



INDIAN NOTICES TO MARINERS FOR 2005

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

EDITION No. 23 DATED 01 DEC 2005

(CONTAIN NOTICES 568 TO 594)

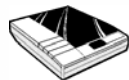
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, 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 568 to 594 contained in this Edition

Indian H.O. Chart No.	Folio No.	Notice No.
20	1	570
204	2	590
211	3	591
214	3	589
252 (INT 7325)	2	590
255 (INT 7334)	3	591
257	3	589
288	1	570
289	1	570
292 (INT 7021)	2	591
293 (INT 7022)	2	591
315	4	569
317	4	569
352 (INT 7416)	5	593(P)
358 (INT 7394)	4	569
402	6	594(T)
472 (INT 7032)	6	594(T)
473 (INT 7031)	6	594(T)
2008	3	568
2010	3	568
2022 (INT 7345)	3	589
2026	2	591
3010 (INT 7418)	5	593(P)
3011 (INT 7421)	5	568
7508 (INT 508)	7	588
7704 (INT 704)	1	571

Admiralty Chart No.	Folio No.	Notice No.
159 (INT 7010)	32	571
262 (INT 7115)	32	573, 592(P)
932	46	572
933	46	572
941A	46	588
1312	46	588
1358	45	582
2374	32	571
2403	45	577, 580, 582
2882 (INT 7264)	40	570
2883	40	570
2886	40	570
3738 (INT 7254)	40	574
3777	40	570
3788	40	570
3790 (INT 7252)	40	574
3831	45	577
3948	46	582
3949	46	577, 580, 581
4030	45	578
4035	45	583, 584, 585, 586
4036	45	585
4039	46	578, 579
4040	46	578, 584, 586, 587
5502	32	575, 576

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*568 (23/05)

(a): NEW INDIAN CHARTS

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2010	15-10-2005	Karwar Harbour <u>Limits:</u> 14° 42.70N; 74° 05'.00E. 14° 47'.00N; 74° 11'.90E.	1:12,500	3	Rs. 1360.00
3011(INT 7421)	13-09-2005	Hugli River Gasper Channel to Haldia <u>Limits:</u> 21° 21.50N; 87° 47'.20E. 22° 01'.50N; 88° 15'.00E.	1: 75,000	5	Rs. 1360.00

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	Main Title	On Publication of New Chart
3011(INT 7421)	Hugli River Gasper Channel to Haldia	3011(INT 7421)

(c): CHARTS AFFECTED BY THE FOREGOING

<u>Chart No.</u>	<u>Last correction</u>	<u>Details</u>
2008	(44/05)	Insert new magenta limit and chart No. 2010 as follows: Limits: 14° 43'.30N; 74°05'.00E. 14° 47'.00N; 74°05'.00E. 14° 47'.00N; 74°11'.72E.

*569 (23/05)

MISCELLANEOUS UPDATES TO CHARTS

<u>Chart No.</u>	<u>Last Notice</u>	<u>Details</u>
315,317 358 (INT 7394)	563/05	Refer INM 459/05, read position: 09 ⁰ 44.710N., 79 ⁰ 01.217E as 09 ⁰ 44.710N., 79 ⁰ 01.317E

570 (23/05) SAUDI ARABIA - East Coast - Abu -Sa 'afah Oilfield West-south-westwards -Submarine pipeline.

Source: BA notice 5238/05

(HJ/1132/69)

Chart 20 [previous update 528/05]

Insert submarine pipeline, +++++, joining:

26° 54'·4N., 50° 29'·2E.
 26° 54'·4N., 50° 26'·9E.
 26° 52'·2N., 50° 21'·1E.
 26° 50'·5N., 50° 12'·0E.
 26° 49'·2N., 50° 09'·2E.
 26° 48'·5N., 50° 03'·0E.
 26° 47'·1N., 50° 01'·4E.
 (shore)

Chart 288 [previous update 528/05]

Insert submarine pipeline, +++++, joining:

26° 54'·4N., 50° 29'·2E.
 26° 54'·4N., 50° 26'·9E.
 26° 52'·2N., 50° 21'·1E.
 26° 50'·5N., 50° 12'·0E.
 26° 49'·2N., 50° 09'·2E.
 26° 48'·5N., 50° 03'·0E.
 26° 47'·1N., 50° 01'·4E.
 (shore)

Chart 289 [previous update 552/05]

Insert submarine pipeline, +++++, joining:

26° 54'·4N., 50° 29'·2E.
 26° 54'·4N., 50° 26'·9E.
 26° 53'·6N., 50° 25'·0E.
 (W border)

BA Chart 2882 (INT 7264) [previous update 436/05]

Insert submarine pipeline, +++++, joining:

26° 54'·4N., 50° 29'·0E.
 (E border)
 26° 54'·4N., 50° 26'·9E.
 (a) 26° 52'·2N., 50° 21'·1E.
 (b) 26° 50'·5N., 50° 12'·0E.
 26° 49'·2N., 50° 09'·2E.
 26° 48'·5N., 50° 03'·0E.
 26° 47'·1N., 50° 01'·4E.
 (shore)

legend, *Oil (see Note)*, along:

(a)-(b) above

BA Chart 2883 [previous update 528/05]

Insert submarine pipeline, +++++, joining:


26° 54'·4N., 50° 29'·2E.
 26° 54'·4N., 50° 26'·9E.
 (a) 26° 52'·2N., 50° 21'·1E.
 (b) 26° 50'·5N., 50° 12'·0E.
 26° 49'·2N., 50° 09'·2E.
 26° 48'·5N., 50° 03'·0E.
 26° 47'·1N., 50° 01'·4E.
 (shore)

legend, *Oil (see Note)*, along:

(a)-(b) above

570 (23/05) SAUDI ARABIA - East Coast - Abu -Sa 'afah Oilfield West-south-westwards -Submarine pipeline.
(continued)

BA Chart 2886 [previous update 552/05]

Insert submarine pipeline,  , joining:

26° 54'·4N., 50° 29'·2E.

26° 54'·4N., 50° 26'·9E.

(a) 26° 52'·2N., 50° 21'·1E.

(b) 26° 50'·5N., 50° 12'·0E.

26° 49'·2N., 50° 09'·2E.

26° 48'·5N., 50° 03'·0E.


26° 47'·1N., 50° 01'·4E.

(shore)

legend, *Oil* (see Note), along:

(a)-(b) above

BA Chart 3777 [previous update 231/05]

Insert submarine pipeline,  , joining:

26° 54'·43N., 50° 29'·18E.

(a) 26° 54'·36N., 50° 26'·91E.

(b) 26° 52'·23N., 50° 21'·13E.

26° 50'·49N., 50° 12'·05E.

26° 49'·16N., 50° 09'·17E.

26° 48'·50N., 50° 03'·05E.


26° 47'·10N., 50° 01'·40E.

(shore)

legend, *Oil* (see Note), along:

(a)-(b) above

BA Chart 3788 [previous update 521/05]

Insert submarine pipeline,  , joining:

26° 54'·29N., 50° 29'·13E.

(a) 26° 54'·22N., 50° 26'·85E.

(b) 26° 52'·09N., 50° 21'·08E.

26° 50'·35N., 50° 12'·00E.

26° 49'·02N., 50° 09'·12E.

26° 48'·36N., 50° 03'·00E.

26° 46'·90N., 50° 01'·31E.

(shore)

legend, *Oil* (see Note), along:

(a)-(b) above

571(23/05) RED SEA - Shab Gharib Oilfield Eastwards - Wreck. Depth.

Source: BA notice 5241/05

(HJ/827/33)

Chart 7704 (INT 704) [previous update 405/05]

Insert 

(a) 28° 23'·7N., 33° 08'·1E.

Delete



close N of:

(a) above

BA Chart 159 (INT 7010) [previous update 244/04]

Insert 

28° 23'·7N., 33° 08'·1E.

BA Chart 2374 [previous update 498/05]

Insert 

28° 23'·73N., 33° 08'·06E.

572 (23/05) INDONESIA - Jawa - Tanjungpriok North-westwards - Wreck.

Source: BA notice 5209/05

(HJ/827/33)

BA Chart 932 (plan B, Approaches to Pelabuhan Tanjungpriok) [previous update 531/05]

Delete  PA

6° 03'·46S., 106° 52'·51E.

BA Chart 933 [previous update 531/05]

Delete  PA

6° 03'·47S., 106° 52'·41E.

573 (23/05) DJIBOUTI - Approaches to the Port of Djibouti - Legends.

Source: BA notice 5298/05

(HJ/1033/16)

BA Chart 262 (INT 7115) (plan A, Port of Djibouti) [previous update 373/05]

Amend legend to, See INM 592(P)/05, centred on:

11° 36'·400N., 43° 07'·400E.

BA Chart 262 (INT 7115) [previous update 373/05]

Amend legend to, See INM 592(P)/05, centred on:

11° 36'·80N., 43° 03'·00E.

11° 44'·20N., 43° 07'·50E.

574 (23/05) BAHRAIN - Approaches to Mina Salman - Depth.

Source: BA notice 5314/05

(HJ/1132/69)

BA Chart 3738 (INT 7254) [previous update 444/05]

Insert



Rep (1977) PA

26° 24'·73N., 50° 56'·84E.

BA Chart 3790 (INT 7252) [previous update 444/05]

Insert



Rep (1977) PA

26° 24'·73N., 50° 56'·84E.

575 (23/05) MALAYSIA - Peninsular Malaysia, West Coast - Johor Strait - Pelabuhan Tanjung Pelepas - Light. Leading line.

Source: BA notice 5260/05

Light List Vol. F 1677.5, 1677.51, 1678

(HJ/927/16)

BA Chart 5502 (plan, Singapore and Singapore Strait) [previous update 281/03]

Insert



(a)

1° 19'·97N., 103° 33'·77E.

leading line, pecked line for 1·2M then firm line for 10·7M,
extending in direction 195·7°from:

(b)

(a) above

legend, Dir, seaward end of:

(b)

(b) above

Delete



close NW of:

(c)

(a) above

leading line, pecked and firm line and associated legend, Dir,
extending in direction 195·7°from:

1° 19'·56N., 103° 33'·60E.

(c) above

576 (23/05) SINGAPORE - Nipa Transit Area - Northwards - Buoy.

Source: BA notice 5261/05

(HJ/927/16)

BA Chart 5502 (plan, Singapore and Singapore Strait) [previous update 575/05]

Delete



Western

1° 12'·72N., 103° 35'·80E.

577 (23/05) SINGAPORE STRAIT - Indonesia -Pulau Bintan -Terumbu Berakit South-westwards - T. Tondang North-eastwards - Depths.

Source: BA notice 5262/05

(HJ/927/15)

BA Chart 2403 [previous update 485/05]

Insert depth 15 and extend 20m contour NE to enclose

1° 15'·50N., 104° 34'·87E.

BA Chart 3831 [previous update 506/05]

Insert depth 15 and extend 20m contour NE to enclose

1° 15'·50N., 104° 34'·87E.

depth 5₉ and extend 10m contour SE to enclose

1° 11'·76N., 104° 19'·59E.

577 (23/05) SINGAPORE STRAIT - Indonesia -Pulau Bintan -Terumbu Berakit South-westwards - T. Tondang North-eastwards - Depths. (continued)

BA Chart 3949 [previous update 483/05]

Insert	depth 5 ₉		1° 11′.79N., 104° 19′.48E..
	10m contour, joining:	(a)	1° 11′.70N., 104° 18′.88E.
		(b)	1° 11′.90N., 104° 20′.24E.
Delete	former 10m contour, joining:		(a) above
			(b) above

578 (23/05) SINGAPORE STRAIT - Main Strait - Depth.

Source: BA notice 5263/05

(HJ/927/16)

BA Chart 4030 [previous update 505/05]

Insert depth 22₃ 1° 12′.377N., 103° 36′.944E.

Delete depth 22₇ 1° 12′.396N., 103° 36′.979E.

BA Chart 4039 [previous update 485/05]

Insert depth 22₃ (a) 1° 12′.377N., 103° 36′.944E.

Delete depth 22₇, close NE of: (a) above

BA Chart 4040 [previous update 505/05]

Insert depth 22₃ (a) 1° 12′.377N., 103° 36′.944E.

Delete depth 22₇, close NE of: (a) above

579 (23/05) SINGAPORE STRAIT - Main Strait - Tuas View South-westwards - Wrecks.

Source: BA notice 5264/05

(HJ/927/16)

BA Chart 4039 [previous update 578/05]

Insert  Wk SD 1° 11′.53N., 103° 32′.48E.

Delete  1° 11′.67N., 103° 32′.76E.

580 (23/05) SINGAPORE STRAIT - Indonesia - Pulau Bintan - Teluk Sebong, Tg. Tondang Westwards and Selat Riau, Tg Taloh Westwards - Lights. Buoy.

Light List Vol. F 1771.55, 1771.6

Source: BA notice 5265/05

(HJ/927/15)

BA Chart 2403 [previous update 577/05]

Insert ★ Fl.G.10M 1° 09′.93N., 104° 18′.34E.

BA Chart 3949 [previous update 577/05]

Insert ★ Fl.R.2s8m10M 1° 10′.77N., 104° 18′.37E.

★ Fl.G.3s8m10M 1° 09′.96N., 104° 18′.23E.

Delete black and white conical buoy with topmark 1° 01′.7N., 104° 11′.8E.

581(23/05) INDONESIA -Sumatera - Selat Riau - Magnetic variation.

Source: BA notice 5266/05

(HJ/927/05)

BA Chart 3949 [previous update 580/05]

Amend legend to, Decreasing about 2' annually Mag Var 0°20'E
(2005), centred on: 1° 06′.3N., 104° 25′.0E.

0° 24′.8N., 104° 10′.0E.

legend to, Decreasing about 2' annually Mag Var 0°25'E
(2005), centred on:

0° 30′.0N., 104° 40′.0E.

Delete magnetic north arrow, centred on: 1° 07′.3N., 104° 25′.0E.

0° 31′.1N., 104° 40′.0E.

0° 25′.8N., 104° 10′.0E.

582 (23/05) INDONESIA - Sumatera - Pulau Karimun Besar - Tanjung Rambut - Light.

Light List Vol. F 1417.5

Source: BA notice 5267/05

(HJ/927/06)

BA Chart 1358 [previous update 294/05]

Amend light to, Fl(3)20s18M

0° 59′.6N., 103° 26′.6E.

BA Chart 2403 [previous update 580/05]

Amend light to, Fl(3)20s18M

0° 59′.6N., 103° 26′.7E.

BA Chart 3948 [previous update 478/05]

Amend light to, Fl(3)20s41m18M

0° 59′.64N., 103° 26′.63E.

583 (23/05) SINGAPORE - Pulau Bukom South-eastwards - Depth.

Source: BA notice 5268/05

(HJ/927/16)



BA Chart 4035 [previous update 263/05]Substitute depth 15₉ for depth 16₅

1° 13′.640N., 103° 46′.784E.



584 (23/05) SINGAPORE - Pulau Bukom Eastwards - Obstruction.

Source: BA notice 5269/05

(HJ/927/16)

BA Chart 4035 [previous update 583/05]Substitute  *Obstn* for  *Obstn*

1° 13′.877N., 103° 46′.537E.

BA Chart 4040 [previous update 578/05]Substitute  *Obstn* for  *Obstn*

1° 13′.877N., 103° 46′.537E.

585 (23/05) SINGAPORE -Jong Fairway - Depths.

Source: BA notice 5270/05

(HJ/927/16)

BA Chart 4035 [previous update 584/05]Insert depth 18₁

1° 13′.545N., 103° 48′.024E.

depth 17₂

(a)

1° 13′.360N., 103° 48′.166E.

depth 17₆

(b)

1° 13′.276N., 103° 48′.281E.

Delete depth 17₆, close NNE of:

(a) above

depth 18₄, close NE of:

(b) above

BA Chart 4036 [previous update 174/05]Insert depth 17₂

(a)

1° 13′.360N., 103° 48′.166E.

depth 17₆

(b)

1° 13′.276N., 103° 48′.281E.

Delete depth 17₆, close NNE of:

(a) above

depth 18₄, close NE of:

(b) above

586 (23/05) SINGAPORE -Pasir Panjang Terminal - Pasir Panjang Fairway -Depths.

Source: BA notice 5271/05

(HJ/927/16)

BA Chart 4035 [previous update 585/05]

Insert depth 15

1° 16′.344N., 103° 46′.523E.

1° 16′.307N., 103° 46′.576E.

(a)

1° 16′.436N., 103° 46′.533E.

depth 16

(b)

1° 16′.373N., 103° 46′.480E.

Delete depth 14₇

1° 16′.346N., 103° 46′.561E.

depth 14₈, adjacent to:

(a) above

depth 15₆, adjacent to:

(b) above


BA Chart 4040 [previous update 584/05]Substitute depth 15 for depth 14₈

1° 16′.436N., 103° 46′.533E.

587 (23/05) SINGAPORE -Jurong Terminal - Landmark.

Source: BA notice 5272/05

(HJ/927/16)

BA Chart 4040 [previous update 586/05]Delete  Jurong Control (69)

1° 18'·43N., 103° 43'·24E.

588 (23/05) INDONESIA - Sumatera - East Coast - Pulau Banka North-eastwards - Obstruction.

Source: BA notice 5295/05

(HJ/927/16)

Chart 7508 (INT 508) [previous update 525/05]Insert  *Obstn*

1° 04'·0S., 106° 49'·0E.

BA Chart 941A [previous update 559/05]Insert  *Obstn*

1° 04'·0S., 106° 49'·0E.

BA Chart 1312 [previous update 532/05]Insert  *Obstn*

1° 04'·0S., 106° 49'·0E.

***589 (23/05) INDIA –WEST COAST – Approaches to Mormugao –Wreck.**

Source: Nav VIII 679/05

(HJ/1030/56)

Chart 257(INT 7343) [previous update 340/05]Insert 

15° 25'·0N., 073° 52'·0E

Chart 214 [previous update 340/05]Insert 

15° 25'·0N., 073° 52'·0E

Chart 2022(INT 7345) [previous update 340/05]Insert 

15° 25'·0N., 073° 52'·0E

***590 (23/05) INDIA –WEST COAST – Dwarka to Navibandar – Land mark.**

Source: ROS Nirdeshak A(N) – 227

(HJ/1131/20)

Chart 204 [previous update 451/02]Insert  WATER TOWER

22° 10'·57N., 069° 05'·19E

Chart 252(INT 7325) [previous update 397/04]Insert  WATER TOWER

22° 10'·57N., 069° 05'·19E

***591 (23/05) INDIA –WEST COAST – Revadanda Port –Light.**

Source: Nav 671/05

(HJ/1030/87)

Chart 293 (INT 7022) [previous update 562/05]

Insert Racon (O), at light

18° 32'·30N., 072° 54'·50E

Chart 292 (INT 7021) [previous update 562/05]

Insert Racon (O), at light

18° 32'·30N., 072° 54'·50E

Chart 255 (INT 7334) [previous update 562/05]

Insert Racon (O), at light

18° 32'·30N., 072° 54'·50E

591(23/05) INDIA –WEST COAST – Revadanda Port –Light. (continued)*Chart 211** [*previous update 562/05*]

Insert Racon (O), at light

18° 32'.30N., 072° 54'.50E

Chart 2026 [*previous update 494/05*]

Insert Racon (O), at light

18° 32'.30N., 072° 54'.50E

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**592 (P)23/05 DJIBOUTI - Approaches to the Port of Djibouti - Buoyage. Jetty. Pilot boarding place.**

Source: BA notice 5297(P)/05

(HJ/1030/16)

1. * The Port of Djibouti has put in place three Cardinal buoys in the North entrance fairway to the Doraleh Oil Terminal. These navigation lights mark the main entrance channel for all vessels entering and leaving the Doraleh Oil Terminal. The positions and characteristics of these buoys are:

<i>Buoy description & name</i>	<i>Light description</i>	<i>Position (WGS84 Datum)</i>
South cardinal buoy, "Etoile"	Q(6)+LFl.15s	11° 37'·602N., 43° 05'·197E.
North cardinal buoy, "Meteore"	Q with Racon (D)	11° 39'·382N., 43° 06'·183E.
West cardinal buoy, " El Haj"	Q(9)15s	11° 38'·507N., 43° 04'·391E.

2. A buoyed channel has been established to mark the approach to Doraleh Petroleum Terminal. The channel which passes between Recif d'Ambouli and Banc des Saline is marked by the following light buoys:

<i>Buoy description</i>	<i>Name</i>	<i>Light description</i>	<i>Position (WGS84 Datum)</i>
Starboard-hand lateral mark	No 5	Fl(2)G.6s	11° 36'·41N., 43° 07'·15E.
Port-hand lateral mark	No 6	Fl(2)R.6s	11° 36'·29N., 43° 07'·17E.
Starboard-hand lateral mark	No 7	Fl.G.6s	11° 36'·43N., 43° 06'·71E.
Port-hand lateral mark	No 8	Fl.R.4s	11° 36'·13N., 43° 06'·63E.
Port-hand lateral mark	No 10	Q.R	11° 36'·15N., 43° 05'·76E.

3. * A Pilot boarding place has been established in position 11° 40'·20N., 43° 05'·20E.

4. * A Jetty for the Doraleh Oil Terminal has been constructed between approximate positions 11° 35'·66N., 43° 04'·83E. and 11° 36'·17N., 43° 04'·83E.

* Indicates new or revised entry.

6. Former INM 396(P)/05 is cancelled.

Chart affected - BA 262 (INT 7115)

***593 (P) (23/05) INDIA – EAST COAST – Gopalpur to paradip – Submarine Pipeline.**

Source: Nav 677/05.

(HJ/1129/93)

1. Submarine pipeline laying operation is in progress between positions 20° 14'·03N., 86° 36'·58E and 20° 04'·70N., 86° 41'·51E.

2. Mariners are advised to navigate with caution in the area.

Charts affected: 352 (INT 7416) – 3010 (INT 7418)

***594 (T) (23/05) INDIA – WEST COAST – Andaman Sea – Data Buoy.**

Source: IHQ MoD (Navy)

(HJ/1028/47)

1. Data buoys are being laid in the following positions around the Andaman & Nicobar Island for acquiring oceanographic and meteorological information.

- (a) 14° 00'.00N., 92° 00'.00E.
- (b) 12° 00'.00N., 92° 00'.00E.
- (c) 10° 00'.00N., 92° 00'.00E.
- (d) 08° 00'.00N., 92° 00'.00E.
- (e) 12° 00'.00N., 94° 00'.00E.
- (f) 10° 00'.00N., 94° 00'.00E.
- (g) 13° 25'.00N., 93° 33'.00E.

2. Mariners are advised to exercise caution.

Charts affected: 402 - 472 (INT 7032) – 473 (INT 7031) .

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

PARADIP PORT INFORMATION

- The main docking arms have been renamed as “CENTRAL DOCK” and “EAST DOCK”. Modification of “CENTRAL DOCK” has been completed. The “CENTRAL DOCK” and “EAST DOCK” now both have 07 berths each.
- The details of these berths are as follows:

“CENTRAL DOCK”

(a) Fertiliser Berth – I

Quay length	Design depth	Draft	LOA
250 meters,	13 meters	12.5	230 meters

(b) Fertiliser Berth – II Captive berth for Oswal Chemical & Fertiliser Ltd.

Quay length	Design depth	Draft	LOA
250 meters,	13 meters	12.5	230 meters

(c) Multi purpose Berth

Quay length	Design depth	Draft	LOA
232 meters,	13.5 meters	12.5	190 meters

(d) Central Quay – I, II, III.

Quay length	Design depth	Draft	LOA
755 meters,	13.5 meters	12.5	230 meters

(e) North Quay – II

Quay length	Draft
232 meters,	5.0

“EAST DOCK”

(a) East Quay –I, II & III. Total length of East Quay –I, II, & III. is 686 meters. Also known as General Cargo Berth. The design depths EQ– I & EQ – II are 11.5 meters each and EQ – III is 12.5 meters 04 nos., shore cranes are available for loading & unloading. Admissible draft and LOA is 11.0 and 260 meters for EQ I and II respectively. Admissible draft and LOA at EQ-III is 12 meters and 230 meters respectively.

(b) Coal Berth – I & II Length of coal berth I & II – 260 meters each and design depth is 14.3 meters. Mechanised handling facilities can load coal up to 8000 Tones per hour. Admissible draft and LOA is 12.5 and 260 meters respectively. However vessels are permitted to load to Max. draft of 13.0 M to sail out on H.W during October to April at berth.

(c) Iron Ore Berth 320 meters space available between dolphin to dolphin. Admissible draft and LOA is 12.5 and 260 meters respectively. However vessels are permitted to load to Max. draft of 13.0 M to sail out on H.W during October to April at berth.

(d) North Quay – I Admissible draft is 5.0 meters used for barge operation.

4. A new Deep Sea Trawler Berth (DSTB) has been constructed north of the existing slipway. The maintained depth at this berth is 5.0 meters. used for Deep Sea Fishing Trawlers.

5. Oil berth: -

Space available between dolphin to dolphin	Design depth	Draft	LOA
300 meters,	14 meters	12.7	230 meters

6. Dredging and construction work completed and area open for navigation.

Tsunami Notices

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

Source: NHO, Dehradun

(HJ/NM/Gen)

- 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)

- 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.
- Mariners are advised to exercise caution and contact local port authorities for the latest information.
- 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)

- 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.
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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 Dec 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 2005 series: 248 306 373 382 383 386 388 389 391 393 401 402 407 408 412 413 416 421 423 425 426 434 435 436 437 438 439.
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: 362.
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	698	2005 series: 192 200 212 216 274 312 329 333 346 352 356 380 384 390 412 413 462 468 517 523 552 555 556 562 566 574 577 594 595 596 607 615 631 633 634 635 647 649 650 653 656 657 661 668 670 671 673 675 676 677 679 680 682 685 686 687 688 691 692 693 694 695 696 697 698.
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	0510	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 0395 0474 0481 0497 0497 0498 0499 0500 0510.

XII	N.E. Pacific	Nil	2005 series: Nil
XIII	N.W. Pacific	Nil	Nil
XIV	S.W. Pacific	Nil	2005 series Nil
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 (Lat- Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D 7406.5	<i>Remove from List</i>						
D 7407	-- Al Manama, Marina (MENAS)	26 14.40 50 36.09 *	Fl W 2s *	...	...	On beacon *	
D 7407.3	---	26 14.26 50 36.20	Fl R *	...	...	Red beacon *	
D 7407.42	--	26 14.57 50 37.21	Fl G 3s *				
D 7407.46	--	26 14.49 50 37.08	Fl G 5s *				
D 7407.85	<i>Remove from List</i>						
D 7411.2	<i>Remove from List</i>						
D 7411.68	<i>Remove from List</i>						
F 0510.2	<i>Remove from List</i>						
F 0510.3	<i>Remove from List</i>						
F 0558	Revadanda port Korlai Fort	18 32.3 72 54.5	Fl W 3s	33	13	White square masonry tower, black bands 16	<i>fl 1 Racon (O)</i> *
F 0901.5	-Pasipattanam	9 48.3 79 04.7	Fl (3) W 10s	49	19	Circular RCC tower Red and White horizontal bands 45	<i>fl 0.3, ec 1.5, fl 0.3, ec 1.5, fl 0.3, ec 6.1</i> * *
F 0906	Rameswaram	9 19.0 79 19.8	Fl (2) W 20s	16.5	13	CC Block Masonry Rectangular tower Red and spiral bands 15	<i>fl 0.75, ec 2.0, fl 0.75, ec 16.5</i> * *
F 9522.015	--IRONG BARAT C	5 31.63 104 45.48	Lit	...	...	Platform	TE 2005 *

<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 9522-052	-SOUTH ANGSI A FIELD. <i>FSO ANGSI</i>	5 05-0 104 41-0	Lit	...	...	...	<i>Platform Angsi Selaton A close by</i> *
K 1614	Bukit Jugra	2 50-1 101 25-1	Fl W10s	146	24	White round concrete tower 25	Another tower of similar size is located very close by *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 21 dated 01 Nov 2005)***MARITIME RADIO STATIONS***Page 8, REUNION (France), LA REUNION (CROSS) (MRCC), contacts table, delete and replace by:*

20°54'S55°36'E	MMSI 006601000	DSC VHF MF HF			
 +262 262 434343		 +262 262 711595			
TELEX +961 916140 (COSRU 916140F)		CALL Cross Réunion			
E-MAIL lareunion.mrcc@equipement.gouv.fr		IRIDIUM881631448080			
Inmarsat C (IOR) 422799193=ETAS X					
NOTE This station does not accept public correspondence, accepting Distress, Urgency and Safety traffic only					
BA Notice No 45					23/05

Page 10, SEYCHELLES, SEYCHELLES (S7Q), delete WT (MF) and WT (HF) tables

BA Notice No 45

23/05

VOL. 2, 1995*(Last correction: Edition No.21 dated 01 Nov 2005)**Page 36, Insert*

Revadanda Port

Korlai Fort LT Racon

18° 32.0N 72° 54.50E

O

Navarea VIII 671/05

23/05

B.A. VOL. 3 Part 1, NP 283(1), 2002/03*(Last correction: Edition No. 22 dated 16 Nov 2005)***NIL****VOL. 5, 1997/98***(Last correction: Edition No.18 dated 16 Sep 2005)**Page 182, Chapter 17: DISTRESS, SEARCH AND RESCUE, IRAN delete section and replace by:
IRAN*

National SAR Agency: Headquarters (HQ), Ports and Shipping Organization, Director General, Maritime Safety and Protection of Marine Environment. Address: South Didar St. Shahid Haghani Highway, Vanak Sq. Postal Code: 15186 P.O. Box 158754574 Tehran Iran Tel: +98 21 84932175, 84932172 & 84932170 Fax: +98 21 84932190 E-mail: Tehran--mrcc@ir--pso.com / Parhizi@ir--pso.com			
The Ports and Shipping Organization is responsible for co-ordinating maritime Search and Rescue operations. A network of Coast Radio Stations maintain a continuous listening watch on international distress frequencies.			
	Telephone +98	Fax +98	Others
HQ TEHRAN	21 84932175 21 84932172 21 84932170	21 84932190 21 88651191	E-mail Tehran-mrcc@ir--pso.com Parhizi@ir--pso.com
MRCC AMIR ABAD (Caspian Sea)	152 5462019	152 5462019	Telex +88 215124
MRCC ANZALI (Caspian Sea)	181 3225540	181 3223902	Telex +88 232199
MRCC BANDAR-E SHAHID BAHONAR (BANDAR 'ABBAS)	761 5563966 761 5563967	761 5564056	Telex +88 214278 +88 214287

MRCC BANDAR IMAM KHOMEYNI	651 2226902 652 2522451-3	651 2226902	Telex +88 612051
MRCC BUSHEHR	771 2530074 771 2530075	771 2530079 771 2530072	Telex +88 222208
MRCC CHAH-BAHAR (Gulf of Oman)	545 2221415 545 2221215	545 2221215	
MRCC NOW-SHAHR (Caspian Sea)	191 3250984	191 3250982	Telex +88 216643

BA Notice No 44

23/05

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						