



INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 18 DATED 16 SEP 2005

(CONTAIN NOTICES 430 TO 470)

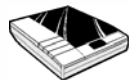
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, 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 430 to 470 contained in this Edition

Indian H.O. Chart No.	Folio No.	Notice No.	Admiralty Chart No.	Folio No.	Notice No.
20	1	432, 433, 436, 437, 465(P)	400	46	451
22	3	467(T)	460	32	438
23	4	467(T)	827	42	452, 453, 455
31	5	470(T)	932	46	443, 463(P)
32	5	467(T)	933	46	443, 463(P)
41	6	452, 453, 455	941A	46	449, 457
224	4	458	1214	40	464(T)
262	4	458	1223	40	464(T)
263(INT 7383)	4	467(T)	1235 (INT 7289)	40	434, 464(T)
270	4	430	1238	40	434
288	1	432, 435, 436, 465(P)	1312	46	449
289	1	432, 433, 437, 465(P),	1789	46	448, 449
315	4	459	2056	46	446
317	4	459, 468(T)	2442	40	465(P)
354 (INT 7408)	7	469(T)	2443	40	465(P)
358 (INT 7394)	4	459, 468(T)	2444	40	465(P)
2064	4	431	2523	40	432, 465(P)
3016	4	459, 468(T)	2760	46	450, 451, 452, 453, 454
4003	6	460	2777	45	451, 452, 453, 454, 455
7071(INT 71)	1	451, 453	2779	46	450
7073 (INT 73)	1	453	2780	46	447
7508 (INT 508)	1	457	2781	46	447, 457
7706 (INT 706)	1	451, 453, 455	2785	46	446
7707 (INT 707)	1	450,451, 453, 455, 457	2882 (INT 7264)	40	436, 464(T)
7708 (INT 708)	1	457	2883	40	436
8004	1	433, 461(P)	2884 (INT 7278)	40	435, 464(T)
			2886	40	432, 465(P)
			2887	40	433, 437, 461(P), 465(P)
			2888	40	437
			2889 (INT 7211)	40	433, 437 , 461(P), 465(P)
			2917	45	452, 453
			2965	46	447
			3175	40	433, 437, 461(P)
			3176	40	437, 461(P), 465(P)
			3177	40	465(P)
			3178	40	440, 462(P)
			3410	40	433
			3411 (INT 7218)	40	437, 461(P)
			3412	40	433, 437, 461(P)
			3413	40	439, 440, 462(P)
			3719	40	436
			3735 (INT 7259)	40	444, 466(P)
			3736 (INT 7258)	40	444, 466(P)
			3737 (INT 7255)	40	444, 466(P)
			3738 (INT 7254)	40	444, 466(P)
			3773	40	435, 464(T)

Admiralty Chart No.	Folio No.	Notice No.
3775	40	436
3788	40	436
3790 (INT 7252)	40	444, 466(P)
3791	40	465(P)
3943	45	456
3947	45	442
3949	46	448
3950	40	465(P)
4033	45	441
4041	46	445
4073 (INT 73)	38	451

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*430(18/05)

(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>
270	31.07.05	ADDOO ATOLL TO NORTH HUVADHOO ATOLL <u>Limits:</u> 01° 30.00S; 72° 12'.00E. 01° 10'.00N; 74° 00'.00E.	1:3,00,000	4	Rs. 1360.00

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	Main Title	On Publication of New Chart
270	ADDOO ATOLL TO NORTH HUVADHOO ATOLL	270

(c): CHARTS AFFECTED BY THE FOREGOING

NIL

INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

(d): NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS

LIST OF THE OFFICIAL ENC'S PREPARED BY THE NATIONAL HYDROGRAPHIC OFFICE, INDIA				
OVERVIEW				
Sr. No.	Cell Name	Chart No.	Title	Scale
1	IN121mtm	21	Muscat to Mumbai	1:1 500 000
GENERAL				
2	IN2291gd	291	Gwadar to Dwarka	1:750 000
3	IN2471ks	471	Katchal and Sumatra	1:500 000
COASTAL				
4	IN3271gk	271	Approaches to Gulf of Kachchh	1:500 000
5	IN3308av	308	Outer App. To Vishakhapatnam	1:150 000
6	IN3358pb	358	Approaches to Palk Bay	1:300 000
APPROACH				
7	IN42075t	2075	Approaches To Tuticorin	1:60 000
8	IN43009k	3009	Approaches to Kakinada	1:60 000
9	IN43030a	3030	Approaches to Bhimunipatnam	1:25 000

LIST OF THE OFFICIAL ENC'S PREPARED BY THE NATIONAL HYDROGRAPHIC OFFICE, INDIA				
HARBOUR				
10	IN52025a	2025	Azhikal Anchorage	1:37 500
11	IN52025k	2025	Kasaragod Anchorage	1:25 000
12	IN52033s	2033	Sikka Creek	1:12 500
13	IN52046r	2046	Redi Anchorage	1:25 000
14	IN52046v	2046	Vengurla Anchorage	1:25 000
15	IN52075h	2075	Tuticorin Harbour	1:25 000
16	IN53009k	3009	Kakinada Anchorage	1:25 000
17	IN53013h	3013	Hugli River; Haldia to Kukrahati Reach	1:37 500
18	IN53030b	3030	Bhimunipatnam Anchorage	1:12 500
19	IN53031k	3031	Krishnapatnam Anchorage	1:30 000
20	IN54003p	4003	Port Cornwallis	1:25 000
21	IN54003t	4003	Temple Sound	1:12 500

(e) **NEW ENC'S PERMANENTLY WITHDRAWN**

HARBOUR				
Sr. No.	Cell Name	Chart No.	Title	On Release of New ENC
1	IN53007k	3007	Krishnapatnam Anchorage	IN53031k

AVAILABILITY OF ENC'S:

These Official Indian ENC's are being distributed worldwide through C-MAP. Updates will be available both through CDs and Real Time via satellites to allow fully automatic updating of ENC/SENC. Mariners and other ENC users may contact the under mentioned for further details:

Chief Hydrographer to the Government of India National Hydrographic Office 107-A Rajpur Road Dehra Dun – 248 001 Telephone: (0135) 2747365 Email: nho@sancharnet.in	OR	Director C-Map India Private Limited 505, Raheja Arcade Sector 11 CBD, Belapur Navi Mumbai – 400 614 Telephone: (22) 5610 3668 Fax: (22) 2770 4368 Email: info@c-map.co.in Website: www.c-map.co.in
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*431 (18/05)

MISCELLANEOUS UPDATES TO CHARTS

<u>Chart No.</u>	<u>Last Notice</u>	<u>Details</u>
2064	407(17/05)	Refer INM 407 (17/05), read Chart 2064 as BA Chart 3700

Source: NHO, Dehradun

432(18/05) QATAR - North-eastwards - Shah Allum Shoal West-south-westwards - Platforms.

Source: BA notice 3926/05

(HJ/1132/67)

Chart 20 [previous update 350/05]Insert 26° 23'·4N., 52° 17'·3E.

26° 19'·7N., 52° 07'·2E.

Chart 288 [previous update 371/05]Insert 26° 19'·7N., 52° 07'·2E.**Chart 289** [previous update 350/05]Insert 26° 23'·4N., 52° 17'·3E.

26° 19'·7N., 52° 07'·2E.

BA Chart 2523 [previous update 114/05]Insert 26° 23'·43N., 52° 17'·26E

26° 19'·67N., 52° 07'·21E.

BA Chart 2886 [previous update 334/05]Insert 26° 23'·4N., 52° 17'·3E.

26° 19'·7N., 52° 07'·2E.

433(18/05) UNITED ARAB EMIRATES - Hamriyah - Mubarek Oilfield - Submarine pipeline. Wells. Anchorage area.

Source: BA notice 3927/05

(HJ/1132/54)

Chart 20 [previous update 432/05]Insert submarine pipeline, , joining: (a) 25° 27'·2N., 55° 28'·5E.(shore)

(b) 25° 48'·5N., 55° 13'·5E.

(limit of Oilfield Area)

legend, Gas, along: (a)-(b) above

Chart 289 [previous update 432/05]Insert submarine pipeline, , joining: (a) 25° 27'·2N., 55° 28'·5E.(shore)

(b) 25° 48'·5N., 55° 13'·5E.

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
legend, Gas(see Note), along: (a)-(b) above

○ Well 25° 40'·9N., 55° 22'·1E.


25° 37'·1N., 55° 12'·3E.

**433(18/05) UNITED ARAB EMIRATES - Hamriyah - Mubarek Oilfield - Submarine pipeline. Wells.
Anchorage area.(continued)**


Chart 8004 [previous update 346/05]

Insert	submarine pipeline,  , joining:	(a)	25° 27'·2N., 55° 28'·5E.(shore)
		(b)	25° 51'·0N., 55° 11'·8E. (□)
	legend, <i>Gas(see Note)</i> , along:		(a)-(b) above
	○ <i>Well</i>		25° 40'·9N., 55° 22'·1E. 25° 37'·1N., 55° 12'·3E.


BA Chart 2887 [previous update 326/05]


Insert	submarine pipeline,  , joining:	(a)	25° 27'·1N., 55° 28'·4E.(shore)
		(b)	25° 50'·6N., 55° 11'·7E. (□)
	legend, <i>Gas(see Note)</i> , along:		(a)-(b) above
	○ <i>Well</i>		25° 40'·8N., 55° 22'·1E. 25° 37'·0N., 55° 12'·3E.

BA Chart 2889 (INT 7211) [previous update 406/05]



Insert	submarine pipeline,  , joining:	(a)	25° 27'·2N., 55° 28'·5E.(shore)
		(b)	25° 50'·7N., 55° 11'·7E. (□)
	legend, <i>Gas(see Note)</i> , along:		(a)-(b) above
	○ <i>Well</i>		25° 40'·9N., 55° 22'·1E. 25° 37'·1N., 55° 12'·3E.

BA Chart 3175 [previous update 326/05]

Insert	submarine pipeline,  , joining:	(a)	25° 27'·16N., 55° 28'·50E.(shore)
		(b)	25° 50'·70N., 55° 11'·80E. (□)
	legend, <i>Gas(see Note)</i> , along:		(a)-(b) above
	○ <i>Well</i>		25° 40'·90N., 55° 22'·13E. 25° 37'·09N., 55° 12'·35E.

Delete	limit of anchorage area, pecked line, and associated legend, <i>C</i>  , <i>Hamriyah</i> , centred on:		25° 30'·08N., 55° 25'·06E.
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BA Chart 3410 (plan A, Hamriyah Freezone Port) [previous update 433/03]



Insert	submarine pipeline,  , joining:	(a)	25° 27'·50N., 55° 28'·26E. (S border)
		(b)	25° 33'·48N., 55° 24'·03E. (W border)
	legend, <i>Gas(see Note)</i> , along:		(a)-(b) above
Delete	limit of anchorage area, pecked line, and associated legend, <i>C</i>  , <i>Hamriyah</i> , centred on:		25° 30'·08N., 55° 25'·06E.

433(18/05) UNITED ARAB EMIRATES - Hamriyah - Mubarek Oilfield - Submarine pipeline. Wells. Anchorage area. (continued).

BA Chart 3410 (plan B, 'Ajman) [previous update 433/03]

Insert	submarine pipeline,  , joining:	(a)	25° 27'·16N., 55° 28'·50E.(shore)
		(b)	25° 28'·30N., 55° 27'·69E. (N border)
	legend, <i>Gas(see Note)</i> , along:		(a)-(b) above

BA Chart 3412 [previous update 326/05]

Insert	submarine pipeline,  , joining:	(a)	25° 27'·16N., 55° 28'·50E.(shore)
		(b)	25° 32'·70N., 55° 24'·58E. (N border)
	legend, <i>Gas(see Note)</i> , along:		(a)-(b)above
Delete	limit of anchorage area, pecked line, and associated legend, <i>C</i>  , <i>Hamriyah</i> , centred on:		25° 30'·08N., 55° 25'·06E.

434(18/05) ARABIA – Khawr'Abd Allah - Jazirat Warbah - Light. Cautionary note.

Source: BA notice 3928 /05

Light List Vol. D, 7605.3

(HJ/1133/01)

BA Chart 1235 (INT 7289) [previous update 283/05]

Amend	light to, Fl(3)+LFl.Y.3m5M		30° 00'·00N., 48° 08'·17E.
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BA Chart 1238 [previous update 454/04]

Substitute	the accompanying note, DREDGED CHANNELS, for existing note, centred on:		30° 09'·50N., 48° 02'·50E.
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435(18/05) ARABIA - Khawr al Kafka - Al Başrah Terminal Northwards and North-westwards - Depths. Obstructions. Fouls. Buoyage. Legend.

Source: BA notice 3929 /05

(HJ/1133/91)

Chart 288 [previous update 432/05]


Substitute	 <i>Obstn</i> for  <i>Obstn</i>		29° 43'·2N., 48° 47'·9E.
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Delete	 <i>Obstn</i>		29° 44'·3N., 48° 46'·6E.
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BA Chart 2884 (INT 7278) [previous update 383/05]





Insert	depth 9_4 and extend 10m contour NW to enclose depth 8_8	(a)	29° 43'·0N., 48° 51'·4E. 29° 42'·5N., 48° 49'·0E.
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	 <i>Obstn</i>	(b)	29° 43'·2N., 48° 47'·9E.
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Delete	depth 9_1 , close NW of:		(a) above
	 <i>Obstn</i> , close N of:		(b) above
	 <i>Obstn</i> , centred on:		29° 44'·3N., 48° 46'·6E.

435(18/05) ARABIA - Khawr al Kafka - Al Başrah Terminal Northwards and North-westwards - Depths. Obstructions. Fouls. Buoyage. Legend. (continued)

BA Chart 3773 [*previous update 335/05*]

Insert	depth 9 ₄ enclosed by 10m contour		29° 42′.95N., 48° 51′.35E.
	depth 8 ₈ enclosed by 10m contour	(a)	29° 42′.45N., 48° 49′.00E.
	depth 17 ₉ and extend 20m contour E to enclose	(b)	29° 42′.00N., 48° 50′.78E.
	depth 18 and extend 20m contour SE to enclose		29° 44′.00N., 48° 49′.45E.
	 <i>Obstn</i>		29° 43′.55N., 48° 48′.58E.
Substitute	 <i>Obstn</i> for  <i>Obstns</i> , centred on:		29° 43′.15N., 48° 47′.87E.
Delete	depth 9 ₁ and associated 10m contour, close NW of:	(a)	above
	depth 19 ₁ , close SW of:	(b)	above
	 <i>Obstns</i> , centred on:		29° 44′.30N., 48° 46′.60E.

436(18/05) SAUDI ARABIA - East Coast - Approaches to Port of Jubail (Al Jubayl) - Jazirat al Jurayd North-eastwards and South-westwards - Wrecks.

Source: BA notice 3930 /05

(HJ/1133/70)

Chart 20 [*previous update 433/05*]

Insert	 <i>Wk</i>		27° 08′.2N., 49° 54′.2E.
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Chart 288 [*previous update 435/05*]

Substitute	 <i>Wk</i> for 		27° 08′.2N., 49° 54′.2E.
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BA Chart 2882 (INT 7264) [*previous update 383/05*]

Insert	 <i>Wk</i>		27° 12′.3N., 49° 58′.4E.
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Substitute	 <i>Wk</i> for 		27° 08′.2N., 49° 54′.2E.
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BA Chart 2883 [*previous update 371/05*]

Insert	 <i>Wk</i>		27° 12′.3N., 49° 58′.4E.
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BA Chart 3719 [*previous update 372/05*]

Substitute	 <i>Wk</i> for  <i>Wk</i>		27° 12′.31N., 49° 58′.37E.
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	 <i>Wk</i> for 		27° 08′.16N., 49° 54′.18E.
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BA Chart 3775 [*previous update 371/05*]

Substitute	 <i>Wk</i> for  <i>Wk</i>		27° 12′.31N., 49° 58′.37E.
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BA Chart 3788 [*previous update 372/05*]

Substitute	 <i>Wk</i> for  <i>Wk</i>		27° 12′.17N., 49° 58′.32E.
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	 <i>Wk</i> for 		27° 08′.02N., 49° 54′.13E.
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437(18/05) UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina Jabal Ali) - Buoyage. Restricted area. Legends. Radar beacon. Depth. Pilot boarding place.

Source: BA notice 3932 /05

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(HJ/1132/54)

Chart 20 [*previous update 436/05*]



Insert	 <i>Q</i> radar beacon, <i>Racon (X)</i> , at light-buoy	(a)	25° 23'·85N., 55° 11'·05E. (a) above
Delete	depth 20 ₈ , close NE of:		(a) above


Chart 289 [*previous update 433/05*]

Insert	 <i>Q</i> radar beacon, <i>Racon (X)</i> , at light-buoy	(a)	25° 23'·85N., 55° 11'·05E. (a) above
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BA Chart 2888 [*previous update 346/05*]

Insert	radar beacon, <i>Racon (X)</i> , at light-buoy		25° 23'·85N., 55° 11'·05E.
	Ⓛ <i>Dubai</i>		25° 17'·30N., 55° 12'·58E.
Amend	legend to, OFFSHORE DEVELOPMENTS see <i>INM 461(P)/ 05</i> for details, centred on:		25° 19'·50N., 55° 29'·00E.
Delete	former Ⓛ <i>Dubai</i>		25° 19'·50N., 55° 09'·50E.



BA Chart 2887 [*previous update 433/05*]

Insert	 <i>Q</i> radar beacon, <i>Racon (X)</i> , at light-buoy	(a)	25° 23'·75N., 55° 11'·00E. (a) above
	Ⓛ		25° 17'·20N., 55° 12'·53E.
Amend	legend to, Reclamation in progress (2005) (see <i>INM 461(P)/ 05</i>), centred on:		25° 15'·00N., 55° 11'·50E.
Delete	former Ⓛ		25° 19'·90N., 55° 15'·55E.

BA Chart 2889 (INT 7211) [*previous update 433/05*]

Insert	radar beacon, <i>Racon (X)</i> , at light-buoy		25° 23'·85N., 55° 11'·05E.
	Ⓛ <i>Dubai</i>		25° 17'·30N., 55° 12'·58E.
Amend	legend to, OFFSHORE DEVELOPMENTS (see <i>INM 461(P)/ 05</i>) for details, centred on:		25° 10'·50N., 55° 21'·00E.
Delete	former Ⓛ <i>Dubai</i>		25° 19'·50N., 55° 09'·50E.

BA Chart 3175 [*previous update 433/05*]

Insert	 <i>Q(9)15s</i>		25° 20'·50N., 55° 11'·05E.
	 <i>Q</i>	(a)	25° 23'·85N., 55° 11'·05E. 25° 23'·85N., 55° 14'·71E. (a) above
	radar beacon, <i>Racon (X)</i> , at light-buoy		(a) above
	Ⓛ		25° 17'·30N., 55° 12'·58E.
	limit of restricted area, "TTTT" joining:		25° 19'·67N., 55° 19'·88E. (existing limit)
			25° 18'·30N., 55° 19'·75E.

437(18/05) UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina Jabal Ali) - Buoyage. Restricted area. Legends. Radar beacon. Depth. Pilot boarding place. (continued)


Amend legend to, *Entry Prohibited (see INM 461(P)/05)*, centred on:

25° 21'·20N., 55° 14'·50E.

25° 14'·40N., 55° 12'·60E.

legend to, (*see INM 461(P)/05*), centred on:

25° 18'·40N., 55° 08'·20E.

Delete former 

25° 20'·00N., 55° 15'·60E.

BA Chart 3176 [previous update 326/05]

Insert



Q(9)15s

25° 20'·50N., 55° 11'·05E.



Q

(a)

25° 23'·85N., 55° 11'·05E.


25° 23'·85N., 55° 14'·71E.

radar beacon, *Racon (X)*, at light-buoy

(a) above



25° 17'·30N., 55° 12'·58E.

limit of restricted area,  joining:

25° 19'·67N., 55° 19'·88E.

(existing limit)

25° 18'·30N., 55° 19'·75E.

Amend legend to, *Entry Prohibited (see INM 461(P)/05)*, centred on:

25° 21'·90N., 55° 14'·80E.

25° 14'·40N., 55° 12'·00E.

25° 07'·50N., 55° 07'·60E.

25° 02'·20N., 54° 57'·50E.

legend to, (*see INM 461(P)/05*), centred on:

25° 18'·40N., 55° 06'·40E.

Delete former 

25° 20'·00N., 55° 15'·60E.

BA Chart 3411 (INT 7218) [previous update 326/05]

Insert



Q(6) + LFl.15s A

25° 18'·50N., 55° 17'·20E.



Fl.R.3s A1

25° 18'·50N., 55° 15'·90E.



Q.R A2

25° 18'·50N., 55° 14'·50E.



Q.G F1

25° 21'·29N., 55° 17'·88E.



Fl.G.3s F3

25° 20'·75N., 55° 18'·54E.



Fl(2)G.5s F4

25° 20'·21N., 55° 19'·21E.

legend, (*see INM 461(P)/05*), centred on:

25° 16'·80N., 55° 14'·30E.

BA Chart 3412 [previous update 433/05]

Insert



Q(6) + LFl.15s A

25° 18'·50N., 55° 17'·20E.



Q(6) + LFl.15s B

25° 18'·50N., 55° 13'·27E.



Q(9)15s C

25° 20'·50N., 55° 11'·05E.



Q D

(a)

25° 23'·85N., 55° 11'·05E.

radar beacon, *Racon (X)*, at light-buoy

(a) above



Q E

25° 23'·85N., 55° 14'·71E.



Fl(3)G.10s F


25° 21'·83N., 55° 17'·21E.



Q(3)10s G

25° 19'·67N., 55° 19'·88E.

437(18/05) UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina Jabal Ali) - Buoyage. Restricted area. Legends. Radar beacon. Depth. Pilot boarding place. (continued)

	①	25° 17′.30N., 55° 12′.58E
	limit of restricted area,  joining:	25° 19′.67N., 55° 19′.88E. (existing limit) 25° 18′.30N., 55° 19′.75E.
Amend	legend to, <i>Entry Prohibited</i> (see INM 461(P)/05), centred on:	25° 22′.50N., 55° 13′.00E. 25° 12′.85N., 55° 10′.00E.
	legend to, (see INM 461(P)/05), centred on:	25° 17′.80N., 55° 10′.00E.
	legend to, <i>Restricted Area</i> (see INM 461(P)/05), centred on:	25° 17′.20N., 55° 15′.50E.
Delete	former ①	25° 20′.00N., 55° 15′.60E.

438(18/05) ERITREA -Approaches to Massawa [Mits'iwa] - Recommended anchorage.

Source: BA notice 3961/05

(HJ/1034/50)

BA Chart 460 (plan B, Massawa [Mits'iwa] Harbour) [previous update 405/05]

Delete  15° 36′.870N., 39° 29′.680E.

BA Chart 460 (plan A, Approaches to Massawa [Mits'iwa]) [previous update 405/05]

Insert  15° 36′.50N., 39° 30′.50E.


439(18/05) QATAR -Jazirat Halul Southwards and South-eastwards - Legends. Note. LANBY.

Source: BA notice 3993/05

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(HJ/1132/57)

BA Chart 3413 (plan A, Jazirat Halul) [previous update 40/05]

Insert	legend, see INM 462(P)/05, centred on:	25° 39′.60N., 52° 24′.95E.
	legend, <i>ANCHORING PROHIBITED</i> (see Note), centred on:	25° 37′.60N., 52° 26′.80E.
	the accompanying note, <i>ANCHORING PROHIBITED</i> , centred on:	25° 42′.20N., 52° 27′.20E.
Substitute	 <i>Mo(U)20s</i> for symbol, tanker mooring buoy (lighted)	25° 38′.51N., 52° 27′.65E. 25° 38′.82N., 52° 26′.39E.
Delete	legend, see INM 46(P)/05, centred on:	25° 38′.38N., 52° 26′.50E.

440(18/05) UNITED ARAB EMIRATES - Approaches to Mubarraz Oil Loading Terminal - Buoyage.
Legend.

Source: BA notice 3994/05

(HJ/1132/46)

BA Chart 3178 [previous update 305/05]

Insert legend, see *INM 462(P)/05*, centred on: 24° 36′.20N., 53° 38′.40E.

BA Chart 3413 (plan E, Mubarraz) [previous update 439/05]

Move  *FLR.2s No 6* from: 24° 31′.98N., 53° 40′.63E.
to: 24° 31′.98N., 53° 40′.69E.

 *FLR.5s No 8* from: 24° 30′.91N., 53° 41′.02E.
to: 24° 30′.78N., 53° 40′.11E.

Amend legend to, See *INM 462(P)/05*, centred on: 24° 32′.75N., 53° 40′.80E.


441(18/05) SINGAPORE - West Jurong Channel - Submarine pipeline. Submarine power cable.

Source: BA notice 3936/05

(HJ/927/16)

BA Chart 4033 [previous update 124/05]

Insert submarine pipeline, , joining: (a) 1° 17′.491N., 103° 41′.468E.(shore)
(b) 1° 17′.871N., 103° 41′.421E.(jetty)
and

1° 17′.882N., 103° 41′.420E.(shore)
1° 17′.995N., 103° 41′.406E.(shore)
submarine power cable, , joining: 1° 17′.430N., 103° 41′.495E.(shore)
1° 17′.873N., 103° 41′.440E.(jetty)
and
1° 17′.890N., 103° 41′.438E.(shore)
1° 17′.997N., 103° 41′.425E.(shore)
legend, *Oil (see Note) (buried)*, along: (a)-(b) above

442(18/05) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Pisang Northwards -Obstruction.

Source: BA notice 3957/05

(HJ/927/16)

BA Chart 3947 [previous update 295/05]

Insert  *Obstn* 1° 29′.85N., 103° 16′.25E.

443(18/05) INDONESIA - Jawa - Tanjungpriok Northwards - P. Untungjawa Eastwards - Legends.

Source: BA notice 4003/05

(HJ/827/33)

BA Chart 932 (plan B, Approaches to Pelabuhan Tanjungpriok) [previous update 300/05]

Insert legend, See *INM 463(P)/05*, centred on: 6° 03′.05S., 106° 53′.60E.
6° 05′.69S., 106° 51′.25E.

BA Chart 933 [previous update 410/05]

Insert legend, See *INM 463(P)/05*, centred on: 5° 58′.40S., 106° 46′.28E.
6° 02′.40S., 106° 51′.13E.

444(18/05) BAHRAIN – Mina' Salman and Approaches - Al Muharraq Westwards - Legends.

Source: BA notice 4081/05

(HJ/1132/69)

BA Chart 3735 (INT 7259) [previous update 359/04]

Insert legend, *See INM 466(P)/05*, centred on: 26° 16'·770N., 50° 32'·910E.
26° 18'·350N., 50° 37'·700E.
legend, Works in progress (2005), centred on: 26° 16'·350N., 50° 35'·250E.

BA Chart 3736 (INT 7258) [previous update 232/05]

Insert legend, *See INM 466(P)/05*, centred on: 26° 11'·900N., 50° 38'·200E.
Amend legend to, *See INM 466(P)/05*, centred on: 26° 10'·640N., 50° 43'·300E.
26° 13'·400N., 50° 42'·200E.
legend to, Works in progress (2005), centred on: 26° 11'·720N., 50° 41'·960E.
legend to, Reclamation in progress (2005), centred on: 26° 13'·280N., 50° 41'·170E.

BA Chart 3737 (INT 7255) [previous update 334/05]

Amend legend to, *See INM 466(P)/05*, centred on: 26° 14'·50N., 50° 46'·10E.
26° 20'·35N., 50° 34'·00E.
26° 18'·60N., 50° 25'·55E.
legend to, Works in progress (2005), centred on: 26° 17'·45N., 50° 40'·08E.
26° 12'·07N., 50° 41'·75E.
legend to, Reclamation in progress (2005), centred on: 26° 12'·50N., 50° 39'·95E.
legend to, Being reclaimed (2005), centred on: 26° 13'·28N., 50° 41'·42E.

BA Chart 3738 (INT 7254) [previous update 334/05]

Amend legend to, *See INM 466(P)/05*, centred on: 26° 13'·80N., 50° 44'·70E.
legend to, Works in progress (2005), centred on: 26° 12'·12N., 50° 41'·95E.
26° 17'·50N., 50° 40'·07E.
legend to, Reclamation in progress (2005), centred on: 26° 12'·50N., 50° 39'·98E.
legend to, Being reclaimed (2005), centred on: 26° 13'·25N., 50° 41'·42E.

BA Chart 3790 (INT 7252) [previous update 334/05]

Amend legend to, *See INM 466(P)/05*, centred on: 26° 20'·60N., 50° 49'·20E.
26° 17'·80N., 50° 24'·40E.

445(18/05) SINGAPORE STRAIT - Indonesia - Pulau Batam - North West Coast - Pulau Dangas, Northwards and North-westwards - Legends.

Source: BA notice 4094/05

(HJ/927/16)

BA Chart 4041 [previous update 413/05]

Insert legend, *Less water reported (2002)*, centred on: 1° 09'·40N., 103° 55'·20E.
1° 09'·55N., 103° 56'·90E.

446(18/05) INDONESIA - Sumatera - Selat Sunda - P. Sebuku - U. Cukubanding - Legend.

Light List Vol. K, 0926

Source: BA notice 4097/05

(HJ/827/44)

BA Chart 2056 [previous update 410/05]

Delete legend, (exting), at light 5° 50'·85S., 105° 31'·95E.

BA Chart 2785 [previous update 379/05]

Delete legend, (exting), at light 5° 51'·0S., 105° 32'·0E.

447(18/05) INDONESIA - Sumatera - West Coast - Pulaubai and Approaches North-westwards - Depth. Light.

Light List Vol. K, 0893

Source: BA notice 4098/05

(HJ/827/67)

BA Chart 2780 [*previous update 298/05*]

Amend light to, Fl.WR.2s12M 3° 49′.6S., 102° 16′.6E.

BA Chart 2781 [*previous update 266/05*]

Amend light to, Fl.WR.2s12M 3° 49′.6S., 102° 16′.6E.

BA Chart 2965 (plan, Pulaubai) [*previous update 419/05*]

Insert depth 2 3° 53′.885S., 102° 16′.440E.

BA Chart 2965 (plan, Approaches to Pulaubai) [*previous update 419/05*]

Amend light to, Fl.WR.2s17m12M (a) 3° 49′.62S., 102° 16′.67E.

Insert sectors at light as follows: (a)above

W shore -033°

R 033°- 060°(27°)

W 060° - shore

448(18/05) INDONESIA - Sumatera - East Coast - Sebangka Westwards - Depths.

Source: BA notice 4099/05

(HJ/927/05)

BA Chart 1789 [*previous update 223/05*]Substitute depth 2₅ for depth 2₇ (a) 0° 10′.39N., 104° 25′.77E.Insert 5m contour, joining: (b) 0° 10′.65N., 104° 25′.77E.
(existing contour)(c) 0° 10′.39N., 104° 26′.20E.
0° 10′.20N., 104° 26′.05E.

(existing contour)

Delete former 5m counter, joining: (b) above

(c) above

BA Chart 3949 [*previous update 390/05*]Insert depth 3₅ and extend 5m contour E to enclose (a) 0° 10′.39N., 104° 26′.20E.

Delete depth 17, close S of: (a)above

449(18/05) INDONESIA - Sumatera - East Coast - Pulau Singkep Eastwards - P. Berhala North-eastwards - Depths. Wreck.

Source: BA notice 4100/05

(HJ/827/05)

BA Chart 941A [*previous update 410/05*]

Insert depth 12 (a) 0° 33′.8S., 104° 51′.1E.

depth 5½ 0° 22′.2S., 104° 45′.4E.

Delete depth 14, adjacent to (a) above

BA Chart 1312 [*previous update 376/05*]

Insert depth 23 0° 33′.8S., 104° 51′.1E.

depth 10 enclosed by 10m contour 0° 22′.2S., 104° 45′.4E.

⊕ 0° 48′.0S., 104° 28′.1E.

449(18/05) INDONESIA - Sumatera - East Coast - Pulau Singkep Eastwards - P. Berhala North-eastwards - Depths. Wreck. (continued)

BA Chart 1789 [*previous update 448/05*]

Insert	depth 23	(a)	0° 33'·8S., 104° 51'·1E.
	depth 10 enclosed by 10m contour		0° 22'·2S., 104° 45'·4E.
			0° 48'·0S., 104° 28'·1E.
Delete	depth 32, close SE of:	(a)	above

450(18/05) INDONESIA – Sumatera - West Coast - Pu. Tonga Westwards - Depths.

Source: BA notice 4101/05

(HJ/928/01)

Chart 7707(INT 707) [*previous update 297/05*]

Insert	depth 54	(a)	0° 47'·5N., 98° 33'·1E.
Delete	depth 69, close SW of:		(a) above

BA Chart 2760 [*previous update 389/05*]

Insert	depth 29		0° 47'·5N., 98° 33'·1E.
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BA Chart 2779 [*previous update 389/05*]

Insert	depth 29		0° 47'·5N., 98° 33'·1E.
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451(18/05) INDONESIA - Sumatera - West Coast - Pulau Simeulu Westwards and North-westwards - Depths.

Source: BA notice 4102/05

(HJ/928/46)

Chart 7071(INT 71) [*previous update 279/05*]

Insert	depth 280	(a)	4° 43'·4N., 93° 41'·4E.
	depth 393	(b)	4° 34'·2N., 93° 23'·0E.
	depth 577 enclosed by 1000m contour		4° 27'·1N., 94° 28'·2E.
	depth 774 enclosed by 1000m contour		3° 55'·5N., 93° 44'·5E.
	depth 554		2° 40'·6N., 95° 03'·8E.
	1000m contour to enclose (a) and (b) above, joining:	(c)	4° 41'·0N., 93° 55'·0E. (existing contour)
		(d)	4° 39'·0N., 93° 14'·0E. (existing contour)
Delete	former 1000m contour, joining:		(c) above (d) above

Chart 7706(INT 706) [*previous update 236/05*]

Insert	depth 280 enclosed by 1000m contour		4° 43'·4N., 93° 41'·4E.
	depth 393 and extend 1000m contour SE to enclose	(a)	4° 34'·2N., 93° 23'·0E.
	depth 577 and extend 1000m contour SE to enclose		4° 27'·1N., 94° 28'·2E.
	depth 774 enclosed by 1000m contour		3° 55'·5N., 93° 44'·5E.
	depth 554	(b)	2° 40'·6N., 95° 03'·8E.
	depth 756	(c)	2° 26'·9N., 95° 22'·4E.
	1000m contour to enclose (b) and (c) above, joining:	(d)	2° 41'·5N., 94° 56'·0E. (existing contour)
		(e)	2° 33'·9N., 95° 34'·7E. (existing contour)
Delete	depth 1084, close SE of:		(a) above
	former 1000m contour, joining:		(d) above (e) above

451(18/05) INDONESIA - Sumatera - West Coast - Pulau Simeulu Westwards and North-westwards - Depths.
(continued)

Chart 7707(INT 707) [*previous update 450/05*]

Insert	depth 280 enclosed by 1000m contour		4° 43'·4N., 93° 41'·4E.
	depth 393 and extend 1000m contour SE to enclose	(a)	4° 34'·2N., 93° 23'·0E.
	depth 577 and extend 1000m contour SE to enclose		4° 27'·1N., 94° 28'·2E.
	depth 774 enclosed by 1000m contour		3° 55'·5N., 93° 44'·5E.
	depth 554	(b)	2° 40'·6N., 95° 03'·8E.
	depth 756	(c)	2° 26'·9N., 95° 22'·4E.
	1000m contour to enclose (b) and (c) above, joining:	(d)	2° 41'·5N., 94° 56'·0E.
			(existing contour)
		(e)	2° 33'·9N., 95° 34'·7E.
			(existing contour)
Delete	depth 1084, close SE of:		(a) above
	former 1000m contour, joining:		(d) above
			(e) above

BA Chart 400 [*previous update 325/03*]

Insert	depth 364		4° 02'·0N., 94° 43'·9E.
	depth 604		3° 56'·8N., 94° 41'·9E.
	depth 554		2° 40'·6N., 95° 03'·8E.
	depth 578		2° 38'·6N., 95° 06'·3E.
	depth 778	(a)	2° 33'·0N., 95° 12'·5E.
	depth 756		2° 26'·9N., 95° 22'·4E.
	1000m approximate contour, joining:	(b)	2° 39'·7N., 95° 00'·3E.
			(existing contour)
			2° 31'·9N., 95° 13'·2E.
			2° 32'·8N., 95° 14'·4E.
			2° 39'·5N., 95° 07'·5E.
Delete	depth 1144, close NW of:		(a) above
	former 1000m approximate contour, joining:		(b) above
			2° 39'·3N., 95° 03'·6E.

BA Chart 2760 [*previous update 450/05*]

Insert	depth 303		2° 40'·6N., 95° 03'·8E.
	depth 425		2° 33'·0N., 95° 12'·5E.
	depth 413	(a)	2° 26'·9N., 95° 22'·4E.
Delete	depth 1940, close SW of:		(a) above

BA Chart 2777 [*previous update 208/05*]

Insert	depth 665		5° 24'·3N., 94° 09'·2E.
	depth 742	(a)	4° 44'·7N., 93° 42'·4E.
		(b)	4° 41'·9N., 93° 37'·3E.
	depth 280	(c)	4° 43'·4N., 93° 41'·4E.
	depth 577		4° 27'·1N., 94° 28'·2E.
	depth 364		4° 02'·0N., 94° 43'·9E.
	depth 604		3° 56'·8N., 94° 41'·9E.
	1000m approximate contour, joining:		4° 27'·5N., 94° 30'·5E.
			4° 36'·6N., 94° 22'·9E.
			4° 35'·9N., 94° 21'·9E.
			4° 25'·0N., 94° 26'·6E.
			and

**451(18/05) INDONESIA - Sumatera - West Coast - Pulau Simeulu Westwards and North-westwards - Depths.
(continued)**

			4° 42′.4N., 93° 35′.9E.
			4° 46′.0N., 93° 42′.2E.
			4° 42′.0N., 93° 44′.2E.
			4° 49′.1N., 93° 39′.0E.
Delete	former 1000m approximate contour, close SE of: BA Chart 4073 (INT 73) [<i>previous update NE 20/02/03</i>]		(c)above
Insert	depth 280	(a)	4° 43′.4N., 93° 41′.4E.
	depth 393	(b)	4° 34′.2N., 93° 23′.0E.
	depth 577 enclosed by 1000m contour		4° 27′.1N., 94° 28′.2E.
	depth 774 enclosed by 1000m contour		3° 55′.5N., 93° 44′.5E.
	depth 554		2° 40′.6N., 95° 03′.8E.
	1000m contour to enclose (a) and (b) above, joining:	(c)	4° 41′.0N., 93° 55′.0E. (existing contour)
		(d)	4° 39′.0N., 93° 14′.0E. (existing contour)
Delete	former 1000m contour, joining:		(c)above (d)above

452(18/05) INDONESIA - Sumatera - North West Coast - Pulau Breuch Westwards - Depths.

Source: BA notice 4103/05

(HJ/928/55)

Chart 41 [*previous update 313/05*]

Insert depth 52 enclosed by danger line 5° 40′.9N., 94° 52′.1E.

BA Chart 827 [*previous update 339/05*]

Insert depth 52 enclosed by 100m contour 5° 40′.9N., 94° 52′.1E.

BA Chart 2760 [*previous update 451/05*]

Insert depth 28 enclosed by 100fm contour (a) 5° 40′.9N., 94° 52′.1E.

Delete depth 48 enclosed by 100fm contour, close N of: (a)above

BA Chart 2777 [*previous update 451/05*]

Insert depth 52 (a) 5° 40′.9N., 94° 52′.1E.

Delete depth 88, close N of: (a) above

BA Chart 2917 (plan A, Selat Benggala and Alur Pelayaran Malaka) [*previous update 208/05*]

Insert depth 52 5° 40′.90N., 94° 52′.10E.

453(18/05) INDONESIA - Sumatera - North West Coast - Pulau Breuch North-westwards - Depth.

Source: BA notice 4104/05

(HJ/928/55)

Chart 41 [*previous update 452/05*]

Insert  Rep for  5° 49′.2N., 94° 49′.9E.

Chart 7071 (INT 71) [*previous update 451/05*]

Substitute  for depth 10 5° 49′.0N., 94° 50′.0E.

Chart 7073 (INT 73) [*previous update 189/05*]

Substitute  for depth 10 5° 49′.0N., 94° 50′.0E.

Chart 7706 (INT 706) [*previous update 451/05*]

Insert  (a) 5° 49′.0N., 94° 50′.0E.

Delete depth 10 enclosed by 30m contour, close NE of: (a) above

453(18/05) INDONESIA - Sumatera - North West Coast - Pulau Breuch North-westwards - Depth.Chart 7707 (INT 707) [*previous update 451/05*]Insert  (a) 5° 49'·0N., 94° 50'·0E.Delete  close NE of: (a)above**BA Chart 827** [*previous update 452/00*]Insert  Rep 5° 49'·2N., 94° 49'·9E.**BA Chart 2760** [*previous update 452/05*]

Insert depth 3¼ Rep enclosed by 10fm contour (a) 5° 49'·2N., 94° 49'·9E.

Delete depth 9½ enclosed by 10fm contour, adjacent to: (a)above

BA Chart 2777[*previous update 452/05*]Insert  Rep (1980) 5° 49'·2N., 94° 49'·9E.**BA Chart 2917 (plan A, Selat Benggala and Alur Pelayaran Malaka)** [*previous update 452/05*]Insert  Rep (1980) 5° 49'·20N., 94° 49'·95E.**454(18/05) INDONESIA - Sumatera - North West Coast - Depths.**

Source: BA notice 4105/05

(HJ/928/65)

BA Chart 2760 [*previous update 453/05*]

Insert depth 328 (a) 6° 17'·6N., 94° 53'·4E.

Delete depth 758, close NE of: (a)above

BA Chart 2777 [*previous update 453/05*]

Insert depth 600 (a) 6° 17'·6N., 94° 53'·4E.

Delete depth 710, close SW of: (a)above

455(18/05) INDONESIA - Sumatera - North-westwards - Depths.

Source: BA notice 4106/05

(HJ/928/56)

Chart 41 [*previous update 453/05*]

Insert depth 787 5° 27'·6N., 93° 47'·3E.

depth 434 4° 51'·5N., 93° 19'·0E.

Chart 7706(INT 706) [*previous update 453/05*]

Insert depth 787 5° 27'·6N., 93° 47'·3E.

Chart 7707 (INT 707) [*previous update 453/05*]

Insert depth 787 5° 27'·6N., 93° 47'·3E.

BA Chart 827 [*previous update 453/05*]

Insert depth 787 5° 27'·6N., 93° 47'·3E.

BA Chart 2777 [*previous update 454/05*]

Insert depth 787 5° 27'·6N., 93° 47'·3E.

1000m approximate contour, joining: (a) 5° 29'·8N., 93° 47'·3E.

(b) 5° 25'·5N., 93° 45'·3E.

(existing contour)

and

(c) 5° 27'·0N., 93° 48'·7E.

(existing contour)

(d) 5° 25'·5N., 93° 47'·4E.

(existing contour)

455(18/05) INDONESIA – Sumatera - North-westwards - Depths. (continued).

Delete former 1000m approximate contour, joining: (a) above
(c) above
and
(b) above
(d) above

456(18/05) THAILAND -West Coast - MALAYSIA - Peninsular Malaysia - West Coast - Ko Lanta Yai to Pulau Pinang - Magnetic variation.

Source: BA notice 4148/05

(HJ/928/70)

BA Chart 3943 [*previous update* NE 02/06/89]

Insert legend, Mag Var 0°25'W 2005 (3'W), centred on: 6° 20'·2N., 99° 16'·5E.
6° 00'·2N., 98° 56'·5E.

legend, Mag Var 0°20'W 2005 (3'W), centred on: 6° 00'·2N., 99° 56'·5E.

Delete magnetic north arrow and associated legend, 1°05'W 1989 (6'W), centred on: 6° 23'·2N., 99° 20'·0E.

magnetic north arrow and associated legend, 1°10'W 1989 (6'W), centred on: 6° 03'·3N., 99° 00'·0E.

magnetic north arrow and associated legend, 1°00'W 1989 (6'W), centred on: 6° 03'·3N., 100° 00'·0E.

457(18/05) INDONESIA - Jawa - West Coast - P. Panaitan Northwards - Depths.

Source: BA notice 4096/05

(HJ/827/34)

Chart 7508 (INT 508) [*previous update* 239/05]

Insert depth 69 enclosed by 200m contour (a) 6° 24'·0S., 105° 00'·0E.

Delete depth 208, adjacent to: (a) above

Chart 7707 (INT 707) [*previous update* 455/05]

Insert depth 69 enclosed by 200m contour (a) 6° 24'·0S., 105° 00'·0E.

Delete depth 208, close S of: (a) above

Chart 7708 (INT 708) [*previous update* 239/05]

Insert depth 69 enclosed by 200m contour (a) 6° 24'·0S., 105° 00'·0E.

Delete depth 208, adjacent to: (a) above

BA Chart 941 A [*previous update* 449/05]

Insert depth 37 enclosed by 100fm contour (a) 6° 24'·0S., 105° 00'·0E.

Delete depth 80 6° 08'·1S., 104° 56'·1E.

depth 154, close SE of: (a) above

BA Chart 2781 [*previous update* 447/05]

Insert depth 37 enclosed by 100fm contour 6° 24'·0S., 105° 00'·0E.

depth 101 6° 25'·8S., 105° 02'·6E.

Delete depth 80 enclosed by 100fm contour 6° 08'·1S., 104° 56'·6E.

6° 08'·5S., 105° 02'·0E.

***458(18/05) India –South East Coast – Gulf of Mannar – Off Manappad - Wreck.**

Source: MRCC Chennai

*(HJ/930/81)**Note: Cancel former INM 429(T)(17/05)***Chart 224** [*previous update 392/04*]Insert ++ PA 08° 21'.0N., 78° 27'.8E**Chart 262** [*previous update 392/04*]Insert ++ PA 08° 21'.0N., 78° 27'.8E***459(18/05) India –East Coast – Approaches to Mandapam– Legend. Mosque.**

Source: Hydrographic Note IN SDB T-57

*(HJ/930/90)***Chart 315** [*previous update 318/98*]Insert legend *Tr (60)* centred on: 09° 44'.710N., 79° 01'. 217E**Chart 317** [*previous update 187/04*]Insert ☉ 09° 17'.218N., 79° 08'. 230Elegend *Tr (60)* centred on: 09° 44'.710N., 79° 01'. 217E**Chart 358 (INT 7394)** [*previous update 32/05*]Insert ☉ 09° 17'.218N., 79° 08'. 230Elegend *Tr (60)* centred on: 09° 44'.710N., 79° 01'. 217E**Chart 3016** [*previous update 187/04*]Insert ☉ 09° 17'.218N., 79° 08'. 230E***460(18/05) India –Andaman Sea – Little Andaman Island – Temple Sound - Wreck.**

Source: Hydrographic Note ICGS Ganga Devi

*(HJ/1131/20)***Chart 4003** [*previous update 394/05*]Insert ✈ 13° 27'.78N., 92° 52'.20EDelete ✈ 13° 27'.62N., 92° 52'.61E

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

461 (P)18/05 UNITED ARAB EMIRATES – Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina’Jabal’ Ali) - Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Pilot boarding place. Submarine cables. Breakwaters.

Source: BA notice 3931(P)/05

(HJ/1132/44)

1. Work is in progress on five reclamation projects off the coast of Dubai. To maintain safety and to assist craft working on these projects each is surrounded by an exclusion zone. Appropriate warning lights will be exhibited and all vessels are warned to keep well clear of these areas.

2. Palm Island One, Palm Jumeirah (25° 07’-00N., 55° 08’-00E.)

a) The exclusion zone surrounding Palm Jumeirah is of 2.5M radius centred on position 25° 07’-86N., 55° 06’-97E. Mariners are to keep at least 3M seaward of this central position.

3. Palm Island Two, Palm Jebel Ali (25° 01’-50N., 54° 58’-30E.)

a) An exclusion zone has been established and is marked by cardinal and lateral light-buoys. This is shown on BA Chart 3739.

b) Mariners are to exercise special care in the vicinity of position 25° 03’-30N., 55° 00’-60E. where barge and construction traffic cross the Jebel Ali Approach Channel.

c) The two submarine cables which leave the UAE coast in position 24° 59’-19N., 55° 01’-15E. have been relocated to avoid the ‘Palm Jebel Ali’ development. The new routes for these cables join the following positions:

d) Fibre Optic Gulf (FOG) Cable

24° 59’-19N., 55° 01’-15E. (shore)

24° 59’-30N., 55° 01’-09E.

24° 59’-78N., 55° 01’-45E.

25° 01’-21N., 55° 01’-91E.

25° 02’-12N., 55° 01’-36E.

25° 02’-60N., 55° 00’-36E.

25° 02’-70N., 54° 59’-20E.

25° 02’-37N., 54° 58’-12E.

25° 01’-17N., 54° 56’-34E. (existing cable)

e) Abu Dhabi - Dubai Diversity Cable

24° 59’-19N., 55° 01’-15E. (shore)

24° 59’-30N., 55° 01’-09E.

24° 59’-79N., 55° 01’-43E.

25° 01’-22N., 55° 01’-84E.

25° 02’-02N., 55° 01’-28E.

25° 02’-51N., 55° 00’-28E.

25° 02’-59N., 54° 59’-18E.

25° 02’-26N., 54° 58’-17E.

25° 01’-14N., 54° 56’-51E.

24° 59’-90N., 54° 55’-23E. (existing cable)

f) The replaced cables have been largely recovered and re-laid on the new routes above. Mariners are advised not to anchor or trawl in the vicinity of submarine cables.

4. The World Project (25° 13’-50N., 55° 10’-00E.)

a) An exclusion zone has been established and is marked by cardinal and lateral buoys. This zone is shown on BA Charts 3412 and 3739.

5. Dubai Maritime City

a) This project covers approximately 2,500,000 square metres and will be located on reclaimed land between Mina’ Rashid (25° 16’-7N., 55° 16’-7E.) and Dubai Dry Dock (25° 15’-2N., 55° 15’-8E.).

b) * A restricted area has been established and is shown on BA Chart 3411.

c) * This restriction does not apply to vessels entering or leaving Mina’ Rashid under port control.

d) * Phase 1 involves the construction of a new western breakwater 900m north-westwards of the seaward end of the Dubai Dry Dock Main Breakwater (25° 15’-93N., 55° 15’-48E.). This breakwater joins the following positions:

*25° 14’-89N., 55° 15’-58E. (existing breakwater, F.Y light)

*25° 15’-12N., 55° 15’-19E.

*25° 15’-56N., 55° 14’-96E.

*25° 16’-19N., 55° 15’-02E.

461(P)18/05 UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina'Jabal' Ali) - Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Pilot boarding place. Submarine cables. Breakwaters. (continued)

- e) * The charted Dubai Dry Dock Main Breakwater is currently being removed between positions 25° 14'·89N., 55° 15'·58E. and 25° 15'·93N., 55° 15'·48E.
- f) * Work has also started on a new eastern breakwater in the vicinity of position 25° 16'·00N., 55° 15'·30E. When completed, this will form the eastern limit of a new entrance to Dubai Dry Dock.
- g) * Reclamation of the land on which the Dubai Maritime City will be built is underway. The area of reclamation extends northwards from the existing Dubai Dry Dock Lee Breakwater.
6. Palm Island Three, Palm Deira
- a) This project, extending 15km from the shore, will be located between Mina ' Rashid (25° 16'·7N., 55° 16'·7E.) and Mina' Khalid (25° 21'·9N., 55° 22'·5E.).
- b) * An exclusion zone has been established joining the following positions:
- 25° 16'·53N., 55° 17'·70E. (shore)
 25° 18'·50N., 55° 17'·20E.
 25° 18'·50N., 55° 13'·27E.
 25° 20'·48N., 55° 11'·05E.
 25° 23'·85N., 55° 11'·05E.
 25° 23'·85N., 55° 14'·71E.
 25° 19'·67N., 55° 19'·88E.
 *25° 18'·30N., 55° 19'·75E.
- c) * 20 cardinal and lateral mark light-buoys have been established to mark the perimeter of the exclusion zone.
- d) * All coastal traffic must steer to pass north of the exclusion zone.
- e) The Dubai Approach buoy (25° 21'·11N., 55° 14'·07E.) has been re-located to new position 25° 18'·50N., 55° 10'·00E.
- f) * The pilot boarding position for Mina' Rashid/Dubai Dry Docks is now East-southeast of the re-located Dubai Approach buoy between the two exclusion zones, latitudes 25° 18'·50N. (Palm Deira) and 25° 16'·10N. (World Island).
- g) * The Mina' Rashid / Dubai Dry Docks long term (25° 18'·45N., 55° 11'·93E.) and short term (25° 21'·02N., 55° 17'·86E.) anchorages have been discontinued. Vessels for Mina' Rashid/Dubai Dry Docks are now required to anchor at least 6 Miles North of the relocated Dubai Approach Buoy and West of the charted pipeline. Mariners are reminded not anchor or trawl in the vicinity of pipelines.
- h) * An Anchoring Prohibited Area has been established in the approaches to Dubai. This is bound by the following positions:
- | | |
|-----------------------------|----------------------------------------------|
| *25° 23'·85N., 55° 07'·60E. | (gas pipeline) |
| *25° 23'·85N., 55° 11'·05E. | (western limit of Palm Deira exclusion zone) |
| *25° 20'·48N., 55° 11'·05E. | (western limit of Palm Deira exclusion zone) |
| *25° 18'·50N., 55° 13'·27E. | (western limit of Palm Deira exclusion zone) |
| *25° 18'·50N., 55° 06'·80E. | (gas pipeline) |
- i) Inward and outward traffic for Khor Dubai must of necessity pass close to both the re-located Dubai Approach buoy (25° 18'·50N., 55° 10'·00E.) and Khor Dubai Fairway buoy (25° 17'·55N., 55° 17'·30E.). This involves crossing the fairway of a major port. Vessels must take effective action to avoid obstructing the fairway and must also keep radio watch for "Dubai Port Control", see Admiralty List of Radio Signals for details.
7. For the latest information about these projects, mariners are advised to contact the local port authority and refer to Navigational Warnings issued by the Control and Maritime Guidance Office of the Ports, Customs & Free Zone Corporation, Dubai.
8. Further Information will be promulgated as it becomes available.
9. Former INM 341(P)/05 is cancelled.
- * Indicates new or revised entry.

Charts affected: 8004 - BA 2887-2889 (INT 7211) -3175 -3176 -3411 (INT 7218) -3412

462 (P)18/05 QATAR - UNITED ARAB EMIRATES - Jazirat Halul Southwards - Approaches to Mubarraz Oilfield West, South-westwards and North-westwards - Works. Buoyage. Depth information.

Source: BA notice 3992(P)/05

(HJ/1132/57)

1. Works are in progress to extend the small craft harbour (25° 40'·10N., 52° 24'·60E.) southwards. Mariners are advised to approach the area with caution. Twelve yellow mooring buoys have been temporarily established to the east of the harbour while the extension work takes place. These will be removed when the harbour is complete. Various temporary and permanent lights have been established in the vicinity of the harbour.
2. A recent survey of the approaches to the Mubarraz Oil loading terminal (24° 26'·09N., 53° 31'·62E..) shows changes to depths either side of the buoyed channel. Depths within the buoyed channel remain as charted.
3. Former INM 49(P)/05 is cancelled.

Charts affected: BA 3178 -3413

463 (P)18/05 INDONESIA - Jawa -Tanjungpriok and Approaches - Coastline. Depths. Light-beacon. Buoyage. Platform. Wrecks. Maritime limit.

Source: BA notice 4002(P)/05

(HJ/827/43)

1. There are numerous changes to charted detail in the area of Tanjungpriok and Approaches. The most significant items are detailed below.
2. Changes to coastline and depths in the vicinity of Pulau Untungjawa (5° 58'·60S., 106° 42'·30E.).
3. A light-beacon, Q(6)+LFl.15s, exists mid-channel between P. Rambut (5° 58'·45S., 106° 41'·45E.) and P. Untungjawa.
4. Depths less than charted exist in the following positions

11 ₂ m	6° 03'·85S., 106° 53'·52E.
11 ₇ m	6° 03'·75S., 106° 53'·86E.
1 ₇ m	6° 06'·44S., 106° 50'·87E.
6 ₉ m	5° 57'·21S., 106° 50'·18E.
2 ₄ m	5° 59'·06S., 106° 50'·71E.
3 ₂ m	5° 58'·98S., 106° 50'·63E.

5. A red pillar light-buoy, Fl(2)8s, has been established in position 6° 03'·02S., 106° 52'·33E.
6. The yellow conical light-buoy, Fl.Y.3s, in position 6° 03'·39S., 106° 51'·98E. has been removed.
7. A platform exists in position 6° 03'·33S., 106° 55'·30E.
8. There are changes to wrecks on either side of the approaches to Tanjungpriok.
9. The port limit has moved west to include Pelabuhan Sundakelapa joining the following positions:

6° 05'·98S., 106° 46'·70E. (jetty).
5° 57'·65S., 106° 50'·63E. (shore).

Charts affected: BA 932 -933

464 (T)18/05 KUWAIT - - Measuring instruments. Buoyage.

Source: BA notice 3970(T)/05

(HJ/1133/91)

1. Oceanographic buoys have been established in the following positions. All buoys are yellow and exhibit group flashing lights.

29° 49'·40N., 48° 22'·80E.
29° 29'·54N., 48° 18'·43E.
29° 26'·59N., 48° 06'·56E.
29° 16'·60N., 48° 06'·40E.
29° 10'·40N., 48° 15'·40E.
29° 08'·40N., 48° 34'·00E.
29° 00'·00N., 48° 11'·50E.
28° 48'·00N., 48° 44'·08E.

Charts affected – BA 1214 -1223 -1235 (INT 7289) -2882 (INT 7264) -2884 (INT 7278) -3773

465(P)18/05 QATAR - United Arab Emirates - Submarine pipelines.

Source: BA notice 4075(P)/05

(HJ/1132/28)

1. Construction work has begun on the laying of three submarine pipelines from Ra's Laffan, Qatar. The positions quoted below are approximate only, and are intended to give an indication of the proposed route.

2. Between August 2005 and December 2005 a submarine pipeline is to be laid joining the following positions:

25° 56'·7N., 51° 31'·3E. (shore)
 25° 59'·1N., 51° 32'·7E.
 25° 59'·1N., 51° 37'·3E.
 26° 10'·3N., 52° 05'·4E.
 26° 12'·9N., 52° 08'·2E. (existing platform)

3. Between August 2005 and December 2005 a submarine pipeline is to be laid joining the following positions:

25° 56'·7N., 51° 31'·3E. (shore)
 25° 59'·1N., 51° 32'·7E.
 25° 59'·1N., 51° 37'·3E.
 26° 10'·3N., 52° 05'·4E.
 26° 19'·2N., 52° 14'·4E. (existing platform)

4. Between November 2005 and May 2006 a submarine pipeline is to be laid joining the following positions:

25° 56'·7N., 51° 31'·3E. (shore)
 25° 59'·2N., 51° 32'·8E.
 25° 59'·2N., 51° 39'·0E.
 25° 59'·1N., 51° 42'·4E.
 25° 57'·1N., 51° 48'·1E.
 25° 53'·4N., 51° 52'·1E.
 25° 52'·4N., 52° 02'·0E.
 25° 38'·3N., 52° 44'·3E.
 25° 23'·8N., 53° 00'·8E.
 25° 22'·5N., 53° 16'·5E.
 25° 25'·6N., 53° 27'·8E.
 25° 13'·0N., 53° 50'·5E.
 24° 50'·0N., 54° 36'·1E.
 24° 45'·4N., 54° 40'·2E. (shore)

5. Mariners are advised to navigate with caution during the pipe laying operations.

Charts affected: 20 - 288 - 289 - BA 2442 -2443 -2444 -2523 -2886 -2887 -2889(INT 7211) -3176 -3177 - 3791 -3950

466(P)18/05 BAHRAIN – Mina' Salman and Approaches - Al Muharraq Westwards - Depths. Anchorage area. Breakwater. Obstruction. Wreck. Reclamation areas. Light.

Source: BA notice 4080(P)/05

(HJ/1132/29)

1. Numerous changes to charted detail within Mina' Salman and Approaches and to the west of Al Muharraq have been received (2005) from the Survey & Land Registration Bureau, Bahrain. The most significant changes are detailed below:

2. Depths as follows:

9 ₃ m	26° 11'·09N., 50° 40'·32E.
4 ₈ m	26° 12'·74N., 50° 39'·11E.
9 ₆ m	26° 11'·60N., 50° 39'·54E.
10 ₄ m	26° 10'·70N., 50° 39'·75E.
8 ₁ m	26° 11'·48N., 50° 37'·61E.
1 ₅ m	26° 14'·17N., 50° 42'·62E.
6 ₃ m	26° 11'·76N., 50° 21'·14E.
5 ₄ m	26° 12'·09N., 50° 21'·34E.
2 ₆ m	26° 11'·04N., 50° 25'·38E.
4 ₂ m	26° 17'·42N., 50° 22'·77E.

466(P)18/05 BAHRAIN – Mina' Salman and Approaches - Al Muharraq Westwards - Depths. Anchorage area. Breakwater. Obstruction. Wreck. Reclamation areas. Light. (continued)

3 ₃ m	26° 17'·46N., 50° 26'·60E.
3 ₉ m	26° 18'·83N., 50° 34'·46E.
5 ₁ m	26° 18'·60N., 50° 32'·77E.
4 ₃ m	26° 17'·98N., 50° 34'·46E.
4 ₅ m	26° 16'·79N., 50° 32'·93E.
2 ₇ m	26° 16'·27N., 50° 31'·83E.
4 ₉ m	26° 16'·77N., 50° 31'·76E.
1 ₅ m	26° 08'·30N., 50° 54'·30E.
4 ₃ m	26° 07'·92N., 50° 51'·73E.

3. Wreck with depth as follows:

7₇m 26° 09'·05N., 50° 43'·20E.

4. Obstruction with depth as follows:

10₇m 26° 10'·42N., 50° 42'·87E.

5. The F.4m light in position 26° 14'·22N., 50° 34'·17E. has been moved to position 26° 14'·28N., 50° 34'·25E.

6. A breakwater for the new port of Al Hidd has been constructed bounded by the following positions:

26° 13'·56N., 50° 41'·07E.(shore)

26° 13'·55N., 50° 41'·77E.

26° 11'·02N., 50° 43'·21E.

26° 10'·67N., 50° 42'·85E.

26° 10'·70N., 50° 42'·83E.

26° 10'·82N., 50° 42'·97E.

* 26° 11'·80N., 50° 42'·39E.

* 26° 12'·00N., 50° 42'·60E.

* 26° 13'·18N., 50° 41'·93E.

26° 13'·18N., 50° 41'·04E. (shore)

* Indicates new or revised entry.

7. The south-eastern limit of Sitrah Anchorage (26° 10'·41N., 50° 42'·90E.) has been moved southwards to position 26° 10'·33N., 50° 42'·87E.

8. Reclamation has taken place bounded by the following positions:

26° 15'·53N., 50° 35'·80E. (shore)

26° 16'·00N., 50° 35'·45E.

26° 16'·30N., 50° 35'·70E.

26° 17'·45N., 50° 34'·70E.

26° 17'·60N., 50° 34'·70E.

26° 17'·62N., 50° 34'·94E.

26° 16'·93N., 50° 35'·60E. (shore)

9. Further reclamation has also taken place in the vicinity of the following positions:

26° 13'·40N., 50° 36'·50E.

26° 17'·00N., 50° 38'·60E.

26° 17'·70N., 50° 37'·30E.

26° 14'·50N., 50° 33'·70E.

26° 14'·35N., 50° 34'·40E.

*26° 18'·00N., 50° 40'·00E .

* Indicates new or revised entry.

10. Mariners should navigate with caution and consult the local authorities for the latest information.

11. Former INM 342(P)/05 is cancelled.

Charts affected: BA 3735 (INT 7259) - 3736 (INT 7258) -3737 (INT 7255) -3738 (INT 7254) -3790 (INT 7252)

***467(T) (18/05) India –Cape Comorin to Colombo – Buoy.**

Source: Nav VIII 542/05 & 550/05

(HJ/930/71)

1. Wave Rider Buoys laid in position 07° 28'.00N., 78° 07'.00E and 06° 57'.12N., 77° 51'.04E
2. Mariners are advised to exercise caution and maintain a clearance of 03 NM.

Chart affected – 22–23–32– 263 (INT 7383)***468(T) (18/05) India –East Coast – Approaches to Mandapam – Landmark.**

Source: Hydrographic Note IN SDB T-57

(HJ/930/90)

1. The water tower at position 09° 16'.78N., 79° 09'.60E is obscured by trees from northward side.
2. Mariners are advised to exercise caution.

Chart affected – 317- 358 (INT 7394) - 3016***469(T) (18/05) India –East Coast – Sacramento Shoal to Kalingapatnam – Unexploded charges.**

Source: INS Sharabh

(HJ/1029/75)

1. Unexploded charges dumped in position 17° 58'.68N., 084° 41'.94E on 04 Sep 05.

Chart affected – 354(INT 7408)***470(T) (18/05) Indian Ocean –Bay of Bengal – Northern Portion – Unexploded charges.**

Source: INS Magar

(HJ/1029/60)

1. Unexploded charges dumped in position 16° 26'.87N., 089° 40'.05E on 04 Sep 05.

Chart affected – 31

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

MOORING, VIZAG PORT INNER HARBOUR

Vessels up to 190 mtr length permitted to moor at mooring buoy adjacent to inner harbour turning circle.

Source – Ty Notice 07/2005 (Vishakhapatnam Port Trust)
Chart affected – 3002(INT 7410) – 3012(7411)

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

***106 (T) (03/05) INDIA – Andaman Sea – Andaman and Nicobar islands – Beacon. Buoy. (continued)**

(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 16 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: 118 205 233 248 251 252 254 262 269 275 276 277 278 280 281 282 283 286 288 289 290 295 296 297 301 302 303 304 305.
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: 089 094 095 096 100 105 107.
VIII	Indian Ocean	506	2005 series: 192 200 212 216 274 312 329 333 346 352 356 380 384 390 412 413 457 458 462 468 496 508 510 517 520 523 524 530 531 534 538 539 541 542 543 544 546 547 548 549 550 551 552.
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 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	2004 series: 694 1011. 2005 series: 1031
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: 245.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 17 dated 01 Sep 2005)***VOL. 2, 1995***(Last correction: Edition No.17 dated 01 Sep 2005)***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)**Page 171, MOZAMBIQUE, delete section and replace by:*

National SAR Agency: SAFMAR		
Address: Maritime Safety Authority, Av. Marquês do Pombal, No. 297, Caixa Postal 4317, Maputo, Mozambique		
Tel: +258 21 301963 & 21 420552		
Fax: +258 21 424007		
E--mail: safmar@zebra.uem.mz		
The National Maritime Administration and Safety Authority (SAFMAR) is an autonomous section of the Ministry of Transport and Communications. One of the main objectives of SAFMAR is to ensure safety of life at sea and it is therefore responsible for the co-ordination of Maritime Search and Rescue operations within the Maritime Search and Rescue Region of Mozambique. MRCC Maputo currently maintains a continuous listening watch on 2182 kHz and VHF Ch 16 for distress calls.		
	Telephone +258	Fax +258
MRCC MAPUTO (C9L234)	21 494396	21 494396

BA Edition No 34

18/05**VOL. 6, 2005***(Last correction: Edition No. 17 dated 01 Sep 2005)***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	39.197	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 434/05

On BA Chart 1238

DREDGED CHANNELS

In 1990 the channel from 30° 08'·39N., 47° 54'·38E. to the eastern limit of this chart was dredged to 13·2m and the channel from 30° 08'·39N., 47° 54'·38E. to Az Zubayr was reported to have a maximum permissible draught of 10·0m. However, dredging operations are currently taking place (2005) and mariners are advised to see INM 301(P)/05 for the latest details.