



INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 17 DATED 01 SEP 2005

(CONTAIN NOTICES 400 TO 429)

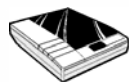
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E-mail to
nho@sancharnet.in
nhd@sancharnet.in



Write to
National Hydrographic Office
107-A, Rajpur Road
Dehradun – 248 001
INDIA



Fax to
+91- 135 - 2748373



Contact Person
Deputy Hydrographer
Marine Safety Services
+91- 135 - 2747360-65



visit
www.hydrobharat.org

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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 400 to 429 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.
31	5	404
211	3	402, 427(T), 428(T)
219	3	400
224	4	429(T)
225	4	407, 424(P)
255 (INT 7334)	3	402, 427(T)
262	4	429(T)
2001	3	427(T)
2015 (INT 7337)	3	427(T), 428(T)
2016 (INT 7336)	3	402, 427(T), 428(T)
2051	2	403
2064	4	407, 424(P)
2067	4	407, 424(P), 428(T)
2076	3	428(T)
3012 (INT 7411)	5	401
4026	7	422, 423
4027	7	422, 423
7704 (INT 704)	1	405

ADMIRALTY Chart No.	Folio No.	Notice No.
157 (INT 7006)	32	405
171 (INT 7122)	32	405
460	32	405
712 (INT 7730)	38	417
792	45	408, 414
933	46	410
941A	46	410
1495 (INT 7736)	38	417
1497 (INT 7735)	38	417
2056	46	410
2149	46	410
2889 (INT 7211)	40	406
2965	46	418, 419, 426(P)
3584	45	421
3729	45	410
3782	40	416
3787 (INT 7245)	40	416
3789	40	411, 425(P)
3791	40	411, 425(P)
3833	45	412
3921	45	421
3945	45	420
3948	46	415
4038	46	412
4041	46	413
4044	46	409

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*400(17/05)

(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>
219	31.07.05	Tellicherry to Tanur Nagaram <u>Limits:</u> 10° 51'.70N; 74° 38'.00E. 11° 45'.00N; 76° 00'.80E.	1:1,50,000	3	Rs. 1360.00

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	Main Title	On Publication of New Chart
219	Tellicherry to Tanur Nagaram	219

(c): CHARTS AFFECTED BY THE FOREGOING

NIL

(d): NEW PUBLICATION

Serial No.	Item	Date of Publication
01	List of Radio Signals – Volume1	01 January 2005

***401(17/05) India –East Coast – Vishakhapatnam Harbour – Jetty. Coastline.**

Source: NHO, Dehradun

(HJ/1029/76)

Chart 3012(INT 7411) [previous update 364/05]Insert the accompanying block, showing amendments to
jetty and coastline centred on :

17° 41'.425N., 83° 18'.280E

***402(17/05) India –West Coast – Inner Approaches to Mumbai–Wreck.**

Source: DG Shipping

(HJ/1030/87)

Note : This is the wreck of Samundra Suraksha

Chart 255(INT 7334) [previous update 393/05]Insert 

18° 59'.35N., 72° 37'. 26E

Delete 

18° 59'. 80N., 72° 36'. 86E

Chart 211 [previous update 393/05]Insert 

18° 59'.35N., 72° 37'. 26E

Delete 

18° 59'.80N., 72° 36'. 86E

Chart 2016(INT 7336) [previous update 393/05]Insert 

18° 59'.35N., 72° 37'. 26E

Delete 

18° 59'. 80N., 72° 36'. 86E

***403(17/05) India –West Coast – Salaya Harbour – Limit.**

Source: NHO, Dehradun.

(HJ/1131/20)

Chart 2051 [previous update 278/05]Insert limit of mangrove , from :
to :

22° 21'.540N., 69° 37'.095E

22° 21'.400N., 69° 37'.300E

Delete existing mangrove limit along the coast, from :
to :


22° 21'.540N., 69° 37'.095E

22° 21'.760N., 69° 37'.700E

***404(17/05) India –East Coast – Bay of Bengal – Northern Portion – Wreck.**

Source: NHO, Dehradun

(HJ/1129/03)

Chart 31 [previous update 319/05]Delete  PA

20° 12'.00N., 86° 41'.50E

405(17/05) ERITREA - South Massawa Channel - Umm es Sahrig North-north-eastwards and Umm Namus Eastwards and North-westwards and Dettalak Deset Eastwards - Depths.

Source: BA notice 3612/05

(HJ/1033/59)

Chart 7704(INT 704) [*previous update 307/05*]

Insert depth 8₇ (a) 15° 23'·0N., 40° 08'·0E.

BA Chart 157 (INT 7006) [*previous update 307/05*]

Insert depth 31 (a) 15° 09'·2N., 40° 31'·2E.

depth 8₇ enclosed by 10m contour (b) 15° 23'·1N., 40° 08'·1E.

Delete depth 35, adjacent to: (a) above

depth 9 enclosed by 10m contour, adjacent to: (b) above

BA Chart 171 (INT 7122) [*previous update 346/01*]

Insert depth 31 (a) 15° 09'·18N., 40° 31'·24E.

depth 12 15° 39'·15N., 40° 33'·54E.

depth 8₇ enclosed by 10m contour (b) 15° 23'·13N., 40° 08'·14E.

Delete depth 35, adjacent to: (a) above

depth 9 enclosed by 10m contour, adjacent to: (b) above

BA Chart 460 (plan A, Approaches to Massawa (Mits'iwa)) [*previous update 346/01*]

Insert depth 17₄ enclosed by 20m contour 15° 24'·56N., 40° 01'·02E.

406(17/05) UNITED ARAB EMIRATES - Approaches to Abu Dhabi - Ruqq az Zaqqum - Wreck. Buoy.

Source: BA notice 3647/05

(HJ/1132/46)

BA Chart 2889 [*previous update 305/05*]

Insert  (a) 24° 41'·9N., 53° 36'·7E.



, close N of:

(a) above

407(17/05) SRI LANKA - South Coast - Galle Harbour and Approaches - Legend.

Source: BA notice 3610/05

(HJ/929/69)

Chart 225 [*previous update 212/04*]

Insert legend, *See INM 424(P)/05*, centered on: 5° 56'·80N., 80° 12'·00E

Chart 2064 [*previous update 155/04*]

Insert legend, *See INM 424(P)/05*, centered on: 5° 56'·80N., 80° 12'·00E

Chart 2067 (plan, Galle Harbour) [*previous update 205/04*]

Insert legend *See INM 424(P)/05* centered on: 6° 00'·35N., 80° 13'·00E.

Chart 2067 [*previous update 205/04*]

Insert legend, *See INM 424(P)/05*, centered on: 5° 59'·75N., 80° 13'·50E.

408(17/05) MALAYSIA - Peninsular Malaysia, West Coast - Approaches to Lumut - Sungai Manjung - Lloyd Rock - Light-beacon.

Light List Vol. F, 1560.9

Source: BA notice 3593/05

(HJ/927/43)

BA Chart 792 [*previous update 238/05*]

Amend range of light-beacon to, 8M 4° 15'·46N., 100° 35'·17E..

409(17/05) SINGAPORE – Johor Strait – Eastern Part- Buoyage.

Source: BA notice 3662/05

(HJ/927/16)

BA Chart 4044 [*previous update 357/05*]

Insert	 Fl.R.10s Simbang	1° 27′.57N., 103° 51′.56E.
Move	 Fl.R.2.5s Beaulieu from:	1° 27′.96N., 103° 50′.38E
	to:	1° 28′.05N., 103° 50′.39E
	 Fl(4)R.15s Lavis from	1° 27′.73N., 103° 51′.15E
	to:	1° 27′.75N., 103° 51′.15E.

BA Chart 4044 (plan C, Sembawang) [*previous update 357/05*]

Move	 Fl.R.2.5s Beaulieu from:	1° 27′.963N., 103° 50′.380E.
	to:	1° 28′.045N., 103° 50′.387E.

410(17/05) INDONESIA - Jawa - North Coast - Pulau-Pulau Tidung Northwards - Wreck. Depth.

Source: BA notice 3655/05

(HJ/827/53)

BA Chart 933 [*previous update 382/05*]

Insert		5° 49′.15S., 106° 35′.13E.
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BA Chart 941A [*previous update 375/05*]

Insert		(a) 5° 49′.0S., 106° 35′.0E.
Delete	depth 42, close SW of:	(a) above

BA Chart 2056 [*previous update 379/05*]

Insert		5° 49′.15S., 106° 35′.15E.
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BA Chart 2149 [*previous update 299/05*]

Insert		5° 49′.2S., 106° 35′.1E.
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BA Chart 3729 [*previous update 299/05*]

Insert		5° 49′.15S., 106° 35′.15E.
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411(17/05) QATAR – Ra's Laffan - Legends. Works.

Source: BA notice 3712/05

(HJ/1132/58)

BA Chart 3789 [*previous update 112/05*]

Insert	legend, Works in progress (2005), orientated 295°-115°, centred on:	25° 56′.000N., 51° 36′.600E.
	legend, <i>see INM 425(P)/05</i> , centred on:	25° 55′.600N., 51° 37′.200E.

BA Chart 3791 [*previous update 461/04*]


Insert	legend, <i>see INM 425(P)/05</i> , centred on:	25° 55′.15N., 51° 42′.20E.
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412(17/05) SINGAPORE - Johor Strait - Western part, Putri Narrows to Tuas - Buoyage. Light-beacon. Beacon.

Light List Vol. F, 1680.2

Source: BA notice 3709/05

(HJ/927/16)

BA Chart 3833 [*previous update 374/05*]Substitute  *Fl. G. 6s Merawang* for  1° 19'·75N., 103° 37'·70E.**BA Chart 4038** [*previous update 172/05*]Substitute  *Fl. G. 4s Lucy* for  *Lucy* 1° 23'·73N., 103° 39'·25E. *Fl. G. 6s Merawang* for  *Merawang* 1° 19'·75N., 103° 37'·70E.**BA Chart 4038 (Continuation, Town Reach)** [*previous update 172/05*]Substitute  *Fl. R. 6s* for  1° 26'·20N., 103° 41'·35E.**413(17/05) SINGAPORE - Marina Bay - Light-beacons.**

Light List Vol. F, 1726.6, 1726.8

Source: BA notice 3710/05

(HJ/927/16)

BA Chart 4041 (plan A, Marina Bay) [*previous update 265/05*]Delete  *Fl(2)G. 10s5m3M* Kallang 1° 16'·937N., 103° 52'·405E. *Fl(2)R. 10s5m3M* Marina 1° 16'·923N., 103° 52'·202E.**414(17/05) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Pangkor Southwards and Sungai Manjung - Quarantine anchorages.**

Source: BA notice 3758/05

(HJ/927/47)

BA Chart 792 [*previous update 408/05*]Insert limit of quarantine anchorage area, pecked line, joining: 4° 10'·50N., 100° 34'·30E.
4° 10'·80N., 100° 34'·30E.
4° 10'·80N., 100° 34'·60E.
4° 10'·50N., 100° 34'·60E.**BA Chart 792 (Continuation, Sungai Manjung (Sungai Dinding))** [*previous update 408/05*]Delete limit of quarantine anchorage area, pecked line, joining: 4° 15'·50N., 100° 39'·40E.
4° 15'·65N., 100° 39'·40E.
4° 15'·65N., 100° 39'·56E.
4° 15'·50N., 100° 39'·56E.**415(17/05) INDONESIA - Sumatera - East Coast - Selat Durian - Selat Sugi - Sugilaut North-westwards - Depth.**

Source: BA notice 3774/05

(HJ/927/06)

BA Chart 3948 [*previous update 331/05*]Insert depth 8_l 0° 48'·43N., 103° 43'·10E.
10m contour, joining: 0° 48'·10N., 103° 43'·25E.(shore)
0° 48'·60N., 103° 42'·90E.
0° 48'·50N., 103° 43'·45E.
0° 48'·20N., 103° 43'·45E.(shore)

416(17/05) QATAR - Approach to Doha (Ad Dawhah) - Buoyage.





Source: BA notice 3845/05

(HJ/1132/54)

BA Chart 3782 [previous update NE 12/08/2004]

Amend	light-buoy No 7 to, <i>Q(2)G.5s</i>	25° 17'·54N., 51° 41'·14E.
	light-buoy No 8 to, <i>Q.R</i>	25° 17'·46N., 51° 41'·10E.
	light-buoy No 15 to, <i>Q(2)G.5s</i>	25° 18'·24N., 51° 38'·97E.
	light-buoy No 16 to, <i>Q.R</i>	25° 18'·16N., 51° 38'·95E.
	light-buoy No 23 to, <i>Q(2)G.5s</i>	25° 18'·94N., 51° 36'·80E.
	light-buoy No 24 to, <i>Q.R</i>	25° 18'·87N., 51° 36'·77E.
	light-buoy AN to, <i>Q.G</i>	25° 19'·19N., 51° 36'·00E.
	light-buoy AS to, <i>Fl.R.2s</i>	25° 19'·08N., 51° 35'·99E.
	light-buoy CN to, <i>Q.G</i>	25° 19'·15N., 51° 35'·48E.
	light-buoy CS to, <i>Fl.R.2s</i>	25° 19'·03N., 51° 35'·52E.

BA Chart 3787(INT 7245) [previous update 249/05]

Substitute	 <i>Q(2)G.5s No 7</i> for  <i>Fl(2)Y.5s No 7 (non-IALA)</i>	25° 17'·54N., 51° 41'·14E.
	 <i>Q.R No 8</i> for  <i>Q.Y No 8 (non-IALA)</i>	25° 17'·46N., 51° 41'·10E.

417(17/05) INDIAN OCEAN - La Réunion - Baie de Saint-Paul - Wreck. Buoyage.

Source: BA notice 3868/05

(HJ/1132/14)


BA Chart 712 (INT 7730) [previous update 329/02]

Substitute	 <i>Wk (buoyed)</i> for  <i>Wk</i>	(a)	21° 00'·00S., 55° 16'·00E.
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
Delete	 , close W of:	(a)above
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BA Chart 1495 (INT 7736) [previous update 353/05]

Substitute	 <i>Wk (buoyed)</i> for  <i>Wk</i>	(a)	20° 59'·93S., 55° 16'·00E.
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Delete	 , close W of:	(a)above
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BA Chart 1497 (INT 7735) [previous update 138/03]

Substitute	 <i>Wk (buoyed)</i> for  <i>Wk</i>	(a)	21° 00'·00S., 55° 16'·00E.
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Delete	 , close W of:	(a)above
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418(17/05) INDONESIA - Sumatera - West Coast - U. Jungutbatupati to U. Nibung - Legend.

Source: BA notice 3818/05

(HJ/827/19)

BA Chart 2965 (plan, Teluk Bayur) [previous update 380/05]

Insert	legend, <i>See INM 426(P)/05</i> , centred on:	1° 00'·95S., 100° 22'·30E.
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BA Chart 2965 (plan, Approaches to Teluk Bayur) [previous update 380/05]

Insert	legend, <i>See INM 426(P)/05</i> , centred on:	1° 02'·90S., 100° 21'·70E.
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419(17/05) INDONESIA - Sumatera - South Coast - Teluk Lampung - Panjang - Buoy. Light-beacon.

Light List Vol. K, 0922.6

Source: BA notice 3819/05

(HJ/827/54)

BA Chart 2965 (plan, Panjang) [previous update 418/05]

Insert  *Fl.G.6s* 5° 27'·84S., 105° 18'·52E.

Amend range of light-beacon to, 4M 5° 28'·05S., 105° 18'·66E.

BA Chart 2965 (plan, Approaches to Panjang and Tarahan) [previous update 418/05]

Insert  *Fl.G.6s* 5° 27'·84S., 105° 18'·52E.

Amend range of light to, 4M 5° 28'·05S., 105° 18'·66E.

420(17/05) INDONESIA - Sumatera - North East Coast - Approaches to Sungai Asahan - Buoy.

Source: BA notice 3889/05

(HJ/928/30)

BA Chart 3945 [previous update 258/05]


Amend light buoy to, *Iso.4s* 3° 09'·67N., 99° 51'·64E.

421(17/05) INDONESIA - Sumatera - East Coast - Kualatanjung - Obstruction.

Source: BA notice 3890/05

(HJ/928/30)

BA Chart 3584 (plan, Kualatanjung) [previous update 414/04]

Insert  *Obstn* 3° 22'·58N., 99° 28'·14E.

BA Chart 3921 [previous update 237/05]

Insert  *Obstn* 3° 22'·58N., 99° 28'·14E.

422(17/05) MALAYSIA - Peninsular Malaysia, West Coast - Pinang Harbour - Middle Bank Westwards and Eastwards - Light-beacons.

Light List Vol. F, 1521.8, 1523.7, 1525.2, 1525.3

Source: BA notice 3907/05

(HJ/927/59)

Chart 4026 [previous update 292/05]


Insert  *Fl.G* 5° 22'·98N., 100° 19'·35E.

 *Q.R* 5° 22'·94N., 100° 19'·66E.

 *Fl* 5° 22'·85N., 100° 20'·31E.

 *Q* 5° 22'·66N., 100° 22'·19E.

Chart 4027 [previous update 292/05]

Insert  PGB1 *Fl.G.3s10m7M* 5° 22'·979N., 100° 19'·349E.

 PGB2 *Q.R.10m6M* 5° 22'·938N., 100° 19'·664E.

 PGB3 *Fl.3s10m6M* 5° 22'·854N., 100° 20'·310E.

 PGB4 *Q.10m6M* 5° 22'·657N., 100° 22'·193E.


423(17/05) MALAYSIA - Peninsular Malaysia, West Coast - Pinang Harbour - Syrang Bank Eastwards -Light-beacon.

Light List Vol. F, 1526
Source: BA notice 3908/05
(HJ/927/59)

Chart 4026 [*previous update 422/05*]

Substitute  *Fl(2)G.5s8M* Peal for  *Fl(2)G.5s8M* Peal 5° 22'·18N., 100° 21'·17E.

Chart 4027 [*previous update 422/05*]

Substitute white light-beacon with triangular topmark, apex upwards, 5° 22'·18N., 100° 21'·17E.
Peal *Fl(2)G.5s10m8M* for  Peal *Fl(2)G.5s10m8M*

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**424 (P)17/05 SRI LANKA - South Coast - Galle Harbour and Approaches - Maintained channels. Depths. Buoyage. Leading lights.**

Source: BA notice 3609(P)/05

(HJ/929/69)

1. This is a re-issue of former INM 322(P)/04. Based on recently received information, paragraph 3 of the former notice (rocks awash) has been removed. There are no other changes.
2. There are numerous changes to depths in Galle Harbour and approaches. The most significant are as follows.
3. The two maintained depth areas of 8.9m and 9.8m shown on Chart 2067 no longer exist. Depths less than charted exist in these areas and are as follows:

3.7m	6° 02' .00N., 80° 13' .49E.
5.9m	6° 01' .90N., 80° 13' .77E.
8.8m	6° 01' .72N., 80° 13' .33E.
4. Depths along the leads and recommended tracks in the Eastern and Central Channels are generally as shown on Chart 2067. Outside of these two channels there are significant changes to depths especially inshore of the 20 metre contour. The significant depths within the Western Channel are as follows:

2.6 m	6° 00' .88N., 80° 13' .18E.
8m	6° 00' .96N., 80° 13' .13E.
8.1m	6° 01' .06N., 80° 13' .10E.
5. Seaward of the 20 metre contour the most significant depths are:

19.5 m	6° 02' .96N., 80° 08' .09E.
15.9m	6° 02' .50N., 80° 08' .46E.
16.7 m	5° 59' .50N., 80° 15' .13E.
6. The leading lights in position 6° 01' .72N. , 80°12' .98E. no longer exist and the buoyage in Central Channel has been repositioned.
7. Former INM 322(P)/04 is cancelled.

Charts affected: 225 – 2064– 2067**425 (P)17/05 QATAR – Ra's Laffan - Buoyage. Dredged area. Light. Works.**

Source: BA notice 3711(P)/05

(HJ/1132/58)

1. Work is in progress to expand the Port of Ra's Laffan.
2. Construction has been completed on Liquid Products Berths 1A and 1B, these are located to the southwest of the charted Liquid Products Berth 2A centred on position 25° 55' .365N., 51° 36' .612E. As a result of this construction the red buoy LB 1, charted in position 25° 55' .415N., 51° 36' .575E. has been removed. A new jetty beacon, Fl.2s, has been constructed in the vicinity of position 25° 55' .450N., 51° 36' .560E. to mark the north-western extremity of the new berths.
3. The 13.5m dredged area has been extended by 100m to the southwest of new Liquid Products Berth 1A to increase the room to manoeuvre for berthing vessels. The limit of the dredged area is now marked by the following three new buoys:

Red port hand lateral mark	<i>Fl.R.2s</i>	25° 55' .33N., 51° 36' .42E.
Yellow buoy	<i>Fl.Y.2s</i>	25° 55' .27N., 51° 36' .47E.
Yellow buoy	<i>Fl.Y.2s</i>	25° 55' .21N., 51° 36' .51E.
4. Liquid Products Berths 3A and 3B are also under construction and are currently nearing completion. These are located to the North-east of the existing charted berth 2B centred on position 25° 55' .515N., 51° 36' .928E.
5. A third LNG berth is being constructed from the main breakwater to the east of the existing LNG Berth No.2. The base structure for a flare for LNG berth three has been built and extends 50m offshore from the main breakwater.
6. Upon completion of LNG Berth 3 work will commence on a fourth LNG berth. Again this will be located along the main breakwater to the east of LNG Berth 3.
7. A causeway is being constructed about halfway along the Lee Breakwater. This will extend 150m into the sea from the breakwater for the construction of an LPG Flare.
8. For further information please contact the Port Authority.

425 (P)17/05 QATAR – Ra's Laffan - Buoyage. Dredged area. Light. Works. (continued)

9. Additional Information will be promulgated as it becomes available.

Charts affected: BA 3789 -3791

426 (P)17/05 INDONESIA -Sumatera - West Coast - U. Jungutbatupati to U. Nibung - Depths. Jetty. Lights. Piers. Reclamation area. Beacons. Restricted area.

Source: BA notice 3817 (P)/05

(HJ/927/19)

1. Numerous depths less than charted exist within the 20m contour from U. Jungutbatupati (1° 00'·33S., 100° 21'·54E.) to U. Nibung (1° 04'·60S., 100° 21'·44E.), including a depth 2.1m in position 1° 01'·38S., 100° 21'·08E.
2. Within Teluk Bayur (1° 00'·0S., 100° 22'·0E.) there are numerous changes which include: reclamation at the Oil jetty, the location and orientation of the Coal Loading Piers, depths and amended limits to the anchoring prohibited area in the approaches to the port.
3. Positions and characteristics of lights and beacons may not be as charted.
4. Mariners are advised to obtain local knowledge and to proceed with caution when navigating within these areas.

Chart affected - BA 2965

***427 (T) (17/05) INDIA – West Coast – Mumbai Docks – Salvage operation.**

Source: Mumbai Port Trust

(HJ/1030/87)

1. Salvage operation of 'Barge Rajgiri' is in progress in approximate position 18° 56'.32N., 72° 52'.20E.
2. Mariners are advised to exercise caution while navigating in this region.
3. Former INM 344(T)/05 is cancelled.

Charts affected: 211 – 255 – 2001 – 2015(INT 7337) – 2016(INT 7336)

***428 (T) (17/05) INDIA – West Coast – Mumbai Harbour – Buoy.**

Source: Mumbai Port Trust

(HJ/1030/87)

1. It is reported that West Uran buoy at position 18° 55'.70N., 72° 53'.54E is temporarily withdrawn.
2. Mariners are advised to exercise caution.

Charts affected: 211 – 2015(INT 7337) – 2016(INT 7336) – 2076

***429 (T) (17/05) INDIA – South East Coast – Gulf of Mannar – Off Manappad – Wreck.**

Source: Nav VIII 530/05

(HJ/930/81)

1. MV IIDA(JVDH2, Flag Mongolia) reportedly sunk in position 08° 21'.0N., 78° 27'.8E (approximate). Oil slick 15 to 20 metres extending up to 09NM in SSE direction.
2. Mariners are advised to exercise caution.

Charts affected: 224 – 262.

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 CONTACT DETAILS

MRCC Mumbai		MRCC Port Blair		MRCC Chennai	
Tel :	022-24376133	Tel :	0091-3192-242948,3192,1718	Tel :	0091-44-25395015-18
Fax :	022-24333727	Fax :	0091-3192-235612	Fax :	0091-44-25395015,18
INMARSAT:	00583 441 907 210	E-mail :	pblmrccpb@sancharnet.in	E-mail :	isareast@md2.vsnl.in
E-mail :	indsar@vsnl.net			E-mail :	cgpoorav@md3.vsnl.in

MRSC New Mangalore		MRSC Kochi		MRSC Paradip	
Tel :	0091-824-2405266	Tel :	0091-484-2218969	Tel :	0091-6722-223380
Fax :	0091-824-2407371	Fax :	0091-484-2217164	Fax :	0091-6722-223359
E-mail :	cgman@sancharnet.in	E-mail :	kripa@md3.vsnl.net.in	E-mail :	cgdhqdp@sancharnet.in

MRSC Tuticorin		MRSC Mandapam		MRSC Campbell Bay	
Tel :	0091-461-2352199	Tel :	0091-4573-241518-19	Tel :	0091-3192-264235
Fax :	0091-461-2353906	Fax :	0091-4573-241518-19	Fax :	0091-3192-264205
E-mail :	cgstut@sancharnet.in	E-mail :	cgmp@md5.vsnl.net.in	E-mail :	pblmrccpb@sancharnet.in

MRSC Porbander		MRSC Vizag		MRSC Haldia	
Tel :	0091-286-2242450	Tel :	0091-891-2568875	Tel :	0091-3224-264541
Fax :	0091-286-2210559	Fax :	0091-891-2568879	Fax :	0091-3224-263404
E-mail :	comdis1ad1@sancharnet.in	E-mail :	dhq6@md4.vsnl.net.in	E-mail :	cghq8@cal2.vsnl.net.in

MRSC Goa	
Tel :	0091-832-2521051
Fax :	0091-832-2520584
E-mail :	comdis11@email.com

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 NAVAREA warnings in force as on 01 Sep 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. 2005 series: 118 205 233 240 241 242 247 248 251 252 254 262 269 275 276 277 278 280 281 282 283 286 288 289 290 295 296 297 301 302 303 304 305.
II	E. Atlantic	Nil	Nil.
III	Mediterranean	Nil	2002 series: 438.
IV	N.W. Atlantic	Nil	2004 series: 323.
V	W. Atlantic	Nil	2005 series: 648.
VI	S.W. Atlantic	Nil	2005 series: Nil.
VII	S.E. Atlantic	064	2005 series: 088 089 094 095 096 100.
VIII	Indian Ocean	506	2005 series: 192 200 212 216 274 312 329 333 343 346 352 356 379 380 384 390 404 412 413 433 434 436 457 458 462 468 470 477 484 486 488 496 505 507 508 510 517 520 521 522 523 524 526 527 528 529 530.
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	003 008.
XI	Malacca Strait, China Sea, N. Pacific	0335	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 0303 0304. 2004 series: 0091 0246 0271 0321 0361 0402 0555 0571. 2005 series: 0004 0005 0022 0024 0025 0026 0030 0051 0060 0062 0063 0175 0203 0271 0276 0305 0307 0322 0323 0331 0332 0333 0335.

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	2004 series: 694 1011. 2005 series: 1031
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

F 1696	-Batu Berhanti. W Reef (I)	1 11· 12 103 52· 87	Fl W 8s	16	13	White beacon, red band 10	<i>fl 0-7. Racon. Ra refl</i> *
F 1726·6	Remove from List						
F 1726·8	Remove from List						
K 0893	Lampuyang	3 49·62 102 16·67 *	Fl WR 2s	17	12 *	White framework tower 15	W060 ⁰ -033 ⁰ (333 ⁰), R033 ⁰ -060 ⁰ (27 ⁰)
K 0920	-On reef	5 28·0 105 16·5	Fl(2)R 10s *	18	7 *	Red metal framework tower 13	<i>fl 0-5, ec 1-5, fl 0-5, ec 7-5</i>
K 0926	Sebuku. Ug Cukubanding	5 51·0 105 32·0	Fl W 5s	35	11	White metal framework tower 10	<i>fl 0-5. Vis 095⁰-324⁰(229⁰)</i> *
K 0928·6	Bakauhuni. Limau Balak Island (Gosong Barak)	5 52·22 105 46·50	Q Y	10	6	Yellow × on yellow beacon	 *
K 0941·41	---Rear. 457m from front	2 48·97 104 54·28	Fl W 4s	16	8	▽ on white beacon 15	<i>fl 1</i> *
K 0942	-Burung (Musi River)	2 51·47 104 53·57	LFl G 8s	10	6	Green △ on green beacon 10	<i>fl 3</i> *
K 0943	-Ayer Kumbang (Musi River)	2 54·73 104 54·05	Fl R 5s	14	8	White metal framework tower on concrete base 8	 *
K 0976	-Pulau Berhala. Off S end	0 52·5 104 24·5	LFl W 15s	27	12	White metal framework tower 21	<i>fl 5. Vis 237⁰-147⁰(270⁰). 3F Y on mast 22·3M NNE</i> *
K 1223	Gosong Karangmas	7 40·7 114 26·3	Fl W 5s	17	9	Black 8 on red beacon 16	<i>fl 0-5</i> *
K 1411·2	Tg Puting	3 30·58 111 46·42	Fl(3)W 14s	31	17	...	<i>(fl 1, ec 2)x 2, fl 1, ec 7</i> *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 16 dated 16 Aug 2005)*Page 5, **MOZAMBIQUE, MAPUTO RADIONAVAL (C9C)**, contacts table, delete row 2, +258 494396 and replace by:

☎ +258 21494396



+258 21494396

17/05

E-MAIL: safmar@zebra.uem.mz

BA Edition No 33

VOL. 2, 1995*(Last correction: Edition No.12 dated 16 Jun 2005)**Insert Station:*

Gopnath Lt Racon

G

21°12'·2N 72°06'·6E.

17/05

B.A. VOL. 3 Part 1, NP 283(1), 2002/03*(Last correction: Edition No. 19 dated 01 Oct 2003)***NIL****VOL. 5, 1997/98***(Last correction: Edition No.16 dated 16 Aug 2005)***NIL****VOL. 6, 2005***(Last correction: Edition No. 13 dated 01 July 2005)*Page 58, **UNITED ARAB EMIRATES, KHAWR DUBAYY (DUBAI)****Pilots and Port**, PROCEDURE, delete section (4) Pilot boards . . . to . . . buoy). and replace by:(4) Pilot boards in the Pilot Boarding Area centred on position 25°17'·30N 55°12'·58E.
Ports, Customs & Free Zone Corporation, Govt of Dubai (HH488/450/06 E27) 31/05
BA Edition No 31

17/05

Page 61, **MINA' RASHID****Pilots and Port**, PROCEDURE, delete section (4) Pilot boards . . . to . . . buoy). and replace by:(4) Pilot boards in the Pilot Boarding Area centred on position 25°17'·30N 55°12'·58E.
BA Edition No 31

17/05

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. 16 dated 16 Aug 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	39.917	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	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						