



INDIAN NOTICES TO MARINERS FOR 2006

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

EDITION No. 09 DATED 01 MAY 2006

(CONTAIN NOTICES 207 TO 233)

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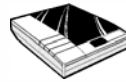
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, requested to notify the Chief Hydrographer to the Govt. of India at the following address/fax No, immediately on discovering new or suspected dangers to navigation, on observing changes/defects to navigational aids, and of short comings in Indian charts or publication. The Hydrographic Note [Form IH – 102] is a convenient form on which to notify such changes. Specimen form is attached at Section X with this notice.

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
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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 207 to 232 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	215	12	32	212, 227(P)
22 (INT 752)	3	232 (P)	58 (INT7314)	41	215
201	2	208	158	32	221
203	2	231 (P)	563	36	228(P)
214	5	232 (P)	724	36	216
250	2	215	941A	46	217,224
257 (INT 7343)	3	232 (P)	1141	45	225
268 (INT 7353)	4	230 (P)	1311	45	222
269	4	214	1312	46	222
289	1	220	2056	46	224
291	2	215	2137	46	217
293 (INT 7022)	3	232 (P)	2149	46	217, 224
406	6	229 (P)	2403	45	222
2006	4	230 (P)	2523 (INT 7250)	40	210, 226(P)
2007	4	230 (P)	2659	32	221
2022 (INT 7345)	3	232 (P)	2777	45	223
2023	4	230 (P)	2851	40	211, 220
2041	3	207	2970	32	218
2047	4	230 (P)	3482	46	222
2049	2	215	3518	40	213
2060	2	231 (P)	3519	40	211
2068	2	231 (P)	3543	45	222
2070	4	214	3785	40	211
2082	2	207	3787 (INT 7245)	40	219
4010	6	229 (P)	3789	40	210, 226(P)
7706 (INT 706)	1	232 (P)	3791	40	210, 226(P)
8010	1	218	3877 (INT 7055)	37	228(T)
			3950	40	210, 219, 226(P)
			4172 (INT 7570)	36	209
			4173 (INT 7572)	36	209
			4701 (INT 701)	36	228(T)
			4702 (INT 702)	38	228(T)

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*207 (09/06)

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

(a): NEW INDIAN CHARTS

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2041	15-10-2005	DEVGARH HARBOUR <u>Limits:</u> 16° 20'.00N; 73° 15'.00E. 16° 26'.00N; 73° 24'.18E.	1:25,000	3	Rs. 1360.00
		MALVAN ANCHORAGE <u>Limits:</u> 16° 00'.45N; 73° 24'.00E. 16° 05'.00N; 73° 29'.50E.	1:15,000		
2082	30-09-2005	APPROACHES TO DAHEJ <u>Limits:</u> 21° 34'.10N; 72° 28'.50E. 21° 42'.90N; 72° 34'.50E.	1:25,000	2	Rs. 1360.00
		DAHEJ HARBOUR <u>Limits:</u> 21° 38'.40N; 72° 29'.80E. 21° 42'.80N; 72° 34'.35E.	1:12,500		

(b): INDIAN CHARTS PERMANENTLY WITHDRAWN

Chart to be withdrawn	Main Title	On Publication of New Chart
2041	DEVGARH HARBOUR MALWAN ANCHORAGE	2041
2082	APPROACHES TO DAHEJ DAHEJ HARBOUR	2082

(c): CHARTS AFFECTED BY THE FOREGOING

NIL

208 (09/06) INDIA – West Coast – Gora Chan Creek to Godia Creek – Sanghi Jetty

Source: Gujarat Maritime Board.

(HJ/1131/31)

Chart 201 [previous update 247/05]

Insert Jetty in position: 23° 22′.63N., 068° 34′.68 E.
 Legend, Sanghi Jetty

209 (09/06) SOUTH AFRICA - East Coast - Southern Approaches to Richards Bay - Die Duine Eastwards – Depth.

Source: BA Notice 1671 /06.

(HJ/634/17)

BA Chart 4172 (INT 7570) [previous update 190/06]

Substitute depth 10₈ and extend 15m contour NE to enclose for 28° 50′.73S., 32° 06′.00E.
 depth 10₈ enclosed by 15m contour

BA Chart 4173 (INT 7572) [previous update 190/06]

Insert 15m contour, joining: (a) 28° 50′.70S., 32° 05′.76E.
 28° 50′.84S., 32° 05′.89E.

(b) 28° 50′.90S., 32° 05′.88E.

Substitute depth 10₈ enclosed by 15m contour for depth 10₈ 28° 50′.73S., 32° 06′.00E.

Delete former 15m contour, joining: (a) above

(b) above

210 (09/06) QATAR - Ras Laffan - Legends. Works.

Source: BA Notice 1577 /06.

(HJ/1132/58)

BA Chart 2523 (INT 7250) [previous update 62/06]

Insert legend, Works in progress (2006), centred on: 25° 54′.50N., 51° 37′.40E.
 legend, See INM 226(P)/06, centred on: 25° 55′.70N., 51° 45′.80E.

BA Chart 3789 [previous update 411/05]

Amend legend to, See INM 226 (P)/06, centred on: 25° 55′.60N., 51° 37′.20E.

BA Chart 3791 [previous update 127/06]

Insert legend, Works in progress (2006) See INM 226(P)/06, centred on: 25° 53′.25N., 51° 36′.00E.

Amend legend to, See INM 226 (P)/06, centred on: 25° 55′.15N., 51° 42′.20E.

BA Chart 3950 [previous update 129/06]

Insert legend, Works in progress (2006), centred on: 25° 54′.00N., 51° 37′.40E.
 legend, See INM 226 (P)/06, centred on: 25° 55′.80N., 51° 45′.80E.

211 (09/06) OMAN - Masirah South-westwards - Firing practice area.

Source: BA Notice 1606/06.

(HJ/1132/01)

BA Chart 2851 [previous update 146/06]

Insert limit of firing practice area, pecked line, joining: 20° 02′.2N., 58° 11′.9E.
 (S border)

20° 18′.4N., 58° 29′.3E.

(a) 20° 04′.8N., 58° 44′.0E.

(b) 20° 02′.2N., 58° 41′.2E
 (S border)

Delete former limit of firing practice area, pecked line, joining: 20° 02′.2N., 58° 17′.9E.
 (S border)

20° 15′.3N., 58° 32′.1E.

(a) above

(b) above

211 (09/06) OMAN - Masirah South-westwards - Firing practice area. (continued)**BA Chart 3519 (plan, Khalij Maşirah) [previous update 223/04]**

Insert limit of firing practice area, pecked line, joining: 20° 15′.24N., 58° 32′.66E.
(W border)
20° 10′.29N., 58° 38′.04E. (shore)
and
20° 09′.98N., 58° 38′.37E. (shore)
20° 08′.00N., 58° 40′.52E.
(S border)

BA Chart 3519 [previous update 223/04]

Insert limit of firing practice area, pecked line, joining: 20° 15′.33N., 58° 26′.00E.
(W border)
20° 18′.37N., 58° 29′.27E.
20° 10′.29N., 58° 38′.04E. (shore)
and
20° 09′.98N., 58° 38′.37E. (shore)
20° 04′.83N., 58° 43′.95E.
20° 00′.00N., 58° 38′.83E.
(S border)

BA Chart 3785 [previous update 284/05]

Insert limit of firing practice area, pecked line, joining: 19° 57′.6N., 58° 07′.0E.
20° 18′.4N., 58° 29′.3E.
(a) 20° 04′.8N., 58° 44′.0E.
19° 43′.8N., 58° 21′.7E.
Delete former limit of firing practice area, pecked line, joining: 19° 54′.0N., 58° 09′.0E.
20° 15′.3N., 58° 32′.1E.
(a)above
19° 43′.1N., 58° 21′.0E.

212 (09/06) SAUDI ARABIA - Red Sea Coast - Port of Duba -- Legend.

Source: BA Notice 1630 /06.

(HJ/1134/74)

BA Chart 12 (plan C, Port of Duba) [previous update 244/04]

Insert legend, *See INM 227(P)/06*, centred on: 27° 33′.88N., 35° 31′.20E.

BA Chart 12 (plan B, Approaches to Duba) [previous update 244/04]

Insert legend, *See INM 227(P)/06*, centred on: 27° 34′.60N., 35° 28′.00E.

BA Chart 12 [previous update 244/04]

Insert legend, *See INM 227(P)/06*, centred on: 27° 35′.00N., 35° 29′.00E.

213 (09/06) OMAN - North East Coast - Muscat- Jazirt Muscat. Eastwards - Buoy.

Source: BA Notice 1669 /06.

(HJ/1132/31)

BA Chart 3518 (plan A, Muscat (Masqat) to Mina Al Fahl) [previous update 183/06]

Delete  *FL.Y.5s No 1* 23° 37′.50N., 58° 36′.18E.

BA Chart 3518 (plan B, Port Sultan Qaboos and Muscat (Masqat)) [previous update 183/06]

Delete  *FL.Y.5s No 1* 23° 37′.50N., 58° 36′.18E.

214 (09/06) INDIAN OCEAN - Chagos - Diego Garcia - West Island - Light-beacon.

Source: BA Notice 1636 /06.

Light List Vol. K, 0801

(HJ/830/27)

Chart 269 [previous update 163/06]

Amend light to, Fl(2)5s6M 7° 14'·9S., 72° 23'·1E.

Chart 2070 [previous update 112/04]

Amend light-beacon to, Fl(2)5s10m6M 7° 14'·85S., 72° 23'·12E.

215 (09/06) PAKISTAN - Approaches to Karachi - Ras Muari (Cape Monze) South-westwards - Wreck.

Source: BA Notice 1641 /06.

(HJ/1131/43)

Chart 21 [previous update 154/06]Insert  24° 45'·20N., 66° 44'·20E.**Chart 291** [previous update 48/06]Insert  24° 45'·20N., 66° 44'·20E.**Chart 250** [previous update 36/06]Insert  24° 45'·20N., 66° 44'·20E.**Chart 2049** [previous update 36/06]Insert  24° 45'·20N., 66° 44'·20E.**BA Chart 58 (INT 7314)** [previous update 63/06]Insert  24° 45'·20N., 66° 44'·20E.**216 (09/06) INDIAN OCEAN - Seychelles - Praslin - Pointe Cabris Eastwards - Roches Boquet - Light.**

Source: BA Notice 1648 /06.

Light List Vol. D, 6862.1

(HJ/832/54)

BA Chart 724 (plan H, Baie Sainte Anne to La Digue) [previous update 98/06]Insert  Oc(2+1)Y 4° 21'·23S., 55° 46'·55E.**217 (09/06) INDONESIA – Java Sea – Selat Gelasa Southwards – Simedang – Legend.**

Source: BA Notice 1645 /06.

Light List Vol. K, 1020

(HJ/827/62)

BA Chart 941A [previous update 189/06]

Delete legend, (exting), at light 3° 19'·0S., 107° 12'·5E.

BA Chart 2137 [previous update 188/06]

Delete legend, (exting), at light 3° 19'·1S., 107° 12'·6E

BA Chart 2149 [previous update 189/06]

Delete legend, (exting), at light 3° 19'·0S., 107° 12'·6E.

218 (09/06) SOMALIA - Boosaaso - Light.

Source: BA Notice 1798 /06.

Light List Vol. D, 7260, 7260.1

(HJ/1033/10)

Chart 8010 [previous update 192/06]

Amend light to, Iso.R.10M 11° 17'·0N., 49° 10'·9E.


BA Chart 2970 (INT 7002) [previous update 193/06]

Amend light to, Iso.R.10M 11° 17'·0N., 49° 10'·9E.

219 (09/06) QATAR - Approaches to Mesaieed - Fasht Al 'Arif Eastwards - Buoy. Radar beacon.

Source: BA Notice 1722 /06.

(HJ/1132/48)

BA Chart 3787 (INT 7245) [previous update 129/06]Insert  Radar beacon, *Racon (Q)*, at light-buoy 24° 56'·75N., 51° 47'·42E.**BA Chart 3950 [previous update 210/06]**Insert  *Q.G E-15* (a) 24° 56'·64N., 51° 47'·36E.radar beacon, *Racon (Q)*, at light-buoy (a)above**220 (09/06) OMAN - Northern Approaches to Port Sohar - Buoyage. Radar beacon.**

Source: BA Notice 1750 /06.

(HJ/1132/43)

Chart 289 [previous update 168/06]Insert  *LFl.10s* (a) 24° 34'·90N., 56° 38'·00E.radar beacon, *Racon (Q)*, at light-buoy (a)above**BA Chart 2851 (plan B, Port Sohar) [previous update 211/06]**Insert  *Fl(2)R.6s Approach* 24° 33'·10N., 56° 37'·90E.Move  *Q.R B1* from: 24° 31'·80N., 56° 37'·80E.

to: 24° 32'·32N., 56° 37'·80E.

 *Q.G B2* 24° 31'·80N., 56° 37'·64E.


to: 24° 32'·32N., 56° 37'·63E.

 *Fl.R.5s B3* 24° 31'·10N., 56° 37'·80E.

to: 24° 31'·40N., 56° 37'·80E.

 *Fl.G.5s B4* 24° 31'·10N., 56° 37'·64E.

to: 24° 31'·40N., 56° 37'·63E.

Delete  *LFl.10s* (a) 24° 32'·16N., 56° 37'·72E.radar beacon, *Racon (Q)*, at light-buoy (a)above**BA Chart 2851 [previous update 211/06]**Insert  *LFl.10s* (a) 24° 34'·90N., 56° 38'·00E.radar beacon, *Racon (Q)*, at light-buoy (a)above**221 (09/06) SAUDI ARABIA - Red Sea Coast - Approaches to Mi-na 'al Qadi-mah - Rock.**

Source: BA Notice 1803 /06.


(HJ/1134/21)

BA Chart 158 (INT 7008) [previous update 307/05]Insert  *PA* 22° 19'·10N., 38° 58'·6E.**BA Chart 2659 [previous update 453/04]**Insert  *PA* 22° 19'·10N., 38° 58'·59E.

222 (09/06) SINGAPORE STRAIT - Eastern Approaches - Eastern Bank Eastwards - Wreck.

Source: BA Notice 1705 /06.

(HJ/927/15)

BA Chart 1311 [previous update 80/06]Insert  PA 1° 32'·0N., 104° 39'·0E.**BA Chart 1312** [previous update 170/06]Insert  1° 32'·0N., 104° 39'·0E.**BA Chart 2403** [previous update 81/06]Insert  PA 1° 32'·0N., 104° 39'·0E.**BA Chart 3482 (INT 550)** [previous update 119/06]Insert  1° 32'·0N., 104° 39'·0E.**BA Chart 3543** [previous update 80/06]Insert  PA 1° 32'·0N., 104° 39'·1E.**223 (09/06) INDONESIA - Sumatera - North West Coast - Pulau Rondo North-westwards - Data buoys.**

Source: BA Notice 1753 /06.

(HJ/928/64)

BA Chart Chart 2777 [previous update 92/06]Insert  6° 06'·74N., 95° 05'·85E.
6° 05'·74N., 95° 05'·88E.**224 (09/06) INDONESIA - Sumatera - East Coast - Zelda Oilfield - Wreck.**


Source: BA Notice 1794 /06.

(HJ/827/43)

BA Chart 941A [previous update 217/06]Insert  (a) 5° 11'·0S., 106° 22'·5E.

Delete depth 11, adjacent to:

(a)above

BA Chart 2056 [previous update 186/06]Insert  5° 11'·0S., 106° 22'·5E.**BA Chart 2149** [previous update 217/06]Insert  5° 11'·0S., 106° 22'·5E.**225 (09/06) MALACCA STRAIT - Melaka Southwards - Legend.**

Source: BA Notice 1800/06.

(HJ/927/27)

BA Chart 1141 [previous update 174/06]Insert legend, Reclamation in progress (2006), oriented WNW/
ESE, between: 2° 10'·94N., 102° 14'·76E.
2° 10'·73N., 102° 15'·67E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**226 (P) (09/06) QATAR – Ra’s Laffan - Works. Berths. Buoyage. Dredging areas. Reclamation areas.**

Source: BA Notice 1576(P)/06

(HJ/1132/58)

1. Work is in hand to expand and develop the port of Ra’s Laffan.
2. Construction of all three piers of the Liquid Products Berths (25° 55′.36N., 51° 36′.61E.) is now complete. All piers are marked at their seaward extremity by red lights. Buoys LB1 and LB3, which were laid to mark the unfinished works, have been removed. From south-west to north-east the berths are numbered 1A, 1B, 2A, 2B, 3A and 3B.
3. The 13.5m dredged area has been extended by 100m to the southwest of new Liquid Products Berth 1A to increase the maneuvering room for berthing vessels. The limit of the dredged area is marked by the following buoys:

Red port hand buoy	<i>Fl.R.2s</i>	25° 55′.33N., 51° 36′.42E.
Yellow buoy	<i>Fl.Y.2s</i>	25° 55′.27N., 51° 36′.47E.
Yellow buoy	<i>Fl.Y.2s</i>	25° 55′.21N., 51° 36′.51E.
4. A third LNG berth has been constructed from the Main Breakwater in approximate position 25° 56′.000N., 51° 36′.600E. The base structure for a flare for LNG berth three has been built and extends 50m seawards from the main breakwater.
5. A fourth LNG berth is under construction to the east of LNG berth three.
6. A causeway is being constructed about halfway along the Lee Breakwater and on its seaward side. This will extend 150m into the sea for the construction of a LPG Flare.
7. Extensive dredging and reclamation works are in progress to the south-east of the Lee Breakwater. The area of works extends up to 3 miles offshore from the breakwater and is marked by buoys.
8. Reclamation works are taking place within the inner harbour of Ra’s Laffan port. The seaward limit of these works is marked by a red can light-buoy Fl.R.2s in position 25° 55′.097N., 51° 35′.564E.
9. Mariners are advised to navigate with extreme caution and to contact the port authorities for further information.
10. Additional information will be promulgated as it becomes available.
11. Former INM 425(P)/05 is cancelled.

BA Charts affected – 2523 (INT 7250) - 3789 - 3791 - 3950**227 (P) (09/06) SAUDI ARABIA - Red Sea Coast - Port of Duba -- Dredging area. Works.**

Source: BA Notice 1629(P)/06

(HJ/1134/74)

1. Dredging and works in progress are taking place within the Port of Duba. As a consequence navigational aids may also be affected.
2. Mariners are advised to consult Duba-Port Authority for the latest information.

BA Charts affected -12**228 (T) (09/06) INDIAN OCEAN - Comores - Anjouan Eastwards - Reef.**

Source: BA Notice 1675(T)/06

(HJ/733/75)

1. A reef is reported to exist in position 12° 12′.8S., 44° 46′.1E.
2. Mariners are advised to exercise caution.

BA Charts affected -563 -3877 (INT 7055) -4701 (INT 701) -4702 (INT 702)**229 (P) (09/06) INDIA – Little Andaman Islands – Butler Bay.**

Source: Andaman Lakshadweep Harbour Works.

(HJ/1028/07)

1. A wave rider Buoy of 1metre diameter has been deployed at 10° 40′.12N., 92° 36′.08E. till Feb 2007.
2. Mariners are advised to keep clear by 300 metres.

Charts affected -406-4010.

230 (P) (09/06) INDIA –Lakshdweep Islands– FAD.

Source: Dept. of Science & Technology. Kavaratti.

(HJ/1030/17)

1. Yellow coloured Fish Aggregating Devices of 5 metre height fitted with a plate with FAD No. have been deployed in the following positions:

FAD No.	
1	11° 39′.31N., 72° 41′.90E.
23	11° 37′.272N., 72° 10′.216E.
25	11° 37′.278N., 72° 10′.210E.
15	11° 25′.698N., 73° 08′.2E.
7	11° 18′.477N., 72° 47′.650E.
2	11° 13′.44N., 72° 58′.63E.
19	11° 10′.808N., 72° 47′.180E.
8	11° 06′.720N., 72° 40′.715E.
22	11° 06′.25N., 72° 44′.866E.
27	10° 58′.215N., 72° 40′.715E.
26	10° 55′.814N., 72° 21′.072E.
3	10° 55′.072N., 73° 42′.920E.
16	10° 52′.32N., 73° 37′.29E.
9	10° 49′.362N., 72° 07′.926E.
14	10° 48′.683N., 72° 21′.072E.
6	10° 47′.624N., 73° 47′.166E.
17	10° 35′.89N., 72° 40′.25E.
28	10° 29′.426N., 72° 37′.559E.
29	10° 29′.283N., 72° 34′.428E.
11	10° 13′.611N., 73° 41′.47E.
15	10° 07′.446N., 72° 16′.690E.
4	10° 03′.601N., 72° 20′.550E.
21	10° 00′.22N., 73° 39′.02E.
13	08° 19′.6N., 73° 04′.4E.
10	08° 17′.3N., 72° 59′.71E.
20	08° 15′.99N., 72° 59′.88E.

2. The characteristics of light:

Colour – Yellow

Range – 5 NM

Flashing – 2 flashes for every 5 seconds

3. Mariners are advised to keep clear by 1000 metres from FAD buoys.

Charts affected – 268(INT 7353) - 2006 - 2007- 2023 - 2047.

231 (P) (09/06) INDIA – West Coast – Pathfinder Inlets – Submarine Pipeline.

Source: Kandla Port Trust

(HJ/1131/20)

1. Piling and installation of SPM and PLEM is in progress by barge DLB 600 with associated auxiliary craft, in position:

22° 30′.5N., 69° 39′.66E.

2. The Barge has 10 anchors down.

3. Mariners are advised to proceed with extreme caution within 01 NM of the above position.

4. The updated position will be available to vessels navigating in the vicinity on VHF channel 06.

5. The operation is expected to be completed by 15/06/2006.

6. Former INM 58(P)/06 is cancelled.

Charts affected – 203 - 2060 - 2068.

232 (P) (09/06) INDIA – West Coast –Approaches to Mormugao- Wreck

Source: Navarea VIII 268

(HJ/1030/56)

1. A vessel of 56mtrs in length sunk in approximate position 15° 23′.43N., 73° 27′.12E on 21 Apr 2006.

2. Mariners are advised to exercise caution.

Charts affected – 22(INT 752)-293(INT 7022)-257(INT 7343)-214-2022(INT 7345)-7706(INT 706).

233 (T) (09/06) Indian Temporary Notices to Mariners cancelled.

Cancelled Notices

Notice No.	Ref. No
462(P)/05	233(T)/06
162(P)/06	233(T)/06

SECTION – IV: MARINE INFORMATION**VISAKHAPATNAM PORT INFORMATION**

1. Lighterage operations are in progress in position 17° 42.00'·00N., 083° 23'·00E. with in the port limit of Visakhapatnam Port. Mariners are advised caution and keep minimum clearance of 1 NM radius from the given position.

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 01 May 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	115	2005 series: 402 440 468 499. 2006 series: 040 054 063 073 074 086 087 094 095 098 104 109 110 111 112 113 114 115.
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	199	2006 series: 114 132 134 154 160 161 171 175 179 180 183 189 193 194 195 197 198 199.
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	064	2006 series: 013 055 063 064
VIII	Indian Ocean	255	2005 Series:- 346 352 384 412 562 631 634 657 710 716 720 741 747 762 767 2006 Series: 004 005 015 026 032 034 051 071 085 136 137 159 160 174 175 192 216 219 243 246 250 259 260 261 262 263 264 265 266 268 269 272 273 274 278 279 280 281 282 283 284 285 286
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 0110 0113 0114 0115 0116 0117 0118 0119 0122 0123 0124
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: 375 496 523 524 628 630
Hydrolants	Atlantic, Mediterranean	Nil	2006 series: 610

SECTION – VI: CORRECTIONS TO SAILING DIRECTION**INP 1 West Coast of India Pilot (2003 Edition)****India –West Coast – Diu Head – Mul Dwaraka Port
260**Paragraph 8.189 *Insert:*

1 Mul Dwaraka Port

General Information:

1. Position: 20° 43′.35S., 70° 39′.14E.
2. Function: The port is a captive port of Gujarat Ambuja Cement Ltd (GACL). It is exclusively used by GACL and is not open to any other agency/ trade.

Arrival Info:

1. Notice of ETA: Vessels are required to send their ETA 72 Hrs in advance to the Port Captain, Port of Mul Dwaraka.
2. Pilotage – is compulsory for all foreign going vessels.

Port Services:

1. Hours of Operarion- 24 Hrs.
2. VHF Channels in use for port/Pilots – CH 15.

Gujarat Ambuja Cement Ltd.**09/06****INP 1 West Coast of India Pilot (2003 Edition)****India –West Coast – Kharo Creek – Sanghi jetty
290***Insert:***Kharo Creek**

Chart 201

9.212A

1 Sanghi Jetty

General Information:

1. Position: 23° 22′.40S., 68° 34′.40E.
2. Dimension - Berthing Jetty: 203.87 X 23.80 Metres.
2. Function: It is a captive jetty of M/s Sanghi Industries Ltd.

Gujarat Maritme Board.**09/06**

INP 1 West Coast of India Pilot (2003 Edition)**Pakistan -- Approaches to Karachi --****Directions — Wreck****320**Paragraph 10.85 6--7 *Replace by:*

- 6 S of Beauchamp Reef (10.156) (11 miles W), then to:
S of Nancowry Shoal (9 miles WSW) consisting of a series of sand, gravel and coral ridges which lie on the inshore part of a spit that extends $3\frac{3}{4}$ miles SW from Ras Muari, then to:

- 7 Clear of a dangerous wreck (10½ miles SW), position approximate, then to:
Clear of an area (10 miles SSW), position approximate, in which unexploded ordnance exists. Anchoring and underwater operations should not be carried out in the vicinity of this area. Then to:
S of a dangerous wreck (6 miles SSW), then to:

BA 15/06**09/06**

<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>
E 6142-7	Hanish as Sughra (Low Island)	13 52-4 42 49-2	Fl(3)W 15s	...	10	White metal structure 8	TE 2006
*	*	*	*	*	*	*	*
E 6142-9	Hanish al Kubrá. NE end	13 46-31 42 47-11	Fl(2)W 12s	...	14	Red framework tower, white top 10	TE 2006
*	*	*	*	*	*	*	*
E 6142-92	-SW end	13 39-96 42 40-62	Fl W 5s	200	16	White round GRP tower, red bands 6	fl 0-1. Vis 010 ⁰ -070 ⁰ (60 ⁰). AIS. TE 2006. LED emergency light Fl W5s, fl 1, 10M *
E 6144	-Jabal al Yaman	15 17-4 42 34-9	Fl(3)W 15s	40	10	White tubular framework tower on three concrete pillars 18 *	(fl 1, ec 1-5)x 2, fl 1, ec 9. TE 2006 *
E 6144-2	-Uqban (Okban) Island	15 28-6 42 24-3	Fl(2)W 10s	26	12	White round tower	fl 1, ec 1, fl 1, ec 7. TE 2006 *
E 6144-4	-- Saghir	15 25-1 42 31-4	Fl Y 5s	5	7	Black round tower, red bands	fl 0-5. TE 2006 *
E 6144-6	-NW Patches	15 27-5 42 33-3	Fl R 3s	6	5	Red topmark on white round tower on piles	fl 0-3. TE 2006 *
E 6144-8	-Kamaran Island. N	15 27-2 42 37-5	Fl(2)W 7-5s	8	5	White round tower on concrete base 6	TE 2006 *
E 6145	-Lansdown Shoal	15 31-0 42 32-9	Fl G 3s	6	5	Black topmark on white round tower on piles	fl 0-3. TE 2006 *
E 6145-2	-Harrison Shoal	15 28-8 42 41-4	Fl R 5s	6	5	Red topmark on white round tower on piles	fl 0-5. TE 2006 *
E 6145-3	-Al Khawbah. Fishing Harbour. Breakwater. Head	15 31-6 42 44-4	Fl R 3s	fl 0-5. TE 2006 *
E 6145-4	-Ras el Salif	15 18-9 42 40-2	Q(2)W 3s	6	5	White round tower 6	Ra refl. TE 2006 *
E 6150	-High Light	12 39-29 43 25-88	Fl(4)W 15s	85	24	Grey stone tower with embattled wall, white lantern 25	(fl 0-2, ec 2-1) x 3, fl 0-2, ec 7-9. AIS. Reduced range (T) 2006 *

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. 08 dated 15 Apr 2006)*Page 32 **OMAN** section**Port Sohar, Lt Buoy****76445**

Delete position 24°32'·16N 56°37'·72E and replace by: 24°34'·90N 56°38'·00E

BA Notice 15/06**09/06****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. 07 dated 01 Apr 2006)*Page 64, **QATAR**, AL SAHEEN TERMINAL**Pilots and Terminal** , *delete DESCRIPTION section and replace by:*

DESSRIPTION: The terminal consists of a Floating Storage and Offloading (FSO) unit Knock Nevis moored to SPM No 2 in position 26°35'·40N 52°01'·95E

Maersk Oil Qatar (HH489/185/05 – E26) 15/06

PROCEDURE: *delete section (1) and replace by:*

(1) Pilotage is compulsory for all vessels within the SPM No 2 safety zone of 1500 metres.

Maersk Oil Qatar (HH489/185/05 – E26) 15/06

BA Notice 04/06**04/06****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	39.197	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						