



INDIAN NOTICES TO MARINERS FOR 2006

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

EDITION No. 15 DATED 01 AUG 2006

(CONTAIN NOTICES 389 TO 410)

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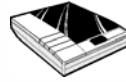
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore,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

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
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 389 to 410 contained in this Edition


INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	402	58 (INT 7314)	41	402
31	5	408(T)	81	32	394, 409(P)
32 (INT754)	5	391, 408(T)	82	32	394, 395, 409(P)
33	5	408(T)	1235 (INT 7289)	40	401, 410(P)
203 (INT7319)	2	406(T)	1265 (INT 7291)	40	401, 410(P)
208	2	390	1358	45	403
209	2	390	2847	40	410(P)
250	2	402	2851	40	398
268 (INT7353)	4	407(P)	2884 (INT 7278)	40	401, 410(P)
273	4	407(P)	2889 (INT 7211)	40	399
286	1	392	2895	32	393
288	1	401	2896	32	393
291	2	402	2970 (INT 7002)	32	392
2021	2	389	3175 (INT 7212)	40	399
2060	2	406(T)	3176 (INT 7216)	40	399
2068	2	389, 406(T)	3492 (INT 7129)	32	395
2080	2	389	3518	40	396, 397
7705 (INT705)	1	392	3773	40	401, 410(P)
8004	1	399, 400	3833	45	405
8010	1	392	3946	45	403
			4040	45	404, 405
			4041	45	404, 405

SECTION – II: PERMANENT NOTICES**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS*****389 (15/06) INDIA – WEST COAST- Gulf of Kachchh – Mundra port – Light.**

Light list: Vol F, 0362.1

Source: Mundra Port

(HJ/1131/20)

Chart 2068 [previous update 332/06]Delete  Fl (2)15s25m23M 22° 44'·40N., 069° 42'·79E.**Chart 2080** [previous update 333/06]Delete  Fl (2)15s24m23M(15M) 22° 44'·40N., 069° 42'·79E.**Chart 2021** [previous update 616/05]Delete  Fl (2)15s24m23M 22° 44'·40N., 069° 42'·79E.***390 (15/06) INDIA – West Coast – Approaches to Hazira Port – Legend. Port Limit.**

Source: NHO Dehradun

(HJ/1130/17)

Refer INM 144/05**Chart 208** [previous update 104/06]

Delete port limit, pecked line, joining:

21° 07'.50N., 72° 37'.88E.
 21° 07'.66N., 72° 37'.88E.
 and
 21° 07'.73N., 72° 37'.88E.
 21° 07'.73N., 72° 37'.78E.
 and
 21° 07'.73N., 72° 37'.36E.
 21° 07'.70N., 72° 35'.90E.
 21° 06'.70N., 72° 35'.00E.
 (a) 21° 04'.40N., 72° 35'.00E.
 (b) 21° 04'.00N., 72° 37'.00E.
 21° 04'.65N., 72° 37'.63E.
 21° 04'.88N., 72° 38'.28E.
 21° 05'.11N., 72° 38'.37E.

legend, *Limit of Port of Hazira*, along: (a),(b) above

390 (15/06) INDIA – West Coast – Approaches to Hazira Port – Legend. Port Limit. (continued)*Chart 209** [previous update 104/06]


Delete	port limit, pecked line, joining:	21° 07'.50N., 72° 37'.88E. 21° 07'.66N., 72° 37'.88E. and 21° 07'.73N., 72° 37'.88E. 21° 07'.73N., 72° 37'.78E. and 21° 07'.73N., 72° 37'.36E. 21° 07'.70N., 72° 35'.90E. 21° 06'.70N., 72° 35'.00E. (a) 21° 04'.40N., 72° 35'.00E. (b) 21° 04'.00N., 72° 37'.00E. 21° 04'.65N., 72° 37'.63E. 21° 04'.88N., 72° 38'.28E. 21° 05'.11N., 72° 38'.37E.
	legend, <i>Limit of Port of Hazira</i> , along:	(a),(b) above

***391 (15/06) INDIA AND SRI LANKA – Kochi (Cochin) to Vishakhapatnam – Data Buoy.**

Source: NHO Dehradun

(HJ/1029/36)

Chart 32 (INT 754) [previous update 156/06]

Delete	DS5  ODAS (yellow) with radar reflector Fl 20s.	13° 59'.68 N., 083° 16'.45 E.
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392(15/06) GULF OF ADEN - - Depths.

Source: BA Notice 3367/06

(HJ/1033/33)

Chart 8010 [previous update 306/06] WGS 84 Datum

Insert	depth 51	13° 21'.9N., 46° 42'.5E.
	depth 73	13° 23'.5N., 46° 50'.0E.
	depth 128	13° 22'.4N., 46° 54'.0E.
	depth 588	13° 14'.8N., 46° 55'.8E.
	depth 581 and extend 1000m contour S to enclose	13° 18'.3N., 47° 04'.6E.
	depth 134	13° 26'.4N., 47° 16'.7E.
	depth 778 and extend 1000m contour SSE to enclose	13° 17'.5N., 47° 23'.5E.
	depth 55 and extend 100m contour S to enclose	13° 53'.6N., 48° 28'.9E.
	depth 690 and extend 1000m contour SE to enclose	13° 53'.1N., 48° 52'.3E.
	depth 270	14° 25'.0N., 49° 08'.8E.
Substitute	depth 170 for depth 218	13° 44'.6N., 47° 38'.6E.
Chart 286	[previous update 309/06] WGS 84 Datum	
Insert	depth 55 and extend 100m contour S to enclose	13° 53'.6N., 48° 28'.9E.
	depth 690	13° 53'.1N., 48° 52'.3E.
	depth 270	14° 25'.0N., 49° 08'.8E.
	depth 666 enclosed by 1000m approximate contour	14° 07'.7N., 49° 23'.8E.

392(15/06) GULF OF ADEN - - Depths. (continued)

Chart 7705 (INT 705) [previous update 357/06] WGS 84 Datum

Insert depth 666 enclosed by 1000m contour (a) 14° 07'·7N., 49° 23'·8E.

Delete depth 1229, adjacent to: (a) above

BA Chart 2970 (INT 7002) [previous update 368/06]

Insert depth 690 13° 53'·1N., 48° 52'·3E.

depth 270 14° 25'·0N., 49° 08'·6E.

depth 666 enclosed by 1000m approximate contour 14° 07'·7N., 49° 23'·8E.

393 (15/06) OMAN - South East Coast - Approaches to Port Salalah (Mina Raysut) - Buoyage. Light.

Light List Vol. D, 7313.9

Source: BA Notice 3227/06

(HJ/1032/65)

BA Chart 2895 [previous update 372/06]Insert  Q(6)+LFl.15s 16° 56'·16N., 54° 01'·06E.Substitute  Q(3)10s for  Q(3)10s 16° 56'·51N., 54° 01'·34E.**BA Chart 2896** [previous update 372/06]Insert  Q(6)+LFl.15s 16° 56'·16N., 54° 01'·05E.Substitute  Q(3)10s for  Q(3)10s 16° 56'·51N., 54° 01'·33E.**394 (15/06) SUDAN - Sawakin - Legend.**

Source: BA Notice 3214/06



(HJ/1034/92)

BA Chart 81 (plan, Sawakin) [previous update 365/06]Amend legend to, *See INM 409(P)/06*, centred on: 19° 08'·52N., 37° 22'·80E.**BA Chart 82** [previous update 366/06]Insert legend to, *See INM 409(P)/06*, centred on: 19° 07'·75N., 37° 25'·00E.**395 (15/06) SUDAN - Port Sudan and Hadaraweb Spit Southwards - Lights. Wreck. Legends. Dredged areas.**

Light List Vol. E, 6063, 6063.2



Source: BA Notice 3215/06

(HJ/1034/92)

BA Chart 82 [previous update 394/06]Insert  Fl(2)G.5s4M (a) 19° 36'·26N., 37° 14'·23E.
 WRECK PA 19° 20'·0N., 37° 19'·5E.Delete  Fl(2)5s6M, adjacent to: (a) above**BA Chart 3492 (INT 7129)** [previous update 366/06]Insert  Fl(2)G.5s4M (a) 19° 36'·26N., 37° 14'·23E.Delete  Fl(2)5s6M, adjacent to: (a) above

**395 (15/06) SUDAN - Port Sudan and Hadaraweb Spit Southwards - Lights. Wreck. Legends.
Dredged areas. (continued)**

BA Chart 3492 (INT 7129) (plan A Port Sudan) [previous update 366/06]

Insert	 Fl(2)G.5s8m4M limit of dredged area, pecked line, joining:	(a) 19° 36'·263N., 37° 14'·225E. 19° 36'·685N., 37° 14'·425E. (existing limit) 19° 37'·000N., 37° 14'·465E. (shore)
Amend	legend, 14.2m, orientated SSW/NNE, centred on: legend to, <i>Dredged to 14.6m (2005)</i> , centred on: legend to, <i>Dredged to 12.6m (2005)</i> , centred on:	19° 36'·740N., 37° 14'·415E. 19° 36'·880N., 37° 14'·540E. 19° 36'·480N., 37° 13'·450E.
Delete	 Fl(2)5s11m6M, close ENE of:	(a) above

396 (15/06) OMAN - North-East Coast - Sur – Ra's Jimilah North-eastwards - Light.

Light List Vol. D, 7318.13

Source: BA Notice 3250/06.

(HJ/1132/20)

BA Chart 3518 (plan F, Sur) [previous update 269/06]



Amend	light to, Fl.G.5s13m6M.	22° 34'·74N., 59° 31'·98E
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397(15/06) OMAN - North East Coast - Qalhat LNG Terminal - Buoy.

Source: BA Notice 3251/06.

(HJ/1132/20)

BA Chart 3518 (plan E, Qalhat LNG Terminal) [previous update 396/06]

Substitute	 Fl.Y.3s (2 buoys) for  Fl(2)10s	22° 39'·98N., 59° 24'·51E.
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398 (15/06) OMAN - Port Sohar - Lights.

Light List Vol. D, 7326.33, 7326.34

Source: BA Notice 3249/06.

(HJ/1132/43)

BA Chart 2851(plan B, Port Sohar) [previous update 282/06]


Amend	light to, Fl(2)G.4s	24° 30'·55N., 56° 37'·60E.
	light to, Fl(2)R.4s	24° 30'·65N., 56° 37'·85E.

399 (15/06) UNITED ARAB EMIRATES – Dubai (Dubayy) North-westwards - Wreck. Buoy. Legend.

Source: BA Notice 3298/06.

(HJ/1132/54)

Chart 8004 [previous update 375/06] WGS 84 Datum

Insert	 Fl(2)10s	25° 27'·95N., 55° 06'·23E.
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Delete	legend, (buoyed), near  Wk	25° 27'·30N., 55° 06'·20E.
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BA Chart 2889 (INT 7211) [previous update 375/06]

Insert	 Fl(2)10s	25° 27'·95N., 55° 06'·23E.
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Delete	legend, (buoyed), centred on:	25° 27'·05N., 55° 04'·80E.
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399 (15/06) UNITED ARAB EMIRATES – Dubai (Dubayy) North-westwards - Wreck. Buoy. Legend. (continued)

BA Chart 3175 (INT 7212) [previous update 338/06]

Substitute	 Wk for 	(a)	25° 27′.35N., 55° 06′.23E.
Delete	 Fl.R, close N of:		(a)above
Insert	 Fl(2)10s, close N of:		(a)above

BA Chart 3176 (INT 7216) [previous update 338/06]




Substitute	 Wk for 	(a)	25° 27′.35N., 55° 06′.23E.
Delete	 Fl.R, close N of:		(a)above
Insert	 Fl(2)10s, close N of:		(a)above

400 (15/06) UNITED ARAB EMIRATES - Jazt. al Hamra. - Depths. Coastline. Buoyage. Pilot boarding place. Legend.

Source: BA Notice 3195/06.

(HJ/1132/54)

Chart 8004 [previous update 399/06] WGS 84 Datum


Insert			25° 44′.6N., 55° 47′.6E.
	 Fl.R No 1		25° 47′.0N., 55° 44′.6E.
	 Fl.G No 2		25° 46′.2N., 55° 43′.7E.
	legend, <i>Buoyed</i> , orientated NW/SE, centred on:		25° 45′.7N., 55° 45′.4E.

401 (15/06) ARABIA - Approaches to Shaṭṭ al’ Arab - Al Baṣrah (Al Bakr) Terminal South-eastwards - Legend. Wreck.


Source: BA Notice 3176/06

(HJ/1133/91)


Chart 288 [previous update 373/06] WGS 84 Datum

Insert	legend, <i>See INM 410(P)/06</i> , centred on:		29° 35′.50N., 48° 57′.00E.
Delete			29° 38′.97N., 48° 51′.96E.


BA Chart 1235 (INT 7289) [previous update 371/06]

Insert	legend, <i>See INM 410(P)/06</i> , centred on:		29° 38′.60N., 48° 51′.90E.
Delete	 PA		29° 38′.97N., 48° 51′.96E.


BA Chart 1265 (INT 7291) [previous update 371/06]

Insert	legend, <i>See INM 410(P)/06</i> , centred on:		29° 34′.40N., 48° 56′.50E.
Delete	 PA		29° 38′.97N., 48° 51′.96E.

BA Chart 2884 (INT 7278) [previous update 371/06]

Insert	legend, <i>See INM 410(P)/06</i> , centred on:		29° 34′.70N., 48° 56′.00E.
Delete			29° 38′.97N., 48° 51′.96E.

BA Chart 3773 [previous update 339/06]

Insert	legend, <i>See INM 410(P)/06</i> , centred on:		29° 35′.00N., 48° 51′.00E.
Delete	 PA		29° 38′.97N., 48° 51′.96E.

402 (15/06) ARABIAN SEA - Pakistan - Karachi South-westwards - Submarine cable.

Source: BA Notice 3273 /06.

(HJ/1131/43)

Chart 291 [previous update 357/06] WGS 84 Datum


Insert submarine cable, , joining: 24° 51'·45N., 66° 52'·31E. (shore)
 24° 49'·48N., 66° 52'·50E.
 24° 46'·37N., 66° 51'·41E.
 24° 45'·22N., 66° 48'·38E.
 24° 38'·95N., 66° 26'·00E.

Chart 250 [previous update 215/06] WGS 84 Datum



Insert submarine cable, , joining: 24° 51'·45N., 66° 52'·31E. (shore)
 24° 49'·48N., 66° 52'·50E.
 24° 48'·52N., 66° 51'·98E.
 24° 46'·37N., 66° 51'·41E.
 24° 45'·22N., 66° 48'·38E.
 24° 38'·95N., 66° 26'·00E.

Chart 21 [previous update 357/06] WGS 84 Datum

Insert submarine cable, , joining: 24° 51'·5N., 66° 52'·3E. (shore)
 24° 46'·4N., 66° 51'·4E.
 24° 39'·0N., 66° 26'·0E.

BA Chart 58 (INT 7314)[previous update 215/06]

Insert submarine cable, , joining: 24° 51'·38N., 66° 52'·31E. (shore)
 24° 49'·48N., 66° 52'·50E.
 24° 48'·52N., 66° 51'·98E.
 24° 46'·37N., 66° 51'·41E.
 24° 45'·64N., 66° 50'·39E.
 24° 45'·22N., 66° 48'·38E.
 24° 38'·95N., 66° 26'·00E.
 (W border)

403 (15/06) MALACCA STRAIT - Negeri Sembilan -Tanjung Tuan South-eastwards - Buoyage.

Source: BA Notice 3210/06

(HJ/927/28)

BA Chart 1358 [previous update 319/06]

Insert  Fl(2)4s 2° 19'·0N., 101° 57'·1E.

BA Chart 3946 [previous update 378/06]

Insert  Fl(2)4s Kuala Linggi 1 2° 19'·0N., 101° 57'·1E.



Fl.G.10s Kuala Linggi 2 2° 16'·5N., 102° 00'·6E.

404 (15/06) SINGAPORE -Singapore Island -Marina South Southwards - Depth.

Source: BA Notice 3257/06

(HJ/927/16)

BA Chart 4040 [previous update 384/06]

Insert  with seabed character, R 1° 15'·93N., 103° 51'·87E.

BA Chart 4041 [previous update 380/06]

Insert  with seabed character, R 1° 15'·93N., 103° 51'·87E.

405 (15/06) SINGAPORE STRAIT - Main Strait - Pulau Tolop Northwards - Buoy.

Source: BA Notice 3351/06

*(HJ/927/16)***BA Chart 3833** [*previous update 385/06*]

Move  *FL.Y.3s No3* from: 1° 10′.60N., 103° 51′.70E.
to: 1° 10′.50N., 103° 51′.67E.

BA Chart 4040 [*previous update 404/06*]

Move  *FL.Y.3s No3* from: 1° 10′.60N., 103° 51′.70E.
to: 1° 10′.50N., 103° 51′.67E.

BA Chart 4041 [*previous update 404/06*]

Move  *FL.Y.3s No3* from: 1° 10′.60N., 103° 51′.70E.
to: 1° 10′.50N., 103° 51′.67E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***406 (T) (15/06) INDIA – West Coast – Gulf of Kachchh – Lighthouse operation.**

Source: Navarea VIII 351/06

(HJ/1131/20)

1. STS Crude lighthouse operation at LPO Mumbai/Bombay high oilfields ceased on 16 May 06. The operation will be carried out at LPO Vadinar during the SW Monsoon season. Lighthouse area bounded by :

22° 34'50 N., 069° 38'00 E.

22° 33'10 N., 069° 38'00 E.

22° 30'00 N., 069° 37'30 E.

22° 30'00 N., 069° 36'00 E.

22° 33'20 N., 069° 36'00 E.

2. All tankers at LPO Vadinar would maintain VHF watch on channel 12.

3. Former INM 323(T)/05 and 255(T)/06 are cancelled.

Charts affected: 203 (INT 7319) -2060 - 2068.***407 (P) (15/06) INDIAN OCEAN – Central Lakshadweep – Chenyakara Island – Wreck.**

Source: Navarea VIII 470/06

(HJ/1030/07)

1. Fishing Vessel Isabel III ran aground in position 10° 02'0 N., 072° 14'0 E; on 15 July 06.

2. All mariners in vicinity to keep sharp look out and exercise caution.

Charts affected: 273 – 268 (INT 7353).***408(T) (15/06) INDIAN OCEAN – Bay of Bengal – Northern Portion (Krishnapatnam to Bassein River) – Data Buoy.**

Source: Navarea VIII 486/06

(HJ/1029/46)

1. Old data buoy retrieved and a yellow coloured data buoy (DS5) 2.2 meters diameter and 3.5 meter height mast carrying sensors fitted with radar reflector characteristics Fl(4)15s4NM laid in position 14° 01'47 N., 083° 17'43 E.

2. Mariners are advised to keep clear by 1000 meters.

3. Former INM 343(T)/05 only DS5 buoy is cancelled.

Charts affected: 31 – 32 (INT 754) – 33 .**409(P) (15/06) SUDAN - Sawakin - Light-beacons. Berths.**

Source: BA Notice 3213(P) /06.

(HJ/1034/92)

1. * The light-beacons in the approaches to Sawakin have been reported to be red to port and green to starboard.

2. Mariners are advised that the following three berths have been constructed at Sawakin Harbour.

a) Asphalt Export Berth (Berth No. 12) in position 19° 07'421N., 37° 21'005E. The length of this berth is 45m and the depth alongside is 8m.

b) Livestock Export Berth (Berth No. 11) in position 19° 07'412N., 37° 21'186E. The length of this berth is 100m and the depth alongside is 6.5m.

c) Gas Exporting Berth (Berth No. 13) in position 19° 07'937N., 37° 21'477E. The length of this berth is 90m and the depth alongside is 9m.

3. Former INM 539 (P)/05 is cancelled.

BA Charts affected - 81 - 82

410(P) (15/06) ARABIA - Approaches to Shaţţal .Arab - Khawr Al Amaya and Khawr Al Kafka -Depths.

Source: BA Notice 3174(P)/06

(HJ/1133/91)

1. A recent survey around Khawr Al Amaya and Khawr Al Kafka has revealed numerous depths less than charted.

2. Some of the most significant depths are as follows:

<i>Depth</i>	<i>Location</i>
19 ₁ m	29° 41'·00N., 48° 50'·99E.
17 ₇ m	29° 40'·77N., 48° 51'·45E.
18 ₈ m	29° 41'·60N., 48° 50'·95E.
13 ₃ m	29° 41'·06N., 48° 52'·23E.
14 ₁ m	29° 40'·59N., 48° 52'·71E.
13 ₃ m	29° 40'·05N., 48° 52'·98E.
19 ₁ m	29° 38'·25N., 48° 53'·47E.
17 ₇ m	29° 39'·02N., 48° 51'·91E.
14 ₉ m	29° 37'·93N., 48° 54'·04E.
15 ₆ m	29° 36'·48N., 48° 54'·06E.
13 ₇ m	29° 35'·53N., 48° 54'·68E.
14 ₁ m	29° 35'·05N., 48° 55'·02E.
12 ₄ m	29° 33'·23N., 48° 56'·20E.
12 ₈ m	29° 34'·47N., 48° 55'·52E.
14 ₄ m	29° 30'·75N., 48° 56'·34E.
9 ₉ m	29° 30'·78N., 48° 57'·60E.
17 ₁ m	29° 40'·09N., 48° 51'·89E.
14 ₅ m	29° 39'·90N., 48° 51'·05E.
13 ₉ m	29° 37'·48N., 48° 53'·18E.
18 ₁ m	29° 38'·39N., 48° 53'·21E.
17 ₃ m	29° 38'·82N., 48° 51'·95E.
14 ₃ m	29° 32'·79N., 48° 56'·60E.
10 ₅ m	29° 31'·13N., 48° 57'·26E.
14 ₅ m	29° 41'·80N., 48° 51'·78E.

BA Charts affected-1235 (INT 7289) - 1265 (INT 7291) - 2847 - 2884 (INT 7278) - 3773

SECTION – IV: MARINE INFORMATION

The diligent reporting of dangers to Navigation by the following authorities/ships/ organizations is worthy of appreciation.

Indian Naval/Coastguard ships Taragiri, Karwar, Nirdeshak, Sutlej, Darshak, Nirupak, T-58, T-57, Ganga Devi.

Units COMCEN (PB), COMCEN Chennai, MOC Mumbai, MRCC Mumbai, MRCC Chennai.

Organisations Mormugao Port Trust, Dredging Corporation of India, Paradip Port Trust, Gujarat Maritime Board, Mumbai Port Trust, Tuticorin Port Trust, DG Shipping, New Mangalore Port Trust, Department of Port & Inland water Transport-Karwar.

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. |
|-----------------------|----------------------------|

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

- (h) Bamboo flat beacon 11° 41'.33N., 92° 43'.20E.
 (i) Range flat beacon 11° 41'.21N., 92° 43'.06E.

2. Mariners to exercise caution while navigating through this area.

Charts affected: 4005 – 4006 – 4008 – 4012 – 4016

134 (T) (05/05) SRILANKA – South Coast – Great Basses Reef and Little Basses Reef – Lights.

Source: B.A. notice 746(T)/05

(HJ/929/68)

1. The lights at Great Basses Reef (6° 10'.9N., 81° 28'.8E.) and Little Basses Reef (6° 24'.4N., 81° 43'.8E.) have been extinguished until further notice.

Charts affected: 23 – 32 (INT 754) – 33 – 264 – 359.

***135 (T) (05/05) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Coast line. Jetty. Light.**

Source: INS Sandhayak

(HJ/1028/07)

1. It is reported that the coastline in the area had undergone drastic changes. The Hut Bay breakwater has been breached at several places. The entire approach road and breakwater light at position 10° 35'.81N., 92° 33'.83E. has been destroyed. The passenger jetty is not safe to approach as the wreck of the fallen crane is a hazard to navigation.
2. Mariners are to exercise caution while navigating through this area.

Charts affected: 4010

***160 (T) (06/05) INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Rock.**

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak

(HJ/928/76)

1. It is reported that following rocks have been found at position
 (a) New Rock 07° 01'.370N., 093° 55'.310E.
 (b) Sunken boat 06° 59'.870N., 093° 55'.560E.
2. The Leading transit mark 323° on the beach was broken and damaged. A portion of the approach arm to the jetty was collapsed and the jetty has been damaged and is not fit for use. The debris of the jetty was lying westwards of the approach arm. The breakwater light and the Chisen point light are non-operational. The seaward end of the breakwater is sunk.

Charts affected: 409 – 471 – 472 (INT 7032) – 4035.

SECTION – V: NAVIGATIONAL WARNINGS IN FORCE

1. For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
2. NAVAREA Warnings in force: - The serial numbers of all the NAVAREA warnings in force as on 01 Aug 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	203	2005 series: 402 440 468. 2006 series: 073 095 122 153 155 164 169 177 180 187 192 196 198 202 203.
II	E. Atlantic	233	2006 series: 49 131 181 196 199 204 205 213 218 226 228 230 231 232 233.
III	Mediterranean	338	2006 series: 282 287 289 293 294 295 296 302 305 310 314 315 318 326 327 328 329 336 337 338.
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	102	2006 series: 086 088 089 090 091 097 099 100 101 102.
VIII	Indian Ocean	497	2005 Series:- 384 2006 Series: 026 085 136 174 175 260 269 303 338 345 351 356 365 379 380 387 425 428 433 434 435 438 439 441 442 445 447 455 466 467 469 470 474 476 479 480 481 482 483 484 486 487 488 489 490 491 492 493 494 495 496 497.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 013 120 135 198 211 237 2006 series: 008 010 011 014 021 024 025 027 032 036 047 053 054 063 076 077 083 093 094 095 099 100 101 106 107 109 116 121 127 130 143 145 147
X	Australia, New Guinea	Nil	2006 series: Nil.

XI	Malacca Strait, China Sea, N. Pacific	333	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 0123 0127 0139 0149 0168 0172 0224 0241 0248 0250 0251 0259 0262 0267 0268 0269 0270 0271 0272 0273 0274 0276 0277 0295 0303 0305 0315 0321 0322 0323 0324 0326 0327 0328 0329 0330 0332 0333.
XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil
XIV	S.W. Pacific	Nil	2006 series: Nil
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

<u>No</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D 7026·5	Île Europa *	22 19·1 40 20·4	Fl W 5s	21	9	Round pylon 18	*
D 7073	-NW side. Meteorological Station (F)	15 53·0 54 30·9	Fl W 10s *	15	10	White pylon on building 10	*
D 7313·9	<i>Remove from List</i>						
D 7401·15	-- W Dolphin * *	26 11·57 50 41·02 * *	FR * *	* *	* *	* *	* *
D 7401·18	-- E Dolphin * *	26 11·57 50 41·02 * *	FR * *	* *	* *	* *	* *
E 6071·7	-No 1 * *	19 37·22 37 13·55 * *	F R * *	6 *	4 *	Beacon * *	* *
E 6071·8	-No 2 * *	19 37·27 37 13·52 * *	Fl(3)R 10s * *	4 *	4 *	Beacon * *	* *
E 6072·3	-No 3 * *	19 37·32 37 13·48 * *	QR * *	5 *	4 *	Beacon * *	* *
E 6072·8	-No 4 * *	19 37·37 37 13·40 * *	Fl R 5s * *	4 *	4 *	Beacon * *	* *
E 6075	-No 5 * *	19 37·45 37 13·43 * *	Fl(2)W 5s * *	5 *	6 *	Beacon * *	* *
E 6078·9	- * *	19 08·18 37 21·84 * *	QG * *	8 *	6 *	Beacon * *	* *
E 6079	<i>Remove from List</i>						
E 6079·1	- * *	19 08·20 37 22·04 * *	QR * *	8 *	6 *	Beacon * *	* *
E 6079·2	<i>Remove from List</i>						
E 6079·4	<i>Remove from List</i>						
E 6079·5	- * *	19 07·74 37 21·34 * *	Fl(2)G 10s * *	8 *	6 *	Beacon * *	* *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOL. 1 INP 31(1) 2005***(Last correction: Edition No. 14 dated 16 Jul 2006)*

NIL

VOL. 2, 1995*(Last correction: Edition No. 13 dated 01 Jul 2006)*

NIL

BA, VOL. 3 Part 1, NP 283(1), 2006/07*(Last correction: Edition No. 06 dated 16 Mar 2006)*Page 199, after **SRI LANKA** section, add new section:**SUDAN**

PORT SUDAN		19°37'N 37°14'E	
	Ch 20	VHF	
Weather Bulletins			
0810 2010	Weather forecast in English		
Navigational Warnings			
On receipt and then every hour	Navigational warnings		

BA Notice- 28/06**15/06****VOL. 5, INP 31(5) 1997***(Last correction: Edition No.14 dated 16 Jul 2006)*

NIL

VOLUME 6, INP 31, 2005*(Last correction: Edition No. 14 dated 16 Jul 2006)*

NIL

BA, VOL. 7, 1999/00-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; 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.