



INDIAN NOTICES TO MARINERS FOR 2005

(PUBLISHED FORTNIGHTLY ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 22 DATED 16 NOV 2005
(CONTAIN NOTICES 544 TO 567)

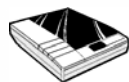
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, 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
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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 544 to 567 contained in this Edition

Indian H.O. Chart No.	Folio No.	Notice No.
21	2	562
23	4	560
33	5	560
41	6	560
209	2	544
211	3	562
247	1	562
255 (INT 7334)	3	562
271	2	562
289	1	552
290	1	562
291	2	562
292	2	562
293 (INT 7022)	2	562
315	4	563
317	4	563
357 (INT 7397)	5	567(P)
358 (INT 7394)	4	563
434	7	557
435	7	560
471	6	560
2002	3	561
2016	3	562
2019	2	544
2052 (INT 7350)	3	561
3007	5	567(P)
4008	6	544
4026	7	560
7071 (INT 71)	1	562
7072 (INT 72)	1	562
7073 (INT 73)	1	562
7705 (INT 705)	1	562
7707 (INT 707)	1	560
8004	1	553

Admiralty Chart No.	Folio No.	Notice No.
11	40	565(P)
143 (INT 7005)	32	554
542	32	554
548	32	554
722 (INT 7742)	36	547
742 (INT 7741)	36	547
918	46	558
941A	46	559
1066	46	559
1235 (INT 7289)	40	546
1238	40	546
1265 (INT 7291)	40	555
1789	46	556
2056	46	549
2149	46	549
2780	46	550
2781	46	550
2785	46	549
2886	40	552
2887 (INT 7232)	40	552,553
2889 (INT 7211)	40	553
2965	46	550
3175	40	553
3476	46	548
3713	40	545, 564(P)
3715	40	545, 564(P)
3773	40	555
3782	40	551, 566(P)
3787 (INT 7245)	40	551, 566(P)

SECTION – II: PERMANENT NOTICES***544 (22/05)****MISCELLANEOUS UPDATES TO CHARTS**

<u>Chart No.</u>	<u>Last Notice</u>	<u>Details</u>
209	538/05	Refer INM 538/05, read previous update as: 518/05
2019	538/05	Refer INM 538/05, read previous update as: 518/05
4008 & 4008(plan, Mayabandar)	536/05	Refer INM 536/05, read previous update as: 518/05

545(22/05) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zaby) North-eastwards - Approaches to Umm an Nar - Legends.


Source: BA notice 4833/05

(HJ/1132/45)

BA Chart 3713 [previous update 466/02]Insert legend, *See INM 564(P)/05*, orientated NW/SE, centred on: 24° 31'·70N., 54° 23'·95E.**BA Chart 3715 (plan, Mina' Zayid)** [previous update 466/02]Insert legend, *See INM 564(P)/05*, orientated NW/SE, centred on: 24° 31'·800N., 54° 23'·750E.**BA Chart 3715** [previous update 466/02]Insert legend, *See INM 564(P)/05*, orientated NW/SE, centred on: 24° 31'·70N., 54° 23'·95E.legend, *See INM 564(P)/05*, centred on: 24° 27'·30N., 54° 29'·70E.**546 (22/05) IRAQ - Umm Qasr & Khawr Shityanah - Wreck. Buoy.**

Source: BA notice 4943/05

(HJ/1133/01)

BA Chart 1235 (INT 7289)[previous update 471/05]Insert  Wk (a) 30° 01'·66N., 48° 03'·22E.Delete  PA (1990) Rep, close E of: (a) above**BA Chart 1238**[previous update 434/05]Insert  Wk (a) 30° 01'·66N., 48° 03'·22E.Delete  PA (1990) Rep, close E of: (a) above (Wreck buoy) 30° 02'·53N., 47° 56'·95E.**547 (22/05) INDIAN OCEAN - Seychelles - Mahé - Port Victoria - Point Cédre South-eastwards - Overhead cables. Vertical clearance. Legends. Landmarks.**

Source: BA notice 4942/05

(HJ/832/54)

BA Chart 722 (INT 7742)[previous update 386/04]Delete overhead cables, pecked line, and associated legend,
Overhead Cables Gantries (White Lts), joining: 4° 35'·906S., 55° 27'·444E.
4° 35'·891S., 55° 27'·781E.
(shore)

symbol, safe overhead clearance, 9m 4° 35'·884S., 55° 27'·723E.

 (46) (a) 4° 35'·820S., 55° 27'·815E.

4° 35'·945S., 55° 28'·014E.

 (61) 4° 35'·950S., 55° 27'·900E.

4° 35'·977S., 55° 27'·930E.

4° 35'·960S., 55° 27'·980E.

 (91) 4° 35'·880S., 55° 27'·815E.

4° 35'·913S., 55° 27'·853E.

legend, RADIO MASTS (Red Lts), close SE of: (a) above

547 (22/05) INDIAN OCEAN - Seychelles - Mahé - Port Victoria - Point Cédre South-eastwards - Overhead cables. Vertical clearance. Legends. Landmarks. (continued)

BA Chart 742 (INT 7741) [*previous update 386/05*]


Delete overhead cables, firm line, joining: 4° 35′·90S., 55° 27′·50E.(shore)
 4° 35′·90S., 55° 27′·80E.(shore)
 (R Lts) and associated legend, RADIO MASTS 4° 35′·96S., 55° 28′·00E.
 4° 35′·86S., 55° 27′·80E.

548 (22/05) INDONESIA - Sumatera - East Coast - Sungai Palembang - Plaju - Wreck.

Source: BA notice 4906/05

(HJ/827/75)

BA Chart 3476 (plan E, Pelabuhan Plaju and Sungaigerong) [*previous update 36/01*]

Insert  2° 59′·40S., 104° 49′·02E.

BA Chart 3476 (Plan D) [*previous update 36/01*]

Insert  2° 59′·40S., 104° 49′·02E.

549 (22/05) INDONESIA - Sumatera - East Coast - Selat Sunda Northwards - Labuhanmaringgai - Legend.

Light List Vol. K 0929.6

Source: BA notice 4936/05

(HJ/827/44)

BA Chart 2056 [*previous update 523/03*]

Delete legend, (exting), at light 5° 21′·3S., 105° 49′·0E.

BA Chart 2149 [*previous update 533/05*]

Delete legend, (exting), at light 5° 21′·3S., 105° 49′·0E.

BA Chart 2785 [*previous update 446/05*]

Delete legend, (exting), at light 5° 21′·3S., 105° 49′·0E.

550 (22/05) INDONESIA -Sumatera - West Coast - Approaches to Pulaubai - Wrecks.

Source: BA notice 4945/05

(HJ/827/67)

BA Chart 2780 [*previous update 447/05*]

Substitute  for  3° 54′·0S., 102° 15′·0E.

BA Chart 2781 [*previous update 457/05*]

Substitute  for  3° 54′·0S., 102° 15′·0E.

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

Insert  (a) 3° 54′·00S., 102° 14′·95E.

Delete  PA, close SE of: (a) above

551 (22/05) QATAR - Approaches to Doha (Ad Dawhah) - Legends.

Source: BA notice 4962/05

(HJ/1132/58)

BA Chart 3782 [*previous update 416/05*]

Insert legend, *See INM 566(P)/05*, centred on: 25° 18′·50N., 51° 36′·78E

Amend legend to, *See INM 566(P)/05*, centred on: 25° 15′·55N., 51° 39′·95E.

25° 16′·67N., 51° 42′·98E.

BA Chart 3787(INT 7245) [*previous update 416/05*]

Insert legend, *See INM 566(P)/05*, centred on: 25° 18′·50N., 51° 36′·78E

Amend legend to, *See INM 566(P)/05*, centred on: 25° 17′·90N., 51° 42′·50E.

25° 14′·75N., 51° 39′·40E.

552 (22/05) UNITED ARAB EMIRATES - Rakhsh Oilfield, East-north-eastwards - Depths.

Source: BA notice 5018/05

(HJ/1132/64)

Chart 289 [previous update 529/05]

Insert depth 59 PA 26° 02′.4N., 53° 18′.5E.

BA Chart 2886 [previous update 528/05]

Insert depth 59 PA (a) 26° 02′.4N., 53° 18′.5E.

Delete depth 67, adjacent to: (a) above

BA Chart 2887 (INT 7232) [previous update 437/05]

Insert depth 59 PA (a) 26° 02′.4N., 53° 18′.5E.

Delete depth 67, adjacent to: (a) above

553 (22/05) UNITED ARAB EMIRATES - Dubai (Dubayy) North-westwards - Depth.

Source: BA notice 5019/05

(HJ/1132/55)

Chart 8004 [previous update 433/05]Insert depth 20₅ PA 25° 29′.5N., 54° 59′.6E.**BA Chart 2887 (INT 7232)** [previous update 552/05]Insert depth 20₅ PA 25° 29′.5N., 54° 59′.6E.**BA Chart 2889 (INT 7211)** [previous update 437/05]Insert depth 20₅ PA 25° 29′.5N., 54° 59′.6E.**BA Chart 3175** [previous update 437/05]Insert depth 20₅ PA 25° 29′.46N., 54° 59′.61E.**554 (22/05) YEMEN – Ra's Isa Marine Terminal - Buoyage. Legends.**

Source: BA notice 5056/05

(HJ/1033/57)

BA Chart 143 (INT 7005) [previous update 359/05]

Insert legend, (buoyed), centred on: 15° 06′.1N., 42° 37′.7E.

15° 03′.3N., 42° 34′.1E.

BA Chart 542 [previous update 413/00]Insert $\frac{\triangle}{Y}$ Fl.5s 15° 05′.0N., 42° 36′.0E.

15° 06′.2N., 42° 37′.8E.

15° 08′.5N., 42° 37′.2E.

15° 08′.7N., 42° 35′.0E.

15° 06′.5N., 42° 34′.0E.

15° 05′.0N., 42° 32′.0E.

15° 03′.0N., 42° 32′.0E.

15° 03′.0N., 42° 36′.0E.

BA Chart 548 [previous update 194/02]Insert $\frac{\triangle}{Y}$ Fl.5s 15° 05′.0N., 42° 36′.0E.

15° 06′.2N., 42° 37′.8E.

15° 08′.5N., 42° 37′.2E.

15° 08′.7N., 42° 35′.0E.

15° 06′.5N., 42° 34′.0E.

15° 05′.0N., 42° 32′.0E.

15° 03′.0N., 42° 32′.0E.

15° 03′.0N., 42° 36′.0E.

555 (22/05) ARABIA – Approaches to the Shatt al' Arab - Khawr al Kafka - Buoy.

Source: BA notice 5060/05

(HJ/1133/94)

BA Chart 1265 (INT 7291) [previous update 248/05]Insert  Fl.G.2s Rep (2005) 29° 28'·55N., 48° 53'·50E.**BA Chart 3773** [previous update 435/05]Insert  Fl.G Rep (2005) 29° 28'·55N., 48° 53'·50E.**556 (22/05) INDONESIA – Sumatera - East Coast - Singkep South-eastwards - P. Saya - Light.**

Light List Vol. K 0953

Source: BA notice 5062/05


(HJ/827/95)

BA Chart 1789 [previous update 524/05]Delete  Fl.5s13m11M 0° 46'·85S., 104° 55'·90E.**557 (22/05) THAILAND - West Coast - Approaches to Kantang - Ko Talibong South-eastwards, South-westwards and North-westwards - Depths. Islet.**

Source: BA notice 5063/05

(HJ/928/70)

Chart 434 [previous update 364/04]

Insert  with seabed character, R 7° 12'·00N., 99° 30'·35E.
depth 0₅ and extend danger line, dotted line, S to enclose 7° 10'·80N., 99° 30'·35E.
depth 2₅ and extend danger line, dotted line, E to enclose (a) 7° 12'·05N., 99° 22'·05E.
depth 5 enclosed by 5m contour 7° 19'·25N., 99° 19'·00E.
depth 2 enclosed by 2m contour 7° 20'·35N., 99° 20'·80E.
islet, radius 180m, centred on: 7° 14'·50N., 99° 27'·35E.
Delete depth 3₁, close NW of: (a) above

558 (22/05) INDONESIA – Jawa - North Coast - Tegal Northwards - Buoy.

Source: BA notice 4976/05

(HJ/827/30)

BA Chart 918 (plan B, Tegal) [previous update 226/05]Insert  GRG Fl(2+1)G.12s 6° 50'·18S., 109° 07'·90E.**559 (22/05) INDONESIA - Jawa - North Coast - P. Mandalika - Light. Legend.**

Light List Vol. K 1144

Source: BA notice 4975/05

(HJ/826/39)


BA Chart 941A [previous update 533/05]Amend range of light to, 23M (a) 6° 23'·5S., 110° 55'·0E.
Delete legend, (exting), at light (a) above**BA Chart 1066** [previous update 532/05]Amend range of light to, 23M (a) 6° 23'·0S., 110° 55'·3E.
Delete legend, (exting), at light (a) above

***560 (22/05) INDIAN OCEAN – Bay of Bengal –Southern Portion – India – Singapore – Submarine Cable.**

Source: VSNL

(HJ/928/66)

Note – All position are in WGS 84

Chart 23 [previous update 325/05]Insert submarine cable, , joining:01° 29'.55N., 078° 11'.12E
(Existing Cable)

01° 33'.71N., 078° 14'.50E


01° 56'.99N., 080° 21'.99E

02° 35'.47N., 083° 10'.00E

02° 44'.09N., 083° 23'.06E

03° 00'.19N., 083° 47'.99E

(E Border)

Chart 33 [previous update 289/05]Insert submarine cable, , joining:06° 01'.72N., 093° 59'.99E
(E Border)

06° 00'.00N., 093° 55'.66E

05° 57'.63N., 093° 48'.50E

05° 51'.53N., 093° 03'.46E

05° 47'.02N., 092° 56'.00E


05° 42'.00N., 092° 36'.00E

05° 35'.99N., 092° 25'.00E

05° 32'.84N., 092° 05'.65E

05° 30'.00N., 091° 57'.99E

(S Border)

Chart 41 [previous update 455/05]Insert submarine cable, , joining:05° 33'.70N., 100° 21'.49E
(shore)

05° 43'.53N., 099° 50'.80E

05° 44'.46N., 099° 40'.75E

05° 43'.48N., 099° 20'.85E

05° 43'.46N., 099° 05'.93E

05° 52'.23N., 098° 03'.81E

05° 53'.69N., 097° 55'.07E

06° 03'.00N., 097° 15'.00E

06° 07'.29N., 096° 16'.29E

06° 07'.74N., 095° 32'.82E

06° 23'.95N., 095° 06'.69E

06° 18'.49N., 094° 37'.48E

06° 05'.86N., 094° 07'.94E

05° 51'.89N., 093° 22'.29E

05° 51'.47N., 093° 11'.01E


05° 42'.00N., 092° 36'.00E

05° 35'.99N., 092° 25'.00E

05° 27'.87N., 091° 34'.48E

05° 26'.23N., 091° 24'.99E

(W Border)

Chart 435 [previous update 415/05]Insert submarine cable, , joining:05° 43'.53N., 099° 50'.80E
(Existing Cable)

05° 44'.78N., 099° 46'.48E

05° 44'.85N., 099° 44'.88E


05° 44'.77N., 099° 43'.25E

05° 44'.46N., 099° 40'.75E

***560 (22/05) INDIAN OCEAN – Bay of Bengal –Southern Portion – India – Singapore – Submarine Cable.**
(continued)


05° 43'.95N., 099° 24'.78E
05° 43'.48N., 099° 20'.85E
05° 43'.00N., 099° 11'.46E
05° 47'.18N., 098° 39'.49E
(W Border)

Chart 471 [previous update 208/05]

Insert submarine cable, , joining:


06° 07'.17N., 095° 44'.99E
(E Border)
06° 05'.89N., 095° 40'.46E
06° 07'.74N., 095° 32'.82E
06° 20'.57N., 095° 13'.77E
06° 23'.95N., 095° 06'.69E
06° 23'.79N., 094° 57'.82E
06° 18'.49N., 094° 37'.48E
06° 12'.73N., 094° 27'.01E
05° 57'.63N., 093° 48'.50E
05° 55'.78N., 093° 41'.06E
05° 53'.48N., 093° 33'.56E
05° 51'.89N., 093° 22'.29E
05° 51'.53N., 093° 03'.46E
05° 47'.02N., 092° 55'.10E
05° 42'.00N., 092° 36'.00E
05° 35'.99N., 092° 25'.00E
05° 32'.84N., 092° 05'.65E
05° 33'.00N., 092° 00'.00E
(W Border)

Chart 4026 [previous update 423/05]

Insert submarine cable, , joining:

05° 33'.70N., 100° 21'.49E
05° 33'.66N., 100° 20'.75E
05° 33'.41N., 100° 19'.48E
05° 34'.60N., 100° 17'.51E
05° 35'.58N., 100° 16'.11E
05° 35'.90N., 100° 14'.30E
05° 36'.50N., 100° 12'.34E
(N Border)

Chart 7707 (INT 707) [previous update 457/05]

Insert submarine cable, , joining:

01° 29'.55N., 078° 11'.12E
(Existing Cable)
02° 35'.47N., 083° 10'.00E
03° 08'.48N., 084° 00'.00E
04° 18'.39N., 088° 30'.81E
04° 42'.75N., 088° 46'.74E
05° 00'.00N., 089° 19'.20E
05° 27'.87N., 091° 34'.48E
05° 35'.99N., 092° 25'.00E
05° 47'.02N., 092° 55'.10E
06° 23'.79N., 094° 57'.82E
06° 07'.74N., 095° 32'.82E
06° 03'.00N., 097° 15'.00E
05° 49'.60N., 098° 23'.72E
05° 41'.77N., 099° 56'.25E
05° 37'.46N., 100° 09'.41E
05° 33'.70N., 100° 21'.49E

(shore)

***561 (22/05) INDIA – West Coast – Mangalore Port – buoy.**

Source: Dept. of Ports and Inland Water Transport Karnataka.

(HJ/1030/25)

Chart 2002 [previous update 169/05]

Insert



12° 50'.8N., 74° 49'.3E

Chart 2052 (INT 7350) [previous update 169/05]

Insert



12° 50'.8N., 74° 49'.3E

***562 (22/05) ARABIAN SEA – Muscat to Mumbai – Submarine Fibre Optic Cable.**

Source: Alda Marine

(HJ/1030/97)

Note – All position are in WGS 84

Chart 21 [previous update 397/04]

Insert

submarine fibre optic cable, ~~~~~, joining:

19° 08'.12N., 072° 48'.58E
(shore)

19° 01'.52N., 072° 36'.62E

18° 59'.17N., 071° 23'.00E

19° 00'.81N., 070° 37'.92E

19° 01'.27N., 070° 33'.50E

19° 04'.23N., 070° 02'.11E

19° 11'.57N., 069° 27'.30E

20° 27'.82N., 065° 51'.75E

20° 40'.43N., 065° 21'.84E

20° 53'.77N., 064° 44'.38E

20° 56'.65N., 064° 30'.67E

21° 10'.71N., 063° 51'.34E

21° 23'.78N., 063° 14'.71E

21° 30'.63N., 062° 55'.98E

21° 50'.05N., 062° 24'.31E

22° 00'.62N., 062° 18'.61E

22° 03'.11N., 062° 17'.00E

22° 25'.96N., 061° 53'.94E

23° 14'.06N., 060° 27'.10E

23° 23'.10N., 060° 17'.63E

23° 41'.00N., 059° 49'.98E

23° 50'.63N., 059° 44'.36E

24° 02'.03N., 059° 21'.30E

24° 06'.82N., 059° 10'.08E

24° 08'.15N., 058° 57'.96E

24° 00'.65N., 058° 52'.09E


23° 55'.81N., 058° 48'.32E

23° 48'.58N., 058° 28'.04E

23° 44'.67N., 058° 15'.00E


(W border)

562 (22/05) ARABIAN SEA – Muscat to Mumbai – Fibre Optic Cable. (continued)*Chart 211** [*previous update 402/05*]

Insert submarine fibre optic cable, , joining:


19° 08' .12N., 072° 48' .58E
(shore)
19° 07' .47N., 072° 48' .29E
19° 05' .96N., 072° 46' .57E
19° 01' .52N., 072° 36' .62E
19° 01' .05N., 072° 35' .57E
19° 00' .09N., 072° 32' .50E
18° 59' .66N., 072° 29' .64E
18° 59' .07N., 072° 28' .56E
18° 59' .18N., 072° 10' .39E
18° 59' .24N., 072° 08' .00E
(W border)

Chart 247 [*previous update 248/98*]

Insert submarine fibre optic cable, , joining:


24° 08' .40N., 059° 06' .00E
(W border)
24° 08' .53N., 059° 05' .28E
24° 07' .54N., 059° 08' .30E
24° 06' .82N., 059° 10' .08E
24° 04' .00N., 059° 16' .50E
(S border)

Chart 255 (INT 7334) [*previous update 402/05*]

Insert submarine fibre optic cable, , joining:


19° 08' .12N., 072° 48' .58E
(shore)
19° 05' .96N., 072° 46' .57E
19° 04' .98N., 072° 44' .40E
19° 01' .05N., 072° 35' .57E
18° 59' .34N., 072° 28' .98E
18° 59' .18N., 072° 10' .39E
18° 59' .24N., 071° 50' .71E
18° 58' .96N., 071° 44' .50E
18° 59' .20N., 071° 00' .48E
19° 02' .50N., 070° 17' .00E
(W border)

Chart 271 [*previous update 413/04*]

Insert submarine fibre optic cable, , joining:

20° 55' .94N., 064° 34' .00E
(W border)
20° 55' .36N., 064° 39' .03E
20° 53' .77N., 064° 44' .38E
20° 50' .28N., 064° 54' .19E
20° 45' .00N., 065° 07' .00E
(S border)

Chart 290 [*previous update 97/03*]

Insert submarine fibre optic cable, , joining:

23° 40' .88N., 058° 11' .51E
(shore)
23° 44' .67N., 058° 16' .74E
23° 49' .25N., 058° 30' .27E
23° 51' .11N., 058° 38' .54E
24° 00' .65N., 058° 52' .09E
24° 09' .11N., 059° 01' .76E
24° 06' .82N., 059° 10' .08E
24° 00' .87N., 059° 23' .77E
23° 59' .87N., 059° 25' .75E
23° 50' .63N., 059° 44' .36E
23° 46' .60N., 059° 48' .55E

***562 (22/05) ARABIAN SEA – Muscat to Mumbai – Fibre Optic Cable. (continued)**

23° 40'.00N., 059° 50'.55E
 23° 35'.81N., 059° 55'.25E
 23° 26'.97N., 060° 12'.09E
 23° 16'.63N., 060° 23'.90E
 22° 25'.96N., 061° 53'.94E
 22° 21'.85N., 061° 59'.13E
 22° 11'.75N., 062° 09'.15E
 22° 05'.00N., 062° 14'.00E
 (S border)

Chart 291 [*previous update 345/04*]

Insert submarine fibre optic cable, , joining:


22° 09'.00N., 062° 11'.00E
 (w border)
 22° 03'.11N., 062° 17'.00E
 21° 55'.02N., 062° 20'.82E
 21° 45'.41N., 062° 29'.51E
 21° 38'.33N., 062° 43'.85E
 21° 34'.00N., 062° 50'.00E
 (S border)

Chart 292 [*previous update 537/04*]

Insert submarine fibre optic cable, , joining:

19° 08'.12N., 072° 48'.58E
 (shore)
 19° 05'.96N., 072° 46'.57E
 19° 01'.52N., 072° 36'.62E
 18° 59'.11N., 072° 23'.07E
 19° 00'.81N., 070° 37'.92E
 19° 13'.30N., 069° 18'.85E
 19° 16'.84N., 069° 10'.48E
 19° 21'.61N., 068° 54'.66E
 20° 20'.00N., 066° 10'.00E
 (W border)

Chart 293 (INT 7022) [*previous update 494/04*]


Insert submarine fibre optic cable, , joining:

19° 08'.12N., 072° 48'.58E
 (shore)
 19° 04'.98N., 072° 44'.40E
 19° 01'.52N., 072° 36'.62E
 19° 00'.09N., 072° 32'.50E
 18° 59'.18N., 072° 10'.39E
 18° 59'.73N., 070° 53'.62E
 19° 01'.27N., 070° 33'.50E
 19° 02'.29N., 070° 20'.00E
 (w border)

Chart 2016 [*previous update 402/05*]

Insert submarine fibre optic cable, , joining:


18° 59'.00N., 072° 26'.50E
 (W border)
 18° 59'.07N., 072° 28'.56E
 18° 59'.36N., 072° 29'.00E
 18° 59'.65N., 072° 29'.64E
 18° 59'.93N., 072° 32'.22E
 19° 00'.24N., 072° 32'.74E
 19° 00'.25N., 072° 33'.94E
 19° 00'.53N., 072° 34'.44E
 19° 02'.70N., 072° 39'.20E
 (N border)

562 (22/05) ARABIAN SEA – Muscat to Mumbai – Fibre Optic Cable. (continued)*Chart 7071 (INT 71)** [previous update 453/05]Insert submarine fibre optic cable, , joining:

19° 08'.12N., 072° 48'.58E
(shore)
18° 59'.18N., 072° 10'.39E
19° 04'.23N., 070° 02'.11E
20° 46'.98N., 065° 03'.48E
21° 45'.41N., 062° 29'.51E
22° 13'.82N., 062° 07'.17E
23° 16'.63N., 060° 23'.90E
23° 50'.63N., 059° 44'.36E
24° 09'.05N., 059° 02'.63E
23° 40'.88N., 058° 11'.50E
(shore)

Chart 7072 (INT 72) [previous update 279/05]Insert submarine fibre optic cable, , joining:

19° 08'.12N., 072° 48'.58E
(shore)
18° 59'.18N., 072° 10'.39E
19° 04'.23N., 070° 02'.11E
21° 45'.41N., 062° 29'.51E
22° 13'.82N., 062° 07'.17E
23° 16'.63N., 060° 23'.90E
23° 50'.63N., 059° 44'.36E
24° 09'.11N., 059° 01'.76E
23° 51'.11N., 058° 38'.54E
23° 40'.88N., 058° 11'.51E
(shore)

Chart 7073 (INT 73) [previous update 453/05]Insert submarine fibre optic cable, , joining:

19° 08'.12N., 072° 48'.58E
(shore)
18° 59'.18N., 072° 10'.39E
19° 04'.23N., 070° 02'.11E
21° 45'.41N., 062° 29'.51E
22° 03'.11N., 062° 17'.00E
23° 33'.61N., 060° 00'.31E
23° 59'.87N., 059° 30'.00E
(W border)

Chart 7705 (INT 705) [previous update 35/05]Insert submarine fibre optic cable, , joining:

19° 08'.12N., 072° 48'.58E
(shore)
19° 05'.65N., 072° 45'.90E
18° 59'.18N., 072° 10'.39E
19° 02'.32N., 070° 19'.50E
20° 36'.55N., 065° 31'.20E
20° 46'.98N., 065° 03'.48E
20° 56'.65N., 064° 30'.67E
21° 45'.41N., 062° 29'.51E
21° 55'.02N., 062° 20'.82E
22° 03'.11N., 062° 17'.00E
22° 13'.82N., 062° 07'.17E
22° 37'.12N., 061° 33'.83E
23° 16'.63N., 060° 23'.90E
23° 42'.00N., 059° 49'.61E
23° 54'.34N., 059° 36'.55E
24° 08'.96N., 059° 00'.13E

***562 (22/05) ARABIAN SEA – Muscat to Mumbai – Fibre Optic Cable. (continued)**


24° 06'.82N., 058° 56'.38E
 23° 51'.11N., 058° 38'.54E
 23° 46'.29N., 058° 20'.35E
 23° 40'.88N., 058° 11'.51E
 (shore)

***563 (22/05) INDIA – South East Coast – Palk Bay – Ammapattinam – light.**

Source: DLL Chennai.


(HJ/1030/00)

Chart 315 [previous update 459/05]

Insert  Fl(2)W 15s 49m 19 M


10° 00'.65N., 79° 13'.74E

Chart 317 [previous update 511/05]

Insert  Fl(2)W 15s 49m 19 M

10° 00'.65N., 79° 13'.74E

Chart 358 (INT 7394) [previous update 511/05]

Insert  Fl(2)W 15s 49m 19 M

10° 00'.65N., 79° 13'.74E

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**564(P)22/05 UNITED ARAB EMIRATES - Abu Dhabi (Abu Zaby) North-eastwards - Approaches to Umm an Nar - Buoyage. Lights. Leading line.**

Source: BA notice 4832(P)/05

(HJ/1132/45)

1. Numerous changes have been made to the aids to navigation marking the approach channel to the Port of Umm an Nar.
2. The principal changes are as follows
 - a) Additional channel buoys have been established either side of the dredged channel in Khawr al Bighal between the entrance to Mina' Zayid (24° 32'·20N., 54° 23'·50E.) and the North Basin of the Port of Umm an Nar (24° 26'·80N., 54° 29'·90E.).
 - b) Many of the existing channel buoys in Khawr al Bighal have been renumbered and are no longer as charted.
 - c) Two white leading lights, on a bearing of 164°, have been established in approximate position 24° 26'·50N., 54° 29'·98E. to lead mariners into the North Basin of the Port of Umm an Nar.
3. Mariners are advised to navigate with caution and consult the local port authority for the latest information.
4. Former *INM* 483(P)/02 is cancelled.

Charts affected - BA 3713 - 3715**565(P)22/05 IRAN - Jazireh-ye Khark and Jazireh-ye Kharku - Depths.**

Source: BA notice 4851(P)/05

(HJ/1132/99)

1. Depths less than charted exist in the approaches to Jazireh-ye Khark and Jazireh-ye Kharku.
2. The most significant depths are as follows:

16 ₄ m	29° 23'·22N., 50° 29'·08E.
28m	29° 17'·71N., 50° 23'·84E.
9 ₇ m	29° 16'·56N., 50° 19'·54E.
8 ₅ m	29° 15'·95N., 50° 20'·03E.
20 ₅ m	29° 14'·04N., 50° 21'·10E.
20 ₅ m	29° 13'·16N., 50° 20'·99E.
8 ₅ m	29° 13'·19N., 50° 17'·87E.
3. In addition the 30 metre contour has extended westwards by approximately 2 cables between positions 29° 15'·80N., 50° 16'·30E. and 29° 16'·90N., 50° 16'·30E. and the 10 metre contour has extended south-eastwards by approximately 1 cable between positions 29° 14'·80N., 50° 20'·15E. and 29° 15'·50N., 50° 21'·10E.
4. Mariners are advised to proceed with caution when navigating in this area.
5. Former *INM* 460(P)/02 is cancelled.

Chart affected - BA 11**566(P)22/05 QATAR - Approaches to Doha (Ad Dawhah) - Dredging areas. Buoyage.**

Source: BA notice 4961(P)/05

(HJ/1132/54)

1. Dredging operations have commenced in the vicinity of the Doha (Ad Dawhah) Port Approach Channel and to the south of the channel for the construction of the new Doha International Airport.
2. Dredging operations are in progress in areas bounded by the following positions:

Area B:

25° 15' .65N. , 51°41' .71E.
25° 16' .73N. , 51°41' .71E.
25° 16' .73N. , 51°42' .31E.
25° 15' .64N. , 51°42' .30E.

566(P)22/05 QATAR - Approaches to Doha (Ad Dawhah) - Dredging areas. Buoyage. (continued)

Area C:

25°15' .11N. , 51°39' .91E.

25°15' .11N. , 51°41' .10E.

25° 13' .48N. , 51°41' .10E.

25° 13' .49N. , 51°39' .91E

Area D:

25° 18' .49N. , 51°39' .34E.

25° 18' .49N. , 51°40' .53E.

25° 17' .27N. , 51°40' .52E.

25° 17' .28N. , 51°39' .33E.

3. Northern and southern access channels, defined as Area A, have been established for the dredgers. They are marked by light buoys and are bounded by the following positions:

- * 25° 16' .04N., 51° 37' .88E. Red buoy, *Fl.R No 1*
- 25° 15' .76N., 51° 38' .68E. Yellow buoy, *Fl.Y No 2*
- 25° 15' .34N., 51° 39' .92E. Red buoy, *Fl.R No 3*
- 25° 14' .92N., 51° 39' .75E. Red buoy, *Fl.R No 4*
- 25° 14' .92N., 51° 38' .68E. Yellow buoy, *Fl.Y No 5*
- 25° 14' .92N., 51° 37' .93E. Red buoy, *Fl.R No 6*
- * 25° 18' .31N., 51° 36' .37E. Yellow buoy, *Fl.Y No 7*
- * 25° 18' .51N., 51° 36' .49E. Yellow buoy, *Fl.Y No 8*
- * 25° 18' .72N., 51° 36' .60E. Yellow buoy, *Fl.Y No 9*
- * 25° 18' .84N., 51° 36' .67E. Yellow buoy, *Fl.Y No 10*
- * 25° 18' .68N., 51° 37' .18E. Yellow buoy, *Fl.Y No 11*
- * 25° 18' .50N., 51° 37' .10E. Yellow buoy, *Fl.Y No 12*
- * 25° 18' .27N., 51° 36' .99E. Yellow buoy, *Fl.Y No 13*
- * 25° 18' .05N., 51° 36' .89E. Yellow buoy, *Fl.Y No 14*
- * 25° 17' .70N., 51° 34' .93E. Yellow buoy, *Fl.Y No 15*

This channel has been declared a maritime exclusion zone and all shipping should keep clear of the area.

- * Indicates new entry.
- 4.* A refuelling barge, *TITAN*, will be moored in position 25° 15' .48N., 51° 39' .76E.
- * Indicates new entry.
- 5. Mariners are requested to proceed with caution when navigating in the vicinity of these areas. For further information mariners should consult the local authorities.
- 6. Former *INM 271(P)/05* is cancelled.

Charts affected - BA 3782 -3787 (INT 7245)***567 (P) (22/05) INDIA – East Coast – Point Calimere to Chennai (Madras) – Jetty.**

Source: Chemplast sanmar Limited.

(HJ/1030/00)

1. Work is taking place in connection with the construction of a new marine terminal jetty.
2. The co-ordinates of the jetty are as follow:
 - 10° 50' .48N., 79° 51' .00E
 - 10° 51' .05N., 79° 51' .00E
 - 10° 50' .05N., 79° 52' .00E
 - 10° 50' .40N., 79° 52' .00E

1. Work is expected to continue till Sep 2006.
2. Mariners are informed that the area is declared as “No Movement Zone”.

Charts affected: 357 (INT 7397) – 3007.

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 16 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: 118 248 306 355 358 359 373 382 383 386 388 389 391 393 401 402 407 408 412 413 416 417 418 419 420.
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	667	2005 series: 192 200 212 216 274 312 329 333 346 352 356 380 384 390 412 413 462 468 517 523 552 555 556 562 566 574 577 594 595 596 598 607 615 620 627 628 631 633 634 635 647 649 650 653 656 657 661 662 663 665 666 667.
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 0361 0402 0555 0571. 2005 series: 0005 0022 0024 0025 0026 0030 0051 0060 0062 0063 0271 0276 0307 0322 0331 0332 0335 0345 0348 0351 0389 0395 0459 0461 0462 0466 0473 0474 0475 0476 0477 0478 0481 0481 0482 0492.

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

<u>No.</u>	<u>Name & Location</u>	<u>Position</u> <u>(Lat- Long)</u>	<u>Charact- eristics</u>	<u>Ht.</u> <u>mts</u>	<u>Range</u> <u>miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D 6821	-North Pass. Ldg Lts 274 ⁰ . Front *	3 39.3 39 52.1	FR	13	4	White concrete column 3 *	
D 6822	-Kilifi. Ldg Lts 330 ⁰ . Front *	3 38.2 39 51.7	FR	White concrete column 2	Occas
F 0651	Tippu Sultan Gudda (Aga Light)	13 39.6 74 39.5	Fl (2) W 10s	18	8	6- side column on round hut 9	<i>fl 0.5, ec1, fl 0.5, ec 8</i> shown 16.9-15/5 *
F 0901.2	Ammappattinam * * *	10 00.6 79 13.7 * * *	Fl (2) W 15s * * *	49 * * *	19 * * *	Circular RCC tower black & white bands 45 *	<i>fl 0.5, ec 2.0, fl 0.5, ec-12</i> *
F 1222.5	Chawra Island	8 27.4 93 02.9	Fl W 15s	16	10	White metal framework tower black & white bands 12	*
F 1807.1	Rear. Pu Mantang	0 47.29 104 34.87	Fl(2)R 10s *	14	10	▽ on metal framework structure 10	<i>fl 0.5, ec 2, fl 0.5, ec 7</i>
K 0839.1	--- Rear	0 03.67 98 17.60	Fl W 5s	18	10	Beacon 18	<i>fl 0.5. TE 2005</i> *
K 0844	Karang Moller	0 04.33 99 24.00	Fl(3)W 15s	12	10 *	...	<i>(fl 0.5, ec 1.5)x 2, fl 0.5, ec</i> <i>10.5</i> *
K 0871	-Bukit Tompat	1 00.39 100 22.88	Fl G 5s	11	8	White framework tower	<i>fl 0.5</i> *
K 0914	Tanjung Cukubalimbing, Balimbingpamancasa	5 55.5 104 33.5	Fl(2)W 10s	63	20	White metal tower and dwelling 61	<i>fl 0.5, ec 2, fl 0.5, ec 7.</i> Obscured 105 ⁰ -108 ⁰ (3 ⁰) by Puala Batukecil. Racon *
K 0929.6	Maginggai	5 21.32 105 49.11	Fl W 3s	14	11	White beacon	<i>fl 0.5</i> *
K 1144	Pulau Mandalika. Summit	6 23.0 110 55.5	Fl W 5s	86	23 * *	White metal framework tower 16	<i>fl 0.5. Vis 069⁰-287⁰(218⁰).</i> Racon *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 21 dated 01 Nov 2005)***NIL****VOL. 2, 1995***(Last correction: Edition No.21 dated 01 Nov 2005)***NIL****B.A. VOL. 3 Part 1, NP 283(1), 2002/03***(Last correction: Edition No. 19 dated 01 Oct 2005)***SHIPS' WEATHER REPORTS***Page 249, before TANZANIA section add new section:***SWEDEN****Norrköping**

Mr Lars Andersson, PMO

SMHI

SE--601 76

Norrköping

Sweden

Telephone: +46 11 4958463

BA Notice No 42

22/05

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.21 dated 01 Nov 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						