



INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED FORTNIGHTLY ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 12 DATED 16 JUNE 2006
(CONTAIN NOTICES 301 TO 329)

REACH US 24 HOURS A DAY



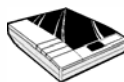
E-mail to

in角度@dataone.in
in角度_navwarnings@dataone.in
in角度_marinesafety@dataone.in
in角度_helpdesk@dataone.in



Write to

National Hydrographic Office +91- 135 - 2748373
107-A, Rajpur Road
Dehradun – 248 001
INDIA



Fax to



Contact Person

Deputy Hydrographer
Marine Safety Services
+91- 135 - 2747360-65



visit

www.hydrobharat.org
www.hydrobharat.nic.in

CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	04
II.	Permanent Notices	05
III.	Temporary and Preliminary Notices	14
IV.	Marine Information	17
V.	Radio Navigational Warnings	19
VI.	Corrections to List of Sailing Direction	21
VII.	Corrections to List of Lights	22
VIII.	Corrections to List of Radio Signals	24
IX.	Use of GPS for Navigation using Local (Everest) Datum charts.	26
X.	Reporting of Navigational Dangers.	27

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**

Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.



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 301 to 329 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
215	3	325(P)	100	32	309
216	3	325(P)	644	36	304,326(P)
225	4	314,329(P)	646	36	304
257(INT 7343)	3	325(P)	647(INT 7666)	36	305
286	1	309	801(INT 7143)	32	308
301	5	303	819	42	314
352(INT 7416)	5	302	826(INT 7441)	43	315
451	7	315	1353	45	317
2008	3	325(P)	1358	45	317,318,319
2067	4	314,329(P)	2139	45	317
3011	5	303	2153	45	316,317
7070(INT 70)	1	301,324	2403	45	321,322
7071(INT 71)	1	324,309	2523(INT 7250)	40	310,328(P)
7072(INT 72)	1	309	2884(INT 7278)	40	313
7073(INT 73)	1	324	2886	40	311
7705(INT 705)	1	309	2950	32	306
8010	1	306	2970(INT 7002)	32	306,309
			3043	32	307,327(P)
			3735(INT 7259)	40	311
			3736(INT 7258)	40	311
			3737(INT 7255)	40	311
			3738(INT 7254)	40	311
			3789	40	310,328(P)
			3790(INT 7252)	40	311
			3791	40	310,328(P)
			3812	40	312
			3933	45	318
			3937	45	321
			3945	45	317
			3947	45	318,319
			3948	46	323
			3949	46	321,322,323
			3950	40	310,328(P)
			4031	45	320
			4032	45	320
			4040	45	320

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***301 (12/06) INDIAN OCEAN - Southern part-Mauritius - Light.**

Light List Vol. D and E 2003, D 7098

Source: Navarea VIII 366/06

(HJ/632/92)

Chart 7070(INT 70) [previous update 279/05]

Delete  20° 08' 1S., 057° 29' 0E.

***302 (12/06) INDIA - East Coast-Gopalpur to Paradip - Obstruction**

Source: Navarea VIII 367/06

(HJ/1129/03)

Chart 352(INT 7416) [previous update 259/06]


Insert  obstn 20° 04' 80N., 086° 41' 65E.

***303 (12/06) INDIA – East Coast – Hugli River-Gasper Channel to Haldia – Buoys.**

Source: Kolkata Port Trust

(HJ/1129/12)

Chart 301 [previous update 158/06]

Substitute Conventional Easterly  (lighted) Q.Fl for
(ABB)


Auckland Boat  (lighted) Q.Fl
(ABB) 21° 49' 80N., 087° 59' 75 E.

Insert  (lighted) Fl(3) 15s
GW
(UBS) 21° 53' 00N., 088° 04' 55 E

 (lighted) Fl 10s
R
(AS) 21° 47' 10N., 087° 57' 73 E


 (lighted) Fl.7s
G
(LM-I) 21° 47' 17N., 088° 00' 93 E

 (lighted) Q.Fl
GW
(MC – III) 21° 48' 00N., 088° 01' 90 E

 (lighted) Fl.7s 21° 11' 75N., 088° 09' 59 E

 (lighted) Fl.G.7s
G
(LM-II) 21° 45' 70N., 088° 01' 47 E

 (lighted) Q.Fl
YBY
(Sagar No. III) 21° 39' 18N., 088° 01' 55 E

 (lighted) Fl.R.7s
R
(CWA) 21° 48' 98N., 087° 58' 55 E















Move  (lighted) Fl(3) 15s from:
R
(LWA) 21° 41' 68N., 087° 59' 98 E

to: 21° 41' 51N., 087° 59' 35 E






 (lighted) Fl(3) 15s from:
G
(LM -III) 21° 44' 25N., 088° 00' 71 E

to: 21° 44' 23N., 088° 00' 48 E

***303 (12/06) INDIA – East Coast – Hugli River-Gasper Channel to Haldia – Buoys. (continued)**

Move	 (lighted) Q.Fl from: (Maragoalia)	21°43′.10N., 088° 01.40 E
	to:	21°43′.12N., 088° 01′.15 E
	 (lighted) Fl.10s from: (SFW)	21°41′.86N., 088° 00.01 E
	to:	21°41′.03N., 088° 00.12 E
Delete	 (lighted)Fl(2) 15s (UBS)	21°52′.91N., 088° 04.76 E
	 (lighted) Q Fl (Sagar No. III)	21°38′.20N., 088° 01.55 E
Chart 3011(INT 7421) [previous update 158/06]		
Substitute	Conventional Easterly  (lighted) Q.Fl for (ABB)	
	Auckland Boat  (lighted) Fl.G.7s (ABB)	21° 49′.80N., 087° 59′.75 E.
Insert	 (lighted) Fl(3) 15s (UBS)	21° 53′.00N., 088° 04′.55 E
	 (lighted) Q.Fl (MC - III)	21°48′.00N., 088° 01′.90 E
Move	 (lighted) Fl 10s from: (AS)	21°47′.10N., 087° 58′.10 E
	to:	21°47′.10N., 087° 57′.73 E
	 (lighted) Fl(3) 15s from: (LWA)	21°41′.68N., 087° 59′.98 E
	to:	21°41′.51N., 087° 59′.35 E
	 (lighted) Fl 7s from: (LM-I)	21°47′.33N., 088° 01′.95 E
	to:	21°47′.17N., 088° 00′.93 E
	 (lighted) Fl(3) 15s from: (LM-III)	21°44′.25N., 088° 00′.71 E
	to:	21°44′.23N., 088° 00′.48 E
	 (lighted) Q.Fl from: (Maragoalia)	21°43′.10N., 088° 01.40 E
	to:	21°43′.12N., 088° 01′.15 E
	 (lighted) Fl.G.7s from: (LM-II)	21°46′.00N., 088° 01.70 E
	to:	21°45′.70N., 088° 01′.47 E

***303 (12/06) INDIA – East Coast – Hugli River-Gasper Channel to Haldia – Buoys. (continued)**

Move	 (lighted) Q.Fl from: (Sagar No. III)	21°38′.20N., 088° 01′.55 E
	to:	21°39′.18N., 088° 01′.55 E
Delete	 Fl 10s from: (SFW)	21°41′.86N., 088° 00′.01 E
	to:	21°41′.03N., 088° 00′.12 E
	 (lighted). Fl R 7s from: (CWA)	21°49′.00N., 087° 58′.68 E
	to:	21°48′.98N., 087° 58′.55 E
Delete	 (lighted) Fl (2) 15s (UBS)	21°52′.91N., 088° 04′.76 E
	 (lighted) Q.Fl. (MC-III)	21°48′.55N., 088° 02′.80 E

304 (12/06) MOZAMBIQUE - Approaches to Maputo - Canal da Xefina and Canal da Polana - Legend.

Source: BA Notice 2504/06.

(HJ/634/47)

BA Chart 644 [previous update 365/01]Amend legend to, *Dredged to 9.4m (2006)*, centred on: 25° 58′.55S., 32° 37′.35E.**BA Chart 646** [previous update 125/03]Amend legend to, *Dredged to 9.4m (2006)*, centred on:
25° 58′.62S., 32° 36′.97E.
25° 56′.72S., 32° 41′.86E.**305 (12/06) MOZAMBIQUE - Pemba and Enseada do Imbo - Landmarks. Rock. Danger line.**

Source: BA Notice 2361/06.

(HJ/634/79)

BA Chart 647 (INT 7666) [previous update 33/03]

Insert	 (26)	12° 57′.26S., 40° 29′.89E
	 (63)	12° 57′.88S., 40° 29′.58E.
	+	12° 57′.95S., 40° 32′.16E.
	danger line, joining:	12° 57′.94S., 40° 32′.04E.(coral)
		12° 57′.94S., 40° 32′.19E. 12° 58′.00S., 40° 32′.09E.(coral)

306 (12/06) SOMALIA - Bosasso - Wrecks. Legend. Lights.

Light List Vol. D, 7260, 7260.1

Source: BA Notice 2327/06.

(HJ/933/10)

Chart 8010 [previous update 218/06]Insert  Wks 11° 18'·3N., 49° 10'·8E.

Amend light to, Ldg Iso.R.10M& Q.R.8M 11° 17'·0N., 49° 10'·9E.

BA Chart 2950 (plan, Bosasso (Bandar Cassim)) [previous update 221/04]Insert  PA 11° 18'·34N., 49° 10'·75E.**BA Chart 2970 (INT 7002)** [previous update 218/06]Insert  Wks 11° 18'·3N., 49° 10'·8E.

Amend light to, Ldg Iso.R.10M&Q.R.8M 11° 17'·0N., 49° 10'·9E.

307 (12/06) EGYPT - Red Sea Coast - Approaches to Berenice - Legend.

Source: BA Notice 2344/06.

(HJ/1134/34)

BA Chart 3043 (plan D, Approaches to Berenice) [previous update 88/06]

Insert legend, See INM 327(P)/06, centred on: 23° 52'·30N., 35° 49'·50E.

23° 48'·60N., 35° 44'·00E.

23° 54'·12N., 35° 37'·40E.

308 (12/06) JORDAN - Gulf of Aqaba – El'Aqaba Industrial Port Northwards -Jetty. Legend.

Source: BA Notice 2552/06.

(HJ/1134/95)

BA Chart 801 (INT 7143) (plan A, Approaches to Eilat and El 'Aqaba) [previous update 142/06]

Insert jetty, single firm line, joining: 29° 23'·77N., 34° 57'·85E.

29° 23'·55N., 34° 57'·83E.

legend, Naval Base, centred on: 29° 23'·58N., 34° 58'·30E.

309 (12/06) GULF OF ADEN - Depths.

Source: BA Notice 2572/06.

(HJ/1032/28)

Chart 286 [previous update 193/06]

Insert depth 265 16° 05'·0N., 52° 50'·0E.

Chart 7071 (INT 71) [previous update 239/06]

Insert depth 265 16° 05'·0N., 52° 50'·0E.

Chart 7072 (INT 72) [previous update 239/06]

Insert depth 265 16° 05'·0N., 52° 50'·0E.

Chart 7705 (INT 705) [previous update 251/06]

Insert depth 265 16° 05'·0N., 52° 50'·0E.

BA Chart 100 [previous update 104/02]

Insert depth 292 12° 20'·5N., 51° 16'·0E.

depth 444 12° 30'·8N., 51° 09'·8E.

depth 354 and extend 1000m contour E to enclose 12° 33'·0N., 51° 22'·7E.

depth 355 12° 31'·2N., 51° 15'·8E.

BA Chart 2970 (INT 7002) [previous update 306/06]

Insert depth 354 enclosed by 1000m contour 12° 33'·0N., 51° 22'·7E.

310 (12/06) QATAR – Ra’s Laffan - Legends. Works.

Source: BA Notice 2508/06.


(HJ/1132/58)

BA Chart 2523 (INT 7250) [previous update 236/06]Amend legend to, *See INM 328(P)/06*, centred on: 25° 55′.70N., 51° 45′.80E.**BA Chart 3789** [previous update 210/06]Amend legend to, *See INM 328(P)/06*, centred on: 25° 55′.600N., 51° 37′.200E.**BA Chart 3791** [previous update 210/06]Amend legend to, Works in progress (2006) *See INM 328(P)/06*,
centred on: 25° 53′.25N., 51° 36′.00E.
legend to, *See INM 328(P)/06*, centred on: 25° 55′.15N., 51° 42′.20E.**BA Chart 3950** [previous update 219/06]Amend legend to, *See INM 328(P)/06*, centred on: 25° 55′.80N., 51° 45′.80E.**311 (12/06) BAHRAIN - Khawr Al Qulay’ah - Dowhat Al Qudaybiyah and Qassar Jurdi North-eastwards - Light. Wreck. Buoyage. Platform.**

Light List Vol. D, 7406.6

Source: BA Notice 2396/06.

(HJ/1132/69)

BA Chart 2886 [previous update 286/06]Substitute  Mast for  26° 19′.28N., 50° 43′.59E.**BA Chart 3735 (INT 7259)** [previous update 169/06]Substitute  LFL.G.10s for  Fl.R.3s 26° 14′.40N., 50° 36′.96E. LFL.G.4s for  Fl.R.3s 26° 14′.43N., 50° 37′.10E. Q,R Fountain for  Fountain 26° 13′.64N., 50° 36′.34E.**BA Chart 3736 (INT 7258)** [previous update 169/06]Substitute  Q,R Fountain for  Fountain 26° 13′.64N., 50° 36′.34E.**BA Chart 3737 (INT 7255)** [previous update 127/06]Substitute  Mast for  26° 19′.28N., 50° 43′.59E.**BA Chart 3738 (INT 7254)** [previous update 127/06]Substitute  Mast for  26° 19′.28N., 50° 43′.59E.**BA Chart 3790 (INT 7252)** [previous update 127/06]Substitute  Mast for  26° 19′.28N., 50° 43′.59E.**312 (12/06) SAUDI ARABIA - East Coast - Ad Dammam and Ra’sTannurah and Approaches - Cautionary note.**

Source: BA Notice 2498/06.

(HJ/1132/69)

BA Chart 3812 [previous update 598/05]

Delete note, AIDS TO NAVIGATION, centred on: 26° 41′.50N., 50° 17′.40E.

313 (12/06) IRAN – Eman Hasan South-westwards - Mooring buoy.

Source: BA Notice 2404/06.

(HJ/1132/99)

BA Chart 2884 (INT 7278) [previous update 237/06]Insert  29° 49′.4N., 50° 14′.5E.

314 (12/06) SRI LANKA - South Coast - Galle Harbour and Approaches - Legend.

Source: BA Notice 2321/06.

(HJ/929/69)

Chart 225 [previous update 407/05]Amend legend to, *See INM 329(P)/06*, centred on: 5° 56′.80N., 80° 12′.00E.**Chart 2067 (plan, Galle Harbour)** [previous update 476/05]Amend legend to, *See INM 329(P)/06*, centred on: 6° 00′.35N., 80° 13′.00E**Chart 2067** [previous update 467/05]Amend legend to, *See INM 329(P)/06*, centred on: 5° 59′.75N., 80° 13′.50E.**315 (12/06) BURMA - Gulf of Martaban -Approaches to Rangoon River - Buoy.**

Light List Vol. F, 1078

Source: BA Notice 2471/06.

(HJ/1028/54)

Chart 451 [previous update 77/06]Amend *Dagon* light-buoy to, *Fl(3)20s21m11M* 15° 59′.4N., 96° 14′.3E.**BA Chart 826 (INT 7441)** [previous update 77/06]Amend *Dagon* light-buoy to, *Fl(3)20s21m11M* 15° 59′.4N., 96° 14′.3E.**316 (12/06) MALACCA STRAIT - Selat Klang Selatan - Pulau Indah, North West Coast - Sungai Chandong Besar Westwards - Dredged depths. Depths.**

Source: BA Notice 2461/06.

(HJ/927/28)

BA Chart 2153 (plan B, Selat Klang Selatan) [previous update 199/06]Insert depth *I*₇ 2° 58′.73N., 101° 19′.48E.depth *I*₃ 2° 58′.88N., 101° 19′.69E.Delete limit of dredged area, pecked line and associated legend,
13.5m, centred on: 2° 58′.76N., 101° 19′.52E.limit of dredged area, pecked line and associated legend,
12.0m, centred on: 2° 58′.85N., 101° 19′.66E.**317 (12/06) MALACCA STRAIT - Approaches to Pelabuhan Klang - Pulau Pintu Gedong Southwards - Light.**

Light List Vol. F, 1609.5

Source: BA Notice 2462 /06.

(HJ/927/28)

BA Chart 1353 [previous update 247/06]

Delete ★ LFl.9s5M PA 2° 54′.0N., 101° 14′.8E.

BA Chart 1358 [previous update 275/06]

Delete ★ LFl.9s5M PA 2° 54′.0N., 101° 14′.8E.

BA Chart 2139 [previous update 199/06]

Delete ★ LFl.9s18m5M PA 2° 54′.0N., 101° 14′.8E.

BA Chart 2153 (Plan A) [previous update 316/06]

Delete ★ LFl.9s18m5M PA 2° 54′.01N., 101° 14′.83E.

BA Chart 3945 [previous update 199/06]



Delete ★ LFl.9s5M 2° 54′.0N., 101° 14′.8E.

318 (12/06) INDONESIA - Sumatera - East Coast - Selat Bengkalis - Depth. Buoy. Legend.

Light List Vol. F, 1406

Source: BA Notice 2459 /06.

(HJ/927/18)

BA Chart 1358 [previous update 317/06]Insert depth 21₅ (a) 1° 50′.8N., 101° 51′.4E.Delete depth 22, close N of:
legend, (exting), at light (a)above
1° 36′.1N., 101° 59′.9E.**BA Chart 3933** [previous update 82/06]Insert depth 21₅ 1° 50′.83N., 101° 51′.39E.Substitute  Fl.R.6s No4 for  No4 1° 43′.61N., 101° 52′.50E.

Delete legend, (exting), at light 1° 36′.06N., 101° 59′.90E.

BA Chart 3947 [previous update 275/06]Insert depth 21₅ 1° 50′.86N., 101° 51′.44E.



Delete legend, (exting), at light 1° 36′.06N., 101° 59′.90E.

319 (12/06) MALACCA STRAIT - Permatang Panjang (Long Bank) North-westwards - Buoy. Light. Obstruction.

Light List Vol. F, 1654

Source: BA Notice 2463/06.

(HJ/927/17)

BA Chart 1358 [previous update 318/06]Substitute  *Obstn* for  Fl(2)10s15M (a) 1° 35′.8N., 102° 46′.6E.Insert  Fl(2)10s, close N of: (a)above**BA Chart 3947** [previous update 318/06]Substitute  *Obstn* for  Fl(2)10s15M (a) 1° 35′.8N., 102° 46′.6E.Insert  Fl(2)10s, close N of: (a)above**320 (12/06) SINGAPORE - Jurong Island - Banyan Basin - Wreck.**

Source: BA Notice 2332/06.

(HJ/927/16)


BA Chart 4031 [previous update 113/06]Insert , Wk 1° 15′.044N., 103° 41′.631E.**BA Chart 4032** [previous update 287/06]Insert , Wk 1° 15′.044N., 103° 41′.631E.**BA Chart 4040** [previous update 289/06]Insert , Wk 1° 15′.04N., 103° 41′.63E.

321(12/06) INDONESIA - Sumatera - Pulau Bintan - Selat Riau - Tanjungban West-south-westwards – Tanjungpinang Westwards - Pangkil North-westwards - Dompok South-westwards - Obstruction. Buoyage. Depths.

Source: BA Notice 2369/06.

(HJ/927/15)

BA Chart 2403 [previous update 244/06]

Insert  black and white pillar buoy with square topmark 1° 01'·65N., 104° 11'·90E.

 Obstn 0° 54'·10N., 104° 24'·30E.

black and white pillar buoy with triangular topmark, apex upwards 0° 51'·80N., 104° 24'·76E.



Fl(3)G.8s 0° 51'·68N., 104° 20'·08E.



Fl.3s (a) 0° 51'·38N., 104° 24'·28E.

Substitute depth I_3 for depth 2_1 1° 03'·36N., 104° 13'·02E.


depth I_5 for depth 18_8 1° 02'·52N., 104° 11'·60E.

Delete



Q(3), close W of: (a) above

BA Chart 3937 (plan C, Tanjungpinang) [previous update 244/06]

Insert  *Obstn PA* 0° 54'·130N., 104° 24'·190E.

BA Chart 3937 (plan D, Tanjungban and Approaches) [previous update 244/06]

Insert  *PA* 1° 03'·41N., 104° 13'·02E.

depth I_3 enclosed by 2m contour, *PA* (a) 1° 03'·31N., 104° 13'·01E.

depth I_5 *PA* (b) 1° 02'·53N., 104° 11'·49E.

black and white pillar buoy with square topmark, *PA* 1° 01'·68N., 104° 11'·79E.

Delete depth 2_8 , close SE of: (a) above

depth 18_8 , close E of: (b) above

BA Chart 3949 [previous update 246/06]

Insert black and white pillar buoy with square topmark 1° 01'·68N., 104° 11'·79E.

 *Obstn PA* 0° 54'·13N., 104° 24'·19E.



Fl(3)G.8s 0° 51'·71N., 104° 19'·97E.



Fl.3s (a) 0° 51'·41N., 104° 24'·17E.

Substitute depth I_3 for depth 2_1 1° 03'·38N., 104° 13'·02E.

depth I_5 for depth 18_8 1° 02'·51N., 104° 11'·50E.

Delete




Q(3)10s, close S of: (a) above

322 (12/06) INDONESIA - Sumatera - Selat Riau - Lobam Westwards - Kg Lolo - Rock. Depth.

Source: BA Notice 2565 /06.

(HJ/927/05)

BA Chart 2403 [previous update 321/06]

Substitute  *PA* for depth 4_5 enclosed by 5m contour, *ED* 0° 58'·78N., 104° 13'·19E.

BA Chart 3949 [previous update 321/06]

Substitute  *PA* for depth 4_5 enclosed by 5m contour, *ED* 0° 58'·81N., 104° 13'·08E.

323 (12/06) INDONESIA - Sumatera - East Coast - Temiang North-westwards - Islet. Depth.

Source: BA Notice 2564 /06.

*(HJ/927/05)***BA Chart 3948** [*previous update 201/06*]

Insert	islet enclosed by ○ PA, centred on:	0° 24′.28N., 104° 15′.40E.
	depth 9 enclosed by 10m contour, PA	0° 24′.28N., 104° 15′.63E.

323 (12/06) INDONESIA - Sumatera - East Coast - Temiang North-westwards - Islet. Depth. (continued)**BA Chart 3949** [*previous update 322/06*]

Insert	islet enclosed by ○ PA, centred on:	0° 24′.28N., 104° 15′.40E.
	depth 9 enclosed by 10m contour, PA	0° 24′.28N., 104° 15′.63E.

324 (12/06) INDONESIA - Sumatera - Enggano - Light.

Light List Vol. K, 0895

Source: BA Notice 2352/06.

*(HJ/827/47)***Chart 7070 (INT 70)** [*previous update 301/06*]

Insert	☆	5° 21′.0S., 102° 17′.4E.
--------	---	--------------------------

Chart 7071 (INT 71) [*previous update 309/06*]

Insert	☆	5° 21′.0S., 102° 17′.4E.
--------	---	--------------------------

Chart 7073 (INT 73) [*previous update 562/05*]

Insert	☆	5° 21′.0S., 102° 17′.4E.
--------	---	--------------------------

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***325(P) (12/06) INDIA-West Coast-Karwar harbour and approaches-wreck.**

Source: Department of Port & Inland water Transport – Karwar.

(HJ/1030/45)

1. MV Ocean Seraya aground in position. 14°49'.2N; 074°04'.3E. Dangerous for Navigation.
2. Mariners to exercise caution

Charts affected -257(INT 7343)-216-215-2008**326 (P) (12/06) MOZAMBIQUE - Porto de Maputo and Approaches - Depths.**

Source: BA Notice 2505(P)/06

(HJ/634/47)

1. Numerous changes to charted depths have been reported in Porto de Maputo and Approaches. The most significant are as follows:

3 ₄ m	25° 59'·79S., 32° 35'·69E.
1 ₄ m	25° 58'·60S., 32° 37'·60E.
1 ₁ m	25° 58'·11S., 32° 38'·90E.
1 ₉ m	25° 57'·92S., 32° 37'·92E.
4 ₁ m	25° 57'·35S., 32° 39'·50E.

BA Chart affected - 644**327 (P) (12/06) EGYPT - Red Sea Coast - Approaches to Berenice - Jetty. Depths. Rocks. Buoyage.**

Source: BA Notice 2343(P)/06

(HJ/1134/34)

1. Recent reports have indicated a number of changes to the jetty, depths, rocks and buoyage in the approaches to Berenice. The most significant are as follows:

2. The jetty is reported to have been extended from position 23° 56'·40N., 35° 29'·46E. SSW to position 23° 56'·30N., 35° 29'·40E. Depths alongside the jetty vary between 0₅m and 9₃m.

3. The following depths are reported to exist in the following positions:

0 ₅ m	23° 56'·26N., 35° 29'·52E.
0 ₉ m	23° 56'·17N., 35° 29'·69E.
4m	23° 56'·18N., 35° 29'·38E.
3m	23° 56'·08N., 35° 29'·83E.
2 ₅ m	23° 56'·02N., 35° 29'·79E.
8m	23° 53'·07N., 35° 38'·02E.

4. Underwater rocks, over which the depth is unknown, which are considered dangerous to navigation are reported to exist in the following positions:

23° 55'·91N., 35° 29'·38E.
23° 55'·56N., 35° 29'·46E.
23° 55'·40N., 35° 30'·89E.
23° 54'·53N., 35° 31'·02E.
23° 54'·30N., 35° 31'·02E.
23° 54'·93N., 35° 33'·02E.
23° 54'·96N., 35° 33'·37E.
23° 55'·00N., 35° 33'·65E.
23° 55'·68N., 35° 34'·43E.
23° 53'·31N., 35° 37'·09E.
23° 51'·98N., 35° 40'·21E.
23° 49'·61N., 35° 45'·40E.
23° 49'·21N., 35° 46'·16E.
23° 48'·59N., 35° 45'·33E.
23° 48'·00N., 35° 47'·00E.
23° 51'·70N., 35° 46'·35E.

327 (P) (12/06) EGYPT - Red Sea Coast - Approaches to Berenice - Jetty. Depths. Rocks. Buoyage. (continued)

5. Navigational buoys, some of which may be lit, are reported to exist in the following positions:

23° 51'·05N., 35° 46'·04E.

23° 51'·04N., 35° 44'·43E.

23° 49'·76N., 35° 40'·06E.

23° 55'·99N., 35° 29'·73E.

23° 56'·02N., 35° 29'·81E.

23° 56'·06N., 35° 29'·82E.

6. Four buoys, possibly mooring buoys, are reported to exist in Berenice Outer Harbour centred in approximate position 23° 56'·15N., 35° 29'·50E.

7. Mariners are advised to consult local authorities for the latest information.

BA Charts affected – 3043

328 (P) (12/06) QATAR – Ra's Laffan - Works. Berths. Buoyage. Dredging areas. Reclamation areas.

Source: BA Notice 2507(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. LB1 and LB3 buoys, 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 south-west of new Liquid Products Berth 1A to increase the manoeuvring room for berthing vessels. The limit of the dredged area is marked by the following buoys:

Red port-hand light-buoy Fl.R.2s 25° 55'·33N., 51° 36'·42E.

Yellow light-buoy Fl.Y.2s 25° 55'·27N., 51° 36'·47E.

Yellow light-buoy Fl.Y.2s 25° 55'·21N., 51° 36'·51E.

4. A third LNG berth has been constructed from the Main Breakwater in approximate position 25° 56'·00N., 51° 36'·60E. 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 (25° 54'·9N., 51° 36'·0E.). The area of works extends up to 3 miles offshore from the breakwater and is marked to the south by yellow buoys, Fl.Y, between positions 25° 51'·4N., 51° 35'·7E. and 25° 53'·7N., 51° 40'·5E.

8. *Reclamation works are in progress immediately north of the main breakwater (25° 56'·3N., 51° 36'·1E.). The area of works extends up to 1 mile north and 1 mile east of the breakwater and is to be marked by buoys.

9. 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.

10. *Mariners are advised to keep well clear of all development areas, to navigate with extreme caution at all times and only approach the Port from the position of the Fairway Buoy. It is recommended that mariners contact the Port authorities for further information.

11. Additional information will be promulgated as it becomes available.

12. Former INM 226 (P)/06 is cancelled.

* Indicates new or revised entry.

BA Charts affected -2523 (INT 7250) - 3789 - 3791 - 3950

329 (P) (12/06) SRI LANKA - South Coast - Galle Harbour and Approaches - Maintained channels. Depths. Buoyage. Leading lights.

Source: BA Notice 2320(P)/06

(HJ/929/69)

1. *Recently received 2005 surveys of Galle harbour and approaches have revealed numerous additional changes to depths, the most significant are as follows.

2. The two maintained depth areas of 8.9m and 9.8m shown on Chart 2067 no longer exist. Depths less than charted exist in these areas as follows:

3₇m 6° 02'·00N., 80° 13'·49E.

5₉m 6° 01'·90N., 80° 13'·77E.

*4₇m 6° 01'·99N., 80° 13'·58E.

**329 (P) (12/06) SRI LANKA - South Coast - Galle Harbour and Approaches - Maintained channels.
Depths. Buoyage. Leading lights. (continued)**

*6 ₂ m	6° 02'·00N., 80° 13'·43E.
*7 ₁ m	6° 01'·92N., 80° 13'·56E.
*8m	6° 01'·91N., 80° 13'·36E.
*8 ₆ m	6° 01'·70N., 80° 13'·36E.

3. *Depths along the lead in the Eastern Channel are generally as shown on Chart 2067. Outside this channel there are significant changes to depths, especially inshore of the 20m contour. The significant depths within the Western Channel are as follows:

2 ₆ m	6° 00'·88N., 80° 13'·18E.
8m	6° 00'·96N., 80° 13'·13E.
8 ₁ m	6° 01'·06N., 80° 13'·10E.

The significant depths within the Central Channel are as follows:

*2 ₆ m	6° 01'·34N., 80° 13'·43E.
*9 ₆ m	6° 01'·47N., 80° 13'·33E.
*12 ₂ m	6° 00'·80N., 80° 13'·32E.
*14 ₃ m	6° 00'·74N., 80° 13'·32E.

4. Seaward of the 20 metres depth contour the most significant depths are:

19 ₅ m	6° 02'·96N., 80° 08'·09E.
15 ₉ m	6° 02'·50N., 80° 08'·46E.
16 ₇ m	5° 59'·50N., 80° 15'·13E.

5. The leading lights in position 6° 01'·72N., 80° 12'·98E. no longer exist and the Buoyage in Central Channel has been repositioned.

6. Former INM 424(P)/05 is cancelled.

* Indicates new or revised entry.

Charts affected -225 – 2067

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 June 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	143	2005 series: 402 440 468. 2006 series: 040 073 095 109 110 112 113 114 118 119 121 122 125 127 130 134 135 137 139 141 143.
II	E. Atlantic	174	2006 series: 015 049 131 168 181 184 187 189 195 196 198 199 201 202.
III	Mediterranean	248	2006 series: 228 249 251 259 262 271 272 279 280 282 283 284 285 286 287 288 289 291 293 294.
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	Nil	2005 series: 610 619 622 635 2006 series: 20 27 53 54 55 70 151 189 192 200 203 230 238 248 257 258 260 271 277 279 293 303 305 306 307 313 314 315.
VIII	Indian Ocean	393	2005 Series: 384 412 562 657 716 720. 2006 Series: 026 032 085 136 174 175 216 219 260 266 269 274 291 303 314 318 338 341 342 345 346 348 351 352 353 356 360 361 365 366 367 372 376 379 380 383 384 387 388 389 390 391 392 393
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 135 198.
X	Australia, New Guinea	Nil	2006 Series: 001 004.
XI	Malacca Strait, China Sea, N. Pacific	0219	1996-0925 1998--0655 1999-0053 0187 0310 0613 2000-0677 2001-0182 0775 2003-0106 0303 0304 2004-0246 0271 0361 0555 0571 2005-0005 0025 0271 0307 0322 0331 0332 0335 0345 0351 0395 0474 0481 0497 0522 0576 2006-0005 0007 0008 0037 0050 0052 0057 0058 0060 0069 0075 0083 0090 0110 0123 0127 0139 0149 0165 0168 0172 0189 0207 0208 0211 0212 0214 0215 0216 0217 0218 0219
XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil

XIV	S.W. Pacific	Nil	Nil
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	928	2006 series: 375 496 523 524 802 928.
Hydrolants	Atlantic, Mediterranean	Nil	2006 series: 610

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1, 2005***(Last correction: Edition No. 02 dated 16Jan 2006)**Page 17&18, UNITED ARAB EMIRATES, EMIRATES, delete entry and replace by:*

EMIRATES				
24°28'N54°21'E	MMSI 004700000	DSC VHF		OBS
☎ +971 2 6911103		☎ +971 2 6668180		
CALL Emirates Radio		E-MAIL: tel_director@moc.uae.gov.ae		

VHF

Abu Dhabi (Abu Zaby)	Ch 04 16 28 83	24°27'·85N 54°21'·27E
Fujairah (Fujayrah)	Ch 16 28 62 63 83 85	25°07'·76N 56°20'·12E
Jebel Ali (Mina' Jabal Ali)	Ch 02 07 16 28 63 85	25°01'·67N 55°07'·50E
Jebel Dhana (Jabal Az Zannah)	Ch 05 16 28 60	24°09'·98N 52°36'·13E
Khor Fakkan (Khawr Fakkan)	Ch 03 05 07 16 28	25°20'·95N 56°22'·03E
Mirfa (Al Mirfa)	Ch 01 16 28	24°05'·85N 53°29'·15E
Ras al Khaimah (Ra's al Khaymah)	Ch 01 16 28 63	25°47'·43N 55°58'·72E
Umm al Quwain (Umm al Qaywayn)	Ch 16 28 84 86	25°32'·20N 55°32'·38E
Zirku (Jazirat Zarakkuh)	Ch 16 28 62 66	24°52'·25N 53°04'·17E
HOURS OF WATCH: DSC Ch 70 & VHF Ch 16 28 operate from allsites (H24)		
TRAFFICLISTS: Ch 28: 0603 0803 1203 1403 1603 1803		

BA Notice- 22/06**12/06****RADIO QUARANTINE REPORTS FROM VESSELS AT SEA***Page 79, SEYCHELLES, delete entry and replace by:***SEYCHELLES**

PORT: PortVictoria
 ADDRESS: Ministry of Health and Social Services
 P.O. Box 52
 Mont Fleuri
 Mahe, Seychelles

Telephone: +248 388000
 Fax:
 +248 224792

BA Notice- 22/06**12/06****VOL. 2, 1995***(Last correction: Edition No. 09 dated 01MAY 2006)***NIL****BA, VOL. 3 Part 1, NP 283(1), 2002/03***(Last correction: Edition No. 08 dated 16 Mar 2006)***NIL****VOL. 5, 1997/98***(Last correction: Edition No. 05 dated 01 Mar 2006)*

*Page 185, DISTRESS, SEARCH AND RESCUE, BANGLADESH, contacts table, Telex column, delete
 642207 DGS BJ*

BA Notice-22/06**12/06**

VOL. 6, 2005*(Last correction: Edition No. 11 dated 01 Jun 2006)*Page 33, **EGYPT (Red Sea Coast), GENERAL NOTES****(2) False Ras Gharib***Delete Vessel Traffic Service section and replace by:*

LOCATION: 28°30'·91N 32°57'·66E

CALL: False Ras Gharib VTS

FREQUENCY: Ch 61

TELEX: Inmarsat C: 462299913 GHAR X

HOURS: H24

Vessel Traffic Service

DESCRIPTION: There is a Vessel Traffic Management and Information System (VTMIS) in the Red Sea and Gulf of Suez area providing navigation assistance and advice to shipping as requested.

VTMIS Stations:

(1) Safaga

LOCATION: 26°44'·69N 33°55'·22E

CALL: Safaga VTS

FREQUENCY: Ch 11

TELEX: Inmarsat C: 462299914 SFAG X

HOURS: H24

BA Notice- 21/06**(3) El Adabiya**

LOCATION: 29°51'·28N 32°29'·05E

CALL: El Adabiya VTS

FREQUENCY: Ch 20

TELEX: Inmarsat C: 462299912 ADDBA X

HOURS: H24

12/06**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 Mar 2005)***NIL**

SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS

All mariners are advised to exercise extreme caution while using the Global Positioning System positions in WGS 84 datum on the Indian navigational charts produced in Everest datum. The variation in these parameters is considerable along the Indian coast and in Andaman & Nicobar and Lakshadweep islands (300 to 800 metres variations). Mariners are also advised to apply datum shift parameters (if available) on the Indian navigational charts before using Global Positioning System positions on Indian charts. These shift parameters are specified on the charts where observed, at a suitable position under legend note. Mariners are advised to use alternate methods of fixing while operating in restricted waters and in vicinity of dangers.

The Chief Hydrographer to the Govt. of India shall not be responsible for any marine accidents arising as a result of usage of GPS positions in WGS 84 datum in Indian navigational charts in Everest datum without the application of Datum Transformation Parameters/corrections where available or listed in the charts.

SECTION – X: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102) [Enclosed with editions 1,7,13 & 19 of N to M]

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: - nhd@sancharnet.in; incho@dataone.in; incho_marinesafety@dataone.in
incho_navwarnings@dataone.in; incho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.org; www.hydrobharat.nic.in

Instructions for filling up Form IH 102 (Enclosed with editions 1,7,13 & 19 of N to M)

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 : nhd@sancharnet.in; incho@dataone.in / incho_marinesafety@dataone.in
incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.org; www.hydrobharat.nic.in

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 : nhd@sancharnet.in; incho@dataone.in / incho_marinesafety@dataone.in

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.org; www.hydrobharat.nic.in

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						