



INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)
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(CONTAIN NOTICES 497 TO 513)

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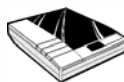
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Mariner's Obligation and A Chart maker's Plea: Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are, therefore,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

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 497 to 513 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	507	58 (INT 7314)	41	508
247	1	507	333	32	502
286	1	503	1495 (INT 7736)	38	501
288	1	506	1497 (INT 7735)	38	501
290	1	507	2403	45	509
313	5	499,512 (T)	2851	40	507
353 (INT 7413)	5	500	2882 (INT 7264)	40	506
354 (INT 7408)	5	500	2884 (INT 7278)	40	506
356 (INT 7400)	5	512 (T)	3174	40	505
2010	3	510 (T)	3175 (INT 7212)	40	505
2011	3	498	3520 (INT 7200)	40	504,513 (P)
2012	3	511 (T)	3526	40	504,513 (P)
3001 (INT 7402)	5	499,512 (T)	3949	46	509
3028	5	499			
7071 (INT 71)	1	503			
7072 (INT 72)	1	503			

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***497 (21/06) LIST OF THE OFFICAL ENC^s PREPARED BY THE NATIONAL HYDROGRAPHIC OFFICE, INDIA**

Source: NHO, Dehradun

(a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHART

Sl. No.	Cell Name	Chart No.	Title	Publication Date
COASTAL				
1	IN3208GK	208	Gulf of Khambhat (CAMBAY)	31-07-2006

(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:


<p>The 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: incho@dataone.in Web site: www.hydrobharat.nic.in</p>	OR	<p>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</p>
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***498 (21/06) INDIA – West Coast – Jaigarh harbour – mooring buoys, legend.**

Source: ROS INS Sutlej (N) 482

(HJ/1030/76)

Chart 2011 [previous update 205/05]

Insert			17° 17'·09N., 73° 13'·89E. 17° 17'·03N., 73° 13'·84E. 17° 17'·07N., 73° 13'·83E.
Substitute	legend, 1852 m, 160.6° - 340.6° for 1852 m 160.6° - 348.6° centred on:		17° 16'·00N., 73° 09'·71E.

***499 (21/06) INDIA – East Coast – Approaches to Chennai (Madras) – Data Buoy.**

Source: Navarea VIII 640/06

(HJ/1029/39)

Chart 313 [previous update NC 15/Oct/05]

Delete		Fl(5)15s 4M SW6	13° 11'·40N., 80° 22'·80E.
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Chart 3001(INT 7402) [previous update 236/05]

Delete		Fl(5)15s 4M SW6	13° 11'·40N., 80° 22'·80E.
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Chart 3028 [previous update 55/03]

Delete		Fl(5)15s 4M SW6	13° 11'·40N., 80° 22'·80E.
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***500 (21/06) INDIA – East Coast – Kalingapatnam to Gopalpur – Conspicuous objects, Beacons.**

Source: ROS INS Nirupak, J(N) 158

(HJ/1029/85)

Chart 353 (INT 7413) [previous update 480/06]Insert  18° 52'·63N., 84° 35'·67E. WATER TANK 18° 51'·12N., 84° 34'·76E.Delete  (6) Pokalapeta 18° 13'·36N., 83° 56'·62E. (19) 18° 52'·90N., 84° 36'·00E.**Chart 354 (INT 7408) [previous update 134/06]**Delete  (6) Pokalapeta 18° 13'·36N., 83° 56'·62E.**501 (21/06) INDIAN OCEAN - La Reunion - North West Coast - Baie de Saint-Paul – Buoy.**

Source: BA Notice 4466/06.

(HJ/632/94)

BA Chart 1495 (INT 7736) [previous update 417/06]Insert  Q 20° 59'·64S., 55° 16'·20E.**BA Chart 1497 (INT 7735) [previous update 417/06]**Insert  Q 20° 59'·64S., 55° 16'·20E.**502 (21/06) EGYPT - Red Sea Coast - Gulf of Suez - Râs Shukheir North-westwards - Platform.**

Source: BA Notice 4674/06.

(HJ/1134/86)

BA Chart 333 [previous update 435/06]Delete  Zahraa (Drilling rig) 28° 08'·8N., 33° 15'·2E**503 (21/06) ARABIAN SEA - Yemen – Ra's Fartak South-eastwards - Depth.**

Source: BA Notice 4594/06.

(HJ/1032/46)

Chart 286 [previous update 437/06] WGS84 DATUM

Insert depth 366 enclosed by 1000m approximate contour 14° 28'·0N., 53° 12'·0E.

Chart 7071 (INT 71) [previous update NC 15 Apr 06] WGS84 DATUM

Insert depth 366 enclosed by 1000m contour 14° 28'·0N., 53° 12'·0E.

Chart 7072 (INT 72) [previous update 309/06] WGS84 DATUM

Insert depth 366 enclosed by 1000m contour 14° 28'·0N., 53° 12'·0E.

504 (21/06) GULF OF OMAN - United Arab Emirates - Approaches to Khawr Fakkan - Legend.

Source: BA Notice 4629/06.

(HJ/1132/53)

BA Chart 3520 (INT 7200) [previous update 420/06]Amend legend to, *See INM 513(P)/06*, centred on: 25° 22'·00N., 56° 34'·40E.**BA Chart 3526 (plan A, Khawr Fakkan) [previous update 420/06]**Amend legend to, *See INM 513(P)/06*, centred on: 25° 21'·70N., 56° 23'·50E.**BA Chart 3526 (plan C, Offshore Anchorages and the Approaches to Khawr Fakkan and Fujairah (Fujayrah)) [previous update 420/06]**Amend legend to, *See INM 513(P)/06*, centred on: 25° 22'·10N., 56° 25'·50E.
25° 22'·50N., 56° 32'·00E.

505 (21/06) UNITED ARAB EMIRATES - Jazirat al Hamra' Northwards - Pilot boarding place.

LRS Vol. 6 , 2005

Source: BA Notice 4662/06.

(HJ/1132/54)

BA Chart 3174 [previous update 124/06]

Move  from: 25° 44'·60N., 55° 47'·60E.
to: 25° 46'·00N., 55° 47'·00E.

BA Chart 3175 (INT 7212) [previous update 469/06]

Move  from: 25° 44'·60N., 55° 47'·60E.
to: 25° 46'·00N., 55° 47'·00E.

506 (21/06) ARABIA - Dorra Oilfield Southwards - Buoyage.

Source: BA Notice 4692/06.

(HJ/1133/80)




Chart 288 [previous update 494/06] WGS84 DATUM

Insert  Iso.Y 28° 44'·6N., 49° 07'·8E.
28° 47'·5N., 49° 08'·1E.
28° 50'·4N., 49° 08'·6E.

BA Chart 2882 (INT 7264) [previous update 494/06]

Insert  Iso.Y SB14 28° 44'·6N., 49° 07'·8E.
 Iso.Y SB13 28° 47'·5N., 49° 08'·1E.
 Iso.Y SB12 28° 50'·4N., 49° 08'·6E.

BA Chart 2884 (INT 7278) [previous update 470/06]

Insert  Iso.Y SB14 28° 44'·6N., 49° 07'·8E.
 Iso.Y SB13 28° 47'·5N., 49° 08'·1E.
 Iso.Y SB12 28° 50'·4N., 49° 08'·6E.

507 (21/06) IRAN - Khaj-e Chah Bahar Westwards - Ras-e Rashedi South-westwards - Wreck.

Source: BA Notice 4677/06.

(HJ/1131/59)

Chart 21 [previous update 471/06] WGS84 DATUM

Insert  PA 25° 19'·1N., 60° 10'·4E

Chart 290 [previous update 357/06] WGS84 DATUM

Insert  PA 25° 19'·1N., 60° 10'·4E

Chart 247 [previous update 562/05] WGS84 DATUM

Insert  PA 25° 19'·1N., 60° 10'·4E

BA Chart 2851 [previous update 438/06]



Insert  PA 25° 19'·1N., 60° 10'·4E.

508 (21/06) PAKISTAN - Approaches to Karachi - Approaches to Ahsan Channel - Restricted area.

Source: BA Notice 4661/06.

(HJ/1131/42)

BA Chart 58 (INT 7314) [previous update 471/06]

Insert limit of restricted area,   , joining: 24° 30'·97N., 67° 00'·56E.
24° 34'·01N., 67° 03'·34E.
24° 33'·86N., 67° 03'·59E.
24° 30'·27N., 67° 01'·77E.

509 (21/06) INDONESIA - Sumatera - Selat Riau - Nginang Southwards - Buoy.

Source: BA Notice 4455/06.

*(HJ/927/05)***BA Chart 2403** [*previous update 385/06*]

Insert

*Fl.G.3s*

0° 59' 48N., 104° 09' 40E.

BA Chart 3949 [*previous update 477/06*]

Insert

*Fl.G.3s*

0° 59' 51N., 104° 09' 51E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***510(T) (21/06) INDIA – West Coast – Karwar harbour – Transits.**

Source: Hydrographic Note of INS Nirdeshak
(HJ/1030/45)

(Position in WGS84 Datum)

1. The aft transit mark in position 14° 46'·71N., 074° 07'·49E inside the Karwar harbour on 359° - 179° leg was damaged during monsoon. A temporary 12.19 m high pole painted red and yellow with a yellow flag of size 3' × 4' on top has been erected at the same position.
2. Mariners to exercise caution.

Charts affected: 2010.

***511(T) (21/06) INDIA – West Coast – Alleppey Anchorage – Jetty.**

Source: ROS INS Sutlej G(N) -175
(HJ/930/93)

1. The Iron pier Jetty west of Alleppey light house has broken from 09° 29'·45N., 076° 19'·14E to 09° 29'·44N., 076° 19'·12E .
2. Mariners to exercise caution.

Charts affected: 2012.

***512(T) (21/06) INDIA – East Coast – Approaches to Chennai (Madras) – Data Buoy.**

Source: Navarea VIII 640/06
(HJ/1029/39)

1. Yellow coloured data buoy SW6 with radar reflector and 3 m dia , 3.5 m mast carrying sensors laid in position 13° 10'·05N., 080° 41'·52E with characteristics Fl.5s. 4M.
2. Mariners are advised to keep clear by 1000 m and not to trawl and anchor within the circle of 500 m from the buoy.

3. Cancel former INM 158(T)/05 and 343(T)/05 only SW6 data buoy.

Charts affected: 356 (INT 7400) – 313 – 3001 (INT 7402).

513(P) (21/06) GULF OF OMAN - United Arab Emirates - Khawr Fakkan - Works. Breakwater. Buoyage. Anchorage areas.

Source: BA Notice 4628(P)/06
(HJ/1132/53)

1. Expansion of the port of Khawr Fakkan is in progress. This consists of construction of a new breakwater seaward of the existing port. This breakwater is expected to be completed in 2007. A further berth, No 5, has been reclaimed to the East of Berths 2 & 3, and is now operational. In addition to the construction, changes to the navigational aids and anchorage areas have also been effected.

2. * Four new light-buoys have been laid and some of the existing light-buoys have been re-numbered as follows:

No 1	starboard-hand buoy	Q.G	25° 22'·57N., 56° 22'·08E.
No 2	starboard-hand buoy	Fl(4)G.10s	25° 22'·34N., 56° 21'·96E.
No 3	starboard-hand buoy	Fl(2)G.5s	25° 22'·10N., 56° 21'·83E.
No 4	starboard-hand buoy	Fl.G.2s	25° 21'·86N., 56° 21'·70E.
No 5	starboard-hand buoy	Q.G	25° 21'·59N., 56° 21'·55E.
No 6	starboard-hand buoy	Fl(4)G.10s	25° 21'·37N., 56° 21'·64E.
No 7	starboard-hand buoy	Q.G	25° 21'·05N., 56° 21'·83E.
No 8	starboard-hand buoy	Q.G	25° 21'·57N., 56° 22'·01E.
No 9	port-hand buoy	Q.R	25° 21'·48N., 56° 21'·78E.
No 11	port-hand buoy	Q.R	25° 21'·28N., 56° 22'·40E.

* Indicates revised entry

3. Anchoring is prohibited within the area bounded by the following positions, except within the designated Anchorage Areas 'A', 'B' and 'C' listed in 4. below.

25° 24'·75N., 56° 23'·00E.

25° 24'·75N., 56° 36'·00E.

25° 19'·50N., 56° 36'·00E.

25° 19'·50N., 56° 23'·00E.

513(P) (21/06) GULF OF OMAN - United Arab Emirates - Khawr Fakkan - Works. Breakwater. Buoyage. Anchorage areas (continued).

4. Three new Anchorage Areas have been established. These replace the existing Khawr Fakkan 'A', 'B' and 'C' Anchorages. Prior permission must be obtained from Khawr Fakkan Port Control before using any of the following anchorages:

a) Anchorage Area 'A', bounded by the following positions:

25° 22'·00N., 56° 25'·00E.

25° 22'·00N., 56° 27'·00E.

25° 20'·00N., 56° 27'·00E.

25° 20'·00N., 56° 25'·00E.

For all vessels waiting to berth within the Port of Khawr Fakkan and vessels of less than 120 metres in length requiring bunkering and offshore services.

b) Anchorage Area 'B', bounded by the following positions:

25° 24'·00N., 56° 27'·00E.

25° 24'·00N., 56° 30'·00E.

25° 20'·00N., 56° 30'·00E.

25° 20'·00N., 56° 27'·00E.

For vessels between 120 to 240 metres in length requiring bunkering and offshore services.

c) Anchorage Area 'C', bounded by the following positions:

25° 24'·00N., 56° 30'·00E.

25° 24'·00N., 56° 33'·00E.

25° 20'·00N., 56° 33'·00E.

25° 20'·00N., 56° 30'·00E.

For vessels of length greater than 240 metres requiring bunkering and offshore services.

5. For further information mariners are advised to contact the local Port Authority.

6. Former Notice 430 (P)/06 is cancelled.

BA Charts affected- 3520 (INT 7200) - 3526

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. Nirdeshak, 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

- For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 27 Oct 2006, covering the entire world are listed below against the respective NAVAREA

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
I	N.E. Atlantic	297	2005 series: 402 468. 2006 series: 073 221 236 244 260 261 264 270 272 273 277 280 286 295 296 297.
II	E. Atlantic	326	2006 series: 049 131 181 205 265 271 297 316 326.
III	Mediterranean	514	2006 series: 422 423 443 454 472 474 475 478 485 487 491 492 493 494 498 500 509 510 511 512 513 514
IV	N.W. Atlantic	Nil	2006 series: 262.
V	W. Atlantic	Nil	2006 series: Nil.
VI	S.W. Atlantic	Nil	2006 series: Nil.
VII	S.E. Atlantic	121	2006 series: 086 .
VIII	Indian Ocean	649	2005 Series:- 384 2006 Series:- 085 174 175 260 269 303 345 356 365 428 438 474 479 482 501 513 514 516 527 528 531 532 535 538 548 564 569 570 587 589 593 594 600 601 605 607 611 612 613 614 615 619 621 624 626 629 632 633 640 641 642 643 646 647 648 649
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: 001 011
XI	Malacca Strait, China Sea, N. Pacific	451	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 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 0389 0406 0414 0419 0420 0421 422 0423 0424 0425 0426 0427 0428 0434 0436 0440 0443 0451.
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.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION

NIL

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

<u>No</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D 7026.5	Île Europa	22 19.10 S 40 20.40 E	Fl W 4s *	21	9	Round pylon 18	
E 6059	- Nimra Talata	19 38.60 N 37 19.40 E	Fl(3)W 15s	7	6	Black and white chequered concrete tower 7	(fl 0.5, ec 2.5) x 2, fl 0.5, ec 8.5. Racon *
E 6076	- N Beacon	19 30.60 N 37 19.17 E *	Q R	8	4	White metal framework tower, black bands, on black and white chequered concrete base 8	Racon *
F 0437.7	Pipavav Port. No 1 Lts in line 009.3°. Front *	20 55.10 N 71 30.24 E	Fl W 3s *	35	10 *	Metal framework structure 35 *	*
F 0437.71	Pipavav Port. No 1 Lts in line 009.3°. Rear *	20 55.22 N 71 30.31 E	Oc W 6s	45	10 *	Metal framework tower 45 ec 1.5 *	
F 0437.9 *	Pipavav Port. No 2 Lts in line 032.7°. Front *	20 55.42 N 71 30.97 E *	Fl R 3s *	*	*	*	*
F 0437.91 *	Pipavav Port. No 2 Lts in line 032.7°. Rear *	20 55.55 N 71 31.07 E *	Oc R 6s *	*	*	*	*
F 0578.2	-Damankul	17 18.32 N 73 11.82 E *	Fl W 10s	41	6	white framework tower 9	<i>fl0.3, ec 4.3, fl0.3, ec 0.5, fl 0.3,ec4.3. Shown 1/9-31/5</i>
F 1690.65 *	- Pulau Busing. Ular 4 *	1 13.88 N 103 44.61 E *	Fl Y 2s *	. .	8 *	*	*

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS

VOLUME 1, INP 31(1), 2005

(Last correction: Edition No. 20 dated 16 Oct 2006)

NIL

VOLUME 2, INP 31(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 01 Aug 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, INP 31(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.