



# INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED FORTNIGHTLY ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)  
EDITION No. 14 DATED 16 JULY 2006  
(CONTAIN NOTICES 357 TO 388)

REACH US 24 HOURS A DAY



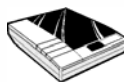
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in角度\_navwarnings@dataone.in  
in角度\_marinesafety@dataone.in  
in角度\_helpdesk@dataone.in



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



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

**Chief Hydrographer  
to the Government of India**

**National Hydrographic Office  
Post Box No. 75  
Dehradun 248 001  
India**

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For the Indian Ocean Area  
INSIST OF INDIAN CHARTS AND  
PUBLICATIONS  
(Original, Authentic and Most Up-to-date)

## EXPLANATORY NOTES

**Corrections to Charts and Publications** The Notices in section I provide information on new Indian Charts and Publications where as section II and III contains information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are True, reckoned clockwise from 000° to 359°. Bearing to lights are from seaward.
- (c) Symbols referred to are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section X.

**Temporary and Preliminary Notices** These are indicated by (T) and (P) after the Notice number, and are placed in Section III. A SI Nos. of those in force published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text are published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on the charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

**Source of Information** A star adjacent to the number of a Notice indicates that the notice is based on original source of information.

**Sailing Directions** Corrections for the Sailing Directions are given in Section VI. A summary of corrections in force will be issued in Section VI of the Edition dated 1st January, 1st April, 1st July and 1st October.

**Lights** Corrections to Light List is given in Section VII, where affected Light List number is quoted.

- (a) these corrections should be incorporated as per instructions given on page 11 of the list of Lights.
- (b) Such correction notices to light of list may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) the range of a light given is its nominal range. Its geographical range is given in parenthesis only, if it is less than the nominal range.

**Radio Signals** The corrections in Section VIII should be cut and pasted in the appropriate volumes of the List of Radio Signals.

**Radio Navigational Warnings** (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.

- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information should be included in the forthcoming edition of N to M or the Chart/publication concerned.

**Laws and Regulations** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavour to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and
- (b) that publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

**Correction of Charts and Publications by the users** Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

**Reliance on Charts and Associated Publications** While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

**Use of Global Positioning System (WGS 84) positions**

(a) The positions of Hydrographic objects shown on Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Where ever these differences have been ascertained, their average values are published as a cautionary Note on the chart concerned, as shifts in Latitude and Longitude values whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshadweep Islands, as these places are not linked to mainland network ( Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of danger.

**Source Data on Charts** All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such Charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first.

Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

**Further Guidance** The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.



**SECTION – I**  
**List of charts affected by**  
**The Notices 357 to 388 contained in this Edition**

<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>	<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
20	1	357,373	6	32	368
21	2	357	81	32	364,365
22 (INT 752)	3	357	82	32	364,365,366
209	2	386(P)	158 (INT 7008)	32	367
211	3	357	644	36	387 (P)
253 (INT7328)	2	357	646	36	361
254	2	386(P)	711 (INT 7737)	38	362
255 (INT7334)	3	357	712 (INT 7730)	38	362
269	4	363	713 (INT 7738)	38	362
288	1	373	727	38	363
289	1	357,373,374,375	1235 (INT 7289)	40	370,371
290	1	357	1265 (INT 7291)	40	370,371
291	2	357	2403	45	385
292 (INT7021)	2	357, 386(P)	2777	45	379
315	4	359	2882 (INT 7264)	40	369
317	4	359	2883	40	373
358 (INT7394)	4	359	2884	40	371
2015 (INT7337)	3	357	2886	40	374
2016 (INT7336)	3	357	2887 (INT 7232)	40	374,375
2028	3	358	2889 (INT 7211)	40	375
3004 (INT7403)	5	360	2895	32	372,388(P)
7705 (INT705)	1	357	2896	32	372,388(P)
7706 (INT706)	1	357	2970 (INT 7002)	32	368
8004	1	375	3410 (INT 7214)	40	376
			3412 (INT 7219)	40	376
			3492 (INT 7129)	32	366
			3526	40	377
			3718	40	369
			3719	40	369
			3788	40	369
			3833	45	385
			3946	45	378
			3947	45	378,385
			3948	46	385
			4030	45	382
			4031	45	382
			4032	45	383,384
			4034	45	381,383
			4035	45	384
			4038	45	382
			4040	45	382,383,384
			4041	45	380



**SECTION – II: PERMANENT NOTICES****INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS****\*357(14/06) INDIAN OCEAN – ARABIAN SEA – Fujayrah to Mumbai – Submarine cable.**

Source: VSNL  
(HJ/1132/53)



**Chart 7705 (INT 705) [previous update 330/06]**

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	25° 08′.010N., 56° 21′.309E. (shore)
		(b)	25° 07′.934N., 56° 22′.850E.
		(c)	25° 05′.920N., 56° 38′.229E.
		(d)	24° 37′.430N., 57° 00′.109E.
		(e)	24° 08′.000N., 58° 50′.609E.
		(f)	24° 05′.150N., 59° 05′.859E.
		(g)	22° 21′.040N., 62° 26′.199E.
		(h)	21° 51′.873N., 62° 32′.939E.
		(j)	19° 00′.300N., 70° 59′.379E.
		(k)	18° 59′.860N., 71° 44′.289E.
		(l)	18° 59′.929N., 72° 32′.823E.
		(m)	18° 56′.275N., 72° 49′.442E. (shore)



**Chart 7706 (INT 706) [previous update 48/06]**

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	19° 00′.000N., 71° 00′.000E. (W border)
		(b)	18° 59′.860N., 71° 44′.289E.
		(c)	18° 59′.929N., 72° 32′.823E.
		(d)	18° 56′.275N., 72° 49′.442E. (shore)



**Chart 20 [previous update 251/06]**

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	25° 08′.010N., 56° 21′.309E. (shore)
		(b)	25° 07′.934N., 56° 22′.850E.
		(c)	25° 05′.920N., 56° 38′.229E.
		(d)	24° 37′.430N., 57° 00′.109E.
		(e)	24° 08′.000N., 58° 50′.609E.
		(f)	24° 05′.150N., 59° 05′.859E.
		(g)	22° 43′.000N., 61° 46′.000E. (E border)



**Chart 21 [previous update 215/06]**

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	24° 18′.000N., 58° 15′.000E. (W border)
		(b)	24° 08′.000N., 58° 50′.609E.
		(c)	24° 05′.150N., 59° 05′.859E.
		(d)	22° 21′.040N., 62° 26′.199E.
		(e)	21° 51′.873N., 62° 32′.939E.
		(f)	19° 00′.300N., 70° 59′.379E.
		(g)	18° 59′.860N., 71° 44′.289E.
		(h)	18° 59′.929N., 72° 32′.823E.
		(j)	18° 59′.850N., 72° 43′.049E.
		(k)	18° 56′.275N., 72° 49′.442E. (shore)



**\*357(14/06) INDIAN OCEAN – ARABIAN SEA – Fujayrah to Mumbai – Submarine cable (continued).****Chart 22 (INT 752)** [previous update 156/06]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	19° 30′.000N., 69° 44′.000E. (N border)
		(b)	19° 00′.300N., 70° 59′.379E.
		(c)	18° 59′.860N., 71° 44′.289E.
		(d)	18° 59′.929N., 72° 32′.823E.
		(e)	18° 59′.850N., 72° 43′.049E.
		(f)	18° 56′.275N., 72° 49′.442E. (shore)



**Chart 289** [previous update 251/06]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	25° 08′.010N., 56° 21′.309E. (shore)
		(b)	25° 07′.934N., 56° 22′.850E.
		(c)	25° 05′.920N., 56° 38′.229E.
		(d)	24° 37′.430N., 57° 00′.109E.
		(e)	24° 31′.000N., 57° 26′.400E. (E border)



**Chart 290** [previous update 251/06]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	25° 08′.010N., 56° 21′.309E. (shore)
		(b)	25° 07′.934N., 56° 22′.850E.
		(c)	25° 05′.920N., 56° 38′.229E.
		(d)	24° 37′.430N., 57° 00′.109E.
		(e)	24° 08′.000N., 58° 50′.609E.
		(f)	24° 05′.150N., 59° 05′.859E.
		(g)	22° 21′.040N., 62° 26′.199E.
		(h)	22° 05′.000N., 62° 30′.000E. (S border)



**Chart 291** [previous update 215/06]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	22° 29′.500N., 62° 11′.000E. (W border)
		(b)	22° 21′.040N., 62° 26′.199E.
		(c)	21° 51′.873N., 62° 32′.939E.
		(d)	21° 34′.000N., 63° 32′.500E. (S border)



**Chart 292** [previous update 103/06]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	20° 43′.000N., 66° 10′.000E. (W border)
		(b)	19° 00′.300N., 70° 59′.379E.
		(c)	18° 59′.860N., 71° 44′.289E.
		(d)	18° 59′.929N., 72° 32′.823E.
		(e)	18° 59′.850N., 72° 43′.049E.
		(f)	18° 56′.275N., 72° 49′.442E. (shore)



**\*357(14/06) INDIAN OCEAN – ARABIAN SEA – Fujayrah to Mumbai – Submarine cable (continued).****Chart 253 (INT 7328)** [previous update 397/04]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	19° 49′.000N., 68° 49′.350E. (W border)
		(b)	19° 25′.500N., 69° 55′.000E. (S border)

**Chart 255 (INT 7334)** [previous update 335/06]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	19° 17′.000N., 70° 17′.000E. (W border)
		(b)	19° 00′.300N., 70° 59′.379E.
		(c)	18° 59′.860N., 71° 44′.289E.
		(d)	18° 59′.130N., 71° 46′.109E.
		(e)	18° 59′.850N., 71° 49′.649E.
		(f)	18° 59′.290N., 72° 28′.249E.
		(g)	18° 59′.850N., 72° 28′.859E.
		(h)	19° 00′.170N., 72° 32′.222E.
		(j)	18° 59′.929N., 72° 32′.823E.
		(k)	18° 59′.850N., 72° 43′.049E.
		(l)	18° 55′.980N., 72° 47′.249E.
		(m)	18° 56′.275N., 72° 49′.442E. (shore)
		Delete	Legend, <i>submarine cable (see Note)</i> along the cable, centered on:
		(q)	18° 59′.000N., 72° 11′.300E.

**Chart 211** [previous update 260/06]

Substitute	Disused submarine cable,  , for existing submarine cable,  , joining:	(a)	18° 59′.700N., 72° 08′.000E. (W border)
		(b)	18° 59′.290N., 72° 28′.249E.
		(c)	18° 59′.850N., 72° 28′.859E.
		(d)	19° 00′.170N., 72° 32′.222E.
		(e)	18° 59′.929N., 72° 32′.823E.
		(f)	18° 59′.850N., 72° 43′.049E.
		(g)	18° 55′.980N., 72° 47′.249E.
		(h)	18° 56′.275N., 72° 49′.442E. (shore)
Delete	Legend, <i>submarine cable (see Note)</i> along the cable, centered on:	(j)	18° 59′.500N., 72° 25′.000E.

**\*357(14/06) INDIAN OCEAN – ARABIAN SEA – Fujayrah to Mumbai – Submarine cable (continued).****Chart 2016 (INT 7336) [previous update 336/06]**

Substitute	Disused submarine cable, $\sim\sim\sim$ , for existing submarine cable, $\sim\sim\sim$ , joining:	(a)	18° 59′.400N., 72° 26′.500E. (W border)
		(b)	18° 59′.290N., 72° 28′.249E.
		(c)	18° 59′.850N., 72° 28′.859E.
		(d)	19° 00′.170N., 72° 32′.222E.
		(e)	18° 59′.929N., 72° 32′.823E.
		(f)	18° 59′.850N., 72° 43′.049E.
		(g)	18° 55′.980N., 72° 47′.249E.
		(h)	18° 56′.275N., 72° 49′.442E. (shore)
		Delete	Legend, <i>submarine cable (see Note)</i> along the cable, centered on:

**Chart 2015 (INT 7337) [previous update 336/06]**

Substitute	Disused submarine cable, $\sim\sim\sim$ , for existing submarine cable, $\sim\sim\sim$ , joining:	(a)	18° 56′.050N., 72° 47′.550E. (W border)
		(b)	18° 56′.275N., 72° 49′.442E. (shore)

**\*358 (14/06) INDIA – WEST COAST- Approaches to Ratnagiri - Legend**

Source: DGLL

(HJ/1030/76)

**Chart 2028 [previous update 465/04]**

Insert	legend, (sep to may) centered on:	17° 11′.4N., 073° 14′.3E.
--------	-----------------------------------	---------------------------

**\*359 (14/06) INDIA AND SRI LANKA- Palk Strait - Light**

Light List Vol. F 0901.5

Source: DGLL

(HJ/930/90)

**Chart 358 (INT 7394) [previous update 86/06]**

Insert	★ Fl (3) 10s 49m 19M	09° 48′.30N., 079° 04′.71E.
--------	----------------------	-----------------------------

**Chart 317 [previous update 86/06]**

Insert	★ Fl (3) 10s 49m 19M	09° 48′.30N., 079° 04′.71E.
--------	----------------------	-----------------------------

**Chart 315 [previous update 332/06]**

Insert	★ Fl (3) 10s 49m 19M	09° 48′.30N., 079° 04′.71E.
--------	----------------------	-----------------------------

**\*360 (14/06) INDIA – EAST COAST- Madras (Chennai) Harbour – West Quay Berth – Depth**

Source: Navarea VIII, 433/06 and Chennai Port Trust.

(HJ/1029/39)

**Chart 3004 (INT 7403) [previous update 61/05]**

Substitute	depth 10 <sub>5</sub> m for depth 7 <sub>9</sub> m	13° 05′.86N., 080° 17′.88E. [Berth (1)]
	depth 12m for depth 9 <sub>1</sub> m	13° 05′.64N., 080° 17′.81E. [Berth (2), (c), (3)]
	depth 11m for depth 8 <sub>5</sub> m	13° 05′.50N., 080° 17′.77E. [Berth (4)]



**361 (14/06) MOZAMBIQUE - Approaches to Porto de Maputo - Canal da Xefina - Depth.**

Source: BA Notice 3059/06.

(HJ/634/47)

**BA Chart 646** [previous update 304/06]

Delete depth 4, enclosed by 5m contour 25° 57'·35S., 32° 39'·50E.

**362 (14/06) INDIAN OCEAN - Mauritius - Port Louis - Roche Bois Northwards - Light. Landmark.**

Light List Vol. D, 7098

Source: BA Notice 2940/06

(HJ/632/92)

**BA Chart 711 (INT 7737)** [previous update 504/05]Substitute >WATER TOWER for ★ Al.Iso.WR.10M WATER  
TOWER 20° 08'·10S., 57° 29'·90E.**BA Chart 712 (INT 7730)** [previous update 417/05]Substitute >WATER TOWER for ★ Al.Iso.WR.10M WATER  
TOWER 20° 08'·1S., 57° 29'·9E.**BA Chart 713 (INT 7738) (plan, Port Louis)** [previous update 504/05]Substitute >DOCKERS FLATS WATER TOWER (20) for ★  
Al.Iso.WR.8s24m10M DOCKERS FLATS WATER  
TOWER (20) 20° 08'·10S., 57° 29'·90E.**BA Chart 713 (INT 7738) (plan, Approaches to Port Louis)** [previous update 504/05]Substitute >WATER TOWER for ★ Al.Iso.WR.10M WATER  
TOWER 20° 08'·10S., 57° 29'·90E.**363 (14/06) INDIAN OCEAN - Chagos - Great Chagos Bank – Nelson's Island - Wreck.**

Source: BA Notice 2995/06.

(HJ/830/47)

**Chart 269** [previous update 214/06]

Insert f 5° 40'·96S., 72° 19'·42E.

**BA Chart 727** [previous update NE Jan 2004]

Insert f 5° 40'·96S., 72° 19'·42E.

**364 (14/06) SUDAN - Sawakin - Radar beacon. Landmark. Leading line.**

Light List Vol. E, 6077.8

Source: BA Notice 2869/06

(HJ/1034/92)

**BA Chart 81** [previous update 519/05]

Insert radar beacon, Racon (Q), at light-beacon 19° 09'·73N., 37° 24'·45E.

Delete &gt; 19° 07'·5N., 37° 21'·2E.

leading line, pecked and firm line, and associated legend  
Jabal Tad-hiiba Adlu in line with Tr 260°, joining: 19° 06'·8N., 37° 17'·4E.  
19° 08'·9N., 37° 29'·7E.**BA Chart 81 (plan, Sawakin)** [previous update 519/05]

Delete &gt;TOWER (21) 19° 07'·473N., 37° 21'·322E.

leading line, pecked and firm line, and associated legend  
Jabal Tad-hiiba Adlu in line with Tr 260°, joining: 19° 07'·146N., 37° 19'·400E.  
(W border)  
19° 07'·925N., 37° 24'·000E.  
(E border)**BA Chart 82** [previous update 257/05]

Insert radar beacon, Racon (Q), at light-beacon 19° 09'·73N., 37° 24'·45E.

Delete &gt; 19° 07'·50N., 37° 21'·32E.

leading line, pecked and firm line, and associated legend  
Jabal Tad-hiiba Adlu in line with Tr 260°, joining: 19° 06'·10N., 37° 12'·75E.  
19° 08'·90N., 37° 29'·45E.

**365 (14/06) SUDAN - Bashayer Oil Terminal Southwards and Eastwards - Wreck. Tanker mooring buoy. Radar beacon. Submarine pipeline.**

Light List Vol. E, 6077.1

Source: BA Notice 2868/06

(HJ/1034/92)

**BA Chart 81** [previous update 364/06]

Insert f WRECK PA

19° 22'·8N., 37° 18'·9E.

**BA Chart 82** [previous update 364/06]

Insert f WRECK PA

19° 22'·80N., 37° 18'·88E.

symbol, tanker mooring buoy, Mo(U) Horn Mo(U) (a)  
radar beacon, Racon (D), at tanker mooring buoy  
submarine pipeline, →→→→, joining:

19° 24'·10N., 37° 19'·37E.

(a) above

19° 23'·90N., 37° 18'·45E. (shore)

(a)above

Delete symbol, tanker mooring buoy, Mo(U) Horn Mo(U)  
and associated radar beacon Racon (U), close E of: (b)  
submarine pipeline, →→→→, and associated  
legend PA, joining:

(a)above

19° 24'·25N., 37° 18'·15E. (shore)

(b)above

**366 (14/06) SUDAN - Port Sudan - Marsa Gwiyai - Restricted area.**

Source: BA Notice 2867/06

(HJ/1034/92)

**BA Chart 82** [previous update 365/06]

Insert limit of restricted area, TTTTT, joining

19° 41'·40N., 37° 15'·38E. (shore)

19° 41'·40N., 37° 16'·10E.

19° 38'·60N., 37° 16'·10E.

19° 38'·60N., 37° 14'·35E. (shore)

**BA Chart 3492 (INT 7129)** [previous update 66/06]

Insert limit of restricted area, TTTTT, joining

19° 41'·40N., 37° 15'·37E. (shore)

19° 41'·40N., 37° 16'·10E.

19° 38'·60N., 37° 16'·10E.

19° 38'·60N., 37° 14'·36E. (shore)

**BA Chart 3492 (INT 7129) (plan B, Marsa Gwiyai)** [previous update 66/06]

Insert limit of restricted area, TTTTT, joining

19° 41'·40N., 37° 15'·80E. (shore)

19° 41'·40N., 37° 16'·10E.

19° 38'·60N., 37° 16'·10E.

19° 38'·60N., 37° 14'·36E. (shore)

**367 (14/06) RED SEA – Sha'ab Abu Fendera Southwards - Rock.**

Source: BA Notice 3160/06.

(HJ/1134/23)

**BA Chart 158 (INT 7008)** [previous update 239/06]

Insert ⊕

22° 46'·8N., 36° 20'·5E.

**368 (14/06) YEMEN –Ra's al Kalb -Depth.**

Source: BA Notice 3156/06.

(HJ/1033/31)

**BA Chart 6** [previous update 427/04]

Substitute 16, Rep(1979) for 14<sub>5</sub> Rep (1979)

13° 51'·9N., 48° 30'·0E.

**BA Chart 2970 (INT 7002)** [previous update 309/06]

Insert 16, Rep(1979)

(a) 13° 51'·9N., 48° 30'·0E.

Delete 14<sub>5</sub>, Rep (1979), close SW of:

(a) above

**369 (14/06) SAUDI ARABIA - East Coast - Port of Jubail (Al Jubayl) – Depths. Obstruction.**

Source: BA Notice 3050 /06.

(HJ/1133/70)

**BA Chart 2882 (INT 7264) [previous update 264/06]**Insert  $10_8$  *Obstns* 27° 01'·72N., 49° 43'·13E.**BA Chart 3718 [previous update 499/05]**Insert depth  $9_3$  (a) 26° 59'·15N., 49° 42'·25E.

10m contour joining: (b) 26° 59'·23N., 49° 42'·22E.

(c) 26° 59'·18N., 49° 42'·30E.

and

(d) 26° 59'·08N., 49° 42'·24E.

(e) 26° 59'·10N., 49° 42'·18E.

 $10_8$  *Obstns* 27° 01'·72N., 49° 43'·13E.Delete depth  $11_2$ , adjacent to: (a) above

former 10m contour joining: (b) above

(e) above

and

(c) above

(d) above

**BA Chart 3719 [previous update 264/06]**Insert depth  $9_3$  enclosed by 10m contour 26° 59'·15N., 49° 42'·25E. $10_8$  *Obstns* 27° 01'·72N., 49° 43'·13E.**BA Chart 3788 [previous update 264/06]**Insert depth  $9_3$  enclosed by 10m contour 26° 59'·01N., 49° 42'·20E. $10_8$  *Obstns* 27° 01'·58N., 49° 43'·08E.**370 (14/06) ARABIA - Approaches to the Shaṭṭ Al'Arab-Khwar al Amaya Terminal Northwards - Buoy.**

Source: BA Notice 2859/06

(HJ/1133/91)

**BA Chart 1235 (INT 7289) [previous update 237/06]**Insert symbol, black and white can buoy, *Rooka* 29° 48'·96N., 48° 48'·05E.Delete *Rooka* light-buoy 29° 48'·40N., 48° 47'·66E.**BA Chart 1265 (INT 7291) [previous update 237/06]**Insert symbol, black and white can buoy, *Rooka* 29° 48'·96N., 48° 48'·05E.Delete *Rooka* light-buoy 29° 48'·40N., 48° 47'·66E.**371 (14/06) ARABIA - Approaches to Shaṭṭ Al'Arab-Khawr Al Kafka - Foul.**

Source: BA Notice 2860/06

(HJ/1133/91)

**BA Chart 1235 (INT 7289) [previous update 370/06]**

Insert # 29° 33'·95N., 48° 54'·58E.

**BA Chart 1265 (INT 7291) [previous update 370/06]**

Insert # 29° 33'·95N., 48° 54'·58E.

**BA Chart 2884 (INT 7278) [previous update 313/06]**

Insert # 29° 33'·9N., 48° 54'·6E.

**372 (14/06) OMAN - South East Coast - Port Salalah (Mina -Raysut) - Legend.**

Source: BA Notice 3081/06.

*(HJ/1032/65)***BA Chart 2895** [previous update 284/06]Insert legend, *See INM 388(P)/06*, centred on: 16° 56'·90N., 54° 01'·60E.**BA Chart 2896** [previous update 284/06]Insert legend, *See INM 388(P)/06*, centred on: 16° 56'·72N., 54° 01'·50E.**373 (14/06) IRAN – Ra's ol Moṭaf South-eastwards - Depths.**

Source: BA Notice 2861/06

*(HJ/1132/78)***Chart 289** [previous update 357/06]

Insert depth 50 enclosed by 50m contour 27° 27'·25N., 51° 57'·00E.

27° 19'·25N., 51° 57'·75E.

**Chart 288** [previous update 237/06]

Insert depth 50 enclosed by 50m contour 27° 27'·25N., 51° 57'·00E.

**Chart 20** [previous update 357/06]

Insert depth 50 enclosed by 50m contour 27° 27'·25N., 51° 57'·00E.

**BA Chart 2883** [previous update 263/06]

Insert depth 50 enclosed by 50m contour 27° 27'·25N., 51° 57'·00E.

27° 19'·25N., 51° 57'·75E.

**374 (14/06) IRAN - Balal Oilfield Southwards - Depths.**

Source: BA Notice 2858/06

*(HJ/1132/67)***Chart 289** [previous update 373/06]

Insert depth 48 enclosed by 50m contour 26° 12'·5N., 52° 34'·2E.

**BA Chart 2886** [previous update 311/06]

Insert depth 48 enclosed by 50m contour (a) 26° 12'·5N., 52° 34'·2E.

Delete depth 55, close W of: a)above

**BA Chart 2887 (INT 7232)** [previous update 338/06]

Insert depth 48 enclosed by 50m contour (a) 26° 12'·5N., 52° 34'·2E.

Delete depth 57, close SE of: a)above

**375 (14/06) UNITED ARAB EMIRATES - Dubai (Dubayy) North-westwards - Wreck.**

Source: BA Notice 2857/06

*(HJ/1132/54)***Chart 289** [previous update 374/06]Insert  Wk 25° 27'·3N., 55° 06'·2E.**Chart 8004** [previous update 338/06]Insert  Wk (buoyed) 25° 27'·3N., 55° 06'·2E.**BA Chart 2887 (INT 7232)** [previous update 374/06]Insert  Wk (buoyed) 25° 27'·3N., 55° 06'·2E.**BA Chart 2889 (INT 7211)** [previous update 338/06]Insert  Wk (buoyed) 25° 27'·3N., 55° 06'·2E.

**376 (14/06) UNITED ARAB EMIRATES - .Ajma -n - Entrance Channel - Legend.**

Source: BA Notice 3127/06.

(HJ/1132/54)

**BA Chart 3410 (INT 7214) (plan B, 'Ajman) [previous update 433/05]**

Amend legend to, 8-0m (1998). Less water rep(2006),  
orientated N/S, centred on: 25° 26'·3N., 55° 26'·6E.

**BA Chart 3412 (INT 7219) [previous update 238/06]**

Amend legend to, 8-0m (1998). Less water rep(2006),  
orientated N/S, centred on: 25° 26'·3N., 55° 26'·6E.

**377 (14/06) UNITED ARAB EMIRATES - Port of Fujairah (Fujayrah) - Buoyage.**

Source: BA Notice 2916/06

(HJ/1132/53)

**BA Chart 3526 (plan B, Port of Fujairah (Fujayrah) and Vopak ENOC Terminal) [previous update 497/05]**

Delete	}	B1	(a)	25° 11'·08N., 56° 21'·77E.
	}	B2	(b)	25° 11'·17N., 56° 21'·63E.
	}	B3, close SSW of:		(b) above
	}	B4, close SSW of:		(a) above
	}	B5	(c)	25° 11'·01N., 56° 21'·98E.
	}	B6, close E of:		(a) above
	}	B7, close SSE of:		(a) above
	}	B8, close SSW of:		(c) above
	}	close N of:		(a) above

**378 (14/06) MALACCA STRAIT - Melaka South-eastwards - Light-beacon.**

Light List Vol. F, 1641

Source: BA Notice 2919/06.

(HJ/927/27)

**BA Chart 3946 [previous update 199/06]**

Insert  Fl(2)5s7M 2° 10'·47N., 102° 17'·46E.

**BA Chart 3947 [previous update 319/06]**

Insert  Fl(2)5s7M 2° 10'·47N., 102° 17'·46E.

**379 (14/06) INDONESIA - Sumatera - North West Coast - Pulau Rondo North-westwards - Data buoy.**

Source: BA Notice 3151/06.

(HJ/928/64)

**BA Chart 2777 [previous update 223/06]**




Delete / 6° 06'·74N., 95° 05'·85E.

**380 (14/06) SINGAPORE -Singapore Island - Marina Bay -Obstruction. Wreck.**

Source: BA Notice 3122/06.

(HJ/927/16)

**BA Chart 4041 (plan A, Marina Bay) [previous update 348/06]**

Substitute		Wk for:		Wk	(a)	1° 17'·158N., 103° 51'·450E.
Delete		Obstn, close WNW of:				(a) above

**381 (14/06) SINGAPORE -Pasir Panjang Terminal - Dredged depths. Dredged area. Legend. Berth.**

Source: BA Notice 3146/06.

(HJ/927/16)

**BA Chart 4034** [previous update 345/06]

Insert	limit of dredged area, pecked line, joining:	(a)	1° 16′.790N., 103° 46′.000E.	
		(b)	1° 16′.818N., 103° 46′.014E.	
		(c)	1° 16′.739N., 103° 46′.146E. (existing limit)	
		(d)	1° 16′.700N., 103° 46′.148E. (shore)	
Amend	legend, 14.3m (2006), centred on: berth number, P07		1° 16′.765N., 103° 46′.070E.	
			1° 16′.727N., 103° 46′.063E.	
		legend to, 15.0m (2005), centred on:		1° 17′.360N., 103° 45′.744E.
				1° 17′.160N., 103° 46′.082E.
Delete	limit of dredged area, pecked line, joining:		1° 16′.928N., 103° 46′.270E.	
			1° 17′.259N., 103° 45′.914E.	
			1° 17′.061N., 103° 46′.247E.	
Delete	limit of dredged area, pecked line, joining:	(c)	above	
			1° 16′.710N., 103° 46′.128E. (shore)	
	charted detail within:	(a)-(d)	above	

**382 (14/06) SINGAPORE - West Jurong Channel and Temasek Fairway - Depths.**

Source: BA Notice 3145/06.

(HJ/927/16)

**BA Chart 4030** [previous update 198/06]

Insert	depth 10 <sub>3</sub>		1° 16′.600N., 103° 39′.660E.
	depth 14 <sub>5</sub> enclosed by 15m contour		1° 16′.185N., 103° 38′.482E.
	depth 11 <sub>5</sub> and extend 15m contour SW to enclose	(a)	1° 15′.389N., 103° 39′.412E.
	depth 10 <sub>6</sub>		1° 16′.599N., 103° 38′.822E.
Delete	depth 11 <sub>6</sub>		1° 16′.500N., 103° 38′.800E.
	depth 14 <sub>8</sub> , close NE of:	(a)	above

**BA Chart 4031** [previous update 320/06]

Insert	depth 11 <sub>5</sub> and extend 15m contour SW to enclose	(a)	1° 15′.389N., 103° 39′.412E.
Delete	depth 14 <sub>8</sub> , close NE of:	(a)	above

**BA Chart 4038** [previous update 113/06]

Insert	depth 14 <sub>5</sub> enclosed by 15m contour	(a)	1° 16′.185N., 103° 38′.482E.
	depth 11 <sub>5</sub> and extend 15m contour to enclose	(b)	1° 15′.389N., 103° 39′.412E.
	depth 10 <sub>6</sub>		1° 16′.599N., 103° 38′.822E.
	depth 11 <sub>6</sub>	(c)	1° 16′.500N., 103° 38′.800E.
Delete	depth 15 <sub>8</sub> , close SW of:	(a)	above
	depth 14 <sub>8</sub> , close NE of:	(b)	above
	depth 12 <sub>1</sub> , close S of:	(c)	above


**BA Chart 4040** [previous update 345/06]

Insert	depth 14 <sub>5</sub> enclosed by 15m contour	(a)	1° 16′.185N., 103° 38′.482E.
	depth 11 <sub>5</sub> and extend 15m contour to enclose	(b)	1° 15′.389N., 103° 39′.412E.
	depth 10 <sub>6</sub>		1° 16′.599N., 103° 38′.822E.
	depth 11 <sub>6</sub>	(c)	1° 16′.500N., 103° 38′.800E.
Delete	depth 15 <sub>8</sub> , close SW of:	(a)	above
	depth 14 <sub>8</sub> , close NE of:	(b)	above
	depth 12 <sub>1</sub> , close S of:	(c)	above

**383 (14/06) SINGAPORE - Selat Sinki - Cyrene Reefs South-westwards - Obstructions. Depth.**

Source: BA Notice 3148/06.

(HJ/927/16)

**BA Chart 4032** [previous update 345/06]Substitute  *Obstn* for depth 11<sub>5</sub> 1° 15′.126N., 103° 44′.411E.**BA Chart 4034** [previous update 381/06]Substitute  *Obstn* for depth 11<sub>5</sub> 1° 15′.126N., 103° 44′.411E.**BA Chart 4040** [previous update 382/06]Insert  *Obstn* (a) 1° 15′.13N., 103° 44′.41E.Delete  *Obstn*, close north of: (a) above**384 (14/06) SINGAPORE -Selat Sinki - Pulau Bukom Northwards -Rock.**

Source: BA Notice 3147/06.

(HJ/927/16)

**BA Chart 4032** [previous update 383/06]Substitute  (5<sub>4</sub>) for  (5<sub>5</sub>) 1° 14′.492N., 103° 45′.600E.**BA Chart 4035** [previous update 345/06]Substitute  (5<sub>4</sub>) for  (5<sub>5</sub>) 1° 14′.492N., 103° 45′.600E.**BA Chart 4040** [previous update 383/06]Insert  (5<sub>4</sub>) (a) 1° 14′.49N., 103° 45′.60E.Delete  (5<sub>7</sub>), close SW of: (a) above**385 (14/06) INDONESIA - Sumatera - Pulau Karimun Besar Eastwards - Buoyage.**

Source: BA Notice 2920/06.

(HJ/927/16)

**BA Chart 2403** [previous update 322/06]Insert  *FL.Y.3s* (a) 1° 08′.35N., 103° 25′.20E.(b) 1° 03′.03N., 103° 32′.05E.  
1° 00′.20N., 103° 30′.30E.*FL.Y.6s*

1° 06′.01N., 103° 30′.00E.

*FL.Y.2s*

1° 06′.22N., 103° 24′.28E.

Delete  *FL.Y.3s*, adjacent to: (a) above


(b) above

**BA Chart 3833** [previous update 346/06]Insert  *FL.Y.3s* (a) 1° 08′.35N., 103° 25′.20E.(b) 1° 03′.03N., 103° 32′.05E.  
1° 00′.20N., 103° 30′.30E.*FL.Y.6s*

1° 06′.01N., 103° 30′.00E.

*FL.Y.2s*

1° 06′.22N., 103° 24′.28E.

Delete  *FL.Y.3s*, adjacent to: (a) above

**385 (14/06) INDONESIA - Sumatera - Pulau Karimun Besar Eastwards - Buoyage. (continued)****BA Chart 3947** [*previous update 378/06*]

Insert

*FL.Y.3s**(a)* 1° 08′.35N., 103° 25′.31E.*FL.Y.6s*

1° 06′.01N., 103° 30′.00E.

*FL.Y.2s*

1° 06′.22N., 103° 24′.39E.

**BA Chart 3948 (INT 7002)** [*previous update 323/06*]

Insert

*FL.Y.3s**(a)* 1° 00′.20N., 103° 30′.20E.



**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**

**\*386(P) (14/06) INDIA WEST COAST – Hazira to Umargam – Eastern Bank - Wreck**

Source: Navarea VIII 441/06

(HJ/1130/07)

1. Dredger Pioneer – C – 101 sunk in position 20° 48′.36N., 72° 36′.14E. A small part of hull (black) and two in numbers booms of the wreck visible above water.
2. Dangerous for surface navigation.
3. Mariners to exercise extreme caution.

**Charts affected – 292(INT 7021) – 254 (INT 7331) – 209**

**387(P) (14/06) MOZAMBIQUE - Porto de Maputo and Approaches - Depths.**

Source: BA Notice 3060(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<sub>4</sub>m 25° 59′.79S., 32° 35′.69E.

1<sub>4</sub>m 25° 58′.60S., 32° 37′.60E.

1<sub>1</sub>m 25° 58′.11S., 32° 38′.90E.

1<sub>9</sub>m 25° 57′.92S., 32° 37′.92E.

2. Former *INM 326(P)/06* is cancelled.

**BA Charts affected – 644**

**388(P) (14/06) OMAN - South East Coast - Port Salalah (Mina -Raysut) - Breakwaters.**

Source: BA Notice 3080(P)/06.

(HJ/1032/65)

1. Works are in progress off the coast of Port Salalah (Mina -Raysut). Positions below are shown in WGS72 Datum.
  - a) A new breakwater is being built between positions 16° 56′.15N., 54° 00′.88E. and 16° 56′.99N., 54° 01′.88E.
  - b) A temporary breakwater is being built between positions 16° 56′.76N., 54° 00′.94E. and 16° 56′.77N., 54° 00′.98E.
2. Mariners are advised to navigate with caution in these areas.

**BA Charts affected – 2895 - 2896**

## 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 Jul 2006, covering the entire world are listed below against the respective NAVAREA

<b><u>NAVAREA No.</u></b>	<b><u>Location</u></b>	<b><u>Last NAVAREA Sl. received</u></b>	
I	N.E. Atlantic	195	2005 series: 402 440 468. 2006 series: 073 095 122 153 155 164 169 174 177 180 181 183 185 187 192 195.
II	E. Atlantic	224	2006 series: 049 131 168 181 189 196 199 204 205 211 213 218 220 221 222 223 224.
III	Mediterranean	322	2006 series: 262 272 282 287 289 291 293 294 295 296 299 302 305 306 310 311 313 314 315 316 318 319 320 321 322.
IV	N.W. Atlantic	Nil	2006 series: 168
V	W. Atlantic	Nil	2006 series: Nil.
VI	S.W. Atlantic	Nil	2006 series: Nil.
VII	S.E. Atlantic	Nil	2006 series: 086 088 089 090 091 095 097
VIII	Indian Ocean	463	2005 Series:- 384 2006 Series: 026 085 136 174 175 260 269 303 338 345 351 356 365 379 380 387 402 415 417 419 421 425 426 428 430 433 434 435 436 437 438 439 440 441 442 445 447 451 454 455 457 458 459 460 461 462 463.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2003 Series: 065 2004 Series: 003 004 005 006 007 008 009 010 011 012 013 014 015 016 017 018 019 020 032 034 035 036 037 038 039 040 041 042 043 044 045 046 047 048 049 050 051 052 053 054 055 056 057 058 059 060 061 062 063 064 065 067 068 069 070 071 072 073 074 075 076 077 078 079 080 081 082 083 084 085 086 087 088 089 090 091 092 093 094 2005 Series: 013 022 071 072 120 135 198 206 211 237 238 250.
X	Australia, New Guinea	Nil	2006 series: Nil.

XI	Malacca Strait, China Sea, N. Pacific	279	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 0576 2006 - 0005 0007 0008 0037 0050 0052 0058 0060 0069 0075 0083 0090 0110 0123 0127 0139 0149 0165 0168 0172 0224 0241 0248 0250 0251 0259 02602 0267 0268 0269 0270 0271 02702 0273 0274 0275 0276 0277 0279.
XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil
XIV	S.W. Pacific	Nil	2006 series: 048 066 069 070.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2006 series: 375 496 523 524 802 1049 1129 1284.
Hydrolants	Atlantic, Mediterranean	Nil	2006 series: 1258

**SECTION – VI: CORRECTIONS TO SAILING DIRECTION**

**NIL**

**SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS**

<b>No</b>	<b>Name &amp; Location</b>	<b>Position (Lat-Long)</b>	<b>Charact- eristics</b>	<b>Ht. mts.</b>	<b>Range miles</b>	<b>Structure &amp; Height (mts)</b>	<b>Remarks</b>
<b>D 6483.4</b>	-S Breakwater. Head	28 48-9 32 05-9	Fl W 3s	15	<b>18</b>	Red tower, white bands	<i>fl 0-058, ec 2-942.</i> Racon. <b>TR 2006</b> *
<b>D 6483.52</b>	-Pelican Island. W Groyne. S	28 47-9 32 05-1	QG	9	3	Pole 5	<i>fl 0-3</i> *
<b>D 6483.53</b>	---N	28 47-7 32 05-1	Fl G 3s	9	3	Pole 5	<i>fl 0-3.</i> <b>TE 2006</b> *
<b>D 7033</b>	-W side	17 03-0 42 42-4	Fl(1+2)W 15s	37	9	White metal framework tower, black top 28	<i>fl 1, ec 1-5, (fl1, ec 5-25)</i> <i>x 2</i> *
<b>D 7083.6</b>	-Ldg Lts 162°. Front	20 56-1 55 19-4	Dir F R	30	7	Black , white band, on black tower, white top 9	Intens 153°-171°(18°) * *
<b>D 7083.61</b>	--Rear. 300m from front	20 56-3 55 19-5	Dir F WRG	38	8	Black , white band, on black tower, white top 8	Fl G157°-158-75°(1-75°), FG158-75°-159-75°(1°), Al WG159-75°-161-8°(2-05°), FW161-8°-162-2°(0-4°), Al WR162-2°-164-25°(2-05°), FR164-25°-165-25°(1°), Fl R165-25°-167°(1-75°) * *
<b>D 7098</b>	-Dockers' Flats	20 08-1 57 29-9	Allso WR 8s	24	10	White concrete water tower, red stripes 20	<i>W 2, ec2 ,R 2 ,ec2.</i> <b>TE 2006</b> *
<b>D 7310</b>	-Inner Harbour. Aden Gulf Terminal. Detached Dolphin. Head	12 47-97 45 00-07	Lit				*
<b>D 7318.13</b>	-Harbour. E Breakwater Head	22 34-76 59 32-00	Fl G 5s	13	6	Green Beacon	*
<b>D 7321.74</b>	-No11Berth. SE corner (AMNAS)	23 37-42 58 33-95	QR	2	2	...	Can be obscured by background shore lights *







<u>No</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
D 7356.333	---	25 14-93 55 16-23	F G	*	*	*	*
D 7356.334	---	25 14-88 55 16-18	F G	*	*	*	*
D 7356.335	---	25 14-83 55 16-14	F G	*	*	*	*
D 7356.51	---	25 15-35 55 16-09	F R	...	...	Dolphin	*
D 7356.511	---	25 15-37 55 16-06	F R	...	...	Dolphin	*
D 7356.512	---	25 15-40 55 16-03	F R	6	3	Dolphin	*
E 6017	Birket Misallât. Southwards	29 54-5 32 35-6	Fl W 3s	42	18	White daymark on metal framework tower 39	Racon *
E 6020	Newport Rock	29 53-20 32 33-08	Fl W 5s	17	10	Tripod on 3-pile structure 9	Channels are marked by buoys and buoyant beacons carrying R or G lights *
E 6021.1	No 2 Lt F	29 48-55 32 32-13	Iso W 6s	6	9	Red on red and white striped float	Racon *
E 6021.2	Qâdd elTawîla	29 47-88 32 38-45	Fl W 10s	47	18	White daymark on framework tower 39	Racon *
E 6021.5	Lahta	29 40-45 32 41-26	Fl(3)W 15s	47	18	White daymark on framework tower 39	Racon *
E 6021.8	-	29 36-2 32 20-5	Fl W 5s	44	22	White daymark on framework tower 39	Racon
	-	...	Oc WRG	40	15	...	G260°-273°(13°), W273°-298°(25°), R298°-306°(8°) *
E 6023.37	Mersa Thelemet. Jetty	29 01-8 32 38-2	Fl G 2s	...	...	...	Fl R 10s and FG on new jetty1M NNW (P)2004 *

<u>No</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
E 6034.7	Remove from List						
E 6063	Remove from List						
E 6063.2	-Entrance *	19 36-26 37 14-24	Fl(2)G 5s *	8 *	4 *		
E 6077.8	--No 9	19 09-73 37 24-45 *	Fl W 10s	8	5	Red framework tower on red concrete base, white bands	Racon *
F 0648	<b>Bhatkal N of port</b>	13 57.9 74 32.0	Fl (2W) 20s	56	<b>27</b>	Whita square masonry tower on fort 14 *	Vis 310°-160° (210°) obscured by Hog island Island 129°-132°(3°) storm signal Vis 319°-012° (53°)
F 1054	<b>Kutubdia Island</b>	21 51-85 91 50-72	Fl(3)W 10s	39	<b>20</b>	Red and white on metal framework tower	Racon. <b>TE 2006</b> *
F 1280	<b>-Pulau Simeuluecut</b> *	2 32-0 95 55-5 *	Fl(2)W 12s	90	<b>18</b>	White beacon	<i>fl 0-5, ec 1, fl 0-5, ec 10</i>

**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS****VOL. 1 INP 31(1) 2005***(Last correction: Edition No. 13 dated 01 Jul 2006)*



Page 17, GULF OF OMAN, IRAN, OMAN AND UNITED ARAB EMIRATES, **MARITIME RADIO STATIONS, MRCC**, in approximate position 23° 50' N., 54° 45' E, **Emirates**, contacts table, row 2  
 delete telephone +971 42 022291 and replace by: +971 2 6911103  
 delete fax +971 42 212336 and replace by: +971 2 6668180

**BA Notice- 26/06****14/06**Page 08, **MAURITIUS**, after **MAURITIUS** insert new entry:

<b>MRCC MAURITIUS</b>			
20°09 ·25S., 57°29 ·15E			
 +230 2088317, 2083935, 2122757 & 2122747 (Operations)		 +230 2122770 & 2122757	
TELEX +966 4880 NCG IW			
Note: Mauritius (3BM) maintains a continuous listening watch on international distress frequencies VHF Ch 16, 2182 kHz and DSC			

**BA Notice- 26/06****14/06**Page 05 , **MOZAMBIQUE, MAPUTO RADIONAVAL**, delete entry and replace by:

MAPUTO RADIO MRCC

25° 57 S 32° 28 E	MMSI 006501000 (Refer to list below)	DSC MF		OBS	
 +258 21494396		 +258 21494396			
		E-MAIL: safmar@zebra.uem.mz			
NOTES: 1. This station accepts Distress, Urgency and Safety traffic including Ships' Weather Reports addressed OBSERVATOR MAPUTO 2. Maputo Radio MRCC also operates a network of DSC MF remote sites with individual MMSI; identified in the table below:					

**DSC MF Remote Stations**

Angoche	MMSI 006505000	16° 39 S 39° 29 E
Beira	MMSI 006503000	19° 23 S 34° 50 E
Inhambane	MMSI 006502000	23° 55 S 35° 23 E
Nacala	MMSI 006506000	14° 30 S 40° 40 E
Pemba	MMSI 006507000	12° 01 S 40° 30 E
Quelimane	MMSI 006504000	17° 50 S 36° 52 E

**VHF**

	Ch 16	H 24
--	-------	------

	Transmits	Receives	Hours of Watch
--	-----------	----------	----------------

**RT(MF)**

	2182	2182	H24
--	------	------	-----

**BA Notice- 26/06****14/06**

Page 12 , RED SEA, EGYPT, ERITREA, JORDAN, SAUDI ARABIA, SUDAN & YEMEN, **MARITIME RADIO STATIONS, MRCC**, in approximate position 19°30'N 36°00'E ; **Port Sudan**, contacts table, delete telephone +249 3122622 and replace by:  
 +249 311 822622

**BA Notice- 26/06****14/06**

Page 12, **SUDAN, PORT SUDAN (STP)**, delete entry and replace by:

<b>PORT SUDAN (STP)</b>			
19°37'.88N 37°13'.85E	MMSI 006623950	DSC VHF MF HF	OBS
☎ +249(0)311 822622 & 822623		📠 +249(0)311 839362	
Inmarsat B (IOR) 382049159 (Tel) (IOR) 382049160 (Fax) (IOR) 382049161 (Data) (IOR) 394022982 (HSD)		E--MAIL portsudanradio@hotmail.com	
<b>VHF</b>			
Ch 16 18 19 20		H 24	
Transmits		Receives	
<b>RT (MF)</b>			
2182 2740		2049 2182	
<b>RT (HF)</b>			
4357(Ch 401)		4065	
6513(Ch 605)		6212	
8767(Ch 817)		8243	
8770(Ch 818)		8246	
13134(Ch 1220)		12287	
17326(Ch 1629)		16444	
H 24			
TRAFFIC LISTS: All HF frequencies H+00			

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14/06

Page 17, **UNITED ARAB EMIRATES, EMIRATES** delete entry and replace by:

<b>EMIRATES</b>			
24°28' N., 54°21' E;	MMSI 004700000	DSC VHF	OBS
☎ +971 2 6911103		📠 +971 2 6668180	
CALL Emirates Radio		E--MAIL: tel_director@moc.uae.gov.ae	
<b>VHF</b>			
Abu Dhabi (Ab z'aby)	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 Fakkān (Khawr Fakkān)	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 all sites (H24)			
TRAFFIC LISTS: Ch 28: 0603 0803 1203 1403 1603 1803			

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14/06

**VOL. 2, 1995**

(Last correction: Edition No. 13 dated 01 Jul 2006)

**NIL**

**BA, VOL. 3 Part 1, NP 283(1), 2002/03**

(Last correction: Edition No. 06 dated 16 Mar 2006)

**NIL**

**VOL. 5, INP 31(5) 1997***(Last correction: Edition No.12 dated 16 Jun 2006)*Page 183 , **DISTRESS, SEARCH AND RESCUE, MALDIVES**, delete section and replace by:

<b>National SAR Agency:</b> Maldives Coast Guard			
<b>Address:</b> Coastguard Headquarters, Coast Guard Building, Male', Republic of Maldives			
<b>Tel:</b> +960 3325981 & 3338898			
<b>Fax:</b> +960 3310054			
Maldives Coastguard is responsible for co--ordinating Search and Rescue operations within the Maldives Search and Rescue Region. GMDSS Operation Centre (8Q2) maintains a continuous listening watch on international distress frequencies VHF Ch16 and 2182 kHz.			
	<b>Tel +960</b>	<b>Fax +960</b>	<b>Others</b>
COASTGUARD HEADQUARTERS	3325981 3338898	3310054	<b>E--mail</b> maldivescoastguard@defence.gov.mv
GMDSS OPERATION CENTRE (8Q2)	3391664	3391665	
MALE' Harbour Control	3327883	3328624	

**BA Notice- 25/06****14/06****VOLUME 6, INP 31, 2005***(Last correction: Edition No. 12 dated 16 Jun 2006)*Page 59, **UNITED ARAB EMIRATES, KHAWR FAKKAN (KHORFAKKAN)****Pilots and Port, PROCEDURE**, delete section (6) and replace by:

(6) Pilot boards in position 25°22'.7 N 56°23'.0 E.

Capt Dabla, Harbour Master, Khorfakkan Port

**BA Notice- 27/06****14/06****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 2006)***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](mailto:nhd@sancharnet.in); [incho@dataone.in](mailto:incho@dataone.in); [incho\\_marinesafety@dataone.in](mailto:incho_marinesafety@dataone.in)  
[incho\\_navwarnings@dataone.in](mailto:incho_navwarnings@dataone.in); [incho\\_helpdesk@dataone.in](mailto:incho_helpdesk@dataone.in)  
Fax No.: (0135) 2748373  
WEB: [www.hydrobharat.org](http://www.hydrobharat.org); [www.hydrobharat.nic.in](http://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.	<b>a) NAME OF THE PORT</b> : <b>b) Location</b> : <b>Lat:</b> _____, <b>Long:</b> _____ <b>c) Listing in Guide to Port Entry: Yes/No.</b> <b>Sl. No.:</b> _____	
2.	<b>NAME AND ADDRESS OF PORT AUTHORITIES</b> a) Name b) Address c) Phone d) Fax e) E-mail	
3.	<b>GENERAL REMARKS</b> 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.	<b>ANCHORAGES</b> a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	<b>PILOTAGE</b> a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	<b>DIRECTIONS</b> a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	<b>POLLUTION CONTROL</b> a) Local regulations in force (if any)	



<p>8. <b>TUGS</b></p> <ul style="list-style-type: none"> <li>a) Number available</li> <li>b) Max. hp.</li> <li>c) Requesting authority</li> <li>d) Availability times</li> <li>e) Communication with Tugs</li> <li>f) Hiring Charges</li> </ul>	
<p>9. <b>BERTHING AND WHARVES</b></p> <ul style="list-style-type: none"> <li>a) Number of berths available</li> <li>b) Length,</li> <li>c) Depth alongside</li> <li>d) Facilities available.</li> <li>e) Procedures for requesting berthing and hiring charges</li> </ul>	
<p>10. <b>CARGO HANDLING</b></p> <ul style="list-style-type: none"> <li>a) Containers</li> <li>b) Lighters</li> <li>c) Roll on/ roll off, etc.</li> </ul>	
<p>11. <b>CRANES</b></p> <ul style="list-style-type: none"> <li>a) Brief details and max. capacity.</li> <li>b) Container handling facilities</li> </ul>	
<p>12. <b>BRIDGES</b></p> <p>Vertical clearances</p>	
<p>13. <b>REPAIRS</b></p> <ul style="list-style-type: none"> <li>a) Hull, machinery and underwater</li> <li>b) Ship and boat yards</li> <li>c) Docking or Slipway facilities (Give size of vessels handled or dimensions)</li> <li>d) Hards and ramps.</li> <li>e) Divers / Diving Assistance</li> </ul>	
<p>14. <b>RESCUE AND DISTRESS</b></p> <p>Salvage, lifeboat, coastguard, etc.</p>	
<p>15. <b>SUPPLIES</b></p> <ul style="list-style-type: none"> <li>a) Fuel with type and quantities available.</li> <li>b) Freshwater and rate of supply.</li> <li>c) Provisions</li> <li>d) Chart Agents</li> </ul>	
<p>16. <b>SERVICES</b></p> <ul style="list-style-type: none"> <li>a) Radio Telegrams/Telephony</li> <li>b) Medical.</li> <li>c) Quarantine</li> <li>d) Consuls.</li> <li>e) Ship chandlery and stevedores,</li> <li>f) Compass adjustment,</li> <li>g) Tank cleaning,</li> <li>h) Hull painting.</li> <li>j) Diving and underwater examination</li> <li>k) Police / Ambulance / Fire</li> <li>l) Navigational warnings and weather bulletins</li> <li>m) Garbage Disposal</li> <li>n) Telephones</li> <li>p) Waste oil disposal</li> </ul>	
<p>17. <b>COMMUNICATIONS</b></p> <ul style="list-style-type: none"> <li>a) Road, rail and air services available</li> <li>b) Nearest airport or airfield.</li> <li>c) Port Radio and Information service (Frequencies and operating hours)</li> </ul>	

18. <b>PORT AUTHORITY</b> Designation, address and telephone number.	
19. <b>SMALL CRAFT FACILITIES</b> a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. <b>SHORE LEAVE</b>	
21. <b>CLUBS / RECREATION / INFORMATION KIOSKS</b> – Their location.	
22. <b>VIEWS</b> (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](mailto:nhd@sancharnet.in); [inho@dataone.in](mailto:inho@dataone.in) / [inho\\_marinesafety@dataone.in](mailto:inho_marinesafety@dataone.in)  
[inho\\_navwarnings@dataone.in](mailto:inho_navwarnings@dataone.in) / [inho\\_helpdesk@dataone.in](mailto:inho_helpdesk@dataone.in)

Fax No.: 91- 0135- 2748373

WEB : [www.hydrobharat.org](http://www.hydrobharat.org); [www.hydrobharat.nic.in](http://www.hydrobharat.nic.in)