ Ali Northeastwards –Radar reflector
460(P)/02	B.A. 11 2882	ARABIA – Iran – Jazirat –ye Khark and Jaziereh-ye-Kharku – Depths
483(P)/02	B.A. 3713 3715	ARABIA – United Arab Emirates Abu Dhabi Northeastwards (Abu Zaby) – Approaches to Umm an Nar – Buoyage; Lights; Leading line
87 (P)/03	288 20 B.A. 2523 2883 2886	ARABIA – Qatar – Al Shaheen Oilfield – Platforms; Submarine pipeline
118 (P)/03	B.A. 81	RED SEA – Sudan – Sawakin – Berths
196 (P)/03	B.A. 12 801	GULF OF AQUABA – Mersa Morakh Northeastwards to Jordan – El ‘Aqaba Industrial Port – Submarine pipeline.
207 (T)/03	B.A. 671 2968 (INT 7000)	SOMALIA – Muqdisho (Moghadishu) – Port development. Pilot boarding place.
221 (P)/03	8010 B.A. 143 157 (INT 7006) 452 (INT 7117) 453 (INT 7116) 1925 1926 3661	RED SEA – East of Jabal Zuqar Island, west and south of Hanish al Kubra, Babel Mandeb – Traffic separation schemes. Routeing measures.
297 (P)/03	288 289 B.A. 3736 (INT 7258) 3737 (INT 7255)	BAHRAIN – Mina’ Salman and Approaches – Depths. Wrecks. Reclamation area. Rocks.
327 (P)/03	288 B.A. 3842 3844 3845 3846	ARABIA – Shatt al’ Arab – Outer Bar to Khorramshahr – Depth Information. Wrecks. Obstructions.
328 (P)/03	288 B.A. 3842 3844 3845 3846	ARABIA – Shatt al’ Arab – Outer Bar to Khorramshahr – Depth Information. Wrecks. Obstructions.
339 (P)/03	B.A. 3783 3787	QATAR – Mesaieed and Approaches – Channel depths. Berths. Dredged area. Buoyage. Anchorage areas. Restricted areas. Submarine pipeline. Mooring buoys. Area to be avoided. Jetty. Light. Outfall.
396 (T)/03	200 250 2049 2093 B.A. 58 (INT 7314) 59 (INT 7316)	PAKISTAN – Port Muhammad Bin Qasim – Maintained channels. Buoyage. Depths. Light beacons. Radar beacon.
411 (P)/03	20 289 8004 B.A. 2887 2889 3176 3412 3739 (INT 7220)	UNITED ARAB EMIRATES – Mina’ Jabal ‘Ali Northeastwards and Northwestwards – Reclamation areas. Restricted areas. Buoyage. Submarine cables.
105 (P)/04	20 288 B.A. 1235 1265 2884 (INT 7278) 3773	IRAQ – Khawr ‘Abd Allah – Danger areas.
106 (P)/04	20 289 B.A. 3410 3412	UNITED ARAB EMIRATES – Sharjah – Hamriyah – Dredged areas. Light-beacons. Buoyage. Works.
136 (P)/04	20 B.A. 3599	IRAN – Eastern entrance to Khuran (Clarence Strait) – Jazireh-ye-Qeshm Koveh – Jetty. Buoyage. Depths.
172 (P)/04	B.A. 1358 3933 3947 4041	SINGAPORE STRAIT – Malacca Strait – Indonesia – Pulau Batam. North Coast to Sumatra, East Coast, Dumai – Submarine Cable.
271 (P)/04	B.A. 724	INDIAN OCEAN – Seychelles – La Digue – La Passe – Breakwater.
272 (P)/04	B.A. 1235 (INT 7289) 1265 (INT 7291) 2884 (INT 7278) 3773	IRAQ – Khawr al Amaya Terminal and Al Basrah (Al Bakr) Terminal – Maritime limits.
352 (P)/04	20 288 B.A. 1224 2882 2884 (INT 7278) 3773 3774	SAUDI ARABIA – East Coast – Approaches to Ra’s al Khafji – Traffic separation scheme.
423(P)/04	B.A. 15	SAUDI ARABIA – Red Sea Coast – Jizan Harbour Westwards – Dredging area.

		Channel.
447(P)/04	B.A. 3492	SUDAN – Approaches to Port Sudan, Port Sudan Harbour and Marsa Gwiyai – Coastline. Port developments. Jetties. Wrecks. Rock. Coral. Obstruction.
448(T)/04	B.A. 1214	KUWAIT – Mina' ad Dawhah – Light.
481(P)/04	B.A. 3043	EGYPT – Red Sea Coast – Hurghada North-north-eastwards – Depths.
483(P)/04	B.A. 3791	QATAR – Ra's Laffan – Buoyage.
505(P)/04	B.A. 2886 3790	ARABIA – Bahrain Southwards – Dawhat Salwa – Beacons. Buoyage. Depths. Lights.
506(P)/04	20 8004 B.A. 3599	IRAN – Khuran (Clarence Strait) – Jetty. Buoyage. Depths. Drying height. Pilot boarding place. Lights. Moorings buoys.
49(P)/05	B.A. 3413	QATAR – UNITED ARAB EMIRATES – Jazirat Halul, South and South-eastwards-Approaches to Mubarraz Terminal – Mubarraz Oilfield Westwards-Restricted area. Works. Lights. Buoyage.
155(P)/05	B.A. 2882 2884 (INT 7278) 3773	KUWAIT – Mina' Al Ahmadi – Anchorage areas. Restricted areas. Pilot boarding places. Radio reporting points. Buoyage. Light-beacon.
156(P)/05	B.A. 1223 3773	KUWAIT – Approaches to Mina' al Ahmadi, Mina' Ash Shu'aybah and Mina' 'Abd Allah – Traffic separation schemes.
180(P)/05	B.A. 1495(INT 7736) 1497 (INT 7735)	UNITED ARAB EMIRATES – Approaches to Dubayy – Approaches to Mina' Jabal' Ali – Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Pilot boarding place. Submarine cables.
227(T)/05	20 288 BA 2882 BA 2884 (INT 7278)	KUWAIT – Approaches to Mina' al Ahmadi, Mina' Ash Shu'aybah and Mina' 'Abd Allah – Traffic separation schemes.
242(P)/05	B.A. 3812	SAUDI ARABIA – East Coast – Ad Dammam (Mina' al Malik 'Abd al 'Aziz) and Approaches and Ra's Tannurah North-westwards – Buoyage. Depths. Dredged areas. Beacons. Light-beacons.
243(P)/05	B.A. 3736 (INT 7258) 3737 (INT 7255) 3738 (INT 7254)	BAHRAIN – Mina' Salman and Approaches – Depths. Wrecks. Foul. Anchorage area. Breakwater.
271(P)/05	3787 (INT 7245)	QATAR – Approaches to Doha (Ad Dawhah) – Dredging area. Buoyage.
272 (P) /05	2523	IRAN – South Pars Gasfield – Submarine pipeline. Platforms.
273(P)/05	3526	UNITED ARAB EMIRATES – Fujayrah – Berths. Depths. Jetty. Port developments. Lights. Buoyage. Works.
273(P)/05	3773	ARABIA – Khawr al Kafka – Al Basrah (Al Bakr) Terminal Southwards and South-westwards – Wrecks. Obstructions.
301(P)/05	1235 (INT 7289) 1238	ARABIA – Approaches to Umm Qasr and Az zubayr – Depths. Wrecks. Obstructions. Buoyage. Pilot boarding place.

2.	INDIA WEST COAST - INDIAN OCEAN	
110(T)/92	2018 2080 203	INDIA –West Coast –Approaches to Kandla Light buoy amended.
302(T)/97	2001 2015 2016	INDIA –West Coast –Bombay Harbour – Cross Island – Mooring buoy
52(T)/98	2016 211	INDIA –West Coast –Bombay Harbour: Buoy
75(T)/98	256	INDIA –West Coast –Angria bank: Buoy
354(T)/98	2016 211	INDIA –West Coast –Bombay Harbour – Buoy
448(P)/98	2016 2076 2015 211 255	INDIA –West Coast –Bombay Harbour – Wreck
162(P)/99	217 2002 2052	INDIA –West Coast – New Mangalore & Approaches – Dredging; New Construction
260(T)/99	255	INDIA West Coast – Approaches to Bombay – Bombay high, Oilfield development area – Platform
96(T)/00	2008 215	INDIA – West Coast – Karwar Harbour and Approaches – Wrecks
131(T)/00	2016 211 255	INDIA – West Coast – Bombay Harbour – Wreck
201(T)/00	2033 2060 2080 203	INDIA – West Coast – Gulf of Kachchh – Munde Reef – Lighterage area; Chemical and Gas anchorage area
270(P)/00	2008	INDIA – West Coast – Karwar Harbour – Works
319(P)/00	B.A. 711 689 4700	INDIAN OCEAN – Mauritius – Fish aggregating devices
356(T)/00	B.A. 1495	INDIAN OCEAN – La Reunion, Northcoast – Cap Bernurd – Buoy
400(T)/00	211 255	INDIA – West Coast – Off Bombay Harbour – Wreck
424(T)/00	211 255	INDIA – West Coast –Approaches to Bombay Harbour – Wreck
38(T)/01	2008 215	INDIA – West Coast – Karwar Harbour and Approaches – Works
103(T)/01	2008 2009 215 216	INDIA – West Coast – Karwar Harbour and Approaches – Buoy
195(T)/01	2013 2031	INDIA – West Coast – Gulf of Kuchchh – Okha Harbour – Buoy
223(T)/01	2020	INDIA – West Coast – Marmugao – St. George's Islands – Buoy
271(T)/01	2078 2020 2022	INDIA – West Coast – Bombay Harbour – Wreck
315(P)/01	269	INDIAN OCEAN – British Indian Ocean Territory – Chagos Archipelago – Depths

330(P)/01	2076 2016	INDIA – West Coast – Mumbai Harbour – Jawahar Lal Nehru Port – Port Development
358(T)/01	2078 (INT 7346) 2020 2022	INDIA – West Coast – Port of Mormugao – Fouls
359(P)/01	B.A. 722	INDIAN OCEAN – Seychelles – Mahe – Vectoria and approaches – Dredging; Works
407(T)/01	2100 2056 2081	INDIA – West Coast – Pipavav Port – Prohibited Area, Leading Transit
83(T)/02	B.A. 713 711	INDIAN OCEAN – Mauritius – Port Louis – Lights
102(P)/02	2044 2101	INDIA – West Coast – Approaches to Hazira – Submarine pipeline
142(P)/02	2101 2044 208 209	INDIA – West Coast – Gulf of Khambhat – Oil Field Developments; Anchoring Prohibited Area.
294(P)/02	2008 2009 215	INDIA – West Coast – Off Karwar – Prohibited Area
337(T)/02	2045 (INT 7360) 2004 2029 (INT 7358) 220	INDIA – West Coast – Port of Cochin – Channel depths, buoys
371(T)/02	223 262	INDIA – South Coast – Southeast of Kolachel Port – Submerged Object
372(P)/02	224 317 262	INDIA – South Coast – North of Gulf of Mannar – Depths
409 (P)/02	2008 257 (INT 7343) 216	INDIA – West Coast – Bingo Bay – Dredging; Depths
446 (T)/02	2025 217 258 (INT 7348)	INDIA – West Coast – Approaches to Manglore Harbour – Sunken Pontoon
484 (T)/02	2040 204 205 252 (INT 7325)	INDIA – West Coast – Porbandar Harbour – Buoy
159 (T)/03	B.A. 2757 2741 563	INDIAN OCEAN – Comores – Ile de Mayotte – Fish aggregating devices
161 (T)/03	2076 2015 (INT 7337) 2016 211	INDIA – West Coast – Approaches to Mumbai Harbour – Wave Rider buoys
176 (P)/03	2076 2016	INDIA – West Coast – Jawaharlal Nehru Port – Jetty
197 (T)/03	211 255 292 21	INDIA WEST COAST – Approaches to Mumbai – Neelam Heera and Ratna Oilfield area
209 (T)/03	2040	INDIA – West Coast – Porbandar Anchorages – Depths
211 (T)/03	211 255 (INT 7334) 292 2016 2076	INDIA – West Coast – Mumbai Harbour – Buoy
220 (T)/03	7702 (INT 702)	INDIA – Indian Ocean – Chagos Archipelago to Madagasikara – La Reunion to Mauritius – Submarine cable
224 (T)/03	21 22 211 255 (INT 7334) 292 2016	INDIA – West Coast – Approaches to Mumbai Harbour – Wreck
225 (T)/03	2022	INDIA – West Coast – Port of Mormugao – Data buoy
233 (T)/03	21 292 7705 (INT 705)	INDIA – West Coast – Arabian Sea – Data buoy
234 (T)/03	2101 2019 2044 209 208	INDIA – West Coast – Approaches to Hazira – Buoy
270 (T)/03	2082 2039	INDIA – West Coast – Dahej Harbour – Breakwater
355 (T)/03	209 2019 2101	INDIA – West Coast – Approaches to Hazira – Drying Patch, Lighterage area.
356 (T)/03	21 292	INDIA – West Coast – Dwaraka to Bombay – Buoy.
379 (T)/03	268 (INT 7353) 273	INDIA – Indian Ocean – Central Lakshadweep – Databuoy.
413 (P)/03	268 (INT 7353) 273 2007	INDIA – Lakshadweep – Androth Island – Breakwater. Beacon.
47 (T)/04	2056 2081 2100	INDIA – West Coast – Pipavav West Channel – Buoy.
48 (T)/04	207 254	INDIA – West Coast – Diu Head to Gopnath Point – Danger to navigation.
62 (P)/04	220 259 (INT 7356) 260 (INT 7362) 2004 2045	INDIA – West Coast – Cochin harbour – Buoys.
92 (T)/04	208 209 2019 2044	INDIA – West Coast – Approaches to Magdalla – Submarine Pipeline.
93 (T)/04	22 273	INDIA – West Coast – Arabian Sea – Off Minicoy Island – Buoy.
108 (T)/04	203 (INT 7319) 271 2031 2068 7705 (INT 705)	INDIA – West Coast – Gulf of Kachchh – Buoy.
110 (T)/04	2044	INDIA – West Coast – Gulf of Khambhat (Cambay) – Southern Portion – Antenna Treset Tower.
121 (P)/04	208 209 254 2019 2044 2101	INDIA – West Coast – Approaches to Magdalla – Drilling.
137 (T)/04	21 203 2068 7705 (INT 705)	INDIA – West Coast – Gulf of Kachchh – Ballast Split.
139 (T)/04	2020 2022 2078 (INT 7346)	INDIA – West Coast – Port of Mormugao – Buoy.

195 (T)/04	292 (INT 7021)	ARABIAN SEA – Muscat to Bombay – Data Buoy.
198 (T)/04	272	INDIA – West Coast – Bombay to Cape Comorin – Data Buoy.
200 (T)/04	207 254	INDIA – West Coast – Diuhead to Gopinath Point – Narmada Banks – Buoy.
216 (T)/04	219 258 (INT 7348) 272	INDIA – West Coast – Off Badagara – Wreck.
230 (T)/04	2031 2068	INDIA – West Coast – Gulf of Kachchh – Buoys.
231 (T)/04	203 (INT 7319) 2060 2068	ARABIAN SEA – India – Gulf of Kachchh – Lighterage operations.
234 (T)/04	2015 2016 211 255 292	INDIA – West Coast – Port of Mumbai – Prongs Reef – Buoys.
235 (T)/04	2004	INDIA – West Coast – Cochin Harbour – Kochi (Cochin) Entrance Channel – Buoyage.
238 (T)/04	216 217 258 (INT 7348) 2073	INDIA – West Coast – Bhatkal, Malpe – Intimation.
274 (P)/04	2002 (INT 7351)	INDIA – West Coast – Ports of New Mangalore and Mangalore – Deep Draft Berth.
285 (T)/04	214 257 (INT 7342) 2020 2022 2078 (INT 7346)	INDIA – West Coast – Port of Mormugao – Buoyage.
301 (P)/04	B.A. 1495 (INT 7736) 1497 (INT 7735)	INDIAN OCEAN – La Reunion – North West Coast – Anchorage areas. Restricted areas. Submarine cables.
302 (T)/04	2013 2031 2055 2068	INDIA – West Coast – Gulf of Kachchh – Port of Okha – Buoy.
303 (P)/04	22 (INT 752) 214 257 (INT 7343) 2020 2022 (INT 7345) 2078 (INT 7346)	INDIA – West Coast – Port of Mormugao – Jetty.
304 (T)/04	206	INDIA – West Coast – Veraval to Diu Head – Off Mul Dwaraka – Danger to Navigation.
321 (T)/04	257 (INT 7343) 2022 (INT 7345)	INDIA – West Coast – Approaches to Mormugao – Buoy.
354 (P)/04	2021 2068	INDIA – West Coast – Gulf of Kachchh – Mundra Port – Anchorage area. Submarine pipeline. Buoy.
385(T)/04	2004 (INT 7359) 2045 (INT 7360)	INDIA – West Coast – Kochi (Cochin) Harbour – Buoys. Transit mark.
386(T)/04	256 (INT 7340)	INDIA – West Coast – Murud-Janjira Harbour to Malvan – Seismic survey.
405(T)/04	207 254 292 (INT 7021)	INDIA – West Coast – Approaches to Gulf of Kachchh – Buoy.
407(T)/04	211 255 (INT 7334) 292 (INT 7021) 2016	INDIA – West Coast – Approaches to Mumbai – Restricted area.
449(T)/04	B.A. 1495 (INT 7736) 1497 (INT 7735)	INDIAN OCEAN – La Reunion – Approaches to La Reunion – Fish havens.
450(T)/04	2019 2044 2101	INDIA – West Coast – Gulf of Khambat – Drilling Operation.
451(T)/04	2019 2044 2101	INDIA – West Coast – Approaches to Magdalla – Buoy.
452(T)/04	2004 (INT 7359) 2045 (INT 7360)	INDIA – West Coast – Cochin Harbour – Buoy.
484(T)/04	203 (INT 7319) 2033 2083	INDIA – West Coast – Gulf of Kachchh – Sikka Creek – Wreck.
485(T)/04	211 255 (INT 7334)	INDIA – West Coast – Off Mumbai – Submarine Pipeline.
486(T)/04	214 257 (INT 7343) 2020 2022 2078 (INT 7346)	INDIA – West Coast – Mormugao Port – Buoy.
507(P)/04	2002 (INT 7351) 2052 (INT 7350)	INDIA – West Coast – Port of New Mangalore and Mangalore – Depth.
508(T)/04	31 32 (INT 754) 33 313 315 356 3001 (INT 7402) 3028	INDIA – West and East Coast – Off Ratnagiri, Chennai, Ennore, Ramyapatnam, Machalipatnam, Paradip – Data buoys.
50(P)/05	2018 (INT 7321) 2059 (INT 7322) 2080	INDIA – West Coast – Kandla – Sogal Channel – Buoy.Jetty.

51(P)/05	211 255 (INT 7334)	INDIA – West coast – Approaches to Mumbai – Buoy.
85(P)/05	2021 2068	INDIA – West coast – gulf of Kachchh – Mundra Port – Submarine pipeline.
86(T)/05	208 2019 2044 2101	INDIA – West Coast – Magdalla Port – Buoy.
102(P)/05	2021 2068 2080	INDIA – West Coast – Gulf of Kachchh – Mundra Port – Work.
103(T)/05	2016	INDIA – West coast – Inner approaches to Mumbai – Trenching operation.
105(T)/05	4011	INDIA – Andaman Sea – Nicobar Islands – Approaches to East Bay – Jetty.
106(T)/05	4005 4006 4008 4012 4016	INDIA – Andaman Sea – Andaman and Nicobar Islands – Beacon.Buoy.
129(P)/05	209 2019 2068 2101	INDIA – West Coast – Approaches to Hazira – Magdalla Port and approaches – Buoy.Light.Jetty.Mooring.
130(T)/05	2015 (INT 7337) 2016 (INT 7336)	INDIA – West Coast – Port of Mumbai – Submarine pipeline.
157(P)/05	209 2019 2068 2101	INDIA – West Coast – Approaches to Hazira – Hazira Port – Breakwater, Channel, Basin and Berth Pocket
179(T)/05	7702 (INT 702) 7703 (INT 703)	INDIAN OCEAN – Seychelles Group – Scientific Experiment
244(T)/05	22 (INT 752) 214 257 (INT 7340) 2020 2022 (INT 7345) 2078 (INT 7346)	INDIA – West Coast – Arabian Sea – Data Buoy.
246(P)/05	7707 (INT 707)	INDIAN OCEAN – Ninety East Ridge – Data buoys.
277(T)/05	211 255 293 2015 2016.	INDIA – West Coast – Mumbai Docks - Buoy.
302(T)/05	2031	INDIA – West Coast–Gulf of Kachchh–Okha Harbour–Buoy.
303(T)/05	217 258 (INT 7348) 2002 (INT 7351) 2052 (INT 7350)	INDIA – West Coast–Port of New Mangalore and Mangalore –Intimation.
304(T)/05	216 2024.	INDIA –West Coast–Honavar Port – Intimation.
3. INDIA EAST COAST - ANDAMAN NICOBAR, SRI LANKA		
247(P)/95	4030 405 473	INDIA –Andaman Islands – Depth; Rocks
163(T)/99	41 451	INDIA – Andaman Sea – Gulf of Martaban – Oil Development Area
360(T)/99	3012 3002	INDIA –East Coast – Visakhapatnam Harbour – Buoy
57(T)/00	2075	INDIA –Southeast Coast – Tuticorin Harbour – Buoy
81(T)/00	452 451 411 410 41	INDIA–Andaman Sea – Gulf of Martaban – Wreck
146(P)/00	3018 360	BANGLADESH –Approaches to Pussur River –Zulfiquar Channel – Buoyage;Depths
82(T)/01	2075	INDIA – Southeast Coast – Tuticorin Harbour – Buoy
317(P)/01	3012 (INT 7411)	INDIA – East Coast – Visakhapatnam Harbour – Port Developments
318(T)/01	315 316 317 358	INDIA – East Coast – Palk Strait – Wreck
122(T)/02	2075 224 262	INDIA – South East Coast – Tuticorin Harbour – OTEC Plant
209(T)/02	3004 (INT 7403) 3001	INDIA – East Coast – Chennai harbour – Madhusudan Dry Dock– Berth
210(T)/02	4003 402	INDIA – North Andaman Islands – Port Cornwallis – Beacon under construction
261(T)/02	354 (INT 7408) 31 32	INDIA – East Coast – Sacramento Shoal to Kalingapatnam – Unexploded Charges
295(T)/02	3012 (INT 7408) 3002 (INT 7408)	INDIA – East Coast – Visakhapatnam Harbour – Berth, Intimation
391 (T)/02	3012 (INT 7411) 3002 (INT 7410)	INDIA – East Coast – Visakhapatnam Harbour – Emergency Anchorage Area
430 (T)/02	3012 (INT 7411) 3002 (INT 7410)	INDIA – East Coast – Visakhapatnam Harbour – Berth
431 (T)/02	3011 301	INDIA – East Coast – Hugli River – Buoy
448 (T)/02	4012 4006 4016 404 405	INDIA – Andaman Sea – Port Blair Harbour – Salvage Operation
63 (T)/03	4001 4014 403	INDIA – Bay of Bengal – Middle Andaman – Rangat Bay – Beacon
64 (T)/03	4004 4013 4015 404 409	INDIA – Andaman Sea – Campbell bay and Havelock Island – Lights, dolphins
65 (T)/03	4005 4017 408	INDIA – Andaman Sea – Noncowry Harbour – beacons
91 (T)/03	3012 (INT 7411) 3002 (INT 7410)	INDIA – East Coast – Vishakhapatnam outer harbour – Berth
124 (T)/03	3012 (INT 7411)	INDIA – East Coast – Vishakhapatnam Inner Harbour – Bulk
162 (T)/03	2075 (INT 7366) 2037 263 262 224 32	INDIA – Southeast Coast – Tuticorin Harbour – Damaged Barge Shiva-2
227 (T)/03	3010	INDIA – East Coast – Approaches to Paradip Port – Berths

252 (P)/03	3008 3026 355 (INT 7405) 356 31 32 (INT 754)	INDIA – East Coast – Vadarevu Anchorage – Light
269 (P)/03	4012 4006 4016	INDIA – South Andaman Islands – Port Blair – Jetty
299 (P)/03	2063	SRILANKA – West Coast – Colombo Harbour and Approaches – Dredged area. Buoyage. Channel limits. Berths.
330 (P)/03	225 263 264 2063	SRILANKA – West Coast – Ona Gala Shoal Northweswards – Mooring Buoy. Submarine Pipeline. Restricted areas.
342 (T)/03	355	INDIA – East Coast – Ramaypatnam to Sacramento Shoal – Unexploded charges.
343 (P)/03	4032	INDIA – Nicobar Islands – Sawai Bay and Malacca Anchorage – Breakwater, Beacon.
380 (T)/03	315 316 358	INDIA AND SRILANKA – Palk Strait – Wreck.
398 (T)/03	472 (INT 7032)	INDIA – Bay of Bengal and Andaman Sea – Nicobar Islands – Buoy.
414 (P)/03	31	INDIA – East Coast – Off Paradip – Databuoy.
424 (T)/03	308 354 (INT 7408)	INDIA – East Coast – Outer Approaches to Vishakhapatnam – Unexploded charges.
445 (T)/03	409 4035	INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Danger to Navigation.
49 (T)/04	356	INDIA – East Coast – Off False Divi Point- Danger to Navigation.
51 (T)/04	308 354 (INT 7408)	INDIA – East Coast – Outer approaches to Vishakhapatnam – Seismic Survey.
52 (T)/04	31 353 (INT 7413)	INDIA – East Coast – Kalingapatnam to Gopalpur – Unexploded Charges.
63 (T)/04	409 4035	INDIA – Andaman Sea – Nicobar Islands – Campbell Bay – Danger to navigation.
76 (P)/04	355 (INT 7405) 3008 3026	INDIA – East Coast – Nizampatnam Anchorage – Construction.
95 (T)/04	354 (INT 7408) 355 (INT 7405)	INDIA – East Coast – Off Sacramento Shoal – Seismic Survey.
122 (T)/04	31 354 (INT 7408) 7706 (INT 706)	INDIA – East Coast – Sacramento shoal to Kalingapatnam – Explosives.
141 (T)/04	3013	INDIA – East Coast – Hugli River, Haldia to Kukrahati Reach – Buoy.
175 (T)/04	32 (INT 754)	INDIA – SRILANKA – Palk Bay Western Portion – Wreck.
177 (T)/04	31 32 (INT 754) 354 (INT 7408)	INDIA – East Coast – Off Kakinada – Research work.
193 (T)/04	225 2064	SRILANKA – West Coast – Colombo, Weligama Bay and Beruwala Point Westwards – Depths. Wreck. Rocks. harbour limit. Port development.
202 (T)/04	354 (INT 7408)	INDIA – East Coast – Sacramento Shoal to Kalingapatnam – Explosives.
203 (T)/04	355 (INT 7405) 356	INDIA – East Coast – Bay of Bengal – Moorings.
219 (T)/04	31 (INT 706)	INDIA – East Coast – Bay of Bengal – Wreck.
240 (T)/04	4006 4012	INNER HARBOUR – Port Blair – Floating Dock.
287 (P)/04	3010	INDIA – East Coast – Paradip Port – Breakwater.
288 (T)/04	351 352 (INT 7416)	INDIA – East Coast – Bay of Bengal – Drilling Operations.
289 (T)/04	404 4016	INDIA – Andaman Island – Kotara Anchorage to Port Blair – Wreck.
322 (P)/04	225 2067 B.A. 819 3700	SRILANKA – South Coast – Galle Harbour and Approaches – Maintained channels. Depths. Buoyage. Leading lights.
323 (T)/04	3028	INDIA – East Coast – Ports of Ennore – Jetty.
355 (P)/04	308 354 (INT 7408) 3002 (INT 7410) 3012 (INT 7411)	INDIA – East Coast – Vishakhapatnam Harbour – Berth.
356 (P)/04	4019	MYANMAR – Rangoon River – Wreck. Depths. Port development. Lights.
366 (T)/04	313 356	INDIA – East Coast – Off Pulicat – Unexploded Charges.
367 (T)/04	308 354 (INT 7408)	INDIA – East Coast – Outer approaches to Visakhapatanam – Unexploded Charges.
387(T)/04	354 (INT 7408) 355 (INT 7405) 3009	INDIA – East Coast – Kakinada Port – Light.
388(T)/04	402 4003	INDIA – Andaman Sea – Little Andaman Islands – Port Cornwallis – Wreck. Buoy.
389(T)/04	4013 4016	INDIA – Andaman Sea – Neill Island – Jetty.

390(T)/04	409 471 472 (INT 7032) 4036	INDIA – Andaman Sea – Nicobar Islands – Approaches to Pulo Millow – Light.
391(T)/04	409 472 (INT 7032) 4034	INDIA – Andaman Sea – Little Nicobar Islands – Kabra Island – Light.
487(T)/04	4006 4012	INDIA – Andaman Sea – Inner Harbour – Port Blair – Wreck.
52(T)/05	All charts of A & Is, Coast of A.P, Tamil Nadu, Kerala, Maldives and Srinlanka	INDIAN OCEAN – Bay of Bengal – Changes in bathymetry and coastline
53(T)/05	353(INT 7413) 354(INT 7408)	INDIA – East Coast – Off Vishakapatnam – Seismic Survey.
66(T)/05	355 (INT 7405)	INDIA – East Coast – Sacramento Shaol – Depths.
87(P)/05	308 354(INT 7408) 3002(INT 7410)	INDIA – East Coast – Vishakapatnam – Obstruction.
88(T)/05	4011 4017	INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.
104(T)/05	301 3011	INDIA – East Coast – Hugli River – Gasper Channel – Dredging area. Dumpin
132(T)/05	223 263	INDIA – South Coast – Kolachel to Manappad – Seismic Survey.
133(T)/05	308 354 (INT 7410) 3012 (INT 7411)	INDIA – East Coast – Vishakapatnam Harbour – Wreck.
134(T)/05	23 32 (INT 754) 33 264 359	SRILANKA – South Coast – Great Basses Reef and Little Basses Reef – Lights.
135(T)/05	4010	INDIA – Andaman Sea – Little Andaman Islands-Hut Bay-Coast line.Jetty.Light.
158(T)/05	313 356 (INT 7400) 3001 (INT 7402) 7706 (INT 706)	INDIA – East Coast – Approaches to Chennai (Madras) – Off Ennore – Data buoy.
159(T)/05	301 351 7706 (INT 706)	INDIA – East Coast – Approaches to Sandheads – Wreck.
160(T)/05	409 471 472 (INT 7032) 4035	INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Rock.
181(T)/05	355.	INDIA – East Coast – Bay of Bengal – Seismic Survey.
182(T)/05	356 (INT 7400).	INDIA – East Coast – Madras (Chennai) to Ramaypatnam – Unexploded charges.
197(T)/05	355 (INT 7405)	INDIA – East Coast – Ramaypatnam to Sacramento Shoal – Unexploded charges.
228(T)/05	308 3002 (INT 7410) 3012 (INT 7411)	INDIA – East Coast – Visakhapatnam Harbour – Buoys.
245(P)/05	B.A. 1586 3581	INDIA – East Coast – Gulf of Mannar – Tuticorin – Reclamation areas. Works. Depths. Lights. Buoyage.
274(T)/05	1032 2929 (INT 7680) 3310 (INT 7690)	TANZANIA – Territorial Waters – Fish havens.
276(T)/05	4012.	INDIA – Andaman Island – Inner Harbour – Port Blair – Beacon.

4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

245(P)/00	B.A 3833 3948 3949 2403 1358 3543 1312	SINGAPORE STRAIT and SOUTH CHINA SEA – Singapore to Peninsular Malaysia, East Coast – Selat Durian, Selat Pengelap and P. Tinggi Eastwards – Submarine cable
144(P)/02	B.A. 918	INDONESIA – Jawa, North Coast – Merak Southwards – Jetty; Pilot boarding place; Anchorage area
374 (P)/02	B.A. 934	INDONESIA – Jawa, North Coast – Tanjungpriok – Depths, Works
432 (T)/02	B.A. 4030 4031 4032 4033 4034 4035 2570 4039 4040 4041 4044	SINGAPORE STRAIT – Singapore – Jurong Island, Pulau Busing, Pulau Bukom, Pulau Sebarok and Sembawang – Restricted areas
67 (T)/03	B.A. 792	MALACCA STRAIT – Peninsular Malaysia – Pulau Pangkor Northeastwards – North West Channel – Depths
206 (P)/03	B.A. 2403 3833 4030 4031 4032 4038 4039 4040 5502	SINGAPORE STRAIT – Singapore – Jurong Island Southwards – Tanker mooring buoys. Restricted areas. Submarine pipelines.
283 (P)/03	B.A. 4030 4031 4032	SINGAPORE STRAIT – Indonesia and Singapore –Pulau Pemping Besarto Jurong Island –Submarine pipeline.
344 (T)/03	B.A. 1358 3947	MALACCA STRAIT – Malaysia – Water Islands to Tanjour Tohor – Dredging area
345 (T)/03	B.A. 1311 1312 2403 2414 3543	MALAYSIA – Peninsular East Coast – Singapore Strait, Eastern Approaches – North Channel – Ramunia Shoals – Dredging area.

381 (P)/03	B.A. 3482 (INT 550) 3543	MALAYSIA – Peninsular East Coast – Tapis Oilfield Southwestwards – Offshore installations.
382 (T)/03	B.A. 4038 4034 4044	SINGAPORE – West Coast and Pulau Ubin, North Coast – Works.
383 (T)/03	33 41 B.A. 400 1353 2760 2777 2917 3574 3919 3920	INDONESIA –Sumatera – North and Northwest Coasts – Restricted area.
144 (P)/04	B.A. 3833 4038	MALAYSIA – Peninsular Malaysia, West Coast – Pelabuhan Tanjung Pelepas – Buoyage. Dredged areas. Port developments.
145 (P)/04	B.A. 3948	INDONESIA – Sumatera – East Coast – Pulau Batam Southwards – Submarine pipeline.
194 (P)/04	B.A. 3948	INDONESIA – Sumatera – East Coast – Pulau Batam Southwards – Submarine Pipeline.
276 (P)/04	B.A. 3833 4030 4031 4038 4039 4040	SINGAPORE STRAIT – Singapore – Raffles Shoal – Depths. Works.
488(P)/04	2061 B.A. 3323 (INT 7372)	INDIAN OCEAN – Maldives – Male’ Atoll – Reclamation areas. Less water.
509(P)/04	B.A. 2403 3833 4039 4040 5502	SINGAPORE STRAIT – Pulau Nipa – Anchorage area.

Cancelled Notices

Area	Notice No.	Ref. No.
1	64(P)/05	242(P)/05
1	100(P)/05	301(P)/05
1	101(P)/05	243(P)/05
2	353(T)/02	207/05
2	406(T)/04	244(T)/05
2	131(T)/05	324 (T)/05
2	236(T)/05	303(T)/05
2	237(T)/05	304(T)/05
3	65(T)/05	228(T)/05

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 01 July 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	202	2001 series: 510 2003 series: 417. 2004 series: 317 463. 2005 series: 046 118 121 152 156 158 160 161 170 171 188 190 199 200 201 202
II	E. Atlantic	Nil	2005 series: Nil
III	Mediterranean	239	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	072	2005 Series: 059 064 067 072.
VIII	Indian Ocean	416	2005 series: 192 200 212 216 271 273 274 310 312 329 332 333 335 336 337 339 343 346 350 351 352 356 365 367 370 372 378 379 380 381 382 384 390 391 393 399 400 402 403 404 408 411 412 413 414 415 416.
IX	Persian Gulf, Red Sea, NW Arabian Sea	297	2001 series : 312. 2003 series : 023 120 138 177 236 237 239 273. 2004 series : 025 036 070 079 088 107 109 134 135 151 184 206 207 224 231 233 239 243 248 249 259 260 263 268 269 280 282 283 284 285 288 289 290 291 292 293 294 295 296 297.
X	Australia, New Guinea	061	2004 series: 341 365 366. 2005 series: 001 002 006 021 027 029 032 034 040 041 042 043 044 047 048 050 051 053 056 057 058 061.
XI	Malacca Strait, China Sea, N. Pacific	0271	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 0148 0175 0203 0210 0222 0237 0243 0244 0245 0248 0250 0251 0252 0254 0255 0260 0268 0269 0270 0271.
XII	N.E. Pacific	197	2004 series: 186 197.
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	007	2004 series: 087. 2005 series: 007.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	529	2003 series: 993. 2004 series: 694 1011. 2005 series: 529.
Hydrolants	Atlantic, Mediterranean	245	2005 series: 245.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

Nil

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

<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 6760.5	<i>Remove from List</i>						
D 6894.6	- Pamanzi. Ldg Lts 141 ⁰ . front	12 46.4 45 16.4	V Q W	11	12	Intens 139.5 ⁰ – 142.5 ⁰ (3 ⁰). TE 2005 *

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.12 dated 16 Jun 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)**Page169, EGYPT, contacts table, delete and replace by :*

	Telephone+20	fax +20	Others
JRCC CAIRO	2 4184537	2 4184531	Telex +91 21095 RCCCCR UN Inmarsat C (IOR or AOR-E) 462299910 RCC E Telex +91 54642
MRCC EL ISKANDARIYA (ALEXANDRIYA)	3 4842058 3 4842119 3 4878983	3 4832240	Telex +91 54642
EL ISKANDARIYA (ALEXANDRIYA) (SUH)	3 4809500 3 4801266 3 4810202	3 4810201	Telex +91 55544 SUH UN
EL QUSEIR (SUK) PORTS AND LIGHT HOUSES ADMINISTRATION EL ISKANDARIYA (ALEXANDRIYA)	65 3330001 3 4802295 3 4802681	65 3330001 3 4875633	Telex +91 92350 Telex +91 54407 FANAR UN
PORTS AND LIGHT HOUSES ADMINISTRATION (SERAPEUM) (ISMAILIA) (SUZ)	64 3322299	64 3334869	
BUR SA`ID (PORT SAID) (SUP)	66 3220625 66 3220626	66 3325705 66 325706	Telex +91 63165 +91 63166
SUEZ CANAL (ISMAILIA) (SUQ)	64 3393126 64 3393118 64 3393128	64 3393517 64 3393230	Telex +91 63238 SUCAN UN +91 63528 SUQSC UN Inmarsat A (AOR-E) 1622570 (Tix) Inmarsat B (AOR-E) 362213314 (Tix) (AOR-E) 362213312 (fax) Inmarsat C (AOR-E) 462299911 (Tix) E-Mail ismradio@hotmail.com

Page190, **INDONESIA**, contacts table, delete and replace by:

	Telephone +62	Fax +62	Others
RSC ACEH	651 7410234	651 48725 651 48600	AFTN WITTYCYX
RCC MEDAN (Polonia Airport)	61 4553111 61 4569040	61 4554111	AFTN WIMMYCYX
RSC PADANG (Tabing Airport)	751 54111	751 54018	AFTN WIMGYCYX
RSC PEKANVARU (S Syarif Qasim II Airport)	761 674821	761 674818	AFTN WIBBYCYX
RSC PALEMBANG (S M Badaruddin II Airport)	711 355111	711 357494	AFTN WIPPYCYX
RSC TANJUNG PINANG	771 317883	771 442416	AFTN WIDNYCYX
RSC PONTIANAK (Supadio Airport)	561 724004 561 723428	561 721234	AFTN WIOOYCYX
RSC BANJARMASIN (Samsuddin Noo Airport)	511 705745 511 705105	511 705745	AFTN WAOOYCYX
RSC BALIKPANAN (Sepinggan Airport)	542 762111 542 762118	542 760366	AFTN WALLYCYX
RCC JAKARTA (Soekarno-Hatta Airport)	21 5501512 21 5501111	21 5501512	AFTN WIIICYX
RSC SEMARANG	24 7629192 24 7628343	24 7629189	AFTN WARSYCYX
RCC SURABAYA (Juanda Airport)	31 8666611 31 8673511	31 8667111	AFTN WAGGYCYX
RCC DENPASAR (Ngurah Rai Airport)	361 751111	361 751115	AFTN WADDYCYX
RSC MATARAM	370 633253	370 633308	AFTN WADAYCYX
RCC MAKASSAR	411 554111 411 555515	411 554852	AFTN WAAAYCYX
RSC MENADO (Samratulangi Airport)	431 812111	431 811782	AFTN WAMMYCYX
RSC KENDARI	401 325115	401 322537	AFTN WIWWYCYX
RSC AMBON (Pattimura Airport)	911 345111	911 348608	AFTN WAPPYCYX
RSC KUPANG (El Tari Airport)	380 881350	380 881111	AFTN WATTYCYX
RCC BIAK (Frans Kasiepo Airport)	981 21111 981 21577	981 23330	AFTN WABBYCYX
RSC JAYAPURA (Sentani Airport)	967 591093	967 591956	AFTN WAJJYCYX
RSC SORONG	951 321111 951 323816	951 324780	AFTN WASSYCYX
RSC MERAUKE (Mopah Airpoert)	971 321111	971 321158	AFTN WAKKYCYX
RSC TIMIKA (Timika Airport)	901 322190 901 323799	901 3123799	AFTN WABPYCYX

Page183, **PAKISTAN**, contact table, MRCC PAKISTAN, coloun 4 **Others**, delete **Telex** to MARCC PK and replace by:

Inmarsat C (IOR) 463028101

VOL. 6, 1987

(Last correction: Edition No. 12 dated 16 Jun 2005)

Page 27, **EGYPT (Mediterranean Coast)**

After **EL MA'DIYA PORT** entry, insert new entry as follow:

IDKU LNG PORT31⁰ 21'N 30⁰ 19'E**Pilot And Port**

TELEPHONE: +20(0)2 2650400

FAX: +20(0)2 2650410

E-MAIL: port.operations@egyptianlng.com

WEBSITE: www.egyptianlng.com

FREQUENCY: Ch 16; 17

HOURS: H24

PROCEDURE:

- (1) Pilotage is compulsory.
- (2) Vessels should advise ETA 72h, 48h, 24h and 6h Prior to arrival at the pilot boarding position.
- (3) Pilot boards in position 31⁰ 26' .40N 30⁰ 13' .55E

NOTE: Port is operated by the Egyptian Operating Company for Natural Gas Liquefaction Projects S.A.E., Cairo.

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						