



INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 21 DATED 01 NOV 2005

(CONTAIN NOTICES 518 TO 543)

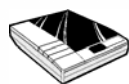
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, 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 518 to 543 contained in this Edition

| Indian H.O. Chart No. | Folio No. | Notice No. |
|------------------------------|------------------|-------------------|
| 20 | 1 | 528 |
| 22 | 3 | 542(T) |
| 208 | 2 | 537 |
| 209 | 2 | 518, 538 |
| 214 | 3 | 542(T) |
| 245 | 1 | 529 |
| 254 | 2 | 537 |
| 257 | 3 | 542(T) |
| 288 | 1 | 528 |
| 289 | 1 | 528, 529 |
| 292 | 2 | 537 |
| 293 | 2 | 542(T) |
| 403 | 6 | 535 |
| 404 | 6 | 535 |
| 412 | 7 | 534 |
| 451 | 7 | 534 |
| 452 | 7 | 534 |
| 2019 | 2 | 518, 538 |
| 2039 | 2 | 537 |
| 2043 | 3 | 542(T) |
| 2044 | 2 | 538 |
| 2082 | 2 | 537 |
| 2097 | 1 | 520 |
| 4008 | 6 | 518, 536 |
| 4018 | 6 | 535 |
| 7508 | 7 | 525 |
| 7708 (INT 708) | 1 | 540(P) |

| Admiralty Chart No. | Folio No. | Notice No. |
|----------------------------|------------------|-------------------|
| 81 | 32 | 519, 539(P) |
| 616 | 36 | 526, 527 |
| 666 | 36 | 526, 527 |
| 722 (INT 7742) | 36 | 541(P) |
| 932 | 46 | 531 |
| 933 | 46 | 531 |
| 941 A | 46 | 525, 532, 533 |
| 1066 | 46 | 532 |
| 1312 | 46 | 524, 525, 532 |
| 1789 | 46 | 524 |
| 2056 | 46 | 523 |
| 2149 | 46 | 533 |
| 2741 | 36 | 530 |
| 2756 | 36 | 530 |
| 2851 | 40 | 529 |
| 2883 | 40 | 528 |
| 2886 | 40 | 528 |
| 2965 | 46 | 523 |
| 3174 | 40 | 522 |
| 3719 | 40 | 521 |
| 3757 | 46 | 532 |
| 3758 | 46 | 525 |
| 3775 | 40 | 521 |
| 3788 | 40 | 521 |

SECTION – II: PERMANENT NOTICES***518 (21/05)****MISCELLANEOUS UPDATES TO CHARTS**

| <u>Chart No.</u> | <u>Previous update</u> | <u>Details</u> |
|--------------------------------|------------------------|---|
| 209 | 514/05 | Refer INM 514/05, notice to read as: Insert  21 ⁰ 00.05N., 72 ⁰ 35.5 |
| 2019 | 514/05 | Refer INM 514/05, notice to read as: Insert  21 ⁰ 00.05N., 72 ⁰ 35.5 |
| 4008 & 4008 (Plan, Mayabandar) | 508/05 | Refer INM 508/05, read position 12 ⁰ 55.75N., 92 ⁰ 55.50E as 12 ⁰ 55.87N., 92 ⁰ 55.53E 12 ⁰ 55.49N., 92 ⁰ 54.01E as 12 ⁰ 55.87N., 92 ⁰ 55.03E |

Source: NHO, Dehradun

519 (21/05) SUDAN - Sawakin - Legend.

Source: BA notice 4625/05

(HJ/1034/92)

BA Chart 81 (plan, Sawakin) [previous update 351/05]Insert legend, *See INM 539(P)/05*, centred on:

19° 08'·52N., 37° 22'·80E.

520 (21/05) OMAN - Muscat South-eastwards - Bandar Jişşah -Works.

Source: BA notice 4633/05

(HJ/1132/31)

Chart 2097 (plan C, Bandar Jişşah) [previous update 348/05]

Insert legend, Works in progress (2005), centred on:

23° 32'·93N., 58° 39'·30E.

521 (21/05) SAUDI ARABIA - East Coast - Approaches to Port of Jubail (Al Jubayl) - Jazirat al Jurayd - Radar beacon. Light.

Light List Vol. D, 7443, 7443.1

LRS Vol. 2, 7775


Source: BA notice 4683/05

(HJ/1133/70)

BA Chart 3719 [previous update 499/05]

Insert radar beacon, Racon (D)

(a) 27° 11'·81N., 49° 57'·52E.

Delete former radar beacon, Racon (D), at 

27° 11'·85N., 49° 57'·40E.


★ Fl.10s4m

(a) above

BA Chart 3775 [previous update 436/05]

Insert radar beacon, Racon (D)

(a) 27° 11'·80N., 49° 57'·52E.

Delete former radar beacon, Racon (D), at 

27° 11'·85N., 49° 57'·40E.


★ Fl.10s4m

(a) above

BA Chart 3788 [previous update 436/05]

Insert radar beacon, Racon (D)

(a) 27° 11'·70N., 49° 57'·45E.

Delete former radar beacon, Racon (D), at 

27° 11'·80N., 49° 57'·35E.


★ Fl.10s4m

(a) above

522 (21/05) UNITED ARAB EMIRATES – Saleh Oilfield, South – eastwards – Legend. Submarine pipeline.

Source: BA notice 4981/05

(HJ/1132/64)

BA Chart 3174 [*previous update 431/04*]Delete submarine pipeline, , and associated legend, *Gas*
(see note), joining:

26° 11′.22N., 55° 42′.58E.

25° 59′.82N., 55° 55′.58E.

523 (21/05) INDONESIA - Sumatera - South Coast - Teluk Lampung - Bandarlampung Southwards - Light.

Light List Vol. K 0920

Source: BA notice 4629/05

(HJ/827/44)

BA Chart 2056 [*previous update 486/05*]

Amend light to, Fl(2)R.10s7M

5° 28′.2S., 105° 16′.4E.

BA Chart 2965 (plan, Approaches to Panjang and Tarahan) [*previous update 487/05*]

Amend light to, Fl(2)R.10s18m7M

5° 28′.15S., 105° 16′.42E.

524 (21/05) INDONESIA - Sumatera - East Coast - P. Berhala North-eastwards - Wrecks.

Source: BA notice 4669/05

(HJ/827/95)

BA Chart 1312 [*previous update 482/05*]

Delete



0° 48′.0S., 104° 28′.1E.



0° 49′.8S., 104° 27′.0E.

BA Chart 1789 [*previous update 449/05*]

Delete



0° 48′.00S., 104° 28′.10E.



0° 49′.80S., 104° 27′.00E.

525 (21/05) INDONESIA - Kalimantan - West Coast - Selat Karimata - Karang Florence Adelaide North-eastwards - Depth.

Source: BA notice 4668/05

(HJ/827/71)

Chart 7508 (INT 508) [*previous update 488/05*]

Insert



Rep (2005)

2° 00′.0S., 108° 08′.0E.

BA Chart 941A [*previous update 488/05*]

Insert

depth 5¼ enclosed by  Rep (2005)

2° 00′.0S., 108° 08′.0E.

BA Chart 1312 [*previous update 524/05*]

Insert



Rep (2005)

2° 00′.3S., 108° 07′.7E.

BA Chart 3758 [*previous update 113/03*]

Insert



Rep (2005)

2° 00′.3S., 108° 07′.7E.

526 (21/05) KENYA - Mombasa - Approaches to Port Kilindini and Mombasa Harbour -Depths.

Source: BA notice 4773/05

(HJ/834/50)


BA Chart 616 [*previous update 229/95*]Delete depth 10_2 4° 05′.07S., 39° 42′.05E.**BA Chart 666** [*previous update 229/95*]Delete depth 10_2 4° 05′.068S., 39° 42′.042E.depth 12_1 4° 05′.088S., 39° 42′.090E.**527 (21/05) KENYA - Mombasa - Port Kilindini and Mombasa Harbour - Buoy. Mooring buoys. Legend. Landmark.**

Source: BA notice 4593/05

(HJ/834/50)

BA Chart 616 [*previous update 526/05*]Delete  HOTEL 4° 04′.67S., 39° 40′.20E.**BA Chart 666**[*previous update 526/05*]Move  *Fl(3)G.5s No 13* from: 4° 04′.41S., 39° 39′.40E.

to: 4° 04′.25S., 39° 39′.38E.

Delete  *C1* 4° 04′.20S., 39° 38′.81E. *C2* 4° 04′.12S., 39° 38′.85E. *C3* 4° 04′.03S., 39° 38′.72E.

legend, HOTEL, centred on: 4° 04′.66S., 39° 40′.25E.

528 (21/05) QATAR - North-eastwards - Shah Allum Shoal Westwards - Platforms. Well.

Light List Vol. D 9171.4, 9171.5, 9171.7, 9171.8, 9172.6

Source: BA notice 4814/05

(HJ/1132/67)


Chart 20 [*previous update 437/05*]Insert  26° 27′.7N., 52° 15′.3E.
26° 35′.6N., 52° 06′.7E.
26° 31′.6N., 52° 06′.7E.
26° 24′.4N., 52° 07′.1E.**Chart 288** [*previous update 436/05*]Insert  26° 27′.7N., 52° 15′.3E.
26° 35′.6N., 52° 06′.7E.
(a) 26° 31′.6N., 52° 06′.7E.
26° 24′.4N., 52° 07′.1E.Delete  Well, adjacent to: (a) above**Chart 289** [*previous update 474/05*]Insert  26° 27′.7N., 52° 15′.3E.
26° 35′.6N., 52° 06′.7E.
(a) 26° 31′.6N., 52° 06′.7E.
26° 24′.4N., 52° 07′.1E.

528 (21/05) QATAR - North-eastwards - Shah Allum Shoal Westwards - Platforms. Well. (continued)

Substitute  Well for  Well 26° 13'·5N., 51° 52'·8E.


Delete  Well, adjacent to: (a) above

BA Chart 2883 [previous update 436/05]

Insert  (a) 26° 38'·7N., 52° 01'·7E.
26° 35'·6N., 52° 06'·7E.

Delete  Well, adjacent to: (a) above

BA Chart 2886 [previous update 501/05]

Insert  26° 27'·7N., 52° 15'·3E.

(a) 26° 38'·7N., 52° 01'·7E.

26° 35'·6N., 52° 06'·7E.

(b) 26° 31'·6N., 52° 06'·7E.

26° 24'·4N., 52° 07'·1E.

Substitute  Well for  Well 26° 13'·9N., 51° 52'·8E.


Delete  Well, adjacent to: (a) above
(b) above

529 (21/05) OMAN -Approaches to Port Sohar - Fouls.

Source: BA notice 4815/05

(HJ/1132/43)

Chart 245 [previous update 117/05]

Insert  Foul 24° 35'·05N., 56° 36'·75E.

#

24° 36'·85N., 56° 39'·34E.

Chart 289 [previous update 528/05]

Insert  Foul 24° 35'·05N., 56° 36'·75E.

#

24° 36'·85N., 56° 39'·34E.

BA Chart 2851 [previous update 349/05]

Insert  Foul 24° 35'·05N., 56° 36'·75E.

#

24° 36'·85N., 56° 39'·34E.

530 (21/05) INDIAN OCEAN - Comores - Ile de Mayotte, North Coast - Récif Vacluse - Light-beacon.

Light List Vol. D 6892.5

Source: BA notice 4721/05

(HJ/733/74)

BA Chart 2741 [previous update 337/05]

Amend light-beacon to, Fl(4)G.4M 12° 39'·39S., 45° 07'·28E.

BA Chart 2756 [previous update 337/05]

Amend Vacluse light-beacon to, Fl(4)G.15s9m4M 12° 39'·39S., 45° 07'·28E.

531 (21/05) INDONESIA - Jawa - Tanjungpriok Northwards - Wreck.

Source: BA notice 4756/05

(HJ/827/33)

BA Chart 932 (plan B, Approaches to Pelabuhan Tanjungpriok) [previous update 443/05]

Delete  PA 6° 03'·42S., 106° 53'·29E.

BA Chart 933 [previous update 443/05]

Delete  PA 6° 03'·42S., 106° 53'·19E.

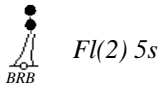
532 (21/05) INDONESIA - Kalimantan - West Coast - Selat Karimata - Buoy.

Source: BA notice 4812/05

(HJ/827/60)

BA Chart 941A [*previous update 525/05*]

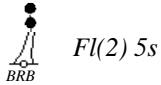
Insert



3° 00'·0S., 109° 22'·5E.

BA Chart 1066 [*previous update 488/05*]

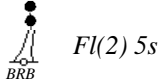
Insert



3° 00'·0S., 109° 22'·5E.

BA Chart 1312 [*previous update 525/05*]

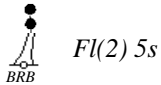
Insert



3° 00'·0S., 109° 22'·5E.

BA Chart 3757 [*previous update 205/03*]

Insert



3° 00'·0S., 109° 22'·5E.

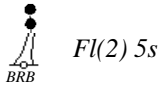
533 (21/05) INDONESIA - Java Sea - Selat Sunda North-eastwards - Buoy.

Source: BA notice 4813/05

(HJ/827/42)

BA Chart 941A [*previous update 532/05*]

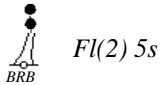
Insert



5° 01'·0S., 107° 21'·0E.

BA Chart 2149 [*previous update 410/05*]

Insert



5° 01'·0S., 107° 21'·0E.

***534 (21/05) INDIA –Andaman Sea –Coast of Burma – Wreck.**

Source: Navarea VIII 598/05

(HJ/1028/53)

Chart 412 [*previous update NE 31/12/84*]

Insert



15° 35'.0N., 096° 42'.0E

Chart 451 [*previous update 257/05*]

Insert



15° 10'.0N., 096° 30'.0E

Chart 452 [*previous update 45/05*]

Insert



15° 10'.0N., 096° 30'.0E

15° 35'.0N., 096° 42'.0E

***535 (21/05) INDIA –Andaman Islands –Port Anson – Contour.**


Source: ROS M(N)- 129

*(HJ/1028/22)***Chart 403** [*previous update 298/04*]Insert 10m ring contour enclosing depth 9₆ centred on: 12° 17'.00N., 92° 41'.41E**Chart 404** [*previous update 491/05*]Insert 10m ring contour enclosing depth 9₆ centred on: 12° 17'.00N., 92° 41'.41E**Chart 4018** [*previous update 298/04*]Insert 10m ring contour enclosing depth 9₆ centred on: 12° 17'.00N., 92° 41'.41E

5m ring contour enclosing depth 5 centred on: 12° 16'.68N., 92° 41'.36E

***536 (21/05) INDIA –Andaman Islands –Beacon.**

Source: ROS INS Nirupak M(N)- 153

*(HJ/1028/27)***Chart 4008** [*previous update 508/05*]Delete  (3) 12° 55'.53N., 92° 53'.68E**Chart 4008 (Plan, Mayabandar)** [*previous update 508/05*]Delete  (3) 12° 55'.53N., 92° 53'.68E***537 (21/05) INDIA –West Coast –Gulf of Khambhat– Dahej Harbour – Racon.**

Source: Navarea VIII 620/05

*(HJ/1030/17)***Chart 208** [*previous update 204/05*]

Insert Racon (D), at light 21° 39'.52N., 72° 32'.91E

Chart 254 [*previous update 144/05*]

Insert Racon (D), at light 21° 39'.52N., 72° 32'.91E

Chart 292(INT 7021) [*previous update 495/04*]

Insert Racon (D), at light 21° 39'.52N., 72° 32'.91E

Chart 2039 [*previous update 204/05*]

Insert Racon (D), at light 21° 39'.52N., 72° 32'.91E

Chart 2082 [*previous update 398/04*]

Insert Racon (D), at light 21° 39'.52N., 72° 32'.91E

Chart 2082 (Plan, Dahej Harbour) [*previous update 398/04*]

Insert Racon (D), at light 21° 39'.52N., 72° 32'.91E

***538 (21/05) INDIA –West Coast – Off Hazira – Limit.**

Source: Hydrographic Note Gujarat Maritime Board

(HJ/1130/17)

Chart 209 [previous update 514/05]

| | | |
|--------|---|---|
| Insert | limit of, <i>General lightering area</i> , pecked line joining: (a) | 21° 02' .00N., 72° 34' . 50E 21° 02' .00N., 72° 36' . 50E 20° 59' .00N., 72° 36' . 50E 20° 59' .00N., 72° 34' . 50E (a) above |
| | limit of, <i>Tanker Anchorage Area</i> , pecked line, joining : | 21° 05' .00N., 72° 33' . 50E 21° 05' .00N., 72° 35' . 00E |
| | legend, <i>GENERAL LIGHTERING AREA</i> , centred on: | 21° 00' .50N., 72° 35' . 50E |
| Delete | limit of, <i>Tanker Anchorage Area</i> , pecked line, joining : | 21° 05' .00N., 72° 33' . 50E 21° 04' .00N., 72° 33' . 50E 21° 04' .00N., 72° 35' . 00E 21° 05' .00N., 72° 35' . 00E |

Chart 2019 [previous update 514/05]

| | | |
|--------|---|--|
| Delete | limit of, <i>Ethylene Lightering Area</i> , pecked line, joining : | 21° 00' .00N., 72° 36' . 00E 21° 00' .00N., 72° 36' . 50E |
|--------|---|--|

Chart 2044 [previous update 514/05]

| | | |
|--------|--|---|
| Delete | limit of, Anchorage prohibited area, ✂-----✂ joining: | 21° 02' .00N., 72° 30' . 60E (S Border) 21° 04' .880N., 72° 36' . 14E 21° 09' .63N., 72° 34' . 14E 21° 06' .68N., 72° 28' . 64E 21° 03' .41N., 72° 28' . 54E 21° 02' .00N., 72° 29' . 00E (S Border) |
|--------|--|---|

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**539 (P)21/05 SUDAN - Sawakin - Berths.**

Source: BA notice 4624(P)/05

(HJ/1034/92)

1. Mariners are advised that the following three berths have been constructed at Sawakin Harbour.

a. Asphalt Export Berth (Berth No.12) in position 19° 07'·421N., 37° 21'·005E. The length of this berth is 45m and the depth alongside is 8m.

b. Livestock Export Berth (Berth No.11) in position 19° 07'·412N., 37° 21'·186E. The length of this berth is 100m and the depth alongside is 6.5m.

c. Gas Exporting Berth (Berth No.13) in position 19° 07'·937N., 37° 21'·477E. The length of this berth is 90m and the depth alongside is 9m.

2. BA Chart 81 will be updated as soon as more information becomes available.

3. Former *INM 118(P)/03* is cancelled.**Chart affected: BA 81****540 (P)21/05 INDIAN OCEAN - Cocos Islands - Light-beacon.**

Source: BA notice 4646(P)/05

(HJ/728/73)

1. A light-beacon, the front lead for the amended shipping entrance leading line 194.3°, will be established in position 12° 06'·328S., 96° 51'·789E.

2. A special spar light-buoy, *Iso.Y.2s*, exists in situ.**Chart affected: 7708 (INT 708)****541 (P)21/05 INDIAN OCEAN - Seychelles - Mahé - Victoria and approaches - Dredging areas. Works.**

Source: BA notice 4766(P)/05

(HJ/832/54)

1. Dredging and reclamation works are in progress in the vicinity of Victoria, within an area enclosed by the coastline and a line joining the following positions:

4° 35'·00S., 55° 27'·95E.(shore)

4° 36'·62S., 55° 28'·67E.

4° 38'·00S., 55° 28'·75E.

4° 40'·00S., 55° 30'·74E.

2. Former *INM 359(P)/01* is cancelled.**Chart affected – BA 722 (INT 7742)*****542 (T) (21/05) INDIA – West Coast – Approaches to Vengurla and Redi – Buoy.**

Source: Hydrographic Note INS Taragiri

(HJ/1030/56)

1. A cylindrical mooring buoy reported adrift in position 15° 38'·64N., 073° 20'·66E on 03 Oct 2005.

2. Mariners are advised to exercise caution while navigating through this area.

Charts affected: 22 – 214 – 257 – 293 – 2043.

543(T) (21/05) Indian Temporary Notices to Mariners cancelled.

Cancelled Notices

| Notice No. | Ref. No |
|-------------------|----------------|
| 234(T)/03 | 543(T)/05 |
| 414(P)/03 | 543(T)/05 |
| 445(T)/03 | 543(T)/05 |
| 177(T)/04 | 543(T)/05 |
| 288(T)/04 | 543(T)/05 |
| 450(T)/04 | 543(T)/05 |
| 451(T)/04 | 543(T)/05 |

SECTION – IV: MARINE INFORMATION**Ship Reporting System (INDSAR)**

A ship reporting system INDSAR has been activated w.e.f 01 Feb 2003 in the Indian Search and Rescue Region (ISRR), for timely position reporting which is critical for quick response and ensuring safety of life at sea. Mariners in the ISR Region are requested to pass relevant rescue information to the Maritime Rescue Coordinating Centre (MRCC) Mumbai on INMARSAT Code 43, or using any of the following Contact details:-

| | Telephone +91 | Fax +91 | Inmarsat/E-Mail |
|---------------------------------|----------------------|----------------|--|
| MRCC MUMBAI (Bombay) | 22 24316558 | 22 24301455 | Inmarsat 00583 441 907 210 E-mail indsar@vsnl.net |

Tsunami Notices**52 (T) (01/05) INDIAN OCEAN, BAY OF BENGAL – Changes in bathymetry and Coastline.**

Source: NHO, Dehradun

(HJ/NM/Gen)

1. Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

Charts affected: All Indian charts of Andaman & Nicobar Islands, coast of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka

***88 (T) (03/05) INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.**

Source: PMB A & N Islands

(HJ/928/76)

1. It is informed that all the three sets of beacons/buoys in East Bay including the jetty and approach has been totally damaged and sunk.
2. Mariners are advised to exercise caution and contact local port authorities for the latest information.
3. Former INM 339 (P)/04 is cancelled.

Charts affected: 4011 - 4017

***105 (T) (03/05) INDIA – Andaman Sea – Nicobar islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

1. It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

Charts affected: 4011

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

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak

(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:
Nancowry Island
 - (a) Stbd hand mark No. 1 08° 01'.96N., 93° 32'.85E.
 - (b) Port hand mark No. 2 08° 01'.80N., 93° 32'.86E.
 - (c) Port hand mark No. 4 08° 01'.82N., 93° 32'.30E.
 - (d) North east lighted beacon 08° 01'.60N., 93° 33'.80E.
 - (e) Reid Point beacon 08° 01'.48N., 93° 33'.35E.
 - (f) Mayo Point beacon 08° 01'.60N., 93° 32'.53E.

***106 (T) (03/05) INDIA – Andaman Sea – Andaman and Nicobar islands – Beacon. Buoy. (continued)**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 Nov 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: 118 248 254 306 344 349 350 355 358 359 373 382 383 386 388 389 391 393 395 396 397 398. |
| II | E. Atlantic | Nil | Nil. |
| III | Mediterranean | Nil | 2005 series: 172 173 188 189 191 193 196 200 201 204 205 217 218 219 223 228 230 231 232 233 235 238 239. |
| IV | N.W. Atlantic | Nil | 2004 series: 323. 2005 series: 312. |
| V | W. Atlantic | Nil | 2005 series: Nil. |
| VI | S.W. Atlantic | Nil | 2005 series: Nil. |
| VII | S.E. Atlantic | Nil | 2005 series: 095 096 120 124 125 127. |
| VIII | Indian Ocean | 638 | 2005 series: 192 200 212 216 274 312 329 333 346 352 356 380 384 390 412 413 462 468 517 523 552 555 556 562 566 574 577 582 590 593 594 595 596 598 599 604 607 613 615 620 621 627 628 629 630 631 632 633 634 635 636 637 638. |
| IX | Persian Gulf, Red Sea, NW Arabian Sea | 144 | 2001 Series: 312. 2003 Series: 120 177 236 237 239 273. 2004 Series: 025 036 079 109 134 135 151 184 206 207 239 268 269 280 288. 2005 Series: 009 013 022 038 45 049 053 060 071 072 075 081 086 097 111 117 120 123 124 128 129 135 139 142 144. |
| X | Australia, New Guinea | Nil | 003 008. |
| XI | Malacca Strait, China Sea, N. Pacific | 0432 | 1996 series: 0925. 1998 series: 0655 1999 series: 0053 0187 0310 0613. 2000 series: 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: 0005 0022 0024 0025 0026 0030 0051 0060 0062 0063 0203 0271 0276 0307 0322 0331 0332 0335 0345 0348 0351 0366 0389 0395 0411 0448 0459 0461 0462 0466 0468. |

| | | | |
|------------|-------------------------|-----|---|
| 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 – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

| No. | Name & Location | Position (Lat- Long) | Charact- eristics | Ht. mts | Range miles | Structure & Height (mts) | Remarks |
|------------------|---|-------------------------------------|------------------------------|--------------------|------------------------|--|--|
| D 6691 | -Ras Makabe. No 20 | 6 49.42 39 17.80 | Q R | ... | ... | Red beacon | TE 2005 * |
| D 6892.5 | -Récif Vaucluse | 12 39.22 45 07.14 | Fl(4)G 15s * | 9 | 4 | △ on white beacon | |
| D 6918 | -Cap Miné | 12 13.9 49 22.0 | Fl(3)W 15s | 47 | 20 | White 8-sided tower and dwelling, black lantern 14 | (fl 0.2, ec 2.8)x 2, fl 0.2, ec 8.8. Vis 137 ⁰ -077 ⁰ (300 ⁰). TE 2005 * |
| D 6936 | -Ldg Lts 260 ⁰ .No 3. S Point of N Reef. Front | 13 21.0 50 00.3 | F G | 4 | 5 | White beacon, green top 7 | Occas. TE 2005 * |
| D 7033 | -W side | 17 03.0 42 42.4 | Fl(1+2)W 15s | 37 | 9 | White metal framework tower, black top 28 | fl 1, ec 1.5, (fl 1, ec 5.25) x2. TE 2005 * |
| D 7355.61 | --- Rear. 0.8M from front | 25 15.53 55 15.93 | Oc W 2s | 8 | 5 | Red □ on yellow △ daymark 8 | TE 2005 * |
| D 7356.3 | <i>Remove from List</i> | | | | | | * |
| D 9171 | --WHP-2 | 26 40.14 52 01.52 | Lit | ... | ... | Platform | * |
| D 9171.3 | --WHP-3 | 26 37.06 52 02.67 | Lit | ... | ... | Platform | * |
| D 9171.4 | --WHP-4 | 26 38.70 52 01.69 | Lit | ... | ... | Platform | * |
| D 9171.5 | --WHP-5 | 26 35.56 52 06.72 | Lit | ... | ... | Platform | * |
| D 9171.6 | --WHP-6 | 26 30.70 52 12.19 | Lit | ... | ... | Platform | * |
| D 9171.7 | --WHP-7 | 26 31.63 52 06.73 | Lit | ... | ... | Platform | * |

| <u>No.</u> | <u>Name & Location</u> | <u>Position (Lat- Long)</u> | <u>Charact- eristics</u> | <u>Ht. mts</u> | <u>Range miles</u> | <u>Structure & Height (mts)</u> | <u>Remarks</u> |
|-----------------|---|-------------------------------------|------------------------------|--------------------|------------------------|--|---|
| D 9171.8 | --WHP-8 | 26 27.76 52 15.34 | Lit | ... | ... | Platform | |
| * | * | * | * | * | * | * | * |
| D 9171.9 | --WHP-9 | 26 41.92 51 57.64 | Lit | ... | ... | Platform | |
| * | * | * | * | * | * | * | * |
| D 9172.4 | --WH-4 | 26 23.43 52 17.26 | Lit | ... | ... | Platform | |
| * | * | * | * | * | * | * | * |
| D 9172.5 | --WH-5 | 26 19.67 52 07.21 | Lit | ... | ... | Platform | |
| * | * | * | * | * | * | * | * |
| D 9172.6 | --WH-6 | 26 24.39 52 07.10 | Lit | ... | ... | Platform | |
| * | * | * | * | * | * | * | * |
| F 0449 | - PERIGEE LT V | 21 42.1 72 18.4 | Fl W 7s --- Bell | 12 | 8 | Red Hull | Ra refl Qw riding light * |
| F 0470 | - Narmada River Entrance N Side. Luhara Point | 21 39.5 72 32.9 | Fl W 15s | 30 | 11 | White metal tower, red spiral 24 | Racon (D) * |
| F 1222.5 | Chowra Island | 8 27.4 93 02.9 | Fl W15s | 16 | 10 | White metal framework tower 12 | TE 2005 * |
| F 1417.5 | Tg Rambut | 0 59.68 103 26.63 | Fl(3)W20s * | 41 | 18 | White framework tower 40 | |
| F 1502 | -- LA10 | 5 24.41 100 20.24 | QW | 6 | 4 | Metal pillar | |
| * | * | * | * | * | * | * | * |
| F 1502.2 | -- LA11 | 5 24.43 100 20.28 | QW | 6 | 4 | Metal pillar | |
| * | * | * | * | * | * | * | * |
| F 1614 | Bukit Jugra | 2 50.1 101 25.1 | Fl W 10s | 146 | 24 | White round concrete tower 25 | Another tower of similar size is located very close by. Range 10M (T)2005 * |
| F 1677.5 | <i>Remove from List</i> | | | | | | |

| <u>No.</u> | <u>Name & Location</u> | <u>Position (Lat- Long)</u> | <u>Charact- eristics</u> | <u>Ht. mts</u> | <u>Range miles</u> | <u>Structure & Height (mts)</u> | <u>Remarks</u> |
|-------------------|--|-------------------------------------|------------------------------|--------------------|---|-------------------------------------|---|
| F 1677-51 | <i>Remove from List</i> | | | | | | |
| F 1678 | Tanjung Pelepas. -Dir Lt 015°40.6' | 1 19.97 103 33.77 | Dir Iso WRG | 18 | W 24 R 21 G 21 | White concrete tower | G014°05.2'-015°07.6' (1°2.4'), W015°07.6'- 016°13.6'(1°6'), R016°13.6'-017°16' (1°2.4') |
| | --- | --- | <i>By day</i> | --- | W 7 R 6 G 6 | | |
| * | * | * | * | * | * | * | * |
| F 9526-1 | -CENTRAL LUCONIA OILFIELD. Southwestwards. E8DR-A | 4 08.09 112 21.17 | Lit | ... | ... | Platform | |
| * | * | * | * | * | * | * | * |
| F 9526-525 | --FPSO ARMADA PERKASA | 4 42.91 113 56.07 | Lit | ... | ... | ... | (T)until August 2006 |
| * | * | * | * | * | * | * | * |
| K 1176 | <i>Remove from List</i> | | | | | | |



SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 20 dated 16 Oct 2005)*Page 22, **IRAN, BAHONAR**, delete station and replace by:

| | | | |
|---|-------------------|---|--|
| BAHONAR | | | |
| 27°10'N 56°11'E | MMSI 004225308 | DSC VHF | |
|  +98(0)761 5423295 | |  +98(0)761 5423296 | |

VHF

| | | |
|-----------------|-------------|-------|
| | Ch 11 13 17 | H24 |
| BA Notice No 41 | | 21/05 |

Page 23, **BANDAR-E 'ABBAS (EQI) [5304]**, delete station and replace by:**BANDAR-E SHAHID RAJA'I (BANDAR-E 'ABBAS) (EQI) [5304]**

| | | |
|--|----------------|---|
| 27°11'N 56°17'E | MMSI 004225304 | DSC VHF HF |
|  +98(0)761 5554041, 5563966 & 5563967 | |  +98(0)761 5564056 |
| | | E-MAIL radio@bpa.ir |

VHF

| | | |
|--|----------------------|-----|
| | Ch 13 14 16 18 19 21 | H24 |
|--|----------------------|-----|



RT (HF)

| | | | |
|--|-----------------|-------|--|
| | 4414 (Ch 420) | 4122 | |
| | 8803 (Ch 829) | 8279 | |
| | 8809 (Ch 831) | 8285 | |
| | 13095 (Ch 1207) | 12248 | |
| | 13116 (Ch 1214) | 12269 | |
| | 13134 (Ch 1220) | 12287 | |
| | 17278 (Ch 1613) | 16396 | |
| | 17290 (Ch 1617) | 16408 | |
| | 22702 (Ch 2203) | 22006 | |
| | 22798 (Ch 2235) | 22102 | |

Radiotelex [5304]

| | | | |
|-----------------|-----------------|---------|-----------|
| | 4218 (Ch 417) | 4180-5 | 1430-1830 |
| | 8422 (Ch 812) | 8382 | 0530-1230 |
| | 12619 (Ch 1280) | 12516-5 | 0830-1030 |
| BA Notice No 41 | | | 21/05 |

Page 23, **BANDAR-E IMAN KHOMEYNI (EQN) [5300]**, contacts table, delete and replace by:**BANDAR-E IMAM KHOMEYNI (EQN)**

| | | |
|---|----------------|---|
| 30°26'N 49°04'E | MMSI 004225300 | DSC VHF |
|  +98(0)652 2522451-5 | |  +98(0)651 2226902 & 652 2522456 |
| TELEX +88 612051 BNDR IR | | CALL Khomeini Radio |
| | | E-MAIL khomeiniradio@khomeiniport.com |
| BA Notice No 41 | | 21/05 |

Page 24, **BANDAR-E IMAN KHOMEYNI (EQN) [5300]**, Radiotelex [5300] table, delete section.

BA Notice No 41

21/05

Page 24, **BUSHEHR (EQM) [5302]**, delete station and replace by:

BUSHEHR (EQM)


| | | |
|---|---|----------------------------------|
| 28°58'N 50°50'E | MMSI 004225302 | DSC VHF |
|  +98(0)771 2530075 |  +98(0)771 2350072 | |
| | | E-MAIL busheradio@pso-bushehr.ir |

VHF

| | | |
|-----------------|-----------------------------------|-------|
| | Ch 13 16 18 20 22 25 81 84 | H24 |
| BA Notice No 41 | | 21/05 |

Page 24, **CHAH BAHAR (EQJ) [5301]**, delete station and replace by:

CHAH BAHAR (EQJ)

| | | |
|---|---|----------------------------|
| 25°17'N 60°37'E | | |
|  +98(0)545 2221415 |  +98(0)545 2221215 | |
| | | E-MAIL cha-radio@yahoo.com |

VHF

| | | |
|-----------------|--------------------------|-------|
| | Ch 13 14 16 18 24 | H24 |
| BA Notice No 41 | | 21/05 |

Page 103, **SHIP REPORTING FOR SAR - "INDSAR", Receiving Stations**, delete section and replace by:

Receiving Stations

11. All INDSAR reports should be sent to the Maritime Rescue Coordinating Centre (MRCC) Mumbai. Reports can be sent to MRCC MUMBAI via Inmarsat code 43 through LES Arvi, or using any other MRCC/MRSC listed below;

| | Telephone +91 | Fax +91 | Inmarsat/E-Mail |
|----------------------|---------------|-------------|--|
| MRCC MUMBAI (Bombay) | 22 24316558 | 22 24301455 | Inmarsat 00583 441 907 210 E-mail indsar@vsnl.net |

Western Region

| | | | |
|---------------------|-------------|-------------|--------------------------|
| MRSC PORBANDAR | 286 2242450 | 286 2210559 | comdis1ad1@sancharnet.in |
| MRSC GOA | 832 2521051 | 832 2520584 | comdis11@email.com |
| MRSC NEW MANGALORE | 824 2405266 | 824 2407371 | cgman@sancharnet.in |
| MRSC KOCHI (Cochin) | 484 2218969 | 484 2217164 | kripa@md3.vsnl.net.in |

Eastern Region (including Bay of Bengal)

| | | | |
|-----------------------|--|----------------------------|--|
| MRCC CHENNAI (Madras) | 44 25395015 44 25395016 44 25395017 44 25395018 | 44 25395015 44 25395018 | isareast@md2.vsnl.in cgpoorav@md3.vsnl.in |
| MRSC HALDIA | 3224 264541 | 3224 263404 | cghq8@cal2.vsnl.net.in |
| MRSC PARADIP | 6722 223380 | 6722 223359 | cgdhqp@sancharnet.in |

| | | | |
|----------------|----------------------------|----------------------------|----------------------|
| MRSC VIZAG | 891 2568875 | 891 2568879 | dhq6@md4.vsnl.net.in |
| MRSC TUTICORIN | 461 2352199 | 461 2353906 | cgstut@sancharnet.in |
| MRSC MANDAPAM | 4573 241518 4573 241519 | 4573 241518 4573 241519 | cgmp@md5.vsnl.net.in |

Andaman & Nicobar Region

| | | | |
|-------------------|-------------|-------------|-------------------------|
| MRCC PORT BLAIR | 3192 242948 | 3192 235612 | pblmrcepb@sancharnet.in |
| MRSC CAMPBELL BAY | 3192 264235 | 3192 264205 | pblmrcepb@sancharnet.in |
| | | | |
| | | | |
| | | | |

12. Mariners are advised to strictly adhere to this notice and if for any reason a Master is unable to pass his PR or FR he should attempt to pass a message through another vessel, or through a harbour or other shore authority as appropriate.

13. Reports to other reporting systems are not forwarded by MRCC Mumbai. Vessels are requested to send reports direct.

Source: NHO, Dehradun

21/05

VOL. 2, 1995*(Last correction: Edition No.20 dated 16 Oct 2005)**Page 36, insert*

Luhara Point LT Racon

21° 39.5N, 72° 32.9E

D

Navarea VIII 620/05

21/05

B.A. VOL. 3 Part 1, NP 283(1), 2002/03*(Last correction: Edition No. 19 dated 01 Oct 2005)***NIL****VOL. 5, 1997/98***(Last correction: Edition No.18 dated 16 Sep 2005)***NIL****VOL. 6, 2005***(Last correction: Edition No. 20 dated 16Oct2005)***NIL****B.A. VOL. 7, 1997/98-PART 2***(Last correction: Edition No. 16 dated 15 Aug 2000)***NIL****VOL. 8, 1999***(Last correction: Edition No. 16 dated 16 Aug 2005)*Eastern Island DGPS Station
(Functioning Normal)

13° 37'.80N; 93° 03'.00E.

tx/fx
313

(Navarea VIII 635/05)

(21/05)

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 | | | | | | |