



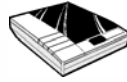
INDIAN NOTICES TO MARINERS FOR 2006

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

EDITION No. 06 DATED 16 MAR 2006

(CONTAIN NOTICES 138 TO 162)

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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 138 to 162 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	147	792	45	153
21	2	138, 154	801 (INT 7143)	32	142
22 (INT 752)	3	138, 154, 156	1235 (INT 7289)	40	139
23	4	156	1265 (INT 7291)	40	139
31	5	157	1312	46	152
32 (INT 754)	5	156	1353	45	151
216	3	155	1955	32	148
222	3	156	2088	36	140
223	4	156	2442	40	161
260 (INT 7362)	3	156	2443	40	161
261	4	156	2444	40	141, 160
262	4	156	2837	40	161
263 (INT 7383)	4	156	2847	40	161
288	1	147	2851	40	145, 146
289	1	145, 147	2858	40	161
301	5	158	2883	40	147
351	5	158	2886	40	161
352 (INT 7416)	5	157	2887 (INT 7232)	40	161
353 (INT 7413)	5	157	2888 (INT 7199)	40	161
408	6	159	2889 (INT 7211)	40	161
2048	3	156	3173	40	145
2088	1	146	3174	40	161
3005	5	157	3175	40	161
3011 (INT 7424)	5	158	3176	40	161
3013	5	158	3179	40	141, 160
4005	6	159	3409	40	149
4017	6	159	3412 (INT 7219)	40	161
8004	1	144, 145	3413	40	141, 160
8005	1	144	3584	45	151
			3599	40	145
			3739 (INT 7220)	40	143, 161
			3831	45	150, 162
			3833	45	150, 162
			3921	45	151
			3944	45	153
			3950	40	161
			4041	46	150, 162
			4042	46	150, 162
			4043	46	150, 162
			4172 (INT 7570)	36	140
			5502	32	150, 162

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*138 (06/06)

MISCELLANEOUS UPDATES TO CHARTS

<u>Chart No.</u>	<u>Previous Updates</u>	<u>Details</u>
21	104/06	Refer INM 104/06 Delete chart from the notice.
22(INT 752)	106/06	Refer INM 104/06 Delete chart from the notice.
139 (06/06) SAUDI ARABIA – Shaḡḡ al Arab - Khawr Al Kafka Northwards - Al Baḡrah (Al Bakr) Terminal South-eastwards - Buoy		
Source: BA Notice 779 /06. (HJ/1133/91)		
BA Chart 1235 (INT 7289) [previous update 123/06]		
Substitute	 Fl.5s for 	29° 39′.4N., 48° 50′.4E.
BA Chart 1265 (INT 7291) [previous update 555/05]		
Substitute	 Fl.5s for 	29° 39′.4N., 48° 50′.4E.
BA Chart 3773 [previous update 68/06]		
Substitute	 Fl.5s for 	29° 39′.4N., 48° 50′.4E.
140(06/06) SOUTH AFRICA - East Coast - Approaches to Richards Bay - Durnford Point Southwards - Depths.		
Source: BA Notice 963/06. (HJ/634/17)		
BA Chart 2088 [previous update 240/02]		
Insert	depth 9 ₄ enclosed by 10fm contour	28° 59′.2S., 32° 00′.8E.
BA Chart 3300 [previous update 240/02]		
Insert	depth 9 ₄ and extend 10fm contour SE to enclose	28° 59′.2S., 32° 00′.8E.
BA Chart 4172 (INT 7570) [previous update NE 27/07/2001]		
Insert	depth 17 ₇	(a) 28° 59′.2S., 32° 00′.8E.
Delete	depth 22, close N of:	(a) above
141(06/06) UNITED ARAB EMIRATES – Jazirat Das South-eastwards – Legends. Buoyage		
Source: BA Notice 876/06. (HJ/1132/57)		
BA Chart 2444 [previous update 97/06]		
Insert	legend, See INM 160 (P) /06	25° 08′.10N., 52° 54′.80E.
Substitute	 Fl.Y.5s No 1 for  Fl.Y.5s	25° 07′.10N., 52° 55′.76E.
	 Fl.Y No 2 for  Fl.Y	25° 07′.70N., 52° 54′.56E.
BA Chart 3179 [previous update 97/06]		
Insert	legend, See INM 160 (P) /06	25° 08′.10N., 52° 54′.60E.
Substitute	 Fl.Y.5s No 1 for  Fl.Y.5s	25° 07′.10N., 52° 55′.76E.
	 Fl.Y No 2 for  Fl.Y	25° 07′.70N., 52° 54′.56E.



141(06/06) UNITED ARAB EMIRATES – Jazirat Das South-eastwards – Legends. Buoyage. (continued)**BA Chart 3413 (plan D, Jazirat Das) [previous update 97/06]**

Insert legend, See INM 160(P)/06 25° 07′.80N., 52° 54′.50E.

Substitute  FLY No 2 for  F.Y. 25° 07′.70N., 52° 54′.56E.

BA Chart 3413 (plan C, Approaches to Jazirat Das) [previous update 97/06]

Insert legend, See INM 160 (P) /06 25° 08′.00N., 52° 54′.50E.

Substitute  FLY.5s No 1 for  FLY.5s 25° 07′.10N., 52° 55′.76E.

 FLY No 2 for  F.Y. 25° 07′.70N., 52° 54′.56E.

142 (06/06) RED SEA - Gulf of Aqaba - Egypt and Jordan - Taba Heights and Tala Bay - Lights. Coastline.

Source: BA Notice 887/06.

Light List Vol. E, 6041.65, 6041.66, 6044.75, 6044.751

(HJ/1134/95)

BA Chart 801 (INT 7143) (plan A, Approaches to Eilat and El'Aqaba) [previous update 352/05]

Insert  Fl.G.2M & Fl.R.2M 29° 24′.55N., 34° 58′.65E.

143 (06/06) UNITED ARAB EMIRATES - Jebel Ali (Mina Jabal Ali) and Approaches - Dredged depths. Legends.

Source: BA Notice 898/06.

(HJ/1132/54)

BA Chart 3739 (INT 7220) (plan, Jebel Ali (Mina Jabal A li)) [previous update 96/06]

Amend legend to, Dredged to 15.0m (2006), centred on: 25° 00′.7N., 55° 02′.9E.

legend to, Dredged to 17.0m (2006), centred on: 25° 01′.0N., 55° 02′.6E.

BA Chart 3739 (INT 7220) [previous update 96/06]

Amend legend to, Dredged to 17.0m (2006), centred on: 25° 06′.0N., 54° 57′.5E.

144 (06/06) OMAN -Khaşab - Submarine cable.

Source: BA Notice 900/06.

(HJ/1132/63)

Chart 8005 [previous update 251/05]

Insert submarine cable , joining: 26° 12′.68N., 56° 14′.45E.(shore)
26° 13′.82N., 56° 13′.90E.
26° 14′.70N., 56° 13′.62E.
26° 16′.45N., 56° 13′.45E.

Chart 8004 [previous update 41/06]

Insert submarine cable , joining: 26° 12′.7N., 56° 14′.5E.(shore)
26° 14′.7N., 56° 13′.6E.
26° 16′.5N., 56° 13′.5E.

145 (06/06) IRAN – Bandar Abbas - Submarine cable.


Source: BA Notice 901/06.


(HJ/1132/73)

Chart 289 [previous update 127/06]

Insert submarine cable , joining: 27° 10′.9N., 56° 18′.5E.(shore)
27° 06′.5N., 56° 18′.9E.
27° 04′.2N., 56° 20′.3E.
26° 52′.2N., 56° 30′.5E.

Chart 8004 [previous update 144/06]

Insert submarine cable , joining: 27° 08′.0N., 56° 18′.7E. (TTTT)
27° 06′.5N., 56° 18′.9E.
27° 04′.2N., 56° 20′.3E.
26° 59′.7N., 56° 24′.6E.
26° 52′.2N., 56° 30′.5E.


145 (06/06) IRAN – Bandar Abbas - Submarine cable.(continued)**BA Chart 2851** [previous update 67/06]Insert submarine cable  , joining:

27° 10′.9N., 56° 18′.5E.(shore)

27° 06′.5N., 56° 18′.9E.

27° 04′.2N., 56° 20′.3E.

26° 52′.2N., 56° 30′.5E.

BA Chart 3173 [previous update 89/06]Insert submarine cable  , joining:


27° 10′.93N., 56° 18′.53E.(shore)

27° 06′.54N., 56° 18′.90E.

27° 04′.17N., 56° 20′.29E.

26° 59′.71N., 56° 24′.56E.

26° 52′.20N., 56° 30′.50E.

BA Chart 3599 [previous update 33/05]Insert submarine cable  , joining:

27° 10′.93N., 56° 18′.53E.(shore)

27° 06′.54N., 56° 18′.90E.

27° 04′.17N., 56° 20′.29E.


26° 59′.71N., 56° 24′.56E.

26° 57′.00N., 56° 26′.71E.

146 (06/06) OMAN - Seeb - Submarine cables.

Source: BA Notice 902/09.

(HJ/1132/31)

Chart 2088 [previous update 67/06]Insert submarine cable  , joining:

23° 40′.92N., 58° 11′.52E.(shore)

23° 46′.60N., 58° 12′.60E.

and

23° 40′.80N., 58° 11′.79E.(shore)

23° 41′.50N., 58° 12′.16E.


23° 41′.90N., 58° 12′.10E.

23° 43′.88N., 58° 12′.95E.

23° 44′.32N., 58° 13′.00E.

23° 44′.80N., 58° 13′.30E.

23° 46′.10N., 58° 13′.80E.

BA Chart 2851 [previous update 145/06]Insert submarine cable  , joining:

23° 40′.9N., 58° 11′.5E.(shore)

23° 46′.6N., 58° 12′.6E.

and

23° 40′.8N., 58° 11′.8E.(shore)

23° 46′.1N., 58° 13′.8E.

147 (06/06) IRAN - Dashti-South-eastwards - Tombak - Light.

Source: BA Notice 903/06.

(HJ/1132/77)

Chart 20 [previous update 68/06]Insert  Fl(2) 12M

27° 43′.26N., 52° 10′.52E.

Chart 288 [previous update 127/06]Insert  Fl(2)10s12M PA

27° 43′.26N., 52° 10′.52E.

Chart 289 [previous update 145/06]Insert  Fl(2)10s12M PA

27° 43′.26N., 52° 10′.52E.

BA Chart 2883 [previous update 612/05]Insert  Fl(2)10s12M PA

27° 43′.26N., 52° 10′.52E.

148 (06/06) RED SEA - Yemen - Ghubb Diknaw Southwards - Legend. Note.

Source: BA Notice 905/06.

(HJ/1033/57)

BA Chart 1955 (plan, Southern Entrance to Madiq Kamaran) [previous update 145/02]

Insert legend, *Uncharted coral patches Rep(2005)*, centred on: 15° 14'·13N., 42° 38'·15E.
 the accompanying note, DEPTHS, centred on: 15° 18'·86N., 42° 35'·17E.

149 (06/06) OMAN - Strait of Hormuz - Khawr Al Quway- Ra's Musandam Base (RMB) Southwards - Light.

Source: BA Notice 945/06.

Light List Vol. D, 7340.4

(HJ/1132/63)

BA Chart 3409 (plan F, Khawr Al Quway. Anchorage) [previous update 251/05]

Amend light to, Fl.R.5s6m3M 26° 22'·03N., 56° 21'·71E.

150 (06/06) SINGAPORE - Singapore Island - Changi East -Southwards - Legends.

Source: BA Notice 868 /06.

(HJ/927/15)

BA Chart 3831 [previous update 80/06]

Insert legend *See INM162 (P) /06*, centred on: 1° 18'·18N., 104° 04'·21E.
 1° 17'·10N., 104° 00'·70E.
 1° 16'·50N., 103° 57'·37E.

BA Chart 3833 [previous update 116/06]

Insert legend *See INM162 (P) /06*, centred on: 1° 17'·05N., 104° 00'·50E.
 1° 16'·50N., 103° 57'·37E.

BA Chart 4041 [previous update 110/06]

Insert legend *See INM162 (P) /06*, centred on: 1° 18'·08N., 104° 03'·69E.
 1° 17'·10N., 104° 00'·20E.
 1° 16'·28N., 103° 57'·38E.

BA Chart 4042 [previous update 606/06]

Insert legend *See INM162 (P) /06*, centred on: 1° 18'·08N., 104° 03'·69E.

BA Chart 4043 [previous update 606/06]

Insert legend *See INM162 (P) /06*, centred on: 1° 18'·08N., 104° 03'·69E.
 1° 17'·40N., 104° 00'·55E.

BA Chart 5502 (plan, Singapore and Singapore Strait) [previous update 81/06]

Insert legend *See INM162 (P) /06*, centred on: 1° 17'·20N., 103° 57'·40E.

151 (06/06) INDONESIA - Sumatera - East Coast - Kualatanjung - Jetty. Legend.

Source: BA Notice 894/06.

(HJ/928/30)

BA Chart 1353 [previous update 92/06]

Insert jetty, single firm line, joining: (a) 3° 22'·1N., 99° 26'·5E. (shore)
 (b) 3° 23'·2N., 99° 27'·5E.
 legend, PA, along: (a)-(b) above

BA Chart 3584 (plan, Kualatanjung) [previous update 421/05]

Insert jetty, single firm line, joining: (a) 3° 22'·10N., 99° 26'·51E. (shore)
 (b) 3° 23'·16N., 99° 27'·49E.
 and
 3° 23'·19N., 99° 27'·45E.
 3° 23'·11N., 99° 27'·52E.
 legend, Jetty Rep (2006) PA, along: (a)-(b) above

BA Chart 3921 [previous update 421/05]

Insert jetty, single firm line, joining: (a) 3° 22'·10N., 99° 26'·51E. (shore)
 (b) 3° 23'·16N., 99° 27'·49E.
 legend, PA, along: (a)-(b) above

152 (06/06) INDONESIA - Sumatera - Pulau Bangka Northwards - Platform.

Source: BA Notice 959/06.

(HJ/927/93)


BA Chart 1312 [previous update 119/06]Delete  0° 54'·7S., 106° 04'·1E.**153 (06/06) MALACCA STRAIT - Pulau Pangkor - Labuhan Barat and Alur Utara - Depths. Legend. Mooring buoy.**

Source: BA Notice1009/06.

Light List Vol. F, 1555.1

(HJ/927/49)

BA Chart792[previous update 414/05]

Insert	depth 6_7	(a)	4° 18'·74N., 100° 33'·29E.
	depth 1_1 enclosed by 2m contour		4° 17'·61N., 100° 33'·52E.
	depth 0_7 enclosed by 2m contour		4° 17'·53N., 100° 33'·53E.
	depth 12_2	(b)	4° 16'·18N., 100° 34'·53E.
	depth 1_2 enclosed by 2m contour		4° 14'·02N., 100° 32'·27E.
	depth 0_9 enclosed by 2m contour		4° 13'·95N., 100° 32'·18E.
Amend	legend to, 152°, centred on:		4° 17'·73N., 100° 33'·77E.
Delete	depth 4_8 enclosed by 5m contour, adjacent to:	(a)	above
	depth 8_4 enclosed by 10m contour, close N of:	(b)	above
	 <i>Compass</i> , and associated radar reflector		4° 15'·65N., 100° 35'·00E.

BA Chart 3944 [previous update 472/05]

Insert	depth 12_2	(a)	4° 16'·18N., 100° 34'·53E.
	10m contour, joining:	(b)	4° 16'·60N., 100° 34'·45E. (existing contour)
			4° 16'·28N., 100° 34'·68E.
		(c)	4° 16'·00N., 100° 34'·80E. (existing contour)
			4° 17'·60N., 100° 33'·90E.
Amend	legend to, 152°, centred on:		
Delete	depth 8_4 , adjacent to:	(a)	above
	former 10m contour, joining:	(b)	above
		(c)	above

***154 (06/06) INDIA – West Coast – Approaches to Mumbai – Platform. Mooring Buoy**

Source: Hydrographic Note, MT LT. RR Rane.

(HJ/1030/88)

Chart 21 [previous update 138/06]

Insert	 (lighted) D1	18° 36'·01N., 71° 01'·65E.
		18° 36'·00N., 71° 02'·50E.

Chart 22 (INT 752) [previous update 138/06]

Insert	 (lighted) D1	18° 36'·01N., 71° 01'·65E.
		18° 36'·00N., 71° 02'·50E.

***155 (06/06) INDIA – West Coast – Bhatkal – Wreck.**

Source: NHO, Dehradun

(HJ/1030/45)

Chart 216 [previous update 106/05]

Insert		14° 02'·53N., 74° 26'·50E.
--------	---	----------------------------

***156 (06/06) INDIA – West Coast – Kolachel Anchorage – Racon.**

Source: Navarea VIII 177/06

(HJ/930/82)

Chart 22 (INT 752) [previous update 154/06]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 23 [previous update 47/06]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 32 (INT 754) [previous update 51/06]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 260 (INT 7362) [previous update 47/06]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 261 [previous update 47/06]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 262 [previous update 458/05]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 263 (INT 7383) [previous update 47/06]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 222 [previous update 106/03]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 223 [previous update 233/05]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

Chart 2048 [previous update 233/05]

Insert Racon (M) , at light 08° 07′.35N., 77° 19′.05E.

***157 (06/06) INDIA – East Coast – Gopalpur Port – Racon.**

Source: Navarea VIII 191/06

(HJ/1029/95)

Chart 31 [previous update 54/06]

Insert Racon (S) , at light 19° 15′.30N., 84° 54′.52E.

Chart 352 (INT 7416) [previous update 54/06]

Insert Racon (S) , at light 19° 15′.30N., 84° 54′.52E.

Chart 353 (INT 7413) [previous update 54/06]

Insert Racon (S) , at light 19° 15′.30N., 84° 54′.52E.

Chart 3005 (Gopalpur Port) [previous update NE 31/01/2002]

Insert Racon (S) , at light 19° 15′.30N., 84° 54′.52E.
























***158 (06/06) INDIA – East Coast – Hugli River Channel Buoys.**

Source: Kolkata Port Trust





(HJ/1129/11)

Chart 351 [previous update 288/05]Insert  (lighted) JONAKI Fl(2)10s: 21° 17′.00N., 88° 11′.50E. (lighted) LWA . Fl(3)15s: 21° 41′.68N., 87° 59′.98E. SFW (lighted) Fl10s: 21° 41′.86N., 88° 00′.01E. (lighted) AD Q.Fl: 21° 43′.36N., 87° 58′.88E. (lighted) LM. III. Fl(3)15s: 21° 44′.25N., 88° 00′.71E. (lighted) UBS Fl(2)15s: 21° 52′.91N., 88° 04′.76E. (lighted) LMP Fl(2)10s: 21° 55′.73N., 88° 06′.02E. (lighted) UMP: 21° 55′.75N., 88° 07′.23E.

***158 (06/06) INDIA – East Coast – Hugli River Channel Buoys. (continued)**

	 (lighted) UDS Fl (2)10s:	22° 10′.73N., 88° 11′.15E.
Substitute	 (radar reflector) ECLV.Fl10s, for  Eastern Channel Fl10s12M Racon (O):	21° 04′.32N., 88° 11′.12E.
Delete	 (lighted)UBS Fl(2)15s:	21° 52′.92N., 88° 04′.99E.
Chart 301 [previous update 45/04]		
Insert	 (lighted) JONAKI Fl(2)10s:	21° 17′.00N., 88° 11′.50E.
	 (lighted) LWA . Fl(3)15s :	21° 41′.68N., 87° 59′.98E.
	 SFW (lighted) Fl10s:	21° 41′.86N., 88° 00′.01E.
	 (lighted) AD Q.Fl:	21° 43′.36N., 87° 58′.88E.
	 (lighted) LM. III. Fl(3)15s:	21° 44′.25N., 88° 00′.71E.
	 (lighted)UBS Fl(2)15s:	21° 52′.91N., 88° 04′.76E.
	 (lighted)LMP Fl(2)10s:	21° 55′.73N., 88° 06′.02E.
Substitute	 (lighted) UMP: (radar reflector) ECLV.Fl10s, for  Eastern Channel Fl10s12M Racon (O):	21° 55′.75N., 88° 07′.23E. 21° 04′.32N., 88° 11′.12E.
Delete	 (lighted) Talent Fl(2)10s:	21° 17′.40N., 88° 11′.30E.
	 (lighted) UBS Fl(2)15s:	21° 52′.92N., 88° 04′.99E.
Chart 3011(INT 7421) [previous update 568/05]		
Insert	 SFW (lighted) Fl10s:	21° 41′.86N., 88° 00′.01E.
	 (lighted)UBS Fl(2)15s:	21° 52′.91N., 88° 04′.76E.
	 (lighted)LMP Fl(2)10s:	21° 55′.73N., 88° 06′.02E.
Move	 (lighted) LWA . Fl(3)15s from: to:	21° 41′.81N., 87° 59′.33E. 21° 41′.68N., 87° 59′.98E.
	 (lighted) LM. III. Fl(3)15s from: to:	21° 44′.70N., 88° 01′.20E. 21° 44′.25N., 88° 00′.71E.
	 (lighted) UMP from: to:	21° 55′.62N., 88° 07′.37E. 21° 55′.75N., 88° 07′.23E.
Delete	 (lighted) UBS Fl(2)5s:	21° 52′.92N., 88° 04′.99E.
	 (lighted) LMP:	21° 54′.60N., 88° 06′.59E.

158 (06/06) INDIA – East Coast – Hugli River Channel Buoys. (continued)*Chart 3013** [previous update 425/05]

Insert	 (lighted)LMP Fl(2)10s:	21° 55′.73N., 88° 06′.02E.
	 (lighted) UMP from:	21° 55′.62N., 88° 07′.37E.
	to:	21° 55′.75N., 88° 07′.23E.
	 (lighted) UDS Fl (2)10s from:	22° 10′.63N., 88° 11′.35E.
	to:	22° 10′.73N., 88° 11′.15E.
Delete	 (lighted) LMP from:	21° 54′.60N., 88° 06′.59E.

***159 (06/06) INDIA – Andaman Sea – Nicobar Islands – Nancowary Harbour and Approaches – Wrecks.**

Source: RoS INS Sandhayak N (N) 80.

(HJ/928/86)

Chart 408 [previous update 236/05]Substitute  Wk for  wk 08° 02′.28N., 93° 31′.69E.**Chart 4017** [previous update 234/05]Substitute  Wk for  wk 08° 02′.28N., 93° 31′.69E.**Chart 4005** [previous update 234/05]Substitute  Wk for  wk 08° 02′.28N., 93° 31′.69E.Delete  08° 00′.15N., 93° 32′.64E. 08° 00′.32N., 93° 32′.56E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**160 (P) 05/06 UNITED ARAB EMIRATES - Jazirat Das South-eastwards - Submarine pipelines.**

Source: BA Notice 875(P)/06

(HJ/1132/57)

1. Submarine pipelines have been laid between Jazirat Das and the Single Buoy Mooring in position 25°08′.03N., 52° 55′.63E. Mariners should avoid anchoring anywhere between Jazirat Das and the SBM.
2. BA Charts 2444, 3179 and 3413 will be updated when full details become available.

BA Charts affected -2444 -3179 -3413**161 (P) 05/06 UNITED ARAB EMIRATES - QATAR - Submarine cables.**

Source: BA Notice 899(P)/06

(HJ/1132/54)

1. Segments 2.3 and 3 of the FLAG Telecom Falcon submarine cable have been laid joining the following positions (WGS84)

2. Segment 2.3

- 25° 04′.3N., 55° 07′.5E.(shore)
- 25° 05′.6N., 55° 05′.3E.
- 25° 05′.9N., 55° 04′.6E.
- 25° 10′.2N., 55° 02′.0E.
- 25° 23′.6N., 54° 59′.3E.
- 25° 27′.2N., 55° 00′.3E.
- 25° 34′.7N., 55° 14′.2E.
- 25° 39′.6N., 55° 18′.2E.
- 25° 59′.5N., 55° 40′.0E.(50m depth contour)
- 25° 04′.3N., 55° 07′.5E.(shore)

3. Segment 3

- 25° 04′.2N., 55° 07′.4E.(shore)
- 25° 05′.4N., 55° 05′.2E.
- 25° 05′.6N., 55° 04′.6E.
- 25° 06′.4N., 55° 03′.6E.
- 25° 08′.5N., 55° 02′.6E.
- 25° 08′.8N., 55° 01′.2E.
- 25° 10′.6N., 55° 00′.3E.
- 25° 11′.5N., 54° 58′.8E.
- 25° 12′.6N., 54° 55′.2E.
- 25° 16′.5N., 54° 47′.2E.
- 25° 17′.2N., 54° 40′.3E.
- 25° 20′.2N., 54° 28′.8E.
- 25° 25′.0N., 54° 21′.2E.
- 25° 32′.8N., 54° 07′.8E.
- 25° 36′.7N., 53° 55′.7E.
- 25° 36′.7N., 53° 50′.6E.
- 25° 45′.3N., 53° 49′.7E.
- 25° 48′.3N., 53° 46′.2E.
- 25° 49′.8N., 53° 41′.9E.
- 25° 55′.0N., 53° 15′.7E.
- 25° 54′.3N., 53° 10′.6E.
- 25° 47′.2N., 52° 55′.8E.
- 25° 45′.7N., 52° 48′.6E.
- 25° 45′.7N., 52° 34′.9E.
- 25° 46′.6N., 52° 27′.7E.
- 25° 44′.3N., 52° 24′.8E.
- 25° 44′.6N., 52° 18′.4E.
- 25° 41′.5N., 52° 00′.0E.
- 25° 38′.4N., 51° 45′.3E.
- 25° 33′.7N., 51° 32′.8E.
- 25° 33′.7N., 51° 29′.7E.(shore)

4. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cables.

BA Charts affected -2442 -2443 -2837 -2847 -2858 -2886 -2887 (INT 7232) -2888 (INT 7199)-2889(INT 7211) -3174 -3175 -3176 -3412 (INT 7219) -3739 (INT 7220) -3950

162 (P) (06/06) SINGAPORE - Singapore Island - Changi East Southwards - Anchorage areas.

Source: BA Notice 867(P)/06 .

(HJ/927/15)

1. With effect from 08:00hrs 1 February 2006 the Bunkering Anchorages in the Eastern Port waters are revised as follows:

Eastern Bunkering A (AEBA)

Changi Holding Anchorage (ACH) (1° 18'·1N., 104° 05'·3E.) is to be combined with Changi Special Purposes Anchorage (ACSP) (1° 18'·0N., 104° 03'·8E.) to become Eastern Bunkering A Anchorage with the following amended designations:

2. Within the buoyed channel the most significant shoal depths are as follows:

A for 5

B for J

C for H

D for G

E for M

F for L

G for K

H for 6

2. Eastern Bunkering B (AEBB)

This replaces Eastern Special Purpose C (AESPC) (1° 17'·3N., 104° 00'·2E.) with the following amended designations:

J for C

K for B

L for A

M for F

N for E

P for D

3. Eastern Bunkering C (AEBC)

This new anchorage has been established bounded by the following positions:

1° 16'·630N., 103° 58'·710E.

1° 16'·107N., 103° 57'·681E.

1° 16'·107N., 103° 56'·512E.

1° 16'·630N., 103° 56'·512E.

divided into sectors Q and R.

BA Charts affected -3831 -3833 -4041 -4042 -4043 -5502

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:-

New E-mail ID'S

National Hydrographic Office Dehradun (India)	E-Mail address
	(1.) in角度_marinesafety@dataone.in
	(2.) in角度_navwarnings@dataone.in
	(3.) in角度@dataone.in
	(4.) in角度_helpdesk@dataone.in

MAGDALLA PORT INFORMATION

- Only two vessels meant for working at Magdalla Jetty are permitted to stay at lighterage anchorage of Magdalla Port.
- Other vessels meant for Magdalla Jetty working to stay South of LNG vessel waiting area outside port limits of Magdalla Port.

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. |

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 Mar 2006, 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	057	2005 series: 402 440 468 477 494 499 505 524. 2006 series: 020 022 023 029 032 034 039 040 041 050 051 054 057..
II	E. Atlantic	068	2005 series: 329 397 402. 2006 series: 015 020 030 033 035 049 057 062 068.
III	Mediterranean	128	2006 series: 039 45 48 49 50 74 7594 95 96103 107 112 114 119 120 121 122 123 124 127 128.
IV	N.W. Atlantic	Nil	2004 series: 323.
V	W. Atlantic	Nil	2006 series: Nil.
VI	S.W. Atlantic	Nil	2006 series: Nil.
VII	S.E. Atlantic	129	2005 series: 600 610 611 618 619 622 635. 2006 series:015 020 027 053 054 055 069 070 079 089 091 095 096 102 106 112 117 125 126 127 128 129.
VIII	Indian Ocean	192	2005 Series:- 333 346 352 384 412 562 631 634 650 657 710 716 720 741 747 762 767 768 769 2006 Series: 004 005 015 016 026 032 034 051 061 069 071 085 115 122 125 131 133 136 137 148 152 153 157 159 160 161 166 167 174 175 177 179 181 182 183 184 185 188 189 190 191 192.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 135 198.
X	Australia, New Guinea	Nil	2005 Series: 356. 2006 Series: 003 019 022 023 028 030 033 035 041 042 043044.
XI	Malacca Strait, China Sea, N. Pacific	044	1996- 0925 1998- 0655 1999- 0053 0187 0310 0613 2000 -0677 2001- 0182 0775 2002 -0839 2003- 0106 0303 0304 2004- 0246 0271 0361 0402 0555 0571 2005- 0005 0022 0024 0025 0026 0030 0051 0060 0271 0307 0322 0331 0332 0335 0345 0351 0395 0474 0481 0497 0522 0576 0583 2006 -0005 0007 0008 0009 0036 0037 0039 0050 0052.
XII	N.E. Pacific	Nil	2006 series: Nil

XIII	N.W. Pacific	Nil	2006 series: Nil
XIV	S.W. Pacific	Nil	2006 series: 048 066 069 070.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2006 series: NIL
Hydrolants	Atlantic, Mediterranean	Nil	2005 series: NIL

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>
D7340-4	--Jetty. N	26 22-02 56 21.71 *	Fl R 5s *	6 *	3	Grey metal post 2 *	*
D 7340-5	---S	26 21-99 56 21-67 *	LFl R 10s	6 *	3	Grey metal post 2 *	*
D 7579-2	Monitoring Tower.D --	29 00-38 48 12-12 *	Fl Y 10s Horn	Withdrawn (T) 2006 *
D 7601-6	--NW * *	29 23-58 47 52-87 *	QW *	... *	... *	Black and yellow metal pipe *	Marks wreck. (T)2006 *
D 7289-2	--SE head	11 36-3 43 08-0	F R	6	2	Metal framework tower	Destroyed (T) 2006 *
F 0724	Muttom Point	08 07.4 77 19 .1	Fl W 5s	43	23	White 6-sided masonry tower, black bands 20	<i>fl 0.2 Vis 284⁰-115⁰ (190⁰) Racon (M)</i> *
F 0988	Gopalpur	19 15 .3 84 54 .5	Fl W 5s	45	26	White Round masonry tower, red bands 32	<i>fl 0.2RC Racon (S)</i> *
F 1057	Saint Martin's Island. Nend	20 37-9 92 19-4	Fl W 30s	39	20	Red and white □ on framework tower	TE 2006. Racon *
F 1169-5	Laem Phra Chao	7 45-6 98 18-5	Fl W 9s	93	22	...	<i>fl 0-21. TE 2006</i> *
F 1248	-Tg Mbaa	1 18-5 97 36-0	Fl W 5s	76	22	White metal framework tower 21	<i>fl 1. Vis 145° until obscured by Tg Lambarau</i> *

<u>No</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
F 1295	Pulau Bunta	5 33-25 95 09-08	Fl(4)W 20s	90	15	Metal framework tower	TE 2005 *
F 1790	-TgBatuHitam	0 54-5 104 26-5	Iso W 2s *	26 *	11 *	White beacon 3	 *
F 1836-5	-Sekatung	4 47-67 108 01-23	Fl W 3s *	98	26	White metal framework structure 30	 *
K 0940-4	-W Bank	2 46-17 104 56-37	Fl W 8s *	...	8	White Δ on white beacon	<i>fl 3</i> *
K 0954	-Tg Jang	0 18-17 105 00-00	Fl W 19s	56	20	White metal framework tower 10	<i>fl 1. Vis 034°-064° (30°), 175°-009°(194°)</i> *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 02 dated 16Jan 2006)***NIL****VOL. 2, 1995***(Last correction: Edition No. 05 dated 01Mar 2006)*

Page 36, Insert Gopalpur Lt Racon		19 ⁰ 15'.3N 84 ⁰ 54'.5E	
	S		
Navarea VIII 191/06			06/06
Page 36, Insert Muttam Point Lt Racon		08 ⁰ 07'.4N 77 ⁰ 19'.1E	
	M		
Navarea VIII 177/06			06/06

BA, VOL. 3 Part 1, NP 283(1), 2002/03*(Last correction: Edition No. 24 dated 16 Dec2005)*Page 248, after **NORWAY** section add new section:**PAKISTAN****Karachi**

Mr Sarfaraz
Senior Meteorologist
Pakistan Meteorological Department
Meteorological Office Room # 3106
Jinnah International Airport
KARACHI
Tel: 92-21-4671300 & 4671322
Fax: 92-21-9248282
E-mail: pmdmocar@khi.paknet.com.pk

BA Notice 08/06**06/06**Page 270, **MALAYSIA** section delete and replace by:**MALAYSIA****Port Bintulu**

Ms Siao Chin Tick, PMO
Bintulu Meteorological Station
P.O. Box 285
97007 BINTULU
Sarawak
Fax: +60 86 314386

Port Klang

Mr Mohamad Shah Ani, PMO
Malaysian Meteorological Department
Jalan Sultan
46667 PETALING JAYA
Selangor
Fax: +60 3 79578046

Port Kota Kinabalu

Mr Mohamad Sha Ebung, PMO
 Malaysian Meteorological Department (Sabah Branch)
 Tingkat 7, Wisma Dang Bandang
 88000 KOTA KINABALU
 Sabah
 Fax: +60 88 211019

BA Notice 08/06**06/06****VOL. 5, 1997/98***(Last correction: Edition No. 05 dated 01Mar 2006)***NIL****VOL. 6, 2005***(Last correction: Edition No. 04 dated 16 Feb 2006)*Pages 107, 108 and 109, **MALAYSIA PENINSULAR****(West Coast),****PELABUHAN KLANG (PORT KLANG)***Delete entry and replace by:***PELABUHAN KLANG (PORT KLANG)** 3°00'N 101°24'E**Pilots and Port**

DESCRIPTION: Port Klang is served by three major gateways called Northport, Southport and Westport, and pilotage is provided by two companies as follows:

(1) Northport Pilots:

Northport Pilots handle the following:

- (a) Vessels calling and departing berths operated by Northport (M) Bhd at Northport and Southport.
- (b) Vessels calling and departing Kapar Power Station, Star Cruises Terminal and private jetties within Sungai Klang
- (c) Vessels bound for inner anchorages from pilot stations and vice-versa
- (d) Vessels shifting from Westport berths to Northport berths
- (e) Vessels shifting from inner anchorages to Northport berths and vice-versa
- (f) Vessels shifting from Westport to inner anchorages

NOTE: Pilotage is provided by Northport (M) Bhd.

(2) Westport Pilots:

Westport Pilots handle the following:

- (a) Vessels calling and departing berths operated by Kelang Multi Terminal at Westport
- (b) Vessels shifting from Northport berths to Westport berths
- (c) Vessels shifting from inner anchorages to Westport

NOTE: Pilotage is provided by Kelang Multi Terminal Sdn. Bhd.

AREA: The area constituting the pilotage district of Port Klang comprises all waters within the following limits:

1) **Northern Limits:** A line from Beacon B running NW towards Pulau Angsa Lt 3°11'20N 101° 13'10E) until it intersects latitude 3° 13'80N, thence eastwards along this latitude passing through Batuan Penyut Lt Bn (3° 13'80N 101° 12'80E) until it meets the mainland.

2) **Southern Limits:** A line from Tanjung Ru running W along latitude 2° 50'35N until it intersects longitude 101° 14'00E, thence northwards along this longitude until it meets Pulau Pintu Gedong.

Continued in next column

The area includes all waters in the Selat Klang (Klang Straits), Selat Lumut, Sungai Pulau, Sungai Klang, Sungai Aur, Sungai Langat and all other waterways contained within latitudes 2° 50'35N and 3° 13'80N and westwards towards the coast from longitude 101° 29'50E (which passes through Connaught Bridge), including all piers, jetties, landings, wharves, quays, docks and other similar works whether within or outside the line of HW, subject to the rights of private property therein.

CALL: Northport: Northport Pilots

Westport: Westport Pilots

TELEPHONE: Northport: Pilots: +60(0)3 31696159

Shipping Control: +60(0)3 31698879

Westport: Pilots: +60(0)3 31694000 ext481or 587

Westport Control Centre (WCC): +60(0)3 31694303

Port Auth: +60(0)3 31688211

FAX: Northport: Pilots: +60(0)3 31698006

Shipping Control: +60(0)3 31698006

Westport: Pilots: +60(0)3 31694131

Westport Control Centre (WCC): +60(0)3 31694003

Port Auth: +60(0)3 31670211, 31688229 & 31689117

E-MAIL: Port Auth: pka_admin@pka.gov.my

WEBSITE: Port Auth: www.pka.gov.my

Northport: www.northport.com.my

Westport: www.westportmalaysia.com.my

FREQUENCY: Northport: Pilots: Ch 12

Tugs: Ch 14 20

Shipping Control: Ch 05

Westport: Pilots: Ch 12

Tugs: Ch 18 63

Westport Control Centre (WCC): Ch 21

HOURS: H24

PROCEDURE:

(1) Pilotage, which is available H24, is compulsory within the port limits for all vessels except the following:

- (a) Government vessels
- (b) Fishing vessels
- (c) Harbour service craft
- (d) Vessels under 28m LOA
- (e) Vessels granted exemption by the port authority

Continued in next page

(6) Northport: Vessels awaiting berthing instructions at outer or inner anchorage shall contact Shipping Control on VHF Ch 05.

(7) Westport: Vessels awaiting berthing instructions at outer or inner anchorages should contact Westport Control Centre (WCC) on VHF Ch 21.

(8) Vessels departing from berths or inner anchorages to pilot station, and vessels shifting within port limits shall request pilots at least 1h prior to departure. Vessels departing Kapar Power Station shall request pilots at least 12h prior to departure.

The pilot request message should include the following:

- (a) ETD
- (b) LOA
- (c) Draught
- (d) Destination berth
- (e) Anchorage or point of exit (North or South Channel)

(9) Pilot boards in the following positions:

(a) Northern Approach (Pulau Angsa): 3°12'00N 101°13'10E (approximately 1 n mile N of Pulau Angsa Lt)

(b) Southern Approach (Pintu Gedong): 2°50'70N 101°15'40E (approximately 0.5 n miles NE of S Fairway Lt buoy)

Vessel Traffic Management System

DESCRIPTION: Port Klang Authority operates a Vessel Traffic Management System (VTMS) for the pilotage district of Port Klang. The system is linked to the Malacca Straits Surveillance System (MSSS) and is supported by a network of radars and communication facilities. A mandatory Ship Reporting System is in force for **all vessels** entering, leaving and navigating within the pilotage district of Port Klang. The aim of the reporting system is to ensure that the movement of traffic is monitored so as to enhance navigational safety within the waterway. In addition, traffic movements will also be co-ordinated with proper planning and communication. Masters and Pilots will also be provided with updated traffic and weather information.

AREA: The area of jurisdiction of the VTMS is within the pilotage district including the approaches to the North and South Channels. The radar coverage extends up to 15 n miles from the entrances.

CALL: Port Klang Traffic

TELEPHONE: +60(0)3 31011512

FAX: +60(0)3 31011510

FREQUENCY: Ch 12 16

HOURS: H24

PROCEDURE:

(1) **Arrival:** Vessels should call Port Klang Traffic on VHF Ch 12, 2h before arrival, stating the following information:

(a) Vessel's name

(b) Call sign

(c) LOA

(d) GT

(e) Maximum draught

(f) Last port

(g) ETA

(h) Point of entry: Pintu Gedong (South Channel) or Pulau Angsa (North Channel)

(2) Vessels will be advised on the availability of pilots.

(3) **Departure:** Vessels should call Port Klang Traffic on VHF Ch 12, 15 mins before departure, stating the following information:

(a) Vessel's name

(b) Berth number

(c) ETD

(d) Point of exit: Pintu Gedong or Pulau Angsa

(e) Next port

(4) Vessels leaving Port Klang via the South Channel shall report to Klang VTS on Ch 88, and vessels leaving via the North Channel shall report to Klang VTS on VHF Ch 66 (see MALACCA AND SINGAPORE STRAITS, Ship Reporting System).

(5) **Movements within the Pilotage District:** Vessels should call Port Klang Traffic on VHF Ch 12, 15 mins before departure, stating the following information:

(a) Vessel's name

(b) ETD

(c) Point of departure

(d) Destination

REPORTING: Vessels should call Port Klang Traffic on VHF Ch 12 when abeam the following Reporting Points:

(1) Vessels approaching from the North:

(a) Batuan Penyu Lt Bn (3°13'.78N 101°12'.82E)

(b) Pulau Angsa Lt (3°11'.20N 101°13'.10E)

(c) Lt buoy No 1 (3°10'.40N 101°14'.67E)

(d) Lt buoy No 6 (3°07'.35N 101°18'.08E)

(e) Lt buoy No 14 (3°03'.33N 101°20'.97E)

(f) Tail Lt buoy (3°00'.40N 101°21'.32E)

(2) Vessels approaching from the South:

(a) South Fairway Lt buoy (2°50'.35N 101°15'.05E)

(b) Pintu Gedong Lt buoy (2°51'.46N 101°15'.56E)

(c) Lt Bn No 28 (First Point) (2°55'.18N 101°16'.66E)

(d) Lt Bn No 25 (Second Point) (2°58'.44N 101°18'.52E)

(e) Lt Bn No 24 (Tanjung Sarang Lang) (3°00'.03N

101°20'.37E)

(f) Tail Lt buoy (3°00'.40N 101°21'.32E)

Continued in next column

BA Notice 09/06

06/06

BA, VOL. 7, 1997/98-PART 2

(Last correction: Edition No. 16 dated 15 Aug 2000)

NIL

VOL. 8, 1999

(Last correction: Edition No. 05 dated 01 Mar2005)

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: - incho@dataone.in - incho_marinesafety@dataone.in
incho_navwarnings@dataone.in - incho_helpdesk@dataone.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 : incho@dataone.in / incho_marinesafety@dataone.in

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

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 to the Government of India
National Hydrographic Office
107 A, Rajpur Road
PO Box No. 75,
Dehradun- 248001
(UTTARANCHAL), INDIA

E Mail : incho@dataone.in / incho_marinesafety@dataone.in
incho_navwarnings@dataone.in / incho_helpdesk@dataone.in
Fax No.: 91- 0135- 2748373
WEB: www.hydrobharat.org

Please Note:

1. Please see over leaf for Instructions for filling up this form.
2. Photograph / Sketches / Diagram, etc duly annotated will be useful supporting document.
3. Please rush this information to the Chief Hydrographer to the Govt. of India at the address given above, by the fastest available means.

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5	¾	1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10½	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1½	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11½	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2½	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	Metres	Inches	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10	3.937	
21	3½	6.401	77		23.470	294	49	89.611	0.20	7.874	
22		6.706	78	13	23.774	300	50	91.440	0.30	11.811	
23		7.010	79		24.079	306	51	93.469	0.40	15.748	
24	4	7.315	80		24.384	312	52	95.098	0.50	19.685	
25		7.620	81	13½	24.689	318	53	96.926	0.60	23.622	
26		7.925	82		24.994	324	54	98.755	0.70	27.559	
27	4½	8.230	83		25.298	330	55	100.584	0.80	31.496	
28		8.534	84	14	25.603	336	56	102.413	0.90	35.433	
29		8.839	85		25.908	342	57	104.242	1.00	39.370	
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8½	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	Inches	Feet	Metres	Factors		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.197	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	Fthms	Metres	Feet	Metres		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						

To accompany Notice to Mariners (148/06)

On.BA Chart 1955

DEPTHS

Many of the areas on this chart have not been systematically surveyed. Depths in these areas are from miscellaneous lines of passage soundings or old leadline surveys. Uncharted dangers may exist. For further details, see the Source Diagram.