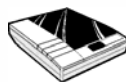




INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED FORTNIGHTLY ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 08 DATED 16 APR 2006
(CONTAIN NOTICES 182 TO 206)

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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 01 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 182 to 206 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
286	1	193	5	32	193
432	7	187	143 (INT 7005)	32	192
2057	2	182	157 (INT 7006)	32	192
7703 (INT 703)	1	193	333	32	191
7705 (INT 705)	1	193	452 (INT 7117)	32	192
8010	1	192	830	45	187
			941A	46	186,188,189
			1214	40	205(P)
			1235 (INT 7289)	40	182
			1353	45	199
			1358	45	184,199,200
			1925	32	192
			2056	46	186
			2088	36	190
			2137	46	188
			2139	46	199
			2149	46	186, 188,189
			2153	45	199
			2374	32	191
			2441	40	205(P)
			2442	40	205(P)
			2443	40	205(P)
			2523 (INT 7250)	40	202(P),205(P)
			2785	46	186
			2837	40	202(P),203(P),204(P),205(P)
			2847	40	202(P),203(P),204(P),205(P)
			2851	40	205(P)
			2858	40	202(P),203(P),204(P),205(P)
			2882 (INT 7264)	40	203(P),204(P),205(P)
			2883	40	203(P),204(P),205(P)
			2884 (INT 7278)	40	204(P),205(P)
			2886	40	202(P),203(P),204(P),205(P)
			2887 (INT 7232)	40	205(P)
			2888 (INT 7199)	40	205(P)
			2889 (INT 7211)	40	205(P)
			2895	40	193
			2970 (INT 7002)	32	193
			3172	40	205(P)
			3173	40	205(P)
			3175	40	205(P)
			3176	40	205(P)
			3518	40	183
			3599	40	205(P)
			3661 (INT 7162)	32	192
			3735 (INT 7259)	40	202(P),203(P)
			3737 (INT 7255)	40	202(P),203(P)
			3738 (INT 7254)	40	202(P),203(P)
			3773	40	204(P),205(P)
			3777	40	203(P),204(P)
			3788	40	202(P),203(P),204(P)
			3790 (INT 7252)	40	202(P),203(P),204(P)
			3791	40	202(P)
			3812	40	203(P),204(P)
			3833	45	195,206(P)
			3842 (INT 7292)	40	182
			3937	45	194
			3945	45	199
			3946	45	199

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
			3947	45	184
			3948	46	201
			3949	46	194
			3950	40	202(P)
			4030	45	198
			4032	46	196
			4033	45	197,198
			4037	45	206(P)
			4039	46	196
			4040	46	196,206(P)
			4041	46	206(P)
			4044	46	185
			4172 (INT 7570)	36	190
			4173 (INT 7572)	36	190

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*182 (08/06)

MISCELLANEOUS UPDATES TO CHARTS

<u>Chart No.</u>	<u>Previous Updates</u>	<u>Details</u>
2057	163/06	Refer INM 163/06 Read Date of Publication as 30-06-05.
BA 1235 (INT 7289)	166/06	Refer INM 166/06 Read previous update as 139/06
BA 3842 (INT 7292)	166/06	Refer INM 166/06 Read previous update as 139/05

183 (08/06) OMAN - North East Coast - Qalhat LNG Terminal - Outfall.

Source: BA Notice 1339 /06.

(HJ/1132/20)

BA Chart 3518 (plan E, Qalhat LNG Terminal) [*previous update 348/05*]

Insert	outfall, $\rightarrow\rightarrow\rightarrow\rightarrow$ joining:	22° 39'·61N., 59° 24'·77E (shore) 22° 39'·81N., 59° 25'·03E.
Delete	former outfall, $\rightarrow\rightarrow\rightarrow\rightarrow$ joining:	22° 39'·59N., 59° 24'·80E (shore) 22° 39'·80N., 59° 25'·06E.

184 (08/06) MALAYSIA - Peninsular Malaysia, West Coast - Kuala Batu Pahat South-westwards - Submarine cable.

Source: BA Notice 1309 /06.

(HJ/927/17)

BA Chart 1358 [*previous update 82/06*]

Insert	submarine cable, $\sim\sim\sim$ joining:	(a) 1° 45'·6N., 102° 51'·0E. ($\sim\sim\sim$) 1° 45'·1N., 102° 52'·1E. 1° 45'·4N., 102° 52'·9E. ($\sim\sim\sim$)
Delete	former submarine cable, $\sim\sim\sim$ joining:	(a) above 1° 47'·3N., 102° 53'·7E.(shore)

BA Chart 3947 [*previous update 174/06*]


Insert	submarine cable, $\sim\sim\sim$ joining:	(a) 1° 45'·6N., 102° 51'·0E ($\sim\sim\sim$) 1° 45'·1N., 102° 52'·1E. 1° 45'·4N., 102° 52'·9E.
Delete	former submarine cable, $\sim\sim\sim$ joining:	(b) 1° 47'·1N., 102° 53'·5E.(shore) (a) above (b) above

185(08/06) JOHOR STRAIT - Johor Port - Tanjung Punggol Eastwards -Buoy.

Source: BA Notice 1338 /06.

(HJ/927/16)

BA Chart 4044 (plan B, Johor Port) [*previous update 173/06*]

Delete	 Fl.Y.6s	1° 25'·36N., 103° 54'·92E.
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BA Chart 4044 [*previous update 173/06*]

Delete	 Fl.Y.6s	1° 25'·36N., 103° 54'·92E.
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186 (08/06) INDONESIA - Sumatera - Selat Sunda - Pulau Munda & Tanjung Tua - Teluk Lampung - Pulau-P.Tiga - Legends.

Source: BA Notice 1386/06.

Light List Vol. K, 0925, 0927, 0929.5

(HJ/827/44)

BA Chart 941A [*previous update 170/06*]

Delete	legend, (exting), at light	5° 41'·0S., 105° 50'·0E.
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186 (08/06) INDONESIA - Sumatera - Selat Sunda - Pulau Mundu & Tanjung Tua - Teluk Lampung - Pulau-P.Tiga - Legends. (continued)

BA Chart 2056 [*previous update 549/05*]

Delete legend, (exting), at light 5° 40'·8S., 105° 50'·3E.
5° 54'·4S., 105° 43'·0E.
legend, (exting), at light-beacon 5° 49'·3S., 105° 32'·9E.

BA Chart 2149 [*previous update 172/06*]

Delete legend, (exting), at light 5° 41'·0S., 105° 50'·5E.

BA Chart 2785 [*previous update 549/05*]

Delete legend, (exting), at light 5° 40'·8S., 105° 50'·3E.
5° 54'·4S., 105° 43'·0E.

187 (08/06) THAILAND - West Coast - Ko Khai Yai to Ko Kho Khao - Depths. Rocks. Drying patches. Coastline. Light. Wreck. Drying height.

Source: BA Notice 1294 /06.

Light List Vol. F, 1166

(HJ/928/91)

Chart 432 [*previous update 426/02*]

Insert depth 14_7 8° 52'·15N., 98° 11'·13E.
drying height 0_4 enclosed by 0m contour 8° 51'·94N., 98° 15'·48E.
⊕ 8° 50'·52N., 98° 14'·88E.

BA Chart 830 [*previous update 339/05*]

Insert depth 4_4 enclosed by 5m contour (a) 9° 16'·60N., 98° 17'·00E.
depth 14_4 (b) 9° 07'·40N., 98° 11'·60E.
Delete depth 5_5 enclosed by 10m contour, close W of: (a) above
depth 16_5 , close NE of: (b) above
+ 9° 20'·00N., 98° 18'·00E.

188 (08/06) INDONESIA - Java Sea - Southern Approaches to Selat Gelasa - Batu Malang - Legend.

Source: BA Notice 1387 /06.

Light List Vol. K, 1020.5

(HJ/827/62)

BA Chart 941A [*previous update 186/06*]

Delete legend, (exting), at light 3° 15'·0S., 107° 28'·0E.

BA Chart 2137 [*previous update 170/06*]

Delete legend, (exting), at light 3° 14'·9S., 107° 28'·2E.

BA Chart 2149 [*previous update 186/06*]

Delete legend, (exting), at light 3° 14'·9S., 107° 28'·2E.

189 (08/06) INDONESIA - Java Sea - Northern Approaches to Selat Sunda - Gosong-Gosong Serdang - Legend.

Source: BA Notice 1388 /06.

Light List Vol. K, 1045

(HJ/827/43)

BA Chart 941A [*previous update 188/06*]

Delete legend, (exting), at light-beacon 5° 05'·0S., 106° 17'·0E.

BA Chart 2149 [*previous update 188/06*]

Delete legend, (exting), at light-beacon 5° 04'·7S., 106° 16'·8E.

190 (08/06) SOUTH AFRICA - East Coast - Southern Approaches to Richards Bay - Die Duine Eastwards

Source: BA Notice 1523 /06.

(HJ/634/17)

BA Chart 2088 [*previous update 140/06*]

Insert depth 5_5 enclosed by 6fm contour (a) 28° 50'·73S., 32° 06'·00E.
Delete depth 7_4 , close W of: (a) above

BA Chart 4172 (INT 7570) [*previous update 140/06*]

Insert depth 10_8 enclosed by 15m contour (a) 28° 50'·73S., 32° 06'·00E.
Delete depth 13_9 , adjacent to: (a) above

BA Chart 4173 (INT 7572) [*previous update 218/02*]

Insert depth 10_8 and extend 15m contour NE to enclose 28° 50'·73S., 32° 06'·00E.

191 (08/06) EGYPT - Red Sea Coast - Gulf of Suez - Approaches to Râs Shukheir - Light-float.

Source: BA Notice 1439 /06.

Light List Vol. E, 6029.9

(HJ/1134/86)

BA Chart 333 [previous update 610/05]

Insert



Fl.2s2m5M

28° 09'·24N., 33° 16'·44E

BA Chart 2374 [previous update 601/05]

Insert



Fl.2s5M

28° 09'·24N., 33° 16'·44E

192 (08/06) RED SEA - Bab El Mandeb - Mayyun North-westwards - Depths.

Source: BA Notice 1459 /06.

(HJ/1033/26)

Chart 8010 [previous update 69/05]

Insert depth 116 (a) 12° 43'·1N., 43° 20'·9E.

Delete depth 131, adjacent to: (a)above

BA Chart 143 (INT 7005) [previous update 554/05]

Insert depth 116 (a) 12° 43'·1N., 43° 20'·9E.

Delete depth 131, adjacent to: (a)above

BA Chart 157 (INT 7006) [previous update 405/05]

Insert depth 116 (a) 12° 43'·1N., 43° 20'·9E.

Delete depth 131, adjacent to: (a)above

BA Chart 452 (INT 7117) [previous update 359/05]

Insert depth 24 and extend 50m contour SW to enclose 12° 40'·31N., 43° 22'·00E.

depth 30 (a) 12° 40'·97N., 43° 22'·76E.

depth 27 (b) 12° 41'·60N., 43° 22'·35E.

depth 116 and extend 20m contour E to enclose (c) 12° 43'·10N., 43° 20'·89E.

depth 24 (d) 12° 44'·45N., 43° 20'·32E.

depth 26 (e) 12° 45'·43N., 43° 20'·20E.

Delete depth 37, close S of: (a) above

depth 38, adjacent to: (b) above

depth 137, close S of: (c) above

depth 37, close NW of: (d) above

depth 24 12° 43'·80N., 43° 20'·30E.

depth 35, close SW of: (e) above

BA Chart 1925 [previous update 359/05]

Insert depth 116 and extend 20m contour E to enclose (a) 12° 43'·10N., 43° 20'·89E.

depth 24 12° 44'·45N., 43° 20'·32E.

depth 26 12° 45'·43N., 43° 20'·20E.

Delete depth 131, close S of: (a) above

BA Chart 3661 (INT 7162) [previous update 359/05]

Insert depth 116 and extend 20m contour E to enclose (a) 12° 43'·10N., 43° 20'·89E.

depth 24 12° 44'·45N., 43° 20'·32E.

depth 26 12° 45'·43N., 43° 20'·20E.

Delete depth 131, close S of: (a)above

193 (08/06) ARABIAN SEA - Gulf of Aden - Salalah Southwards – Ra’s Sharwayn South-eastwards – Suqutrá (Socotra) Northwards-Depths.

Source: BA Notice 1503 /06.

(HJ/1032/25)

Chart 286 [previous update 345/05]

Insert	depth 830		15° 02′·6N., 52° 02′·6E.
	1000m approximate contour, joining:	(a)	14° 58′·5N., 51° 57′·2E. (existing contour)
		(b)	14° 58′·2N., 52° 03′·9E. (existing contour)
		(c)	14° 58′·8N., 52° 06′·2E. (existing contour)
		(d)	15° 04′·8N., 52° 07′·9E. (existing contour)

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

Chart 7703 (INT 703) [previous update 279/05]

Insert	depth 354	(a)	12° 59′·6N., 54° 00′·0E.
	depth 998 enclosed by 1000m contour		12° 02′·0N., 46° 09′·0E.
Delete	depth 386, close S of:	(a) above	

Chart 7705 (INT 705) [previous update 48/06]

Insert	depth 354	(a)	12° 59′·6N., 54° 00′·0E.
	depth 998 enclosed by 1000m contour		12° 02′·0N., 46° 09′·0E.
Delete	depth 386, close S of:	(a) above	

BA Chart 5 [previous update 414/02]

Insert	depth 354		12° 59′·60N., 54° 00′·00E.
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BA Chart 2895 [previous update 142/05]

Insert	depth 470		16° 46′·60N., 54° 01′·65E.
	depth 871		16° 44′·20N., 54° 01′·50E.

BA Chart 2970 (INT 7002) [previous update NE 03/07/2003]

Insert	depth 354	(a)	12° 59′·60N., 54° 00′·00E.
Delete	depth 386, close SE of:	(a) above	

194 (08/06) INDONESIA - Sumatera - Selat Riau - Kabil Northwards and Tanjunguban Southwards - Works. Jetties. Dolphins.

Source: BA Notice 1417/06.

(HJ/927/15)

BA Chart 3937 (plan D, Tanjunguban and Approaches) [previous update 78/06]

Insert	legend, Works in progress (2004), between:		1° 07′·00N., 104° 09′·00E.
			1° 05′·60N., 104° 08′·40E.
	jetty, single firm line, joining:		1° 03′·74N., 104° 13′·05E. (shore)
			1° 03′·69N., 104° 13′·02E.
			1° 03′·64N., 104° 13′·05E.
			and
			1° 03′·47N., 104° 13′·25E. (shore)
			1° 03′·45N., 104° 13′·23E.
			1° 03′·46N., 104° 13′·21E.
			1° 03′·36N., 104° 13′·32E.
			1° 03′·27N., 104° 13′·39E.

BA Chart 3949 [previous update 581/05]

Insert	legend, Works in progress (2004), centred on:		1° 06′·40N., 104° 08′·90E.
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195 (08/06) SINGAPORE STRAIT - Pulau Pawai Southwards and Pulau Sebarok South-eastwards - Depths. Obstruction.

Source: BA Notice 1418/06.

(HJ/927/16)

BA Chart 3833 [previous update 150/06]

Insert	depth 58	(a)	1° 10′·56N., 103° 43′·30E.
Substitute	13 Obstr for 14 Obstr		1° 12′·09N., 103° 48′·21E.
Delete	depth 64, close S of:	(a) above	

196 (08/06) SINGAPORE - Selat Sinki - Pulau Sudong Northwards - Pulau Salu Eastwards and Selat Salu - Buoyage.

Source: BA Notice 1419/06.

(HJ/927/16)

BA Chart 4032 [previous update 330/05]Delete  Fl.Y.4s MDF2 1° 13'·049N., 103° 42'·676E. Fl.Y.4s MDF2 1° 12'·782N., 103° 42'·793E.**BA Chart 4039** [previous update 579/05]Delete  Fl.Y.4s MDF2 1° 13'·05N., 103° 42'·68E.**BA Chart 4040** [previous update 113/06]Delete  Fl.Y.4s MDF2 1° 13'·05N., 103° 42'·68E.**197 (08/06) SINGAPORE -West Jurong Channel -Tanjong Kling - West Quay - Dredged depth.**

Source: BA Notice 1420/06.

(HJ/927/16)

BA Chart 4033 [previous update 112/06]

Amend dredged depth to, 4.8m (2005) 1° 18'·173N., 103° 42'·136E.

198 (08/06) SINGAPORE - Tuas View -Tuas Bay - Dredged depth. Buoy.

Source: BA Notice 1421/06.

(HJ/927/16)

BA Chart 4030 [previous update 113/06]

Amend dredged depth to, 13.1m (2006) 1° 16'·680N., 103° 38'·684E.

BA Chart 4033 [previous update 197/06]

Amend dredged depth to, 13.1m (2006) 1° 16'·680N., 103° 38'·684E.

Delete  GRG 1° 17'·205N., 103° 39'·658E.**199 (08/06) MALACCA STRAIT - Approaches to Pelabuhan Klang - Pulau Pintu Gedong Southwards - Light.**

Source: BA Notice 1553/06.

Light List Vol. F 1609.5

(HJ/927/28)

BA Chart 1353 [previous update 151/06]Insert  LF1.9s5M PA 2° 54'·0N., 101° 14'·8E.**BA Chart 1358** [previous update 184/06]Insert  LF1.9s5M PA 2° 54'·0N., 101° 14'·8E.**BA Chart 2139** [previous update 258/05]Insert  LF1.9s18m5M PA 2° 54'·01N., 101° 14'·83E.**BA Chart 2153 (Plan A)** [previous update 46/05]Insert  LF1.9s18m5M PA 2° 54'·01N., 101° 14'·83E.**BA Chart 3945** [previous update 131/06]Insert  LF1.9s5M PA 2° 54'·01N., 101° 14'·83E.**BA Chart 3946** [previous update 174/06]Insert  LF1.9s5M PA 2° 54'·01N., 101° 14'·83E.**200 (08/06) INDONESIA - Sumatera - Pulau Rangsang - T.Medangkaluar North-eastwards - Wreck.**

Source: BA Notice 1554/06.

(HJ/927/06)

BA Chart 1358 [previous update 199/06]Insert  0° 55'·00N., 103° 13'·00E.**201 (08/06) INDONESIA - Sumatera - Selat Durian - Pelangkat - Legend.**

Source: BA Notice 1555/06.

Light List Vol. F 1422

(HJ/927/06)

BA Chart 3948 [previous update 39/06]

Delete legend, (exting), at light 0° 44'·8N., 103° 35'·0E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**202(P) 08/06 QATAR - Az Za.a-yin to BAHRAIN, Al Manama - Submarine cable.**

Source: BA Notice 1481(P)/06

(HJ/1132/58)

1. Segment 4 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 Datum):

25° 33'·7N., 51° 29'·7E.(shore)

25° 33'·8N., 51° 32'·8E.

25° 35'·9N., 51° 38'·4E.

25° 36'·7N., 51° 38'·8E.

25° 40'·7N., 51° 48'·4E.

25° 42'·7N., 51° 50'·6E.

25° 53'·9N., 51° 49'·2E.

25° 56'·2N., 51° 48'·4E.

25° 57'·5N., 51° 49'·4E.

25° 59'·3N., 51° 50'·0E.

26° 03'·4N., 51° 49'·6E.

26° 09'·2N., 51° 48'·2E.

26° 20'·7N., 51° 24'·2E.

26° 29'·2N., 51° 05'·3E.

26° 29'·3N., 51° 03'·1E.

26° 29'·3N., 50° 56'·8E.

26° 28'·1N., 50° 49'·0E.

26° 27'·7N., 50° 47'·5E.

26° 23'·2N., 50° 40'·0E.

26° 21'·8N., 50° 34'·6E.

26° 21'·0N., 50° 33'·1E.

26° 17'·1N., 50° 32'·1E.

26° 14'·5N., 50° 33'·5E.(shore)

2. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.

BA Charts affected -2523 (INT 7250) - 2837 - 2847 - 2858 - 2886 -3735 (INT 7259) - 3737 (INT 7255) - 3738 (INT 7254) -3788 -3790 (INT 7252) -3791 -3950

203(P) 08/06 BAHRAIN - Al Manama to SAUDI ARABIA, Al Khubar - Submarine cable.

Source: BA Notice 1482(P)/06

(HJ/1132/69)

1. Segment 5 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 Datum):

Section 1

26° 14'5N., 50° 33'5E.(shore)
 26° 17'0N., 50° 31'9E.
 26° 21'2N., 50° 32'9E.
 26° 22'0N., 50° 34'6E.
 26° 23'4N., 50° 40'0E.
 26° 27'4N., 50° 46'5E.
 26° 28'4N., 50° 46'9E.
 26° 29'4N., 50° 46'7E.
 26° 32'9N., 50° 42'3E.
 26° 39'9N., 50° 38'0E.
 26° 41'0N., 50° 37'2E.
 26° 43'0N., 50° 33'0E.
 26° 44'3N., 50° 28'7E.
 26° 44'4N., 50° 26'2E.
 26° 43'4N., 50° 24'8E.
 26° 42'8N., 50° 24'5E.
 26° 42'2N., 50° 24'5E.
 26° 39'3N., 50° 24'0E.

2. Section 2

26° 38'2N., 50° 24'0E.
 26° 37'5N., 50° 22'2E.
 26° 37'1N., 50° 20'6E.
 26° 35'0N., 50° 19'2E.
 26° 33'7N., 50° 18'8E.
 26° 31'8N., 50° 18'7E.
 26° 29'9N., 50° 17'9E.
 26° 28'0N., 50° 19'2E.
 26° 26'9N., 50° 19'6E.
 26° 25'3N., 50° 20'8E.
 26° 23'0N., 50° 20'2E.
 26° 21'4N., 50° 19'2E.
 26° 20'0N., 50° 18'6E.
 26° 19'2N., 50° 17'9E.
 26° 18'7N., 50° 16'5E.
 26° 18'0N., 50° 16'0E.
 26° 17'7N., 50° 14'2E.
 26° 17'4N., 50° 13'4E.(shore)

3. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.

BA Charts affected -2837 -2847 -2858 -2882 (INT 7264) -2883 -2886 -3735 (INT 7259) -3737 (INT 7255) -3738 (INT 7254) -3777 -3788 -3790 (INT 7252) -3812

204(P) 08/06 SAUDI ARABIA - East Coast - Al Khubar to Al Kuwayt, KUWAIT - Submarine cable.

Source: BA Notice 1483(P)/06

(HJ/1132/69)

1. Segment 6 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 Datum):

Section 1

26° 17'4N., 50° 13'4E.(shore)
 26° 17'7N., 50° 14'2E.
 26° 18'0N., 50° 16'0E.
 26° 18'7N., 50° 16'5E.
 26° 19'2N., 50° 17'9E.
 26° 20'0N., 50° 18'6E.
 26° 21'4N., 50° 19'2E.
 26° 23'0N., 50° 20'2E.
 26° 25'3N., 50° 20'8E.
 26° 27'3N., 50° 19'1E.
 26° 29'7N., 50° 17'7E.
 26° 31'8N., 50° 18'5E.
 26° 33'8N., 50° 18'6E.
 26° 35'5N., 50° 19'0E.
 26° 37'4N., 50° 20'5E.
 26° 37'8N., 50° 22'2E.
 26° 38'4N., 50° 22'4E.
 26° 40'5N., 50° 22'0E.
 26° 41'5N., 50° 22'2E.
 26° 43'0N., 50° 23'5E.
 26° 44'9N., 50° 25'8E.
 26° 46'7N., 50° 31'2E.
 26° 51'5N., 50° 38'6E.
 26° 55'0N., 50° 41'1E.
 26° 56'1N., 50° 41'3E.

2. Section 2

26° 59'7N., 50° 44'3E.
 27° 13'2N., 50° 51'2E.
 27° 17'5N., 50° 52'2E.
 27° 19'1N., 50° 51'5E.
 27° 23'2N., 50° 50'3E.
 27° 55'3N., 50° 39'3E.
 28° 35'0N., 50° 03'5E.
 28° 58'7N., 49° 24'9E.
 28° 59'5N., 49° 24'9E.
 29° 04'0N., 49° 20'5E.
 29° 08'3N., 49° 12'0E.
 29° 08'5N., 49° 05'9E.
 29° 07'9N., 48° 57'4E.
 29° 08'0N., 48° 56'3E.
 29° 07'8N., 48° 55'0E.
 29° 07'7N., 48° 47'0E.
 29° 09'4N., 48° 37'9E.
 29° 09'8N., 48° 25'8E.
 29° 11'0N., 48° 21'0E.
 29° 11'3N., 48° 16'5E.
 29° 12'5N., 48° 13'7E.
 29° 14'8N., 48° 11'8E.
 29° 15'8N., 48° 09'9E.
 29° 16'1N., 48° 05'5E.(shore)

3. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.

BA Charts affected -2837 -2847 -2858 -2882 (INT 7264) -2883 -2884 (INT 7278) -2886 -3773 -3777 -3788 -3790 (INT 7252) - 3812

205(P) 08/06 KUWAIT -Al Kuwayt to Bandar .Abba -s, IRAN - Submarine cable.

Source: BA Notice 1484(P)/06

(HJ/1133/19)

1. Segment 7 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 Datum):

2. Section 1

29° 20'·2N., 48° 05'·8E.(shore)
 29° 20'·0N., 48° 06'·3E.
 29° 19'·9N., 48° 07'·5E.
 29° 19'·0N., 48° 08'·2E.
 29° 18'·0N., 48° 10'·6E.
 29° 16'·4N., 48° 12'·8E.
 29° 15'·0N., 48° 14'·6E.
 29° 13'·0N., 48° 18'·1E.
 29° 12'·0N., 48° 21'·7E.
 29° 11'·1N., 48° 22'·6E.
 29° 11'·0N., 48° 24'·8E.
 29° 10'·6N., 48° 27'·3E.
 29° 10'·3N., 48° 31'·7E.
 29° 10'·4N., 48° 33'·8E.
 29° 09'·2N., 49° 00'·3E.
 29° 09'·4N., 49° 12'·6E.
 29° 09'·5N., 49° 17'·0E.
 29° 05'·8N., 49° 20'·8E.
 28° 58'·5N., 49° 26'·4E.
 28° 56'·3N., 49° 30'·0E.
 28° 55'·8N., 49° 32'·1E.
 28° 35'·0N., 50° 13'·6E.
 28° 31'·3N., 50° 16'·0E.
 28° 26'·0N., 50° 22'·0E.
 28° 10'·0N., 50° 36'·3E.
 27° 46'·5N., 50° 50'·0E.
 27° 40'·2N., 50° 54'·4E.

3. Section 2

27° 36'·4N., 50° 57'·5E.
 26° 45'·5N., 51° 58'·0E.
 26° 44'·0N., 51° 58'·1E.
 26° 27'·2N., 52° 17'·9E.
 26° 27'·4N., 52° 19'·7E.
 26° 16'·4N., 52° 32'·0E.
 25° 57'·5N., 53° 30'·5E.
 25° 51'·5N., 53° 44'·5E.
 25° 48'·2N., 53° 49'·4E.
 25° 45'·1N., 53° 51'·2E.
 25° 38'·2N., 53° 51'·9E.
 25° 37'·5N., 53° 52'·6E.
 25° 37'·5N., 53° 55'·8E.
 25° 36'·3N., 54° 04'·9E.
 25° 35'·4N., 54° 08'·4E.
 25° 28'·3N., 54° 17'·3E.
 25° 28'·2N., 54° 20'·5E.
 25° 28'·4N., 54° 25'·3E.
 25° 29'·6N., 54° 30'·6E.
 25° 30'·6N., 54° 33'·5E.
 25° 31'·0N., 54° 41'·5E.
 25° 28'·2N., 54° 56'·4E.
 25° 28'·6N., 54° 58'·3E.
 25° 33'·4N., 55° 08'·6E.
 25° 33'·3N., 55° 09'·7E.
 25° 35'·1N., 55° 12'·8E.
 25° 49'·5N., 55° 23'·4E.

205(P) 08/06 KUWAIT -Al Kuwayt to Bandar .Abba -s, IRAN - Submarine cable. (continued)

4. Section 3

25° 51'·1N., 55° 24'·9E.
 25° 51'·9N., 55° 26'·3E.
 25° 54'·0N., 55° 28'·4E.
 25° 55'·6N., 55° 30'·8E.
 25° 58'·0N., 55° 33'·6E.
 26° 00'·8N., 55° 36'·0E.
 26° 07'·2N., 55° 39'·2E.
 26° 10'·1N., 55° 40'·2E.
 26° 13'·1N., 55° 42'·4E.
 26° 18'·3N., 55° 52'·6E.
 26° 20'·9N., 55° 56'·2E.
 26° 22'·2N., 55° 59'·3E.
 26° 24'·8N., 56° 01'·7E.
 26° 26'·6N., 56° 04'·1E.
 26° 29'·8N., 56° 09'·0E.
 26° 32'·7N., 56° 11'·4E.
 26° 40'·5N., 56° 13'·6E.
 26° 46'·0N., 56° 13'·0E.
 26° 51'·6N., 56° 16'·7E.
 26° 53'·0N., 56° 17'·2E.
 26° 55'·4N., 56° 19'·0E.
 26° 56'·8N., 56° 19'·4E.
 27° 00'·2N., 56° 19'·4E.
 27° 07'·4N., 56° 18'·6E.

5. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.

BA Charts affected - 1214 -2441 -2442 -2443 -2523 (INT 7250) -2837 -2847 -2851 -2858 -2882 (INT 7264) -2883 -2884 (INT 7278) -2886 -2887 (INT 7232) -2888 (INT 7199) -2889 (INT 7211) -3172 -3173 -3175 -3176 -3599 -3773

206(P) 08/06 SINGAPORE - Singapore Island - Marina South to Outer Shoal - Pier. Light-beacons. Anchorage area.

Source: BA Notice 1416(P)/06

(HJ/927/16)

1. The New Marina South Pier (marked by light-beacons) has been constructed joining the following positions:

1° 16'·22N., 103° 51'·78E. (shore)
 1° 16'·07N., 103° 51'·89E.
 1° 16'·20N., 103° 52'·08E.
 1° 16'·27N., 103° 52'·04E.

2. The existing limit of the Eastern Anchorage will be changed to clear the New Marina South Pier by 1 cable.

3. The southern corner of Eastern Holding C anchorage will be changed from position 1° 14'·745N., 103° 52'·108E. to the existing Lower Shoal light-buoy in position 1° 14'·680N., 103° 52'·180E.

BA Charts affected -3833 -4037 -4040 -4041

SECTION – IV: MARINE INFORMATION

Tsunami Notices

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

Source: NHO, Dehradun

(HJ/NM/Gen)

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

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

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

Source: PMB A & N Islands

(HJ/928/76)

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

Charts affected: 4011 - 4017

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

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

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

Charts affected: 4011

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

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

(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:

Nancowry Island

- | | |
|-------------------------------|----------------------------|
| (a) Stbd hand mark No. 1 | 08° 01'.96N., 93° 32'.85E. |
| (b) Port hand mark No. 2 | 08° 01'.80N., 93° 32'.86E. |
| (c) Port hand mark No. 4 | 08° 01'.82N., 93° 32'.30E. |
| (d) North east lighted beacon | 08° 01'.60N., 93° 33'.80E. |
| (e) Reid Point beacon | 08° 01'.48N., 93° 33'.35E. |
| (f) Mayo Point beacon | 08° 01'.60N., 93° 32'.53E. |

Mayabundar Island

- | | |
|-----------------------|----------------------------|
| (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 Apr 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	082	2005 series: 402 440 468 499. 2006 series: 020 040 051 054 063 066 070 073 074 076 080 082.
II	E. Atlantic	119	2005 series: 329 397 . 2006 series: 015 020 049 071 092 103 106 107 110 112 114 115 116 118 119.
III	Mediterranean	177	2006 series: 94 95 96 107 112 114 119 120 132 134 140 154 155 160 161 169 170 171 172 173 174 175 176 177.
IV	N.W. Atlantic	Nil	2006 series: Nil.
V	W. Atlantic	Nil	2006 series: Nil.
VI	S.W. Atlantic	Nil	2006 series: Nil.
VII	S.E. Atlantic	055	2006 series: 013 027 046 051 055
VIII	Indian Ocean	255	2005 Series:- 346 352 384 412 562 631 634 650 657 710 716 720 741 747 762 767 769 2006 Series: 004 005 015 026 032 034 051 061 069 071 085 136 137 159 160 174 175 192 198 199 206 216 219 223 225 243 244 246 250 251 252 253 254 255.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 135 198.
X	Australia, New Guinea	Nil	2006 Series: 001.
XI	Malacca Strait, China Sea, N. Pacific	044	1996- 0925 1998- 0655 1999- 0053 0187 0310 0613 2000 -0677 2001- 0182 0775 2002 -Nil 2003- 0106 0303 0304 2004- 0246 0271 03610555 0571 2005- 0005 0025 0271 0307 0322 0331 0332 0335 0345 0351 0395 0474 0481 0497 0522 0576 0583 2006 -0005 0007 0008 0037 0050 0052 0057 0058 0060 0067 0069 0075 0083 0090
XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil

XIV	S.W. Pacific	Nil	2005 series: 066 070 2006 series: 006
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2006 series: Nil
Hydrolants	Atlantic, Mediterranean	Nil	2006 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>
D 6590	-Ilha de Mafamede. NW end	16 21·19 40 01·80	Fl(2)R 10s	24	13	White 6-sided tower 25	<i>fl 0.5, ec 1, fl 0.5, ec 8.</i> Vis 029⁰-049⁰(20⁰)over Puga Puga Island, 206⁰- 221⁰ (15⁰) over Santo Antonio Reef (T)2005 *
		*			*		*
D 6613	-Ponta Zuani	14 29·9 40 40·2	Fl R 4s	6	5	White pile structure 5	<i>fl 0·4. Reported TE 2005</i> *
D 6862·1	-Roche Boquet	4 21·13 55 46·61	Oc(2+1)Y	Post 8	*
*	*	*	*	*	*	*	*
D 6864	Mamelles	4 29·0 55 32·4	Fl W 2·5s	49	11	White square stone hut, red roof 6	<i>fl 0·2. TE 2006</i> *
E 8260·5	-Gapco Lt F	28 15·80 33 16·01	Mo(U)W 15s	...	4	Black 8 on red metal tower 23	
	Horn Mo(U) 30s				
*	*	*	*	*	*	*	*
F 1057	Saint Martin's Island. N end	20 37·9 92 19·4	Fl W 30s	39	20	Red and white □ on framework tower	Racon *
F 1169·5	Laem Phra Chao	7 45·6 98 18·5	Fl W 9s	93	22	...	<i>fl 0·21</i> *
F1266·3	Ug Silabi	02 01·68 98 15·58	LFl W 10s	15	12	White beacon	<i>fl 2</i> *
F1324	-NW of Tg Hagu	5 12·3 97 08·0	Fl W 3s	22	8	White framework tower 14	<i>fl 0·3. TE 2006. Obscured by land when bearing less than 148⁰</i> *
F1422	-Pulau Pelangkat	0 45·0 103 35·0	LFl W 8s	13	10	White metal framework tower 8	<i>fl 2</i> *
F1616·5	-	3 00·83 100 51·86	Fl W 10s	9	14	White buoyant beacon	Racon. TE 2006 *
F1790	-Tg Batu Hitam	0 54·5 104 26·5	Iso WR 2s	26	13	White beacon 3	R shore-059·5 ⁰ , W059·5 ⁰ - shore *
			*		*		*

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. 06 dated 16 Mar 2006)*Page 34, **QATAR** section, insert:**Mesaieed East Channel**, Racon 24⁰56' .93N 51⁰47' .26E **77350****Lt Buoy 15**(3 & 10 cm) 360⁰ 6 n miles **Q****BA Notice 13/06****08/06****BA, VOL. 3 Part 1, NP 283(1), 2002/03***(Last correction: Edition No. 08dated 16 Mar 2006)***NIL****VOL. 5, 1997/98***(Last correction: Edition No. 05 dated 01Mar 2006)***NIL****VOL. 6, 2005***(Last correction: Edition No. 10 dated 01 Apr 2006)***BA, VOL. 7, 1997/98-PART 2***(Last correction: Edition No. 16 dated 16 Aug 2000)***NIL****VOL. 8, 1999***(Last correction: Edition No. 05 dated 01 Mar2005)***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: - 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	39.917	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						