



INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED FORTNIGHTLY ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 20 DATED 16 OCT 2006
(CONTAIN NOTICES 477 TO 496)

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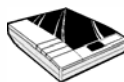
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore,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

Indian ENC's are now available in IHO's S-63 Data Protection Scheme also, in addition to CM-93 SENC format.

Contact Details:-

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SECTION – I
List of charts affected by
The Notices 477 to 496 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	483,494	2375	32	482
211	3	496 (T)	2523 (INT 7250)	40	483
250	2	477	2760	46	495
255 (INT 7334)	3	496 (T)	2779	46	495
288	1	483,485,487,493,494	2882 (INT 7264)	40	489,491,492,493,494
289	1	483,485,487	2883	40	487,489
301	5	481	2886	40	483,484,485,487,489
351	5	481	2965	46	495
353 (INT 7413)	5	480	3719	40	488,489
2016 (INT 7336)	3	496 (T)	3737 (INT 7255)	40	485
2041	3	479	3738 (INT 7254)	40	485
3011 (INT 7421)	5	481	3774	40	491,492,494
3013	5	481	3775	40	490,491,492
			3776	40	488
			3777	40	487,488
			3788	40	487,488,489
			3790 (INT 7252)	40	484,485,486
			3949	46	477

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***477 (20/06) MISCELLANEOUS UPDATES TO CHARTS**

Source: NHO, Dehradun and BA Notice 4345/06

Chart No.	Previous Updates	Details
250	471/06	Refer to INM 471/06. Read previous update 402/06 instead of 250/06.
BA. 3949	323/06	Insert accompanying note, SATELLITE - DERIVED POSITIONS, centred on 0° 58'·30N., 104° 30'·55E. Insert accompanying note, CHART ACCURACY, centred on 0° 56'·80N., 104° 30'·55E.

***478 (20/06) LIST OF THE OFFICAL ENC_s PREPARED BY THE NATIONAL HYDROGRAPHIC OFFICE, INDIA**

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

(a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS

Sl. No.	Cell Name	Chart No.	Title	Publication Date
COASTAL				
1	IN3313MP	313	Mamallapuram (Mahabalipuram) to Point Pudi	15-10-2005
2	IN3315PS	315	Palk Strait	30-04-2006
APPROACHES				
1	IN42019A	2019	Approaches to Magdalla	15-09-2004
2	IN43011H	3011	Hugli River Gasper Channel to Haldia	30-09-2005
BERTHING				
1	IN62019M	2019	Magdalla Port	15-09-2004

(b) NEW EDITION ELECTRONIC NAVIGATIONAL CHARTS: Nil

(c) ELECTRONIC NAVIGATIONAL CHARTS PERMANENTLY WITHDRAWN: Nil

AVAILABILITY OF ENC_s:

The complete folios of Official Indian ENC_s are being distributed worldwide through C-MAP. Updates will be available both through CDs and Real Time via Satellite to allow fully automatic updating of ENC/SENC. Mariners and other ENC users may contact the under mentioned for further details:

Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001, INDIA Telephone: +91 135 2747365 Fax: +91 135 2748373 Email: inho@dataone.in Web site: www.hydrobharat.nic.in	OR	Director C-Map India Private Limited 505, Raheja Arcade Sector 11 CBD, Belapur Navi Mumbai- 400 614, INDIA Telephone: +91 22 65103668 Fax: +91 22 67939504 Email: info@c-map.co.in Web site: www.c-map.co.in
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***479 (20/06) INDIA – West Coast – Malvan Anchorage – Shoal Depth.**

Source: NHO Dehradun
(HJ/1030/66)

Chart 2041 [previous update NC 15 Oct 05]

Insert depth 2₃ enclosed by 5m contour

16° 00′.50N., 73° 27′.80E.

***480 (20/06) INDIA – East Coast – Kalingapatnam to Gopalpur – Depth.**

Source: ROS INS Nirupak, J(N) 158
(HJ/1029/85)

Chart 353 (INT 7413) [previous update 157/06]

Insert depth 9₃ enclosed by 10m contour

18° 56′.50N., 84° 41′.87E.

***481 (20/06) INDIA – East Coast – Hugli River – Gasper Channel to Haldia – Buoys.**

Source: Kolkata Port Trust.
(HJ/1129/11)

Chart 351 [previous update 415/06]



Substitute  Fl.10s MFWY for  Fl.10s Middleton Fairway 21° 37′.58N., 088° 02′.80E

Chart 301 [previous update 416/06]







Substitute  Fl.10s MFWY for  Fl.10s Middleton Fairway 21° 37′.58N., 088° 02′.80E

Chart 3011 (INT 7421) [previous update 416/06]

Insert  Q.Fl USF 21° 59′.48N., 088° 02′.98E


Substitute  Fl(G)7s HS for  Fl.7s HS 21° 59′.64N., 088° 03′.63E

 Fl(2)10s JB for  Fl(2)10s JB 21° 56′.91N., 088° 01′.63E



 Fl.10s MFWY for  Fl.10s Middleton fairway 21° 37′.58N., 088° 02′.80E



Delete  Q.Fl USF 21° 59′.45N., 088° 02′.84E

Chart 3013 [previous update 158/06]


Insert  Q.Fl USF 21° 59′.48N., 088° 02′.98E

 Fl(2)10s UR 22° 03′.33N., 088° 12′.80E

Substitute  Fl(G)7s HS for  Fl.7s HS 21° 59′.64N., 088° 03′.63E

 Fl(2)10s JB for  Fl(2)10s JB 21° 56′.91N., 088° 01′.63E

Delete  Q.Fl USF 21° 59′.45N., 088° 02′.84E

 UR 22° 03′.35N., 088° 12′.88E

482 (20/06) RED SEA - Sinai Peninsula South-eastwards - Cautionary note.

Source: BA Notice 4366/06.
(HJ/1134/66)

BA Chart 2375 [previous update 435/06]

Substitute the accompanying note, AREAS TO BE AVOIDED for existing note, centred on:

26° 36′.50N., 33° 38′.00E.

483 (20/06) QATAR – Ra’s Laffan Northwards and North-eastwards – Depths.

Source: BA Notice 4297/06.

(HJ/1132/68)

Chart 20 [previous update 469/06] (WGS 84 DATUM)Insert depth 12₈ and extend 20m contour NE to enclose (a) 26° 21′.8N., 51° 27′.4E.

Delete depth 24, close NE of: (a) above

Chart 288 [previous update 401/06] (WGS 84 DATUM)Insert depth 12₈ and extend 20m contour E to enclose 26° 21′.8N., 51° 27′.4E.depth 27₅ and extend 30m contour N to enclose 26° 20′.1N., 51° 39′.9E.

depth 29 and extend 30m contour E to enclose 26° 17′.3N., 51° 55′.9E.

Chart 289 [previous update 469/06] (WGS 84 DATUM)Insert depth 12₈ and extend 20m contour NE to enclose 26° 21′.8N., 51° 27′.4E.depth 27₅ and extend 30m contour NW to enclose 26° 20′.1N., 51° 39′.9E.

depth 29 and extend 30m contour SE to enclose 26° 17′.3N., 51° 55′.9E.

BA Chart 2523 (INT 7250) [previous update 456/06]Insert depth 12₈ enclosed by 15m contour and extend 20m contour NE enclose 26° 21′.83N., 51° 27′.36Edepth 21₅ (a) 26° 21′.39N., 51° 28′.05Edepth 27₅ and extend 30m contour W to enclose 26° 20′.05N., 51° 39′.94Edepth 25₅ enclosed by 30m contour 26° 17′.62N., 51° 53′.85E

depth 29 enclosed by 30m contour 26° 17′.25N., 51° 55′.88E

Delete depth 24, close NW of: (a) above

BA Chart 2886 [previous update 456/06]Insert depth 12₈ and extend 20m contour NE to enclose 26° 21′.8N., 51° 27′.4E.depth 27₅ 26° 20′.1N., 51° 39′.9E.depth 25₅ enclosed by 30m contour 26° 17′.6N., 51° 53′.9E.

depth 29 enclosed by 30m contour 26° 17′.3N., 51° 55′.9E.

484 (20/06) SAUDI ARABIA - East Coast - Qurayyah Peninsula Southwards - Obstruction.




Source: BA Notice 4300/06.

(HJ/1132/69)

BA Chart 2886 [previous update 483/06]Insert  *Obstn* 26° 01′.5N., 50° 09′.7E.**BA Chart 3790 (INT 7252)** [previous update 311/06]Insert  *Obstn* 26° 01′.50N., 50° 09′.70E.**485 (20/06) BAHRAIN - Approaches to Mina’ Salman - Fasht al Adhm North-eastwards - Wrecks. Recommended anchorages.**





Source: BA Notice 4303/06.

(HJ/1132/69)

Chart 288 [previous update 483/06] (WGS 84 DATUM)Insert  26° 08′.6N., 50° 47′.2E.**Chart 289** [previous update 483/06] (WGS 84 DATUM)Insert  26° 08′.6N., 50° 47′.2E.**BA Chart 2886** [previous update 484/06]Insert  *Wk* 26° 08′.6N., 50° 47′.2E. *Wks* 26° 08′.6N., 50° 46′.0E.**BA Chart 3737 (INT 7255)** [previous update 454/06]Substitute  *Wks* for  *Deep Water* 26° 08′.55N., 50° 46′.01E.Delete  *Deep Water* 26° 08′.62N., 50° 47′.02E.

**485 (20/06) BAHRAIN - Approaches to Mina' Salman - Fasht al Adhm North-eastwards - Wrecks.
Recommended anchorages (continued).**

BA Chart 3738 (INT 7254) [previous update 454/06]

Insert		Wk	26° 08'·62N., 50° 47'·22E.
Substitute		Wks for  Deep Water	26° 08'·55N., 50° 46'·01E.
Delete		Deep Water	26° 08'·62N., 50° 47'·02E.

BA Chart 3790 (INT 7252) [previous update 484/06]

Insert		Wk	26° 08'·62N., 50° 47'·22E.
		Wks	26° 08'·55N., 50° 46'·01E.

486 (20/06) SAUDI ARABIA - East Coast - Al Khubar South-eastwards - Beacon.

Source: BA Notice 4301/06.

(HJ/1132/69)

BA Chart 3790 (INT 7252) [previous update 485/06]

Insert			26° 15'·20N., 50° 16'·60E.
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487 (20/06) SAUDI ARABIA - East Coast - AbuSa'afah Oilfield Southwards - Well. Buoyage.

Source: BA Notice 4298/06.

(HJ/1132/69)


Chart 288 [previous update 485/06] (WGS 84 DATUM)

Insert		Well	26° 52'·7N., 50° 28'·1E.
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Chart 289 [previous update 485/06] (WGS 84 DATUM)

Insert		Well	26° 52'·7N., 50° 28'·1E.
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BA Chart 2883 [previous update 456/06]

Insert		Well	26° 52'·7N., 50° 28'·1E.
		ED	26° 51'·5N., 50° 29'·5E.
			26° 51'·3N., 50° 30'·1E.


BA Chart 2886 [previous update 485/06]

Insert		Well	26° 52'·7N., 50° 28'·1E.
		ED	26° 51'·5N., 50° 29'·5E.
			26° 51'·3N., 50° 30'·1E.

BA Chart 3777 [previous update 250/06]

Insert		Well	26° 52'·70N., 50° 28'·10E.
		ED	26° 51'·50N., 50° 29'·50E.
			26° 51'·30N., 50° 30'·10E.

BA Chart 3788 [previous update 369/06]

Insert		Well	26° 52'·56N., 50° 28'·05E.
		ED	26° 51'·36N., 50° 29'·45E.
			26° 51'·16N., 50° 30'·05E.

488 (20/06) SAUDI ARABIA - East Coast - Ra's al Ju'aymah Terminal Southwards -Buoy.

Source: BA Notice 4302/06.

(HJ/1132/69)


BA Chart 3719 [previous update 369/06]

Insert		Fl(5)Y.15s SYS-2	26° 54'·10N., 50° 03'·40E.
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BA Chart 3776 [previous update 250/06]

Insert		Fl(5)Y.15s SYS-2	26° 53'·96N., 50° 03'·35E.
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488 (20/06) SAUDI ARABIA - East Coast - Ra's al Ju'aymah Terminal Southwards –Buoy (continued).**BA Chart 3777** [previous update 487/06]

Insert  Fl(5)Y.15s SYS-2 26° 54'·10N., 50° 03'·40E.

BA Chart 3788 [previous update 487/06]

Insert  Fl(5)Y.15s SYS-2 26° 53'·96N., 50° 03'·35E.

489 (20/06) SAUDI ARABIA - East Coast - Approaches to Ra's al Ghar-Essa Reef North-eastwards -Well.

Source: BA Notice 4299/06.

(HJ/1133/70)

BA Chart 2882 (INT 7264) [previous update 369/06]

Insert  Well 27° 04'·3N., 49° 58'·1E.

BA Chart 2883 [previous update 487/06]

Insert  Well 27° 04'·3N., 49° 58'·1E.

BA Chart 2886 [previous update 487/06]

Insert  Well 27° 04'·3N., 49° 58'·1E.

BA Chart 3719 [previous update 488/06]

Insert  Well 27° 04'·30N., 49° 58'·10E.

BA Chart 3788 [previous update 488/06]

Insert  Well 27° 04'·16N., 49° 58'·05E.

490 (20/06) SAUDI ARABIA - East Coast - Manifah Oilfield Southwards - Lights.

Indian List of Lights Vol. D&E 2003, D 7451.4 , 7451.5

Source: BA Notice 4306/06.

(HJ/1133/71)

BA Chart 3775 [previous update 521/05]

Insert  Fl.R.10s 14 27° 40'·70N., 48° 55'·60E.

 Fl.R.10s 16 27° 39'·20N., 48° 55'·80E.

491 (20/06) SAUDI ARABIA - East Coast - Manifah Oilfield Northwards - Beacons. Obstruction.


Source: BA Notice 4305/06.

(HJ/1133/71)

BA Chart 2882 (INT 7264) [previous update 489/06]

Insert  Obstn 27° 55'·8N., 48° 57'·3E.

BA Chart 3774 [previous update 311/05]

Insert  Obstn 27° 55'·80N., 48° 57'·30E.

 27° 50'·70N., 48° 52'·40E.

27° 51'·50N., 48° 53'·20E.

27° 54'·20N., 48° 55'·70E.

27° 54'·90N., 48° 56'·30E.

27° 56'·30N., 48° 57'·70E.

BA Chart 3775 [previous update 490/06]

Insert  Obstn 27° 55'·80N., 48° 57'·30E.

 27° 50'·70N., 48° 52'·40E.

27° 51'·50N., 48° 53'·20E.

27° 54'·20N., 48° 55'·70E.

27° 54'·90N., 48° 56'·30E.

27° 56'·30N., 48° 57'·70E.

492 (20/06) SAUDI ARABIA - East Coast - Ra'as Saffamiyah Eastwards - Piles.

Source: BA Notice 4304/06.

(HJ/1133/71)

BA Chart 2882 (INT 7264) [previous update 491/06]Insert  Pile 27° 59'·3N., 48° 52'·1E.**BA Chart 3774** [previous update 491/06]Insert pile,  27° 59'·30N., 48° 52'·10E.

27° 59'·40N., 48° 52'·20E.

27° 58'·90N., 48° 52'·40E.

27° 59'·20N., 48° 52'·40E.

legend, Piles, centred on:

BA Chart 3775 [previous update 491/06]Insert pile,  27° 59'·30N., 48° 52'·10E.

27° 59'·40N., 48° 52'·20E.

27° 58'·90N., 48° 52'·40E.


27° 59'·20N., 48° 52'·40E.

legend, Piles, centred on:

493 (20/06) SAUDI ARABIA - East Coast - Marjan Oilfield South-eastwards - Well.

Source: BA Notice 4307/06.

(HJ/1133/80)

Chart 288 [previous update 487/06] (WGS 84 DATUM)Insert  Well 28° 07'·0N., 49° 51'·5E.**BA Chart 2882 (INT 7264)** [previous update 492/06]Insert  Well 28° 07'·0N., 49° 51'·5E..**494 (20/06) SAUDI ARABIA - East Coast - Zuluf Oilfield Southwards - Obstruction.**

Source: BA Notice 4308/06.

(HJ/1133/80)

Chart 20 [previous update 483/06] (WGS 84 DATUM)Insert  *Obstn* 28° 18'·8N., 49° 14'·3E.**Chart 288** [previous update 493/06] (WGS 84 DATUM)Insert  *Obstn PA* 28° 18'·8N., 49° 14'·3E.**BA Chart 2882 (INT 7264)** [previous update 493/06]Insert  *Obstn PA* 28° 18'·8N., 49° 14'·3E.**BA Chart 3774** [previous update 492/06]Insert  *Obstn PA* 28° 18'·80N., 49° 14'·30E.**495 (20/06) INDONESIA - Sumatera - West Coast - Padang - U.Sungeibramei - Light.**

Indian List of Lights Vol. F&K 2003, K 0864

Source: BA Notice 4340/06.

(HJ/827/89)

BA Chart 2760 [previous update 447/06]

Amend light to, Fl(3)21M 1° 02'·0S., 100° 23'·0E.

BA Chart 2779 [previous update 447/06]

Amend light to, Fl(3)20s528ft21M 1° 02'·5S., 100° 22'·6E.

BA Chart 2965 (plan, Approaches to Teluk Bayur) [previous update 268/06]

Amend light to, Fl(3)20s161m21M 1° 02'·53S., 100° 22'·52E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***496(T) (20/06) INDIA – West Coast – Inner approaches to Mumbai – Obstruction.**

Source: Navarea VIII 428/06

(HJ/1030/87)

1. Fourteen numbered containers of length 12.192 mtrs fallen overboard from MV AL MIRQAB in position 18° 45'·80N., 072° 31'·10E. Two containers empty and twelve containers full with general cargo. Dangerous for surface navigation.
2. All vessels operating in vicinity are to keep a sharp lookout and render assistance and exercise extreme caution.

Charts affected: 255 (INT 7334) – 211 – 2016 (INT 7336).

SECTION – IV: MARINE INFORMATION**Tsunami Notices**

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

Indian Naval/Coastguard ships. Investigator, Mahish, Nirupak, Vighraha.

Units. Local Workup Team (W).

Organisations. UKHO, Kakinada Port Trust

Merchant Vessel. MV Nama

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

} Cancelled By
INM *475(T) (19/06)

***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.

} Underline Portion
Cancelled By
INM *467 (19/06)

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 13 Oct 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	278	2005 series: 402 468. 2006 series: 073 221 236 244 251 252 254 260 261 264 270 272 273 277 278.
II	E. Atlantic	308	2006 series: 049 131 181 205 247 265 271 279 297 304 307 308.
III	Mediterranean	479	2006 series: 415 422 423 443 444 445 452 453 454 465 471 472 473 474 475 476 477 478 479
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	119	2006 series: 086 114.
VIII	Indian Ocean	628	2005 Series:- 384 2006 Series:- 026 085 174 175 260 269 303 345 356 365 428 438 474 479 482 501 513 514 516 527 528 531 532 535 538 548 564 569 570 587 589 593 594 600 601 605 607 611 612 613 614 615 619 620 621 623 624 625 626 627 628
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 120 211 237 2006 series: 011 014 024 025 032 036 047 053 063 076 077 083 093 094 095 101 106 107 109 116 121 143 145 147 148 149 150 157 175 177 179.
X	Australia, New Guinea	Nil	2006 series: 001 010

XI	Malacca Strait, China Sea, N. Pacific	440	1996 series: 0925 1998 series: 0655 1999 series: 0053 0187 0310 0613 2000 series: 0677 2001 series: 0182 0775 2003 series: 0106 0303 0304 2004 series: 0246 0271 0361 0555 0571 2005 series: 0005 0025 0271 0307 0322 0331 0332 0335 0345 0351 0395 0474 0481 0497 2006 series: 0005 0050 0052 0058 0060 0075 0083 0090 0123 0127 0139 0168 0224 0241 0250 0251 0262 0276 0277 0303 0305 0339 0343 0347 0348 0359 0389 0400 0406 0414 0419 0420 0421 422 0423 0424 0425 0426 0427 0428 0429 0434 0435 0436 0437 0439 0440.
XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil
XIV	S.W. Pacific	Nil	2005 series: 070 2006 series: 008
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2006 series: 375 524 1049 1812.
Hydrolants	Atlantic, Mediterranean	Nil	2006 series: 1394 1592.



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>
D6473-25	- Dir Lt 125°	29 52·90 S 31 02·90 E	Dir WRG	F R104·8°-107·1°(2·3°). Q R107·1°-121·9°(14·8°). Q W121·9°-128·1°(6·2°). Q G128·1°-132·8°(4·7°). F G132·8°-143·8°(11°). TE 2006 *
D 6483-65	Remove from list						
D 6483-8	- Turning Basin. Ldg Lts 029°30'. Front. LM 2	28 47·60 S 32 03·70 E	Fl R 3s	14	..	Yellow column, black bands	fl 1. TE 2006 *
D 7314-4	-	16 56·46 N 54 00·59 E	Q Y	(T) 2006 * * * *
D 7314-5	- Container Berth. W end	16 56·57 N 54 00·03 E	Q(6)+LFl W 15s *	2	5	Yellow beacon	
D 7704	Jazīreh-ye Tonb-e Kūchek	26 14·50 N 55 08·80 E	Fl W 10s *	25	12	White beacon	
D 7713	Ra's-e Jask (IN)	25 38·30 N 57 45·80 E	Fl(2)W 15s *	32	12	Red metal framework tower	Aeromarine
D 7763-55	- Kunni. Tide Gauge	24 45·97 N 67 11·96 E	Fl R 7s *	*	*	*	*
D 7763-91	- No 8A	24 47·10 N 67 14·20 E	F W *	10	1	Black metal pipe, red top with platform	
E 6021-15	<i>Conry Rock Lt F</i>	29 48·12 N 32 34·23 E	Q(9)W 15s	6	9	⊗ on yellow float, black band	TE 2006 *
E 6071-7	Remove from list						
E 6072	Remove from list						
E 6072-5	Remove from list						
E 6073	Remove from list						



SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**VOLUME 1 INP 31(1) 2005***(Last correction: Edition No. 17 dated 01 Sep 2006)**Page 29, **INDIA, CHENNAI MRCC**, contacts table, delete entry and replace by:*

13°06' N 80°18' E	MMSI 004194401	DSC VHF	
	+91 44 25395015, 25395016 & 25395017 Emergency: 155211 (Toll free anywhere in India)		+91 44 25395015 & 25395018
Inmarsat C:(IOR) 441907510=MSCG X Inmarsat C:(IOR) (INDSAR) Toll Free Code 43 via LES Arvi Inmarsat M:(IOR) 641901410		E-MAIL:	isareast@dataone.in isareast@md3.vsnl.net.in



BA Notice- 38/06**20/06***Page 32, **GOA MRSC (MRCC MUMBAI)**, contacts table, delete entry and replace by:*

15°25' N 73°48' E	MMSI 004192206	DSC VHF	
	+91 832 2521051		+91 832 2520584
Inmarsat C: (IOR) 441907410=CGGO X Inmarsat M: (IOR) 641901310		E-MAIL:	comdis--11@email.com



BA Notice- 38/06**20/06***Page 30, **HALDIA MRSC MRCC**, delete entry and replace by:*

HALDIA MRSC			
22°02' N 88°06' E	MMSI 004194404	DSC VHF MF HF	
	+91 3224 267755		+91 3224 263217
Inmarsat C: (IOR) 441907110=DHQH X Inmarsat M: (IOR) 641901210 Inmarsat mini-M: (IOR) 761887342 (Voice) Inmarsat mini-M: (IOR) 761887343 (Fax) Inmarsat mini-M: (IOR) 761887344 (Data)		E-MAIL:	cgdh8@cal2.vsnl.net.in



BA Notice- 38/06**20/06***Page 29, **KOCHI MRSC (MRCC MUMBAI)**, delete entry and replace by:*

KOCHI MRSC			
9°58' N 76°16' E	MMSI 004192205	DSC VHF	
	+91 484 221764 & 2218969		+91 484 2217164
Inmarsat C: (IOR) 441907310=DHQX X Inmarsat M: (IOR) 641901110		E-MAIL:	comdis--4@dataone.in

BA Notice- 38/06**20/06***Page 30, **MANDAPAM MRSC**, contacts table, delete entry and replace by:*



9°17' N 79°05' E	MMSI 004194406	DSC VHF MF HF	
	+91 4573 241518 & 241634		+91 4573 241518 & 241519
Inmarsat C: (IOR) 441907810=CGSM X Inmarsat M: (IOR) 641901010		E-MAIL:	rnd_cgmpx@sancharnet.in

BA Notice- 38/06**20/06***Page 31, **MUMBAI MRCC**, contacts table, delete entry and replace by:*

18°55' N 72°50' E	MMSI 004192203	DSC VHF	
	+91 22 24376133 & 24301455 Emergency: 155211 (Toll free -- anywhere in India)		+91 22 24333727 & 24316558
Inmarsat C: (IOR) 441907210=BMCG X Inmarsat C: (IOR) (INDSAR) Toll Free Code 43 via LES Arvi Inmarsat mini-M:(IOR) 762882349 (Voice) Inmarsat mini-M:(IOR) 762882350 (Fax) Inmarsat mini-M:(IOR) 762882351 (Data)		E-MAIL:	opswest@mtnl.net.in indsar@vsnl.net icgmrc Mumbai@mtnl.net.in

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Page 32, **NEW MANAGALORE MRSC (MRCC MUMBAI)**, contacts table, delete entry and replace by:

12°55' N 74°48' E	MMSI 004192204	DSC VHF	
 +91 824 2405262 & 2405266		 +91 824 2405267	
Inmarsat C: (IOR) 441908310=DHQM X		E-MAIL: coastguard_mangalore@rediffmail.com icgdhq3@sancharnet.in	

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Page 32, **OKHA (MRCC MUMBAI)**, after New Mangalore section insert new entry:

22°28' N 69°05' E	MMSI 004192207	DSC VHF	
 +91 2892 263384		 +91 2892 263421	
Inmarsat C: (IOR) 441900446 Inmarsat mini-M:(IOR) 762484056		E-MAIL: cocgsokha@yahoo.com	

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Page 31, **PARADIP MRSC (MRCC CHENNAI)**, contacts table, delete entry and replace by:

20°16' N 86°42' E	MMSI 004194403	DSC VHF	
 +91 6722 220174		 +91 6722 223359	
Inmarsat C: (IOR) 441907710=DHQP X Inmarsat M: (IOR) 641901710		E-MAIL: ctk_cgdhqdp@sancharnet.in	

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Page 31, **PORBANDAR MRSC**, contacts table, delete entry and replace by:

21°38' N 69°37' E	MMSI 004192202	DSC VHF MF HF	
 +91 286 2214422		 +91 286 2210559 & 2244056	
Inmarsat C: (IOR) 441908210=GJCG X Inmarsat M: (IOR) 641900510		E-MAIL: icgmrcs_porbander@sancharnet.in	

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Page 31, **TUTICORIN MRSC (MRCC CHENNAI)**, contacts table, delete entry and replace by:

8°45' N 78°12' E	MMSI 004194405	DSC VHF	
 +91 461 2353907		 +91 461 2351999	
Inmarsat C: (IOR) 441900447=CTUT X Inmarsat mini-M:(IOR) 762485086 (Voice) Inmarsat mini-M:(IOR) 762485087 (Fax) Inmarsat mini-M:(IOR) 762485088 (Data)		E-MAIL: cgstuti@sancharnet.in	

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Page 31, after **TUTICORIN MRSC (MRCC CHENNAI)** insert new entry:

VADINAR MRSC			
22°30' N 69°42' E	MMSI (Unknown)	DSC VHF (Planned)	
 +91 2833 256579		 +91 2833 256560	
Inmarsat C: (IOR) 441900448=CGVD X Inmarsat mini-M:(IOR) 762484114 (Voice) Inmarsat mini-M:(IOR) 762484115 (Fax) Inmarsat mini-M:(IOR) 762484116 (Data)		E-MAIL: cgsvadinar@yahoo.co.in	

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Page 32, **VISHAKHAPATNAM MRSC (MRCC CHENNAI)**, contacts table, delete entry and replace by:

17°41' N 83°17' E	MMSI 004194402	DSC VHF	
 +91 891 2568879		 +91 891 2568875 & 2568878	
Inmarsat C: (IOR) 441907010=CEDD X Inmarsat M: (IOR) 641900410		E-MAIL: dhqvsp@sify.com	

BA Notice- 38/06

20/06

VOLUME 2, 1995

(Last correction: Edition No. 19 dated 01 Oct 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.19 dated 01 Oct 2006)

NIL

VOLUME 6, INP 31, 2005

(Last correction: Edition No. 19 dated 01 Oct 2006)

NIL

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 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.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.

To accompany Indian Notice to Mariners 477/06
On BA Chart 3949

SATELLITE -DERIVED POSITIONS
(CAUTION - see CHART ACCURACY Note)
Positions obtained from Global Navigation Satellite Systems, such as GPS, are normally referred to WGS84 Datum. Such positions must be adjusted by 0.03 minutes NORTHWARD and 0.11 minutes EASTWARD before plotting on this chart.

To accompany Indian Notice to Mariners 477/06
On BA Chart 3949

CHART ACCURACY
Positions obtained from Global Navigation Satellite Systems, such as GPS, may be more accurate than the charted detail, due to the age and quality of some of the source information. Mariners are therefore advised to use alternative methods of obtaining positional information when navigating close to the shore or in the vicinity of dangers.

To accompany Indian Notice to Mariners 482/06
On BA Chart 2375

AREAS TO BE AVOIDED
In order to protect the environment, Areas to be Avoided have been established in the areas indicated. All vessels carrying dangerous or toxic cargoes, or any other vessels exceeding 500grt, should avoid entering these restricted areas. The Areas to be Avoided centred on: 27°43'N 34°12'E and 27°53'N 34°21'E have been adopted by the IMO.