



INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 15 DATED 01 AUG 2005

(CONTAIN NOTICES 345 TO 368)

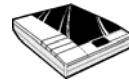
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, 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
Post Box No. 75
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 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 000 to 000 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.
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ADMIRALTY Chart No.	Folio No.	Notice No.
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SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*345(15/05)

(a) : NEW INDIAN CHARTS

Source: NHO, Dehradun.
(HJ/NM/Pub)

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
286	15.09.04	RA'S AL KALB TO RA'S MARBAT <u>Limits:</u> 13° 25'.00N; 48° 03'.00E. 17° 55'.67N; 55° 21'.33E.	1:750000	1	Rs. 1360.00
		ASH SHIHR TERMINAL <u>Limits:</u> 14° 38'.00N; 49° 28'.00E. 14° 44'.00N; 49° 34'.00E.	1: 50000		
		AL MUKALLA <u>Limits:</u> 14° 29'.00N; 49° 05'. 40E. 14° 32'.40N; 49° 11'.10E.	1: 37500		
		NISHTUN <u>Limits:</u> 15° 48'.95N; 52° 11'.60E. 15° 49'.77N; 52° 12'.47E.	1: 10000		

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	Main Title	On Publication of New Chart
286	RA'S AL KALB TO RA'S MARBAT QISHN BAY NISHTUN	286

(c): CHARTS AFFECTED BY THE FOREGOING

NIL

(d) : INDIAN NOTICES TO MARINERS –SPECIAL EDITION 2004

Source: NHO, Dehradun.
(HJ/NM/Pub)

Page 53, **Notice No. 7**, MRCC, Port Blair, Tel No. to read as :
03192–242948

346(15/05) OMAN - Ra's Shaykh Mas'ud Eastwards, Ra's Khaysah Southwards, Jazirat Umm al Fayyarin Eastwards and Khaşab North-north-westwards - Depths. Fish traps. Note.

Source: B.A. notice 3124/05.

((HJ/1132/63)

Chart 8004 [*previous update 326/05*]

Insert depth 53 (a) 26° 23'99N., 56° 31'75E.

Delete depth 91, adjacent to: (a) above

BA Chart 2888 [*previous update 326/05*]

Insert depth 53 (a) 26° 23'99N., 56° 31'75E.

Delete depth 91, adjacent to: (a) above

B.A. Chart 3171 [*previous update 252/05*]

Insert depth 107 (a) 26° 11'00N., 56° 34'50E.

depth 92 (b) 26° 13'05N., 56° 30'52E.

depth 78 (c) 26° 12'37N., 56° 29'85E.

depth 36 26° 07'90N., 56° 21'20E.

Delete depth 130, adjacent to: (a) above

depth 128, adjacent to: (b) above

depth 97, close S of: (c) above

BA Chart 3172 [*previous update 251/05*]

Insert the accompanying note, FISH TRAPS, centred on: 26° 39'00N., 57° 07'80E.

legend, Fish Traps (see Note), centred on: 26° 15'20N., 56° 16'00E.

depth 53 (a) 26° 23'99N., 56° 31'75E.

depth 107 (b) 26° 11'00N., 56° 34'50E.

depth 92 (c) 26° 13'05N., 56° 30'52E.

depth 78 (d) 26° 12'37N., 56° 29'85E.

Delete depth 91, adjacent to: (a) above

depth 130, adjacent to: (b) above

depth 128, close NW of: (c) above

depth 97, close S of: (d) above

symbol, fish trap, centred on: 26° 15'30N., 56° 14'15E.

26° 15'30N., 56° 15'10E.

26° 15'25N., 56° 16'30E.

26° 15'15N., 56° 17'95E.

347 (15/05) OMAN - Qalhat LNG Terminal - Outfall. Buoyage.

Source: B.A. notice 3135/05

(HJ/1132/20)

B.A. Chart 3518 (plan E, Qalhat LNG Terminal) [*previous update 254/05*]

Insert outfall, —●—●—●—, joining: 22° 39'.82N., 59° 24'.41E.

(shore)

(a) 22° 39'.98N., 59° 24'.50E.



Fl(2)10s

(a) above

Substitute



Fl(2)10s

for



22° 39'.82N., 59° 25'.08E.

348 (15/05) OMAN - Gulf of Oman - Port Sultan Qaboos - Light.

Source: B.A. notice 3136/05

Light List Vol. D, 7321.7

(HJ/1132/31)

Chart 2097 (Masqat to Mina' Al Fahh) [*previous update 254/05*]

Insert



Fl.R.3s

23° 37'·55N., 58° 34'·12E.

Chart 2097 (Masqat Matrah and Marsa Darsayt) [*previous update 254/05*]

Amend light to, Fl.R.3s

23° 37'·55N., 58° 34'·12E.

B.A. Chart 3518 (plan B, Port Sultan Qaboos and Muscat) [*previous update 347/05*]

Amend light to, Fl.R.3s

23° 37'·55N., 58° 34'·14E.

349 (15/05) OMAN - Gulf of Oman – Wudam Said Bin Sultan Naval Base - Light-beacon. Light. Radar beacon.

Source: B.A. notice 3137 /05

Light List Vol. D, 7324.4, 7325.68

LRS Vol. 2, 76440

(HJ/1132/32)

Chart 20 [*previous update 250/05*]

Amend light to, LFl.6M

(a) 23° 49'·9N., 57° 32'·1E.

radar beacon to, Racon (N) (3cm) at light

(a) above

Chart 2089 [*previous update 434/04*]

Amend light to, LFl.10s10m6M

(a) 23° 49'·86N., 57° 32'·06E.

radar beacon to, Racon (N) (3cm) at light

(a) above

Chart 2090 (Said Bin Sultan Naval Base) [*previous update 253/05*]

Amend light-beacon to, Iso.R.2s

23° 49'·41N., 57° 31'·57E.

radar beacon to, Racon (N) (3cm), at light

23° 49'·86N., 57° 32'·06E.

B.A. Chart 2851 [*previous update 284/05*]

Amend radar beacon to, Racon (N) (3cm), at light

23° 49'·9N., 57° 32'·1E.

B. A Chart 2858 [*previous update 250/05*]

Amend light to, LFl.6M

(a) 23° 49'·9N., 57° 32'·1E.

radar beacon to, Racon (N) (3cm) at light

(a) above

B. A Chart 3511 (plan B, Said Bin Sultan Naval Base) [*previous update 253/05*]

Amend light-beacon to, Iso.R.2s

23° 49'·41N., 57° 31'·57E.

B.A Chart 3511 (plan A, Approaches to Said Bin Sultan Naval Base) [*previous update 253/05*]

Amend radar beacon to, Racon (N) (3cm), at light

23° 49'·86N., 57° 32'·06E.

B. A Chart 3523 [*previous update 17/07/87*]

Amend light to, LFl.10s10m6M

(a) 23° 49'·86N., 57° 32'·06E.

radar beacon to, Racon (N) (3cm) at light

(a) above

350 (15/05) IRAN – Ra's-e Nay Band North-westwards - Taheri - Light.

Source: B.A. notice 3138 /05

Light List Vol. D, 7679.5

(HJ/1132/77)

Chart 20 [*previous update 349/05*]

Insert



Fl.12M

27° 39'·1N., 52° 21'·5E.

Chart 289 [*previous update 306/05*]

Insert



Fl.10s12M

27° 39'·1N., 52° 21'·5E.

350 (15/05) IRAN – Ra's-e Nay Band North-westwards - Taheri - Light. (continued)**B.A. Chart 2837** [*previous update 306/05*]

Insert

*Fl.10s12M*

27° 39'·1N., 52° 21'·5E.

B. A Chart 2858 [*previous update 349/05*]

Insert

*Fl.12M*

27° 39'·1N., 52° 21'·5E.

B. A Chart 2883 [*previous update 41/05*]

Insert

*Fl.10s12M*

27° 39'·1N., 52° 21'·5E.

351 (15/05) RED SEA - Sudan – Sawakin to Ras Qassar - Note.

Source: B.A. notice 3153/05

(HJ/1034/72)

B.A. Chart 81 [*previous update 394/04*]

Insert

the accompanying note, AIDS TO NAVIGATION,
centred on:

17° 51'·0N., 37° 43'·5E.

352 (15/05) JORDAN – El'Aqaba North-westwards and South-south-westwards and El'Aqaba Industrial Port Northwards - Wrecks.

Source: B.A. notice 3154 /05

(HJ/1134/94)

B.A. Chart 801 (plan A, Approaches to Eilat and El'Aqaba) [*previous update 244/04*]

Insert



29° 25'·23N., 34° 58'·28E.

29° 32'·20N., 34° 59'·00E.

29° 31'·32N., 34° 59'·92E.

29° 25'·76N., 34° 58'·35E.

B. A Chart 801 (plan B, Eilat and El'Aqaba) [*previous update 244/04*]

Insert



29° 32'·22N., 34° 59'·02E.

29° 32'·20N., 34° 59'·00E.

29° 31'·32N., 34° 59'·92E.

29° 25'·79N., 34° 58'·36E.

29° 25'·76N., 34° 58'·35E.



29° 31'·09N., 34° 59'·99E.

29° 29'·99N., 34° 59'·47E.

353 (15/05) INDIAN OCEAN - La Réunion - Baie de Saint-Paul - Legend. Note.

Source: B.A. notice 3202/05

(HJ/732/04)

B.A. Chart 1495 (INT 7736) [*previous update 170/03*]

Insert legend, *Marine Farm*, centred on: 20° 59'·50S., 55° 16'·30E.
 the accompanying note, SUBMARINE CABLES, 21° 02'·73S., 55° 29'·85E.
 centred on:

354 (15/05) INDONESIA - Sumatera - East Coast - Pulau Bangka, East Coast - T. Layang to Selat Baur - Submarine cable.

Source: B.A. notice 3101/05
 (HJ/827/13)


Note: This update will be included in New Edition of BA Charts 2137 and 2149 to be published 14 July 2005.

B.A. Chart 1312 [*previous update 268/05*]

Insert submarine cable, , joining:

1° 49'·2S., 106° 07'·1E. (shore)
 1° 45'·6S., 106° 34'·8E.
 1° 47'·1S., 106° 38'·3E.
 2° 03'·6S., 106° 51'·8E.
 2° 03'·7S., 106° 53'·6E.
 2° 12'·3S., 107° 05'·5E.
 2° 25'·0S., 107° 09'·0E.
 2° 48'·9S., 107° 11'·9E.
 2° 58'·2S., 107° 17'·1E.
 (S border)

B.A. Chart 3471 [*previous update 504/04*]

Insert submarine cable, , joining:


1° 53'·00S., 106° 43'·10E.
 (N border)
 2° 03'·17S., 106° 51'·50E.
 (E border)

355 (15/05) INDONESIA Sumatera - Pulau Bangka, East Coast - Karang Elliot and Karang Miang -Rock. Lights.


Source: B.A. notice 3105/05
 Light List Vol. K, 1006, 1006.5
 (HJ/827/23)

Note: This update will be included in a New Edition of BA Chart 1788 to be published 14 July 2005.

B.A. Chart 3471 [*previous update 354/05*]

Insert  (a) 2° 03'·55S., 106° 18'·55E.
 sector at light, *Fl.R.4s7M*, as follows: 2° 04'·95S., 106° 17'·40E.
 R 160° - 280° (120°)

Delete

 *LFl.18s11M* and associated symbol, radar reflector, close SE of:

(a) above

356 (15/05) INDONESIA - Sumatera - Bintan South-eastwards - Gin Besar Westwards - Depth.

Source: B.A. notice 3160/05
(HJ/927/05)

B.A. Chart 3949 [previous update 83/05]Insert depth I_2 enclosed by 5m contour

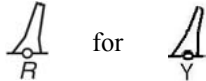
0° 45'·95N., 104° 46'·19E.

357 (15/05) SINGAPORE - Johor Strait - Eastern part - Ordnance Reach - Buoy.

Source: B.A. notice 3164/05
(HJ/927/16)

B.A. Chart 4044 [previous update 262/05]

Substitute




for

1° 27'·15N., 103° 46'·48E.

358 (15/05) INDONESIA - Jawa - North Coast - Approaches to Tanjungpriok - Submarine cable.

Source: B.A. notice 3100/05
(HJ/827/54)

Note: This update will be included in New Editions of BA Charts 2137 and 2149 to be published 14 July 2005 and New Editions of BA Charts 2056 and 3729 to be published in due course.

B.A. Chart 933 [previous update 300/05]Insert submarine cable, , joining:

5° 53'·99S., 106° 54'·38E.

(existing limit)

5° 53'·30S., 106° 54'·62E.

5° 52'·94S., 106° 54'·53E.

5° 48'·50S., 106° 55'·98E.

(N border)

359 (15/05) RED SEA - Bab El Mandeb Northwards - Wrecks. Obstructions.

Source: B.A. notice 3287/05
(HJ/1033/26)

B.A. Chart 143 (INT 7005) [previous update 69/05]

Insert



Wk

12° 55'·7N., 43° 15'·4E.



Obstn

12° 54'·1N., 43° 15'·6E.



Obstn

12° 51'·5N., 43° 16'·7E.

	40 Wk	12° 45'·7N., 43° 19'·2E.
B.A. Chart 452 (INT 7117) [previous update 69/05]		
Insert	45 Wk	12° 55'·7N., 43° 15'·4E.
	72 <i>Obstn</i>	12° 54'·1N., 43° 15'·6E.
	75 <i>Obstn</i>	12° 51'·5N., 43° 16'·7E.
	40 Wk	12° 45'·7N., 43° 19'·2E.
B.A. Chart 1925 [previous update 69/05]		
Insert	45 Wk	12° 55'·7N., 43° 15'·4E.
	72 <i>Obstn</i>	12° 54'·1N., 43° 15'·6E.
	75 <i>Obstn</i>	12° 51'·5N., 43° 16'·7E.
	40 Wk	12° 45'·7N., 43° 19'·2E.
B.A. Chart 3661 (INT 7162) [previous update 35/05]		
Insert	40 Wk	12° 45'·7N., 43° 19'·2E.

360(15/05) INDIAN OCEAN - Andaman Islands - South Andaman Island - Approaches to Port Campbell - Depths.

Source: B.A. notice 3241/05

(HJ/1028/27)

Chart 473 (INT 7031) [previous update 438/03]

Insert depth 19₇ enclosed by 20m contour 12° 01'·7N., 92° 35'·2E.

Substitute depth 6₈ for depth 9₁ 11° 57'·5N., 92° 34'·5E.

B.A. Chart 825 [previous update 393/03]

Insert depth 19₇ enclosed by 20m contour 12° 01'·7N., 92° 35'·2E.

Substitute depth 6₈ for depth 9₁ 11° 57'·5N., 92° 34'·5E.

361(15/05) INDONESIA - Sumatera - West Coast - Pulau Pini - Light.

Source: B.A. notice 3265/05

Light List Vol. F, 1235.5

(HJ/1028/27)

B.A. Chart 2760 [previous update 297/05]

Amend range of light to, 18M 0° 10'·2N., 98° 47'·7E.

B.A. Chart 2779 [previous update 297/05]

Amend range of light to, 18M 0° 10'·2N., 98° 47'·7E.

***362 (15/05) INDIA - East Coast - Off Mamallapuram - Rock.**

Source: ROS INS Darshak I (N)-107

(HJ/1029/29)

Chart 313 [previous update 236/05]

Insert



12° 34'.46N., 80° 11'.22E.

***363 (15/05) INDIA – East Coast – Visakhapatnam Harbour–Jetty. Coastline. Legend**

Source: HN INS Nirupak.

(HJ/1029/76)

Chart 3012 (INT 7411) [previous update 362/05]

Insert	jetty, single firm line, joining:	17° 41'.61N., 83° 18'.05E (shore) 17° 41'.60N., 83° 18'.04E 17° 41'.44N., 83° 18'.22E 17° 41'.45N., 83° 18'.23E 17° 41'.46N., 83° 18'.22E 17° 41'.52N., 83° 18'.28E 17° 41'.53N., 83° 18'.28E 17° 41'.58N., 83° 18'.33E (shore)
Delete	former jetty, single firm line, joining: coastline, bold firm line, joining: seawall, from : to : legend, reclaimed area centered on:	17° 41'.60N., 83° 18'.04E 17° 41'.44N., 83° 18'.23E 17° 41'.45N., 83° 18'.24E 17° 41'.61N., 83° 18'.05E 17° 41'.61N., 83° 18'.05E 17° 41'.66N., 83° 18'.12E 17° 41'.66N., 83° 18'.12E 17° 41'.58N., 83° 18'.33E 17° 41'.59N., 83° 18'.19E

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

364(P) (15/05) MYANMAR - Rangoon River - Wreck. Depths. Port developments. Lights. Coastline. Bridge. Drying contour.

Source: B.A. notice 3158(P)/05

(HJ/1028/63)

1. A wreck exists in position 16° 40'·12N., 96° 14'·42E.

2. Numerous depths less than charted exist in the Rangoon River between 16° 34'·0N. and 16° 41'·0N. The most significant are as follows:

1 ₂ m (ED)	16° 40'·40N., 96° 14'·33E.
6 ₄ m	16° 40'·15N., 96° 14'·60E.
4 ₆ m	16° 39'·70N., 96° 14'·79E.
7m	16° 39'·65N., 96° 15'·09E.
4 ₉ m	16° 39'·56N., 96° 14'·75E.
12 ₈ m	16° 37'·96N., 96° 15'·72E.
15 ₂ m	16° 37'·32N., 96° 15'·59E.
10 ₇ m	16° 36'·33N., 96° 15'·33E.
6 ₄ m	16° 35'·99N., 96° 15'·44E.
4 ₆ m	16° 35'·28N., 96° 15'·21E.
0 ₉ m	16° 35'·28N., 96° 15'·70E.

3. Myanmar International Terminal Thilawa (MITT) has been developed on the eastern bank of the Rangoon River near Thilawa (16° 39'·58N., 96° 15'·85E.). The new MITT wharf has been constructed between positions 16° 40'·03N., 96° 14'·95E. and 16° 39'·55N., 96° 15'·40E.

4. Lights have been established as follows:

Fl.3s	16° 39'·07N., 96° 14'·48E.
Fl.3s	16° 38'·80N., 96° 14'·61E.
Q	16° 39'·15N., 96° 14'·62E.
Q	16° 38'·85N., 96° 14'·75E. (Sinha's Beacon)

5. The east bank of the Pegu River (16° 46'·30N., 96° 13'·70E.) has extended about 4 cables seawards from its charted position.
6. A new wharf for container ships has been constructed between positions 16° 46'·37N., 96° 07'·90E. and 16° 46'·33N., 96° 08'·06E.
7. The bridge under construction in position 16° 46'·55N., 96° 11'·14E. is now complete.
8. The coastline between Tazaung (16° 20'·20N., 96° 10'·20E.) and Elephant Point (16° 27'·90N., 96° 19'·40E.) has extended up to one mile seawards.
9. A new island has been formed on Middle Bank. It extends from position 16° 31'·60N., 96° 17'·10E. to position 16° 33'·10N., 96° 16'·10E. and is about six cables wide.
10. North East Middle Bank (16° 30'·40N., 96° 20'·00E.) is extending south-eastwards.
11. These and other changes will be incorporated in a New Edition of BAChart 833 to be published in due course.
12. Mariners are advised to navigate with caution and consult the local authorities for the latest information.
13. Former Notice 356(P)/04 is cancelled.

Chart affected -4019 – BA Chart 833

***365(P) 15/05 INDIA –Andaman Islands–Mayabandar and Port Cornwallis–Depths.**

Source: ROS INS Nirupak M (N)- 153 &154.

(HJ/1028/20)

1. The preliminary surveys post tsunami reveals a general reduction in depths in the following areas:
- Mayabandar: 0.6
 - Port Cornwallis: 0.9
2. Mariners are advised to exercise extreme caution while navigating in this region.

Charts affected: 402– 403 – 473 (INT 7031)– 4003 – 4008

***366(P) 15/05 INDIA - West Coast – Approaches to Hazira – Limit.**

Source: Gujarat Maritime Board.

(HJ/1030/17)

1. There have been changes to the designated Tanker Anchorage Area and General Lighterage Area. Limits are as follows:

Tanker Anchorage Area:

- (a) 21° 06'·0N., 072° 35'·0E.
- (b) 21° 06'·0N., 072° 33'·5E.
- (c) 21° 05'·0N., 072° 33'·5E.
- (d) 21° 05'·0N., 072° 35'·0E.

General Lighterage Area:

- (a) 21° 02'·0N., 072° 34'·5E.
- (b) 20° 59'·0N., 072° 34'·5E.
- (c) 20° 59'·0N., 072° 36'·5E.
- (d) 21° 02'·0N., 072° 36'·5E.

2. A drying patch about 290m wide has been observed between position 20° 56'·96N., 72° 31'·59E and 20° 57'·95N., 72° 31'·57E.
3. Mariners are advised to obtain the latest information from the Magdalla (Surat) Port. These changes will be incorporated in due course.
4. Cancel former Notice 355(T)/03

Charts affected: 209– 2019–2044–2101

367(T) (15/05) INDIAN OCEAN - Comores - Ile de Mayotte - Fish havens.

Source: B.A. notice 3159(T)/05

(HJ/733/24)

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

- 12° 48'·45S., 45° 19'·45E.
- 12° 45'·12S., 45° 20'·33E.
- 12° 48'·65S., 45° 23'·52E.
- 12° 43'·65S., 44° 55'·18E.
- 12° 42'·57S., 44° 55'·28E.
- 13° 03'·50S., 44° 57'·02E.
- 13° 05'·97S., 44° 59'·91E.
- 13° 01'·96S., 44° 55'·50E.
- 13° 00'·40S., 44° 52'·18E.
- 12° 49'·27S., 45° 36'·03E.
- 12° 54'·46S., 44° 52'·89E.
- 12° 54'·00S., 45° 01'·50E.

Charts affected: BA 563– 2741– 2757

368(T) (15/05) INDIA - West Coast - Arabian Sea - Data buoys.

Source: B.A. notice 3074(T)/05

(HJ/1031/50)

1. Oceanographic data buoys will be on station in the positions given below until further notice. The most convenient Admiralty chart is quoted. This list will be updated as necessary by Temporary Notice to Mariners.

<i>Buoy</i>	<i>Latitude</i>	<i>Longitude</i>	<i>Light</i>	<i>BA Chart</i>
* DS1	15° 28'·6N.	69° 15'·23E.	Fl(5)20s4M	708
* SW2	16° 59'·1N.	71° 05'·9E.	Fl(2)4s4M	708

SW3

15° 24'·0N.

73° 45'·0E.

Fl(2)5s

492

* Indicates new or revised entry

2. Mariners are advised to exercise caution and not to anchor or trawl within 1000m of the data buoys.
3. Former Notice 5418(T)/04 is cancelled.

Charts affected: BA 492 - 708

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.

MRCC CHENNAI

ISDM Internet Connection E-mail Id. isareast@md3.vsnl.net.in installed at MRCC Chennai dedicated for emergencies at sea.

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 NAVAREA warnings in force as on 01 Aug 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	Nil	2001 series: 510 2003 series: 417. 2004 series: 317 463. 2005 series: 046 118 190 204 205 207 213 214 216 224 226 227 229 230 231 233 238 240 241 242 243 244 245 246
II	E. Atlantic	Nil	Nil.
III	Mediterranean	Nil	2005 series: Nil.
IV	N.W. Atlantic	Nil	2004 series: 323
V	W. Atlantic	Nil	2005 series: Nil
VI	S.W. Atlantic	Nil	2005 series: Nil
VII	S.E. Atlantic	064	2005 Series: 074 078
VIII	Indian Ocean	475	2005 series: 192 200 212 216 273 274 312 329 333 343 346 352 356 379 380 384 390 404 412 413 414 424 426 431 432 433 434 435 436 437 446 447 448 449 450 452 457 458 459 462 463 464 467 468 469 470 471 472 473 474 475.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	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	008
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 0175 0203 0210 0222 0243 0244 0245 0248 0250 0251 0252 0255 0260 0269 0271 0276 0284 0286 0291 0292 0293 0294 0295 0296 0297.
XII	N.E. Pacific	Nil	2005 series: Nil
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	Nil	2005 series: 025.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2003 series: 993. 2004 series: 694 1011.
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

SECTION – V: NAVIGATIONAL WARNINGS IN FORCE

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II	E. Atlantic	Nil	Nil.
III	Mediterranean	Nil	2005 series: Nil.
IV	N.W. Atlantic	Nil	2004 series: 323
V	W. Atlantic	Nil	2005 series: Nil
VI	S.W. Atlantic	Nil	2005 series: Nil
VII	S.E. Atlantic	064	2005 Series: 074 078
VIII	Indian Ocean	475	2005 series: 192 200 212 216 273 274 312 329 333 343 346 352 356 379 380 384 390 404 412 413 414 424 426 431 432 433 434 435 436 437 446 447 448 449 450 452 457 458 459 462 463 464 467 468 469 470 471 472 473 474 475.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	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	008
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 0175 0203 0210 0222 0243 0244 0245 0248 0250 0251 0252 0255 0260 0269 0271 0276 0284 0286 0291 0292 0293 0294 0295 0296 0297.
XII	N.E. Pacific	Nil	2005 series: Nil
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	Nil	2005 series: 025.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2003 series: 993. 2004 series: 694 1011.
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

<u>No.</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D9163-1	-- SPD 10	26 49-2 52 14-1	LFl R 10s	Platform	
			*				
D9163-15	-- SPD 11	26 46-0 52 18-3	LFl R 15s	Platform	
		*	*				
F 0755.2	- W end	10 48.8 73 39.7	FlW 15s	15	16	White concrete column 10	Vis 067 ⁰ -221 ⁰ (154 ⁰) TE 2005 *
F1054	Kutubdia Island	21 51-80 91 50-72	Fl(3)W 10s	39	20	Red and white □ on metal framework tower	Racon. TE 2005 *
F1413.7	Tg Sekudi	1 15-90 102 30-14	Fl W 7-5s	31	15	...	<i>fl 0-5.</i> TE 2005 *
F1569	- Bagan Datuk	3 59-5 100 47-2	Fl R 12s	10	7	Mast	
			*	*			
F1774	- Tanjungsau. E Point of Island	1 03-00 104 10-83	Fl W 5s	34	7	White metal framework tower 11	<i>fl 0-5.</i> Vis 151 ⁰ -030 ⁰ (239 ⁰) *
K0838	- Pulau Sigata. E Summit	0 07-5 98 12-0	Oc W 3s	116	26	White metal framework tower 35	Obscured by Pulau Simuk 094 ⁰ -102 ⁰ (8 ⁰) and by Tg Hatik when bearing less than 348 ⁰ , partially obscured 183 ⁰ -222 ⁰ (39 ⁰) *
			*				
K0884	- Pulau Tikus	3 50-5 102 11-0	Iso W 10s	33	16	White metal framework tower, red bands 30	TE 2005 *
K0914	Tanjung Cukubalimbing, Balimbingpamancasa	5 55-5 104 33-5	Fl(2)W 10s	63	20	White metal tower and dwelling 61	<i>fl 0-5, ec 2, fl 0-5, ec 7.</i> Obscured 105 ⁰ -108 ⁰ (3 ⁰) by Puala Batukecil. Racon. FlW4s (T) 2005
K 1020.7	Masar Island (Kennedy)	3 20-25 107 42-00	Fl(2)W 15s	22	14	White beacon	<i>fl 0-5, ec 4-5, fl 0-5, ec 9-5</i> *
K1409.1	-- Rear. 277m from front	1 45-40 109 56-04	Iso W 4s	8	5	White ▽ on white metal framework structure 8	Vis 224 ⁰ -044 ⁰ (180 ⁰). TE 2005 *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 1987***(Last correction: Edition No. 17 dated 01 Sep 2004)*Page 137, after **MADAGASCAR** insert:**PAKISTAN
Pakistan Ship Reporting System (PASREPS)****Introduction**

In pursuance of National and International Laws, the Government of Pakistan has decided, for the purpose of prevention, reduction and control of

Marine Pollution in waters subject to its jurisdiction, to establish a Pakistan Ship Reporting System (PASREPS) with immediate effect.

Participation

All vessels above 100 GT carrying dangerous and hazardous cargo while transiting Pakistan Exclusive Economic Zone (EEZ) or calling at any

Pakistani Port shall report details of such cargo at least 24 hours prior to entering Pakistan EEZ (Pakistan claims a 200 nm EEZ, for further details

see Annual Summary of Admiralty Notices to Mariners) or 48 hours prior to entering any Pakistani port.

Requirements of Message

The report of dangerous and hazardous cargo shall be made to the following on PASREPS in the format below:

- A. Director General Maritime Security Agency
KDLP Building, West Wharf Road
P.O. Box 13333, Karachi
Phone: +92(0)21 9214624, +92(0)21 9214647
Fax: +92(0)21 9214621, +92(0)21 9214625
E--Mail: mrccpmsa@cyber.net.pk
- B. Director General (P and S)
Ministry of Ports and Shipping
Plot No. 12, Miscellaneous Area, Mai Kolachi by pass, near KESC Grid, Karachi
Phone: +92(0)21 9206405, +92(0)21 9204196
Fax: +92(0)21 9206407
- C. Hydrographer of the Pakistan Navy
Hydrographic Department, 11 Liaquat Barracks, Karachi
Telex: +82 20774
Phone: +92(0)21 48506151, +92(0)21 48506152
Fax: +92(0)21 9201623
E--Mail: hydrogk@bol.edu.pk

Form of message

The report should be in the following format:

- A Name of ship
- B Port of registry
- C IMO number.
- D Port of departure.
- E Next port of call.
- F Type of package, eg: steel drums, boxes, freight containers.
- G Portable tanks
- H UN number.
- I Quantity and weight.
- J Details of arms and ammunition being carried on board.
- K Correct technical name of goods.

Dangerous Goods Report

Dangerous and hazardous cargo to be declared shall include:

- A Goods listed in the IMDG Code.
- B Substances listed in Chapter 17 of the International Code for the Construction and Equipment for ships carrying dangerous chemicals in bulk and Chapter 19 of the International Code for the Construction and Equipment of ships carrying liquefied gases in bulk.
- C Oil as defined in the Appendix 1 to Annex I of MARPOL 73/78.
- D Noxious liquid substances as defined in Annex II of MARPOL 73/78.
- E Harmful substances as defined in Annex III of MARPOL 73/78.
- F Radioactive materials as specified in the code for the safe carriage of irradiated nuclear fuel, plutonium and high level radioactive wastes in flasks onboard ships (INF code).

Compliance

Mariners are advised to strictly comply with the requirements of this notice. Vessels transiting Pakistani EEZ are liable for investigation by The Pakistan Navy and Maritime Security Agency vessels. Vessels found polluting the marine environment shall be prosecuted in accordance with the law and be responsible for all consequences.

Page 137, **PAKISTAN**, Pakistan Ship reporting system (PASREPS), Requirements of message, paragraph A., Director General Maritime Security Agency, line 4, delete Phone: to. . . . 9214646 and replace by:
Phone: +92(0)21 9214624, +92(0)21 9214964 – 9214967

Page 63, **PAKISTAN**, after country heading, insert:

MRCC PAKISTAN (MARITIME SECURITY AGENCY)

24°52'N 67°012E

Tel : +92 21 9214624 & 9214964

Fax : +92 21 9214621 & 9214625

E-MAIL mrccpmsa@cyber.net.pk

Inmarsat C (IOR) 463028101

NOTE DSC communications can be established through the following maritime radio stations: GAWADAR (VHF), KARACHI (VHF MF & HF) and ORMARA (VHF)

VOL. 2, 1995

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

Page 33, **UNITED ARAB EMIRATES (Persian Gulf Coast)** section, insert:

Palm Deira Exclusion Zone Lt Buoy D Racon 25°23.85N 55°11.05E **7695**

60s

360°

X

Page 34, **SAUDI ARABIA (Persian Gulf Coast)** section,

7782 Jubail Fairway Lt Buoy

Delete entry

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.13 dated 01 July 2005)

Page 183, **MALDIVES**, wef 29.7.2005, delete section and replace by:

National SAR Agency: Maldives Coastguard

Address: Coastguard Headquarters, Coastguard Building, Male', Republic of Male', Maldives

Tel: +960 3 325981 & 3 325134

Fax: +960 3 320427

Telex: +896 66056 AMAN MF

Maldives Coastguard are responsible for co-ordinating Search and Rescue operations within the Maldives Search and Rescue Region. Male' (8Q2) maintains a continuous listening watch on international distress frequencies VHF Ch16 and 2182 kHz.

	<u>Telephone +960</u>	<u>Fax +960 Others</u>	<u>Others</u>
COASTGUARD HEADQUARTERS	3 325981 3 325134	3 320427	Telex +896 66056 AMAN MF
MALE' (8Q2)	3 322802	3 392009	Telex +896 66069 MALRAD MF
MALE' Harbour Control	3 327102 3 329339	3 325293	

Page 187, **THAILAND**, contacts table, RCC BANGKOK and BANGKOK RADIO (Nonthaburi), delete and replace by:

RCC BANGKOK	2 2860056 2 2860594 2 2859353	2 2873186	Telex +86 22720 BKK RCC TH AFTN VTBAYCYX
BANGKOK RADIO (Nonthaburi)	2 5897033 2 5802763 2 9567027	2 5896623 2 9567028	Telex +86 80071 BKK RADIO TH

Page 169, **EGYPT**, before **EGYPT** - FORECAST AREAS - NAVTEX diagram, insert new section as follows:

National SAR Agency: Ministry of Defence

Tel: +20 2 4184537 **Fax:** +20 2 4184531 **Telex:** +91 21095 RCCCR UN **E-mail:** jrcc136@afmic.gov.eg

The authority responsible for co-ordinating Search and Rescue operations is The Middle East Search and Rescue Centre, JRCC Cairo. The area of responsibility corresponds to the Cairo FIR in the Mediterranean Sea. A network of Coast Radio Stations maintain a continuous listening watch on international distress frequencies.

	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 Inmarsat mini-M 762007997 (Tel) 762007999 (Fax)
MRCC EL ISKANDARIYA (ALEXANDRIA)	3 4842058 3 4842119 3 4878983	3 4832240	Telex +91 54642
EL ISKANDARIYA (ALEXANDRIA) (SUH)	3 4809500 3 4801266 3 4810202	3 4810201	Telex +91 55544 SUH UN
PORTS & LIGHTHOUSES ADMINISTRATION EL ISKANDARIYA (ALEXANDRIA)	3 4802299 3 4802681	3 4875633	Telex +91 54407 FANAR UN
PORTS & LIGHTHOUSES ADMINISTRATION (SERAPEUM) (ISMAILIA) (SUZ)	64 910000	64 914784 64 914785	
BÛR SA'ID (PORT SAID) (SUP)	66 220625 66 220626	66 325705 66 325706	Telex +91 63165 63166

VOL. 6, 1987*(Last correction: Edition No. 13 dated 01 July 2005)***NIL****B.A. VOL. 7, 1997/98-PART 2***(Last correction: Edition No. 16 dated 15 Aug 2000)***NIL****VOL. 8, 1999***(Last correction: Edition No. 03 dated 01 Feb 2005)***NIL**

SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS

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

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

SECTION – X: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102)

Appeal to all Mariners:

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

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

Instructions for filling up Form IH 102 (Overleaf)

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

Position Reporting

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

Depth Reporting

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

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

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

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

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

I.H. 102a (Revised 2003)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(For Reporting Changes to Port Information)

(To accompanying Form I.H. 102)

Name and address of ship / sender:

Ref No.: _____

Date : _____

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

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

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

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

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

E Mail : nho@sancharnet.com

Fax No.: 91- 0135- 2748373

WEB: www.hydrobharat.org

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

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

Date :

Ref. No:

Details of the Sender / Originator

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

Details of Changes / Dangers Observed

5. **Object of Change:**

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

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

Signature of the Master / Reporter

Date:

To

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

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

Please Note:

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

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

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

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

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

To accompany Notice to Mariners 3124/05

On. Chart 3172

FISH TRAPS

(26° 15' 20N., 56° 16' 00E.)

Numerous fish traps exist within the approaches to Khaşab. These are usually located within 5 miles of the coast and their positions are subject to frequent change.

To accompany Notice to Mariners 3153/05

On. Chart 81

AIDS TO NAVIGATION

The aids to navigation on this chart are reported to be unreliable. They may be missing, unlit or out of position.

To accompany Notice to Mariners 3202/05

On. Chart 1495

SUBMARINE CABLES

Mariners are advised not to anchor or trawl in the vicinity of submarine cables.