



INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED FORTNIGHTLY ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 18 DATED 16 SEP 2006
(CONTAIN NOTICES 447 TO 462)

REACH US 24 HOURS A DAY



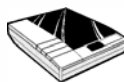
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore, 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 N to M editions 1, 7, 13 and 19.

**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.

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 XI 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 447 to 462 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
22 (INT 752)	3	450	941A	46	459, 460, 461
41	6	457	1312	46	459
214	3	450	1789	46	459
215	3	448	1881	38	447
257 (INT 7343)	3	450	2056	46	461
268 (INT 7353)	4	448	2149	46	461
293 (INT 7022)	3	450	2523 (INT 7250)	40	456
316	4	448	2760	46	447
2020	3	450, 451	2779	46	447
2022 (INT 7345)	3	450, 451	2780	46	447
2040	2	448	2781	46	447
2056	2	449	2837	40	462 (P)
2078 (INT 7346)	3	450	2847	40	462 (P)
2081	2	449	2858	40	462 (P)
2088	1	448	2882 (INT 7264)	40	462 (P)
2100	2	449	2883	40	456, 462 (P)
7508 (INT 508)	7	459, 460	2886	40	456, 462 (P)
7703 (INT 703)	1	448	2889 (INT 7211)	40	453
7706 (INT 706)	1	457	3518	40	452
			3721	46	458
			3735 (INT 7259)	40	462 (P)
			3736 (INT 7258)	40	455
			3737 (INT 7255)	40	454, 462 (P)
			3738 (INT 7254)	40	454, 462 (P)
			3777	40	462 (P)
			3788	40	462 (P)
			3790 (INT 7252)	40	462 (P)
			3812	40	462 (P)

SECTION – II: PERMANENT NOTICES**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS****447 (18/06) MISCELLANEOUS UPDATES TO CHARTS**

Source: BA Notice 3999/06

BA Chart No.	Previous Updates	Details
1881	145/02	Insert accompanying note, CAUTION: SATELLITE - DERIVED POSITIONS, centred on 16° 21'·20N., 59° 24'·40E.
2760	454/05	Insert accompanying note, CAUTION: SATELLITE - DERIVED POSITIONS, centred on 4° 00'·0N., 102° 52'·0E.
2779	450/05	Insert accompanying note, CAUTION: SATELLITE - DERIVED POSITIONS, centred on 0° 16'·0N., 100° 20'·5E.
2780	550/05	Insert accompanying note, CAUTION: SATELLITE - DERIVED POSITIONS, centred on 2° 05'·0S., 102° 25'·5E.
2781	272/06	Insert accompanying note, CAUTION: SATELLITE - DERIVED POSITIONS, centred on 4° 49'·8S., 104° 36'·0E.

***448 (18/06) (a): NEW INDIAN CHARTS**Source: NHO, Dehradun.
(HJ/NM/Pub)

Chart No.	Date of Publication	Title, Limits & Description	Scale	Folio	Price
2088	31-07-2006	APPROACHES TO MUSCAT(MASQAT) AND MINA AL FAHL <u>Limits:</u> 23° 25'.32N; 58° 01'.10E. 24° 00'.00N; 59° 00'.00E.	1:100 000	1	Rs. 1360.00
215	15-04-2006	BETUL TO BELEKERI <u>Limits:</u> 14° 30'.00N; 72° 59'.00E. 15° 22'.50N; 74° 22'.00E.	1:150 000	3	Rs. 1360.00
316	15-06-2006	PALK BAY EASTERN PORTION <u>Limits:</u> 08° 57'.50N; 79° 36'.00E. 10° 20'.00N; 80° 30'.00E.	1:150 000	4	Rs. 1360.00
		KANKESANTURAI HARBOUR <u>Limits:</u> 09° 48'.40N; 80° 00'.80E. 09° 49'.82N; 80° 03'.00E.	1:20 000	4	Rs. 1360.00
7703 (INT 703)	15-06-2006	GULF OF ADEN TO THE MALDIVES AND THE SEYCHELLES GROUP <u>Limits:</u> 07° 30'.00N; 44° 27'.00E. 13° 54'.70N; 77° 46'.90E.	1:3 500 000	1	Rs. 1360.00

*448 (18/06) (b): NEW EDITION INDIAN CHARTS (Continued)

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2040	30-06-2006	PORBANDAR ANCHORAGE <u>Limits:</u> 21° 34'.00N; 69° 30'.00E. 21° 41'.00N; 69° 39'.40E.	1:25 000	2	Rs. 1360.00
		NAVIBANDAR ANCHORAGE <u>Limits:</u> 21° 23'.90N; 69° 40'.60E. 21° 30'.00N; 69° 50'.50E.	1:25 000	2	Rs. 1360.00
268 (INT 7353)	31-07-2006	CENTRAL LAKSHADWEEP <u>Limits:</u> 09° 57'.00N; 71° 48'.00E. 11° 44'.00N; 74° 34'.00E.	1:300 000	4	Rs. 1360.00

(c) INDIAN CHARTS PERMANENTLY WITHDRAWN

<i>Chart to be withdrawn</i>	<i>Date of Publication</i>	<i>Main Title</i>	<i>On Publication of New Edition</i>	<i>Date of Publication</i>
2088	31-12-1990	APPROACHES TO MASQAT AND MINA AL FAHL	2088	31-07-2006
215	15-02-1990	BETUL TO BELEKERI	215	15-04-2006
316	01-10-1990	PALK BAY EASTERN PORTION KANKESANTURAI HARBOUR	316	15-06-2006
7703 (INT 703)	30-09-1992	GULF OF ADEN TO THE MALDIVES AND THE SEYCHELLES GROUP	7703 (INT 703)	15-06-2006
2040	31-01-2002	PORBANDAR ANCHORAGE NAVIBANDAR ANCHORAGE	2040	30-06-2006
268 (INT 7353)	15-09-2004	CENTRAL LAKSHADWEEP	268 (INT 7353)	31-07-2006

***449 (18/06) INDIA – West Coast – Pipavav West Channel – Buoy.**

Source: Port of Pipavav.

(HJ/1130/08)

Chart 2056 [previous update 205/04]































Insert		<i>Fl.R.2s</i> <i>No.2</i>	20° 53′.53N., 71° 29′.80E.
		<i>Fl.G.2s</i> <i>No.3</i>	20° 54′.04N., 71° 30′.21E.
		<i>Fl(2).R.5s</i> <i>No.4</i>	20° 53′.88N., 71° 29′.91E.
		<i>Fl(2).G.5s</i> <i>No.5</i>	20° 54′.19N., 71° 30′.23E.
		<i>Fl.R.5s</i> <i>No.6</i>	20° 54′.22N., 71° 30′.00E.
		<i>Fl.G.5s</i> <i>No.7.</i>	20° 54′.53N., 71° 30′.51E.
		<i>Fl(3).G.10s</i> <i>No.9</i>	20° 54′.85N., 71° 30′.93E.
Delete			20° 54′.00N., 71° 30′.18E.
			20° 54′.00N., 71° 30′.00E.
			20° 54′.20N., 71° 30′.21E.
			20° 54′.22N., 71° 30′.05E.
			20° 54′.59N., 71° 30′.47E.
			20° 54′.90N., 71° 30′.80E.
	SW1  <i>ODAS Fl(2)5s4M</i> with radar reflector		20° 53′.27N., 71° 29′.70E.

Chart 2100 [previous update 257/04]


Insert		<i>Fl.R.2s</i> <i>No.2</i>	20° 53′.53N., 71° 29′.80E.
		<i>Fl.G.2s</i> <i>No.3</i>	20° 54′.04N., 71° 30′.21E.
		<i>Fl(2).R.5s</i> <i>No.4</i>	20° 53′.88N., 71° 29′.91E.
		<i>Fl(2).G.5s</i> <i>No.5</i>	20° 54′.19N., 71° 30′.23E.
		<i>Fl.R.5s</i> <i>No.6</i>	20° 54′.22N., 71° 30′.00E.
		<i>Fl.G.5s</i> <i>No.7.</i>	20° 54′.53N., 71° 30′.51E.
		<i>Fl(3).G.10s</i> <i>No.9</i>	20° 54′.85N., 71° 30′.93E.
Delete			20° 54′.00N., 71° 30′.18E.
			20° 54′.00N., 71° 30′.00E.
			20° 54′.20N., 71° 30′.21E.
			20° 54′.22N., 71° 30′.05E.
			20° 54′.59N., 71° 30′.47E.
			20° 54′.90N., 71° 30′.80E.
	SW1  <i>ODAS Fl(2)5s4M</i> with radar reflector		20° 53′.27N., 71° 29′.70E.

449 (18/06) INDIA – West Coast – Pipavav West Channel – Buoy. (Continued)*Chart 2081** [previous update 296/04]Delete  SW1  ODAS Fl(2)5s4M with radar reflector 20° 53′.27N., 71° 29′.70E.**Cancel former INM 47(T)/04 and 48(T)/04 respectively*****450 (18/06) INDIA – West Coast – Port of Mormugao – Buoy.**

Source: Mormugao Port Trust.

(HJ/1030/56)

Refer INM No. 105(04/06) and 177(07/06)

Chart 22 (INT 752) [previous update 357/06]Delete  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 293 (INT 7022)** [previous update 106/06]Delete  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 257 (INT 7343)** [previous update 106/06]Delete  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 214** [previous update 105/06]Delete  Fl.R.2s 15° 24′.82N., 73° 44′.42E.**Chart 2022 (INT 7345)** [previous update 177/06]Insert  Fl.G.2s 15° 24′.70N., 73° 45′.11E. No.1

Legend, No. 2A, near buoy:

15° 24′.82N., 73° 44′.42E.

Legend, No. 1A, near buoy:

15° 24′.62N., 73° 44′.50E.

Delete  Fl(3).G.10s 15° 24′.74N., 73° 45′.18E. No.1**Chart 2020** [previous update 177/06]Insert  Fl.G.2s 15° 24′.70N., 73° 45′.11E. No.1

Legend, No. 2A, near buoy:

15° 24′.82N., 73° 44′.42E.

Legend, No. 1A, near buoy:

15° 24′.62N., 73° 44′.50E.

Delete  Fl(3).G.10s 15° 24′.74N., 73° 45′.18E. No.1**Chart 2078 (INT 7346)** [previous update 177/06]Insert  Fl.G.2s 15° 24′.70N., 73° 45′.11E. No.1

Legend, No. 2A, near buoy:

15° 24′.82N., 73° 44′.42E.

Legend, No. 1A, near buoy:

15° 24′.62N., 73° 44′.50E.

Delete  Fl(3).G.10s 15° 24′.74N., 73° 45′.18E. No.1**Cancel former INM 486(T)/04*****451(18/06) INDIA – West Coast – Mormugao and Panaji – Buoy.**

Source: PD-UWR,NSTL-RTC,Goa

(HJ/1030/56)

Chart 2022 (INT 7345) [previous update 450/06]Insert  Fl.Y.4s (Oct to May) (a) 15° 22′.05N., 73° 48′.05E. Or

(b) 15° 22′.35N., 73° 48′.05E.

(c) 15° 22′.35N., 73° 48′.35E.

(d) 15° 22′.05N., 73° 48′.35E.

***451(18/06) INDIA – West Coast –Mormugao and Panaji – Buoy. (Continued)***Fl.Y.4s (Oct to May)*(e) 15° 21′.05N., 73° 48′.55E.
and

(f) 15° 21′.35N., 73° 48′.55E.

(g) 15° 21′.35N., 73° 48′.85E.

(h) 15° 21′.05N., 73° 48′.85E.

and

*Fl.Y.4s (Oct to May)*

(j) 15° 18′.25N., 73° 41′.55E.

(k) 15° 18′.55N., 73° 41′.55E.

(l) 15° 18′.55N., 73° 41′.85E.

(m) 15° 18′.25N., 73° 41′.85E.

Chart 2020 [previous update 450/06]

Insert

*Fl.Y.4s (Oct to May)*

(a) 15° 22′.05N., 73° 48′.05E.

(b) 15° 22′.35N., 73° 48′.05E.

(c) 15° 22′.35N., 73° 48′.35E.

(d) 15° 22′.05N., 73° 48′.35E.

and

*Fl.Y.4s (Oct to May)*

(e) 15° 21′.05N., 73° 48′.55E.

(f) 15° 21′.35N., 73° 48′.55E.

(g) 15° 21′.35N., 73° 48′.85E.

(h) 15° 21′.05N., 73° 48′.85E.

Delete



(j) 15° 22′.14N., 73° 48′.14E.

(k) 15° 22′.14N., 73° 48′.25E.

(l) 15° 22′.25N., 73° 48′.25E.

(m) 15° 22′.25N., 73° 48′.14E.

and



(n) 15° 21′.11N., 73° 48′.70E.

(p) 15° 21′.20N., 73° 48′.60E.

(q) 15° 21′.20N., 73° 48′.78E.

(r) 15° 21′.29N., 73° 48′.69E.

Cancel former INM 223(T)/01 and 321(T)/04 respectively**452(18/06) OMAN -Qalhat LNG Terminal -Buoyage.**

Source: BA Notice 3896/06

(HJ/1132/20)

BA Chart 3518 (plan E, Qalhat LNG Terminal) [previous update 397/06]Amend light-buoy to, *Fl.Y.6s (2 buoys)*

22° 39′.98N., 59° 24′.52E.

Insert

*Fl.Y.3s*

22° 39′.82N., 59° 25′.08E.

453 (18/06) UNITED ARAB EMIRATES - Dubai (Dubayy) North-westwards - Buoy.

Source: BA Notice 3875/06

(HJ/1132/54)

BA Chart 2889 (INT 7211) [previous update 440/06]

Substitute

*Fl(2)10sfor**Fl(2)10s*

25° 27′.95N., 55° 06′.23E.

454(18/06) BAHRAIN - Approaches to Mina' Salman - Fasht al Adhm North-eastwards -Anchorage areas.

Source: BA Notice 3946/06

(HJ/1132/69)

BA Chart 3737 (INT 7255) [previous update 311/06]

Insert  Deep Water 26° 08'·62N., 50° 47'·02E.
26° 08'·55N., 50° 46'·01E.

BA Chart 3738 (INT 7254) [previous update 311/06]

Insert  Deep Water 26° 08'·62N., 50° 47'·02E.
26° 08'·55N., 50° 46'·01E.

455 (18/06) BAHRAIN – Mina' Salman - Khalifa Bin Salman Port Westwards - Lights. Mooring buoys.

Light List Vol. D, 7401.15, 7401.18

Source: BA Notice 3945/06

(HJ/1132/69)

BA Chart 3736 (INT 7258) [previous update 311/06]


Insert  F.R Dn 26° 11'·607N., 50° 41'·115E.
26° 11'·584N., 50° 41'·064E.
 26° 11'·669N., 50° 41'·208E.
 26° 11'·623N., 50° 41'·146E.
26° 11'·564N., 50° 41'·019E.

456 (18/06) IRAN - Shah Allum Shoal North-westwards - South Pars Gasfield - Submarine cables.


Source: BA Notice 3959/06

(HJ/1132/67)

BA Chart 2523 (INT 7250) [previous update 310/06]

Insert submarine cable, , joining:

26° 50'·50N., 52° 07'·58E.
(N border)
26° 45'·46N., 52° 06'·32E.
(SPD-5)
26° 43'·70N., 52° 01'·55E.
(SPD-1)
26° 39'·75N., 52° 08'·43E.
(SPD-3)
and
26° 50'·50N., 52° 07'·85E.
(N border)
(a) 26° 44'·80N., 52° 12'·50E.
(SPD-7)
26° 41'·40N., 52° 17'·20E.
(SPD-8)
26° 37'·93N., 52° 21'·35E.
(SPD-9)
26° 38'·37N., 52° 13'·26E.
(SPD-4)
and
26° 50'·50N., 52° 08'·70E.
(N border)
26° 49'·20N., 52° 14'·10E.
(SPD-10)
26° 46'·00N., 52° 18'·30E.
(SPD-11)
(a)above


456 (18/06) IRAN-Shah Allum Shoal North-westwards -South Pars Gasfield-Submarine cables. (continued)**BA Chart 2883** [previous update 373/06]Insert submarine cable, , joining:26° 39′.7N., 52° 08′.5E.
(☐ SPD-3)26° 43′.7N., 52° 01′.6E.
(☐ SPD-1)26° 45′.5N., 52° 06′.3E.
(☐ SPD-5)(a) 26° 50′.9N., 52° 07′.6E.
(☐ SPD-6)(b) 26° 44′.8N., 52° 12′.5E.
(☐ SPD-7)26° 41′.5N., 52° 17′.2E.
(☐ SPD-8)26° 37′.9N., 52° 21′.3E.
(☐ SPD-9)26° 38′.4N., 52° 13′.2E.
(☐ SPD-4)

and

(a)above

26° 49′.2N., 52° 14′.1E.
(☐ SPD-10)26° 46′.0N., 52° 18′.3E.
(☐ SPD-11)

(b)above

BA Chart 2886 [previous update 440/06]Insert submarine cable, , joining:26° 39′.7N., 52° 08′.5E.
(☐ SPD3)26° 43′.7N., 52° 01′.6E.
(☐ SPD1)26° 45′.5N., 52° 06′.3E.
(☐ SPD5)(a) 26° 50′.9N., 52° 07′.6E.
(☐ SPD6)(b) 26° 44′.8N., 52° 12′.5E.
(☐ SPD7)26° 41′.5N., 52° 17′.2E.
(☐ SPD8)26° 37′.9N., 52° 21′.3E.
(☐ SPD9)26° 38′.4N., 52° 13′.2E.
(☐ SPD4)

and

(a)above

26° 49′.2N., 52° 14′.1E.
(☐ SPD10)26° 46′.0N., 52° 18′.3E.
(☐ SPD11)

(b)above

457 (18/06) BAY OF BENGAL - Andaman Sea - Notes. Legend.

Source: BA Notice 3958/06

(HJ/1028/50)

Chart 41 [previous update 560/05] (WGS DATUM)

Insert the accompanying note, UNCHARTED
DRILLING RIGS AND WELLHEADS,
centred on: 15° 14'·0N., 99° 00'·0E.

Chart 7706 (INT 706) [previous update 357/06] (WGS DATUM)

Insert legend, OIL AND GAS ACTIVITY (see Note),
centred on: 14° 19'·0N., 95° 30'·0E.
the accompanying note, OIL AND GAS
ACTIVITY, centred on: 15° 30'·0N., 77° 30'·0E.

458 (18/06) INDONESIA - Kalimantan - West Coast - Sungai Kapuas Kecil - P. Batulayang South-eastwards - Depth.

Source: BA Notice 3902/06

(HJ/927/00)

BA Chart 3721 (plan A, Approaches to Pontianak) [previous update 268/05]

Insert depth 2₄ enclosed by 5m contour 0° 00'·26N., 109° 18'·30E.

459 (18/06) SOUTH CHINA SEA - Sumatera - Pulau Singkep Eastwards - Wreck.

Source: BA Notice 3984/06

(HJ/827/94)

Chart 7508 (INT 508) [previous update 120/06] (WGS 84 DATUM)

Insert  0° 34'·05S., 105° 40'·00E.

BA Chart 941A [previous update 423/06]

Insert  0° 34'·05S., 105° 40'·00E.

BA Chart 1312 [previous update 423/06]

Insert  0° 34'·05S., 105° 40'·00E.

BA Chart 1789 [previous update 276/06]

Insert  0° 34'·05S., 105° 40'·00E.

460 (18/06) INDONESIA - Java Sea - Pulau-Pulau Karimunjawa North-north-eastwards - Depth.

Source: BA Notice 3987/06

(HJ/826/59)

Chart 7508 (INT 508) [previous update 459/06] (WGS 84 DATUM)

Insert depth 23 enclosed by 30m contour 4° 09'·5S., 110° 47'·0E.

BA Chart 941A [previous update 459/06]

Insert depth 12 4° 09'·5S., 110° 47'·0E.

461(18/06) INDONESIA - Sumatera - Teluk Lampung South-eastwards and Jawa, West Coast, Merak Westwards and Southwards - Depths. Islet. Platform. Light. Legend. Recommended anchorages.

Light List Vol. K, 1050.02

Source: BA Notice 3911/06

(HJ/827/34)

BA Chart 941A [previous update 460/06]

Insert  6° 01' 90S., 105° 51' 80E

BA Chart 2056 [previous update 272/06]

Insert depth 77 (a) 6° 19' 49S., 105° 32' 49E.
depth 48 enclosed by 50m contour 6° 22' 75S., 105° 26' 50E.

 Fl.R.2s4M 6° 01' 90S., 105° 51' 80E.

depth 21₅ (b) 5° 58' 98S., 105° 56' 00E.

depth 16₂ and extend 20m contour SW to enclose (c) 6° 00' 30S., 105° 56' 50E.

Delete depth 93, close W of: (a) above

depth 29₅, close SW of: (b) above

depth 17₃, adjacent to: (c) above

 Anyer 6° 01' 70S., 105° 54' 00E

BA Chart 2149 [previous update 350/06]

Insert  Fl.R.2s4M 6° 01' 90S., 105° 51' 80E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**462(P) (18/06) BAHRAIN - Al Manama to SAUDI ARABIA, Al Khubar - Submarine cable.**

Source: BA Notice 3936(P)/06

(HJ/1132/69)

1. Segment 5 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS 84 Datum)

Section 1

26° 14′.5N., 50° 33′.5E. (shore)

*26° 15′.7N., 50° 32′.6E.

26° 17′.0N., 50° 31′.9E.

26° 21′.2N., 50° 32′.9E.

26° 22′.0N., 50° 34′.6E.

26° 23′.4N., 50° 40′.0E.

26° 27′.4N., 50° 46′.5E.

26° 28′.4N., 50° 46′.9E.

26° 29′.4N., 50° 46′.7E.

26° 32′.9N., 50° 42′.3E.

26° 39′.9N., 50° 38′.0E.

26° 41′.0N., 50° 37′.2E.

26° 43′.0N., 50° 33′.0E.

26° 44′.3N., 50° 28′.7E.

26° 44′.4N., 50° 26′.2E.

26° 43′.4N., 50° 24′.8E.

26° 42′.8N., 50° 24′.5E.

26° 42′.2N., 50° 24′.5E.

26° 39′.3N., 50° 24′.0E.

2. Section 2

26° 38′.2N., 50° 24′.0E.

26° 37′.5N., 50° 22′.2E.

26° 37′.1N., 50° 20′.6E.

26° 35′.0N., 50° 19′.2E.

26° 33′.7N., 50° 18′.8E.

26° 31′.8N., 50° 18′.7E.

26° 29′.9N., 50° 17′.9E.

26° 28′.0N., 50° 19′.2E.

26° 26′.9N., 50° 19′.6E.

26° 25′.3N., 50° 20′.8E.

26° 23′.0N., 50° 20′.2E.

26° 21′.4N., 50° 19′.2E.

26° 20′.0N., 50° 18′.6E.

26° 19′.2N., 50° 17′.9E.

26° 18′.7N., 50° 16′.5E.

26° 18′.0N., 50° 16′.0E.

26° 17′.7N., 50° 14′.2E.

26° 17′.4N., 50° 13′.4E. (shore)

* indicates new or revised entry.

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

4. Former INM 203(P)/06 is cancelled.

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

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 15 Sep 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	255	2005 series: 402 468. 2006 series: 073 095 213 214 219 221 222 225 227 228 231 233 235 236 238 240 242 243 244 245 251 252 254 255.
II	E. Atlantic	284	2006 series: 049 131 181 205 247 265 269 271 272 278 279 283 284.
III	Mediterranean	446	2006 series: 361 369 383 389 391 396 397 398 401 408 413 415 422 423 424 425 427 430 432 434 436 437 438 440 441 442 443 444 445 446.
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	111	2006 series: 086 099 111.
VIII	Indian Ocean	583	2005 Series:- 384 2006 Series:- 026 085 174 175 260 269 303 345 356 365 379 380 428 438 474 479 482 501 513 514 516 527 528 531 532 533 535 536 538 548 559 564 566 567 569 570 573 575 576 577 578 579 580 581 582 583
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 120 211 237 2006 series: 011 014 024 025 032 036 047 053 054 063 076 077 083 093 094 095 101 106 107 109 116 121 143 145 147 148 149 150 157.
X	Australia, New Guinea	008	2005 Series: 070 2006 series: 008.

XI	Malacca Strait, China Sea, N. Pacific	401	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 0224 0241 0250 0251 0262 0276 0277 0303 0305 0315 0339 0343 0347 0348 0356 0359 0360 0368 0370 0371 0372 0373 0374 0376 0377 0379 0385 0389 0390 0391 0393 0394 0399 0400 0401
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: 375 524 1049 1516 1736.
Hydrolants	Atlantic, Mediterranean	Nil	2006 series: 1394 1592.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOLUME 1 INP 31(1) 2005***(Last correction: Edition No. 17 dated 01 Sep 2006)***VOLUME 2, 1995***(Last correction: Edition No. 16 dated 16Aug 2006)***NIL****BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01Aug 2006)***NIL****VOLUME 5, INP 31(5) 1997***(Last correction: Edition No.14 dated 16 Jul 2006)*Page 184, **INDIA**, delete entry and replace by:**INDIA****National SAR Agency:** Indian Coast Guard**Address:** Coast Guard Headquarters, National Stadium Complex, Purana Quila Road, New Delhi -- 110 001, India**Tel:** +91 11 23384934 11 23385849 & 11 23388493**Fax:** +91 11 23383196**Telex:** +81 3165359 CGHQ IN**E--mail:** vprotect@vsnl.com

The Indian Coast Guard is responsible for co-ordinating SAR operations in the Indian Maritime SRR. The Indian SRR is divided into three sub--regions, each with an assigned MRCC at Mumbai (Bombay), Chennai (Madras) and Port Blair.

The MRCCs are co--located with Coast Guard Regional Headquarters (RHQs) and co--ordinate missions with other agencies via a network of MRSCs. Merchant vessels plying through the Indian SRR may participate in a Computerised Vessel Reporting System for SAR known as "INDSAR". Position reporting by using two digit INMARSAT service code 43 via LES Arvi is voluntary and free of charge. The INDSAR system is co--ordinated by MRCC Mumbai, MMSI 004192203, e-mail: indsar@vsnl.net

Western Region

	Telephone +91	Fax +91	Others
MRCC MUMBAI	22 24301455 22 24376133 1718 (toll free from anywhere in India)	22 24333727 22 24316558	Inmarsat C (IOR) INDSAR Toll Free Code 43 Inmarsat C (IOR) 441907210 Inmarsat mini-M (IOR) 762882349 (Voice) (IOR) 762882350 (Fax) (IOR) 762882349 (Data) E-mail opswest@mtnl.net.in indsar@vsnl.net
MRSC PORBANDAR	286 2214422	286 2210559	Inmarsat C (IOR) 441908210 Inmarsat mini-M (IOR) 691900510 E-mail porbander@sancharnet.in
MRSC GOA	832 2521051	832 2520584	E-mail comdis-11@email.com
MRSC NEW MANGALORE	824 2405262	824 2405267	Inmarsat C (IOR) 441908310 E-mail icgdhq3@sancharnet.in coastguardmangalore@rediffmail.com
MRSC KOCHI (Cochin)	484 2217164	484 2217164	Inmarsat C (IOR) 441907310 Inmarsat M (IOR) 641901110 E-mail comdis--4@dataone.in
MRSC OKHA	2892 263384	2892 263421	Inmarsat C (IOR) 441900446 Inmarsat mini-M (IOR) 762484056 E-mail cocgsokha@yahoo.com

MRSC VADINAR	484 2217164	484 2217164	Inmarsat C (IOR) 441900448 Inmarsat mini-M (IOR) 762484114 (Voice) (IOR) 762484115 (Fax) (IOR) 762484115 (Data) E-mail cgsvadinar@yahoo.co.in
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Eastern Region (including Bay of Bengal)

	Telephone +91	Fax +91	Others
MRCC CHENNAI	44 25395015 44 25395017	44 25395015 44 25395018	Inmarsat C (IOR) 441907510 Inmarsat M (IOR) 641901410 E--mail isareast@dataone.in isareast@md3.vsnl.net.in
MRSC HALDIA	3224 267755	3224 263217	Inmarsat C (IOR) 441907110 Inmarsat M (IOR) 641901210 Inmarsat mini-M (IOR) 761887342 (voice) (IOR) 761887343 (fax) (IOR) 761887344 (data) E-mail cgdh8@cal2.vsnl.net.in
MRSC PARADIP	6722 220174	6722 223359	Inmarsat C (IOR) 441907710 Inmarsat M (IOR) 641901710 E-mail ctk_cgdhqdp@sancharnet.in
MRSC VISHAKHAPATNAM	891 2568879	891 2568875 891 2568878	Inmarsat C (IOR) 441907010 Inmarsat M (IOR) 641900410 E-mail dhqvsp@sify.com
MRSC TUTICORIN	461 2353907	461 2351999	Inmarsat C (IOR) 441900447 Inmarsat mini-M (IOR) 762485086 (voice) (IOR) 762485087 (fax) (IOR) 762485088 (data) E-mail cgstuti@sancharnet.in
MRSC MANDAPAM	4573 241634 4573 241518	4573 241519	Telex +81 0446245 CGSM IN Inmarsat C (IOR) 441907810 Inmarsat M (IOR) 641901010 E-mail rnd_cgmpx@sancharnet.in

Andaman & Nicobar Region

	Telephone +91	Fax +91	Others
MRCC PORT BLAIR	3192 242948	3192 235612	Inmarsat C (IOR) 441908010 Inmarsat mini-M (IOR) 762483765 (voice) (IOR) 762483766 (fax) (IOR) 762483767 (data) E-mail pblmrccpb@sancharnet.in
MRSC DIGLIPUR	3192 272423	3192 272345	Inmarsat C (IOR) 441908110 Inmarsat mini-M (IOR) 762483768 (voice) (IOR) 762483769 (fax) (IOR) 762483770 (data)
MRSC CAMPBELL BAY	3192 264235	3192 264205	Inmarsat C (IOR) 441907910 Inmarsat mini--M (IOR) 762483771 (voice) (IOR) 762483772 (fax) (IOR) 762483773 (data)
INDIA MCC (INMCC) (Cospas—Sarsat SPOC)	80 809 4546 80 809 4534	80 809 4248 80 809 4444	Telex +81 84 52996 E--mail nks@istrac.vsnl.net.in

VOLUME 6, INP 31, 2005*(Last correction: Edition No. 17 dated 01 Sep 2006)***PAGE 55, UNI TED ARAB EMIRATES**

After 'AJMAN entry insert new entry as follows:

AL JAZEERA (Jazirat al Hamra') 25°43'N 55°48'E**Pilots and Port****CONTACT DETAILS:**

VHF Frequency: Ch 06

Telephone: +971(0)7 2446627

Fax: +971(0)7 2446651

E-mail: alhmra@emirates.net.ae

PROCEDURE:

(1) Vessels must advise ETA to the pilot office at least 24h in advance except when vessels are on passage from a port less than 24h passage time, in which case ETA should be given, at the very latest, on departure.

(2) Amendments to ETA should be sent to the pilot office as soon as practicable and not later than 2h before arrival.

(3) 30 mins prior to arrival off the breakwater Lt, vessels should advise Harbour Control of the following:

(a) Vessel's name

(b) Vessel's flag

(c) LOA, GT, NRT and arrival draught

(d) Last and next port of call

(e) Type and tonnage of cargo for discharge and loading.

(4) Pilot boards in position 25°46'N 55°47'E.

BA Notice- 34/06**18/06****PAGE 59, UNI TED ARAB EMIRATES, KHAWR FAKKĀN****(K HORFAK KĀN), Pilots and Port, PROCEDURE.**

Delete section (6) and replace by:

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

BA Notice- 34/06**18/06****PAGE 90, INDIA, MUNDRA, Pilots and Port, PROCEDURE.**

Delete section (3) and replace by:

(3) Pilot boards in the following positions:

(a) Port: 22°42'·55N 69°42'·50E

(b) SPM: 22°38'·85N 69°39'·20E

BA Notice- 35/06**18/06****BA, VOLUME 7, 1999/00-PART 2***(Last correction: Edition No. 16 dated 16 Aug 2000)***NIL****VOLUME 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 this edition]

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.nic.in

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

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

I.H. 102a (Revised 2003)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(For Reporting Changes to Port Information)

(To accompanying Form I.H. 102)

Name and address of ship / sender:

_____ **Ref No.:** _____
 _____ **Date :** _____

Fax No.: _____, **E-mail:** _____

1.	a) NAME OF THE PORT : b) Location : Lat: _____, Long: _____ c) Listing in Guide to Port Entry: Yes/No. Sl. No.: _____	
2.	NAME AND ADDRESS OF PORT AUTHORITIES a) Name b) Address c) Phone d) Fax e) E-mail	
3.	GENERAL REMARKS a) Principal activities and trade b) Latest population figures and date c) Number of ships and tonnage handled per year d) Maximum size and draught of vessels handled. e) Copy of Port Handbook <i>if available.</i>	
4.	ANCHORAGES a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	PILOTAGE a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	DIRECTIONS a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	POLLUTION CONTROL a) Local regulations in force (if any)	

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

18. PORT AUTHORITY Designation, address and telephone number.	
19. SMALL CRAFT FACILITIES a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. SHORE LEAVE	
21. CLUBS / RECREATION / INFORMATION KIOSKS – Their location.	
22. VIEWS (duly annotated) Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. (Picture postcards may also be useful).	

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

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

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.nic.in

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

Date :
Ref. No:

Details of the Sender / Originator

1. **Name of ship or sender:**
2. **Address of sender:**
.....
e-mail; Fax No.; Tel. No.:.....
.....
3. **General Locality:**
4. **Chart / Publication Affected:**
 - a) Chart published by INHO / UKHO / other (Specify):
 - b) Chart No.: Edition Date:
 - c) Latest Edition of Indian N to M held:.....

Details of Changes / Dangers Observed

- | 5. Object of Change: | Date/Time of
observation | Charted | Observed | Position/Area |
|--------------------------------------|-------------------------------------|----------------|-----------------|----------------------|
| (a) Bathymetry: | | | | |
| (i) Depth - | | | | |
| (ii) Depth Contour - | | | | |
| (iii) Channel Depth - | | | | |
| (b) Navigational Dangers: | | | | |
| (i) New Shoals..... | | | | |
| (ii) New Rocks..... | | | | |
| (iii) New Reefs..... | | | | |
| (iv) New Wrecks..... | | | | |
| (v) New Nav-aid (Specify) - | | | | |
| (c) Casualties to existing Nav-Aids: | | | | |
| (i) Buoys..... | | | | |
| (ii) Lights..... | | | | |
| (iii) Fog signals..... | | | | |
| (iv) Racons..... | | | | |
| (v) Transit Marks | | | | |
| (vi) Leading Lines..... | | | | |
| (vii) Clearance bearings..... | | | | |
| (d) Designated Areas: | | | | |
| (i) Exercise Areas | | | | |
| (ii) Prohibited Areas | | | | |
| (iii) Pilot Station | | | | |
| (iv) Anchorage | | | | |
| (v) Foul Ground | | | | |

- (e) Port Information:
- (i) Berthing
 - (ii) Cranage
 - (iii) Tugs
 - (iv) Dry Docks
 - (v) Repair Facilities
 - (vi) Pilotage
 - (vii) Fuel
 - (viii) Water
 - (ix) Any other (Specify) :.....
- (f) Environmental Data:
- (i) Met information
 - (ii) Tides and Tidal Stream
 - (iii) Pollutants
 - (iv) Effluents.....
 - (v) Marine Life / Habitats
- (g) Other changes, if any, with Details:
6. **Information on the Positions of Danger / Changes Reported above:**
- (a) Positioning System used:
 - (b) Datum (WGS/Everest/ Local (Specify) :
 - (c) Accompanying plots / photographs if any:
7. **Information on the Soundings / Depths Reported above:**
- a) Echo Sounder (Type) used:
 - b) Draught of Vessel set on Echo Sounder:
 - c) Observed water depth vis-à-vis charted depth:
 - d) Echo-gram accompanying this report: Yes / No
 - e) Whether voltage drop existed in equipment at observation time
 - f) Data and Time of depth observation
8. **Limitations if any in Reporting the changes above**

Signature of the Master / Reporter

Date:

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

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

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.nic.in

Please Note:

1. Please see over leaf for Instructions for filling up this form.
2. Photograph / Sketches / Diagram, etc duly annotated will be useful supporting document.
3. Please rush this information to the Chief Hydrographer to the Govt. of India at the address given above, by the fastest available means.

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5	¾	1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10½	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1½	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11½	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2½	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	Metres	Inches	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10	3.937	
21	3½	6.401	77		23.470	294	49	89.611	0.20	7.874	
22		6.706	78	13	23.774	300	50	91.440	0.30	11.811	
23		7.010	79		24.079	306	51	93.469	0.40	15.748	
24	4	7.315	80		24.384	312	52	95.098	0.50	19.685	
25		7.620	81	13½	24.689	318	53	96.926	0.60	23.622	
26		7.925	82		24.994	324	54	98.755	0.70	27.559	
27	4½	8.230	83		25.298	330	55	100.584	0.80	31.496	
28		8.534	84	14	25.603	336	56	102.413	0.90	35.433	
29		8.839	85		25.908	342	57	104.242	1.00	39.370	
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8½	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	Inches	Feet	Metres	Factors		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.917	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	Fthms	Metres	Feet	Metres		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						

*To accompany Indian Notice to Mariners 457/06
On Indian Chart 41*

UNCHARTED DRILLING RIGS AND
WELLHEADS

Uncharted drilling rigs may be temporarily located in the area of this chart; details are promulgated by local Navigational Warnings. Uncharted wellheads and obstructions may also exist.

*To accompany Indian Notice to Mariners 457/06
On Indian Chart 7706*

OIL AND GAS ACTIVITY

Numerous structures, usually marked by aids to navigation, other unlit objects, pipelines, submerged obstructions and wellheads, sometimes marked by buoys, exist in the area indicated. These features are not all charted due to their complexity and frequent change. The appropriate larger scale charts should be used in these areas and vessels should navigate with particular caution.

*To accompany Indian Notice to Mariners 447/06
On BA Chart 1881*

CAUTION: SATELLITE-DERIVED
POSITIONS

Positions obtained from Global Navigation Satellite Systems, such as GPS, are normally referred to WGS84 Datum. The differences between satellite-derived positions and positions on this chart cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative methods of obtaining positional information, particularly when navigating close to the shore or in the vicinity of dangers.

*To accompany Indian Notice to Mariners 447/06
On BA Chart 2760*

CAUTION: SATELLITE-DERIVED
POSITIONS

Positions obtained from Global Navigation Satellite Systems, such as GPS, are normally referred to WGS84 Datum. The differences between satellite-derived positions and positions on this chart cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative methods of obtaining positional information, particularly when navigating close to the shore or in the vicinity of dangers.

To accompany Indian Notice to Mariners 447/06

On BA Chart 2779

CAUTION: SATELLITE-DERIVED
POSITIONS

Positions obtained from Global Navigation Satellite Systems, such as GPS, are normally referred to WGS84 Datum. The differences between satellite-derived positions and positions on this chart cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative methods of obtaining positional information, particularly when navigating close to the shore or in the vicinity of dangers.

To accompany Indian Notice to Mariners 447/06

On BA Chart 2780

CAUTION: SATELLITE-DERIVED
POSITIONS

Positions obtained from Global Navigation Satellite Systems, such as GPS, are normally referred to WGS84 Datum. The differences between satellite-derived positions and positions on this chart cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative methods of obtaining positional information, particularly when navigating close to the shore or in the vicinity of dangers.

To accompany Indian Notice to Mariners 447/06

On BA Chart 2781

CAUTION: SATELLITE-DERIVED
POSITIONS

Positions obtained from Global Navigation Satellite Systems, such as GPS, are normally referred to WGS84 Datum. The differences between satellite-derived positions and positions on this chart cannot be determined; mariners are warned that these differences MAY BE SIGNIFICANT TO NAVIGATION and are therefore advised to use alternative methods of obtaining positional information, particularly when navigating close to the shore or in the vicinity of dangers.