



INDIAN NOTICES TO MARINERS FOR 2006

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(CONTAIN NOTICES 580 TO 602)

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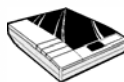
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. of India at the following address/fax number, 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 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
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For the Indian Ocean Area
INSIST ON 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 contain 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°. Bearings 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. SI Nos. of those in force are 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 are 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 list of lights 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 and all stars indicate that new light to be inserted.

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 is 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 dangers.

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.

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SECTION – I
List of charts affected by
The Notices 580 to 602 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	597(P),598(P),599(P), 600(P),601(P)	143 333	32 32	583 584
212	3	596(P)	1214	40	600(P)
255 (INT 7334)	3	595(T)	2374	32	584
288	1	587	2441	40	600(P)
292(INT 7021)	2	595(T)	2442	40	600(P),601(P)
293(INT 7022)	3	595(T)	2443	40	600(P),601(P)
360	7	591	2523(INT 7250)	40	586,597(P),600(P)
361	7	591	2882(INT 7264)	40	587,589,598(P), 599(P), 600(P)
432	7	592			
2011	3	596(P)	2883	40	598(P),599(P),600(P)
2067	4	590	2884(INT 7278)	40	587,588,589
3003	5	582	2886	40	597(P),598(P),599(P), 600(P) ,601(P)
3006	5	580			
3021	7	591	2889(INT 7211)	40	600(P), 601(P)
7071 (INT 71)	1	602(T)	2896	32	585
7701(INT 701)	1	602(T)	3172	40	600(P)
8004	1	600(P),601(P)	3173	40	600(P)
			3174	40	601(P)
			3599	40	600(P)
			3735(INT 7259)	40	597(P),599(P)
			3737(INT 7255)	40	597(P),599(P)
			3738(INT 7254)	40	597(P),599(P)
			3773	40	588,598(P),600(P)
			3777	40	598(P),599(P)
			3788	40	597(P),598(P),599(P)
			3790(INT 7252)	40	597(P),598(P),599(P)
			3791	40	597(P)
			3812	40	598(P),599(P)
			3950	40	597(P),601(P)
			4034	45	594
			4038	45	593

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***580 (24/06) (a) NEW INDIAN CHARTS**

Source: NHO, Dehradun.

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
3006 (INT 7243)	30-09-2006	HUGLI RIVER KUKRAHATTI REACH TO KOLKATA (CALCUTTA) DOCKS		5	Rs. 1360.00
		1. KUKRAHATTI REACH TO ROYAPUR CROSSING	37 500		
		<u>Limits:</u> 22° 11'.00N; 88° 03'.00E. 22° 23'.80N; 88° 08'.50E.			
		2. ROYAPUR CROSSING TO CALCUTTA DOCKS	37 500		
		<u>Limits:</u> 22° 22'.30N; 88° 05'.40E. 22° 35'.10N; 88° 21'.20E.			
		3. CALCUTTA DOCKS	17 500		
		<u>Limits:</u> 22° 31'.70N; 88° 15'.90E. 22° 35'.20N; 88° 21'.20E.			

(b) 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>
3006 (INT 7243)	15-09-1993	HUGLI RIVER KUKRAHATTI REACH TO KOLKATA (CALCUTTA) DOCKS 1. KUKRAHATTI REACH TO ROYAPUR CROSSING 2. ROYAPUR CROSSING TO CALCUTTA DOCKS 3. CALCUTTA DOCKS	3006 (INT 7243)	30-09-2006

**(c) CHARTS AFFECTED BY THE FOREGOING
NIL**

FORTHCOMING CHARTS AND PUBLICATIONS

The following Charts are in the final stage of compilation. They will be published shortly.

<i>Chart No.</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2046	Vengurla Anchorage & Redi Anchorage	1: 25 000 1: 25 000	New Edition
2077	Harnai Anchorage & Pavas Anchorage	1: 30 000 1: 25 000	New Edition
7073 (INT 73)	Indian Ocean (Eastern Part)	1: 10 000 000	New Chart

FORTHCOMING NEW/NEW EDITION ENC's

<i>Cell No.</i>	<i>Corresponding Chart No.</i>	<i>Locality</i>	<i>Remarks</i>
IN 62078 M	2078	Port of Mormugao	New Edition
IN 52040 N	2040	Navibandar Anchorage	New Edition

***581 (24/06) Long Range (H/F) Radiotelegraph Service for Indian Merchant Ships.**



Source: NHO Dehradun

Delete Notice No. 13 of Special Edition-2004
Commercial schedule of broadcast terminated***582 (24/06) INDIA East Coast – Pondicherry Anchorage – Wreck, Depth, Tower.**

Source: ROS INS Nirupak I(N) - 110

(HJ/1030/10)

Chart 3003 [previous update 136/05]

Insert	Depth 7 ₆ m	11° 53' .97 N., 79° 50' .22E.
	 RADIO TOWER	11° 55' .00N., 79° 48' .84E.
Delete		11° 55' .30N., 79° 50' .32E.
	Depth 4 ₈ enclosed by 5m contour	11° 53' .97N., 79° 50' .22E.

583 (24/06) RED SEA - Jazairaz Zubayr - Jabal Zubayr Island South-eastwards - Depth.

Source: BA Notice 5313/06.

(HJ/1033/57)

BA Chart 143 (INT 7005) (plan, Jazairaz Zubayr) [previous update 523/06]

Insert depth 30 and extend 50m contour SE to enclose 15° 01' .82N., 42° 11' .32E.

584 (24/06) GULF OF SUEZ - Ras Shukheir North-eastwards - Well.

Source: BA Notice 5458/06.

(HJ/1134/86)

BA Chart 333 [previous update 502/06]Insert  Well 28° 12' .16N., 33° 21' .67E.**BA Chart 2374** [previous update 522/06]Insert  Well 28° 12' .16N., 33° 21' .67E.**585 (24/06) OMAN -Port Salalah (Mina -Raysut) - Container Terminal South-westwards and Eastwards - Light. Buoy.**

Source: BA Notice 5382/06.

Light List Vol. D & E, 2003:- 7314.5

(HJ/1032/65)

BA Chart 2896 (plan, Port Salalah (Mina -Raysut)) [previous update 393/06]

Amend light to, Fl.Y.5s2m5M 16° 56' .57N., 54° 00' .02E.

Delete  Fl.G.4s 16° 56' .95N., 54° 00' .91E.**BA Chart 2896** [previous update 393/06]

Amend light to, Fl.Y.5s5M 16° 56' .57N., 54° 00' .02E.

Move  Fl.G.4s from: 16° 56' .95N., 54° 00' .91E.

to: 16° 57' .00N., 54° 01' .16E.

586 (24/06) QATAR - Ras Laffan North-eastwards - Shah Allum Shoal South-westwards - Platform.

Source: BA Notice 5308/06.

Light List Vol. D & E, 2003:- 9175

(HJ/1132/67)

BA Chart 2523 (INT 7250) [previous update 524/06]Move  DOL-1 from: 26° 19' .20N., 52° 14' .45E.

to: 26° 19' .32N., 52° 14' .71E.

587 (24/06) ARABIA - Dorra Oilfield South-eastwards - Buoy.

Source: BA Notice 5274/06.

(HJ/1133/80)

Chart 288 [previous update 506/06] (WGS 84 DATUM)Insert  28° 50'·6N., 49° 19'·0E.**BA Chart 2882 (INT 7264)** [previous update 559/06]Insert  28° 50'·6N., 49° 19'·0E**BA Chart 2884 (INT 7278)** [previous update 561/06]Insert  28° 50'·6N., 49° 19'·0E.**588 (24/06) IRAQ - Khawr al Kafka - Approaches to Al Basrah (Al Bakr) Terminal - Less water.**

Source: BA Notice 5421/06.

(HJ/1133/91)

BA Chart 2884 (INT 7278) [previous update 587/06]Insert legend, *Less water* (2006), centred on: 29° 39'·0N., 48° 50'·0E.**BA Chart 3773** [previous update 560/06]Insert legend, *Less water reported* (2006), centred on: 29° 39'·5N., 48° 49'·6E.**589 (24/06) IRAN - Soroosh Oilfield - Restricted area. Cautionary notes. Legend.**

Source: BA Notice 5273/06.

(HJ/1133/90)

BA Chart 2882 (INT 7264) [previous update 587/06]

Insert limit of restricted area, TTTT, joining: 29° 02'·0N., 49° 26'·0E.

29° 02'·0N., 49° 29'·0E.

29° 00'·0N., 49° 29'·0E.

29° 00'·0N., 49° 26'·0E.

legend, *Restricted Area* (see Note), centred on: 28° 59'·0N., 49° 27'·0E.**BA Chart 2884 (INT 7278)** [previous update 588/06]

Insert limit of restricted area, TTTT, joining: 29° 02'·0N., 49° 26'·0E.

29° 02'·0N., 49° 29'·0E.

29° 00'·0N., 49° 29'·0E.

29° 00'·0N., 49° 26'·0E.

legend, *Restricted Area* (see Note), centred on: 28° 59'·0N., 49° 27'·0E.**590 (24/06) SRI LANKA - South Coast - Approaches to Galle Harbour - Utrecht Bastion Eastwards - Rocks. Depth.**

Source: BA Notice 5302/06.

(HJ/929/69)

Chart 2067 (Plan, Galle Harbour) [previous update 330/06] (WGS DATUM)Insert  6° 01'·433N., 80° 13'·165E.

6° 01'·418N., 80° 13'·149E.



6° 01'·470N., 80° 13'·174E.

Delete depth 3₁, close N of: (a) 6° 01'·370N., 80° 13'·188E.
(a)above

591 (24/06) BANGLADESH - Approaches to Chittagong - Patenga Point West-north-westwards - Wreck.

Source: BA Notice 5381/06.

(HJ/1128/28)


Chart 3021 (Plan ,Chittagong) [previous update 122/05]Delete  22° 14'·73N., 91° 44'·07E.**Chart 3021** [previous update 122/05]Delete  22° 14'·7N., 91° 44'·1E.**Chart 360** [previous update 332/06]Delete  22° 14'·7N., 91° 44'·1E.**Chart 361** [previous update 319/05]Delete  22° 14'·7N., 91° 44'·1E.**592 (24/06) THAILAND - West Coast - Approaches to Ban Thap Lamu - Light. Leading line.**

Source: BA Notice 5297/06.

Light List Vol. F & K, 2003: 1167.51

(HJ/928/81)

Chart 432 [previous update 340/06] (WGS DATUM)

Insert  Dir F.WRG.11m5M (a) 8° 34'·61N., 98° 13'·78E.
 leading line, pecked line for 1·5M then firm line for
 3·5M, extending in direction 341·5° from: (b) (a)above
 legend, Dir 161·5° , seaward end of: (b)above

593 (24/06) SINGAPORE - Johor Strait - Tengeh Reservoir Westwards - Buoy.

Source: BA Notice 5322/06.

(HJ/927/16)

BA Chart 4038 [previous update 538/06]

Move  Fl.G.2s Laba from: 1° 21'·51N., 103° 38'·30E.
 to: 1° 21'·22N., 103° 38'·12E.

594 (24/06) SINGAPORE -East Jurong Channel - Pasir Panjang Terminal North-westwards -Light- beacon.

Source: BA Notice 5321/06.

Light List Vol. F & K, 2003: 1700.3

(HJ/927/16)

BA Chart 4034 [previous update 572/06]

Delete  Q(9)15s5m West Retan 1° 17'·532N., 103° 45'·095E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***595(T) (24/06) INDIA – West Coast – Approaches to Mumbai – Wreck.**

Source: Navarea VIII – 739/06.

(HJ/1030/98)

1. A 48 metres boat ‘Sea Panther’ sunk in position 19° 22′.0N; 71° 21′.0E.
2. Mariners to exercise caution.

Charts affected - 255 (INT 7334) - 293 (INT 7022) - 292 (INT 7021)***596(P) (24/06) INDIA – West Coast – Port Dabhol – Breakwater, Buoy, Dolphin.**

Source: ROS INS Sutlej. C(N) 491 and hydrographic note of INS Sutlej

(HJ/1030/76)

1. A breakwater of approximately 50m width and 500m length constructed between position 17° 32′.00 N; 73° 07′.53E and 17° 31′.81N; 73° 07′.73E. The lay of breakwater is 315°-135°. Likely to be extended by 01NM.
2. Four in nos incomplete dolphin and 03 in nos drum buoys have been randomly placed near the breakwater and the jetty. The positions are as follows:

Buoys

Sl	Lat	Long
a)	17° 31′.88 N	73° 07′.50 E
b)	17° 31′.30 N	73° 09′.08 E
c)	17° 31′.53 N	73° 08′.96 E

Dolphins

a)	17° 31′.41N	73° 08′.74E
b)	17° 31′.04N	73° 08′.53E
c)	17° 30′.97N	73° 08′.91E
d)	17° 32′.01N	73° 07′.49E

3. Mariners are to exercise caution.

Charts affected – 2011 - 212**597(P) (24/06) QATAR - Az Za’ayin to BAHRAIN, Al Manama - Submarine cable.**

Source: BA Notice 5454(P)/06

(HJ/1132/58)

1. Segment 4 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 Datum):

25° 33′.7N., 51° 29′.7E.(shore)
 25° 33′.8N., 51° 32′.8E.
 25° 35′.9N., 51° 38′.4E.
 25° 36′.7N., 51° 38′.8E.
 25° 40′.7N., 51° 48′.4E.
 25° 42′.7N., 51° 50′.6E.
 25° 53′.9N., 51° 49′.2E.
 25° 56′.2N., 51° 48′.4E.
 25° 57′.5N., 51° 49′.4E.
 25° 59′.3N., 51° 50′.0E.
 26° 03′.4N., 51° 49′.6E.
 26° 09′.2N., 51° 48′.2E.
 26° 20′.7N., 51° 24′.2E.
 26° 29′.2N., 51° 05′.3E.
 26° 29′.3N., 51° 03′.1E.
 26° 29′.3N., 50° 56′.8E.
 26° 28′.1N., 50° 49′.0E.
 26° 27′.7N., 50° 47′.5E.
 26° 23′.2N., 50° 40′.0E.
 26° 21′.8N., 50° 34′.6E.
 26° 21′.0N., 50° 33′.1E.
 26° 17′.1N., 50° 32′.1E.
 26° 14′.5N., 50° 33′.5E.(shore)

597(P) (24/06) QATAR - Az Za'ayin to BAHRAIN, Al Manama - Submarine cable. (continued)

2. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.
3. * Mariners should refer to new editions of small scale BA Charts 2837 and 2847 (published 26 October 2006) for full details of this, and other recently laid segments, of the FLAG Telecom submarine cable.
4. Former Notice 202(P)/06 is cancelled.

* Indicates new or revised entry.

Charts affected- 20

BA Charts affected- 2523 (INT 7250) - 2886 - 3735 (INT 7259) - 3737 (INT 7255) - 3738 (INT 7254) -3788 – 3790 (INT 7252) -3791 -3950

598(P) (24/06) SAUDI ARABIA - East Coast - Al Khubar to Al Kuwayt, KUWAIT - Submarine cable.

Source: BA Notice 5455(P)/06

(HJ/1132/69)

1. Segment 6 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 Datum):

Section 1

26° 17'·4N., 50° 13'·4E.(shore)

26° 17'·7N., 50° 14'·2E.

26° 18'·0N., 50° 16'·0E.

26° 18'·7N., 50° 16'·5E.

26° 19'·2N., 50° 17'·9E.

26° 20'·0N., 50° 18'·6E.

26° 21'·4N., 50° 19'·2E.

26° 23'·0N., 50° 20'·2E.

26° 25'·3N., 50° 20'·8E.

26° 27'·3N., 50° 19'·1E.

26° 29'·7N., 50° 17'·7E.

26° 31'·8N., 50° 18'·5E.

26° 33'·8N., 50° 18'·6E.

26° 35'·5N., 50° 19'·0E.

26° 37'·4N., 50° 20'·5E.

26° 37'·8N., 50° 22'·2E.

26° 38'·4N., 50° 22'·4E.

26° 40'·5N., 50° 22'·0E.

26° 41'·5N., 50° 22'·2E.

26° 43'·0N., 50° 23'·5E.

26° 44'·9N., 50° 25'·8E.

26° 46'·7N., 50° 31'·2E.

26° 51'·5N., 50° 38'·6E.

26° 55'·0N., 50° 41'·1E.

26° 56'·1N., 50° 41'·3E.

2. Section 2

26° 59'·7N., 50° 44'·3E.

27° 13'·2N., 50° 51'·2E.

27° 17'·5N., 50° 52'·2E.

27° 19'·1N., 50° 51'·5E.

27° 23'·2N., 50° 50'·3E.

27° 55'·3N., 50° 39'·3E.

28° 35'·0N., 50° 03'·5E.

28° 58'·7N., 49° 24'·9E.

28° 59'·5N., 49° 24'·9E.

29° 04'·0N., 49° 20'·5E.

29° 08'·3N., 49° 12'·0E.

29° 08'·5N., 49° 05'·9E.

29° 07'·9N., 48° 57'·4E.

29° 08'·0N., 48° 56'·3E.

29° 07'·8N., 48° 55'·0E.

29° 07'·7N., 48° 47'·0E.

598(P) (24/06) SAUDI ARABIA - East Coast - Al Khubar to Al Kuwayt, KUWAIT - Submarine cable.
(continued)

29° 09'·4N., 48° 37'·9E.
 29° 09'·8N., 48° 25'·8E.
 29° 11'·0N., 48° 21'·0E.
 29° 11'·3N., 48° 16'·5E.
 29° 12'·5N., 48° 13'·7E.
 29° 14'·8N., 48° 11'·8E.
 29° 15'·8N., 48° 09'·9E.
 29° 16'·1N., 48° 05'·5E.(shore)

3. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.
4. * Mariners should refer to new editions of small scale BAcharts 2837 and 2847 (published 26 October 2006) for full details of this, and other recently laid segments, of the FLAG Telecom submarine cable.
5. Former Notice 204(P)/06 is cancelled.

* Indicates new or revised entry.

Charts affected- 20

BA Charts affected- 2882 (INT 7264) -2883 -2886 -3773 -3777 -3788 -3790 (INT 7252) -3812

599(P) (24/06) BAHRAIN - Al Manama to SAUDI ARABIA, Al Khubar - Submarine cable.

Source: BA Notice 5457(P)/06

(HJ/1132/69)

1. Segment 5 of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 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)

599(P) (24/06) BAHRAIN - Al Manama to SAUDI ARABIA, Al Khubar - Submarine cable. (continued)

3. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.
4. * Mariners should refer to new editions of small scale BA charts 2837 and 2847 (published 26 October 2006) for full details of this, and other recently laid segments, of the FLAG Telecom submarine cable.
5. Former Notice 462(P)/06 is cancelled.

* Indicates new or revised entry.

Charts affected- 20

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

600(P) (24/06) KUWAIT -Al Kuwayt to Bandar 'Abbas, IRAN - Submarine cable.

Source: BA Notice 5456(P)/06

(HJ/1133/91)

1. Segment 7a of the FLAG Telecom Falcon submarine cable has been laid joining the following positions (WGS84 Datum):

2. Section 1

29° 20'·2N., 48° 05'·8E.(shore)

29° 20'·0N., 48° 06'·3E.

29° 19'·9N., 48° 07'·5E.

29° 19'·0N., 48° 08'·2E.

29° 18'·0N., 48° 10'·6E.

29° 16'·4N., 48° 12'·8E.

29° 15'·0N., 48° 14'·6E.

29° 13'·0N., 48° 18'·1E.

29° 12'·0N., 48° 21'·7E.

29° 11'·1N., 48° 22'·6E.

29° 11'·0N., 48° 24'·8E.

29° 10'·6N., 48° 27'·3E.

29° 10'·3N., 48° 31'·7E.

29° 10'·4N., 48° 33'·8E.

29° 09'·2N., 49° 00'·3E.

29° 09'·4N., 49° 12'·6E.

29° 09'·5N., 49° 17'·0E.

29° 05'·8N., 49° 20'·8E.

28° 58'·5N., 49° 26'·4E.

28° 56'·3N., 49° 30'·0E.

28° 55'·8N., 49° 32'·1E.

28° 35'·0N., 50° 13'·6E.

28° 31'·3N., 50° 16'·0E.

28° 26'·0N., 50° 22'·0E.

28° 10'·0N., 50° 36'·3E.

27° 46'·5N., 50° 50'·0E.

27° 40'·2N., 50° 54'·4E.

3. Section 2

27° 36'·4N., 50° 57'·5E.

26° 45'·5N., 51° 58'·0E.

26° 44'·0N., 51° 58'·1E.

26° 27'·2N., 52° 17'·9E.

26° 27'·4N., 52° 19'·7E.

26° 16'·4N., 52° 32'·0E.

25° 57'·5N., 53° 30'·5E.

25° 51'·5N., 53° 44'·5E.

25° 48'·2N., 53° 49'·4E.

25° 45'·1N., 53° 51'·2E.

25° 38'·2N., 53° 51'·9E.

25° 37'·5N., 53° 52'·6E.

25° 37'·5N., 53° 55'·8E.

600(P) (24/06) KUWAIT -Al Kuwayt to Bandar 'Abbas, IRAN - Submarine cable. (continued)

25° 36'·3N., 54° 04'·9E.
 25° 35'·4N., 54° 08'·4E.
 25° 28'·3N., 54° 17'·3E.
 25° 28'·2N., 54° 20'·5E.
 25° 28'·4N., 54° 25'·3E.
 25° 29'·6N., 54° 30'·6E.
 25° 30'·6N., 54° 33'·5E.
 25° 31'·0N., 54° 41'·5E.
 25° 28'·2N., 54° 56'·4E.
 25° 28'·6N., 54° 58'·3E.
 25° 33'·4N., 55° 08'·6E.
 25° 33'·3N., 55° 09'·7E.
 25° 35'·1N., 55° 12'·8E.
 25° 49'·5N., 55° 23'·4E.

4. Section 3

25° 51'·1N., 55° 24'·9E.
 25° 51'·9N., 55° 26'·3E.
 25° 54'·0N., 55° 28'·4E.
 25° 55'·6N., 55° 30'·8E.
 25° 58'·0N., 55° 33'·6E.
 26° 00'·8N., 55° 36'·0E.
 26° 07'·2N., 55° 39'·2E.
 26° 10'·1N., 55° 40'·2E.
 26° 13'·1N., 55° 42'·4E.
 26° 18'·3N., 55° 52'·6E.
 26° 20'·9N., 55° 56'·2E.
 26° 22'·2N., 55° 59'·3E.
 26° 24'·8N., 56° 01'·7E.
 26° 26'·6N., 56° 04'·1E.
 26° 29'·8N., 56° 09'·0E.
 26° 32'·7N., 56° 11'·4E.
 26° 40'·5N., 56° 13'·6E.
 26° 46'·0N., 56° 13'·0E.
 26° 51'·6N., 56° 16'·7E.
 26° 53'·0N., 56° 17'·2E.
 26° 55'·4N., 56° 19'·0E.
 26° 56'·8N., 56° 19'·4E.
 27° 00'·2N., 56° 19'·4E.
 27° 07'·4N., 56° 18'·6E.

5. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cable.
 6. * Mariners should refer to new editions of small scale BA charts 2837 and 2847 (published 26 October 2006) for full details of this, and other recently laid segments, of the FLAG Telecom submarine cable.
 7. Former Notice 205(P)/06 is cancelled.

* Indicates new or revised entry.

Charts affected- 20 – 8004

BA Charts affected- 1214 -2441 -2442 -2443 -2523 (INT 7250) -2882 (INT 7264) -2883 -2886 -2889 (INT 7211) -3172 -3173 -3599 -3773

601(P) (24/06) UNITED ARAB EMIRATES - QATAR - Submarine cables.

Source: BA Notice 5453(P)/06
 (HJ/1132/54)

1. Segments 2.3 and 3 of the FLAG Telecom Falcon submarine cable have been laid joining the following positions (WGS84 Datum):
2. Segment 2.3
 25° 04'·3N., 55° 07'·5E.(shore)
 25° 05'·6N., 55° 05'·3E.
 25° 05'·9N., 55° 04'·6E.
 25° 10'·2N., 55° 02'·0E.

601(P) (24/06) UNITED ARAB EMIRATES - QATAR - Submarine cables. (continued)

25° 23'·6N., 54° 59'·3E.
 25° 27'·2N., 55° 00'·3E.
 25° 34'·7N., 55° 14'·2E.
 25° 39'·6N., 55° 18'·2E.
 25° 59'·5N., 55° 40'·0E.(50m depth contour)

3. Segment 3

25° 04'·2N., 55° 07'·4E.(shore)
 25° 05'·4N., 55° 05'·2E.
 25° 05'·6N., 55° 04'·6E.
 25° 06'·4N., 55° 03'·6E.
 25° 08'·5N., 55° 02'·6E.
 25° 08'·8N., 55° 01'·2E.
 25° 10'·6N., 55° 00'·3E.
 25° 11'·5N., 54° 58'·8E.
 25° 12'·6N., 54° 55'·2E.
 25° 16'·5N., 54° 47'·2E.
 25° 17'·2N., 54° 40'·3E.
 25° 20'·2N., 54° 28'·8E.
 25° 25'·0N., 54° 21'·2E.
 25° 32'·8N., 54° 07'·8E.
 25° 36'·7N., 53° 55'·7E.
 25° 36'·7N., 53° 50'·6E.
 25° 45'·3N., 53° 49'·7E.
 25° 48'·3N., 53° 46'·2E.
 25° 49'·8N., 53° 41'·9E.
 25° 55'·0N., 53° 15'·7E.
 25° 54'·3N., 53° 10'·6E.
 25° 47'·2N., 52° 55'·8E.
 25° 45'·7N., 52° 48'·6E.
 25° 45'·7N., 52° 34'·9E.
 25° 46'·6N., 52° 27'·7E.
 25° 44'·3N., 52° 24'·8E.
 25° 44'·6N., 52° 18'·4E.
 25° 41'·5N., 52° 00'·0E.
 25° 38'·4N., 51° 45'·3E.
 25° 33'·7N., 51° 32'·8E.
 25° 33'·7N., 51° 29'·7E.(shore)

4. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cables.

5. * Mariners should refer to new editions of small scale BA charts 2837 and 2847 (published 26 October 2006) for full details of this, and other recently laid segments, of the FLAG Telecom submarine cable.

6. Former Notice 161(P)/06 is cancelled.

* Indicates new or revised entry.

Charts affected- 20 - 8004

BA Charts affected- 2442 -2443 -2886 -2889 (INT 7211) -3174 -3950

602(T) (24/06) KENYA - Notification on Drilling Operation.

Source: Kenya Maritime Authority

1. Mariners are advised that the drilling platform MV CHIKYU will commence drilling for hydrocarbons in the north of Kenya's Exclusive Economic Zone from 1 Dec 2006 to 5 Mar 2007.

2. Position: 01° 56' 29".4S., 42° 56' 48".5E.

3. Mariners are advised to keep clear.

Charts affected: 7701(INT 701) – 7071(INT 71).

SECTION – IV: MARINE INFORMATION

Crossing of Vessels through Pamban Channel

Source: Tamilnadu Maritime Board

The southern railway had informed that the lifting of Scherzer rolling lift span of the railway bridge in the Pamban Channel will be suspended for undertaking gauge conversion of the Manamadurai – Rameshwaram section of the railway line from 15 Nov 2006 to Mar 2007. The ships, crafts etc will not be able to pass through the navigational span till completion. Further position shall be intimated depending upon the progress.

Charts affected: 3016 – 317 – 358 (INT 7394).

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

Indian Naval/Coastguard ships. Gomti, Bedi, Sharda, Nirdeshak, Sutlej, Investigator, Nirupak.

Units. Local Workup Team (W).

Organisations. Kakinada Port Trust

Tsunami Notices

52 (T) (01/05) INDIAN OCEAN, BAY OF BENGAL – Changes in bathymetry and Coastline.

Source: NHO, Dehradun

(HJ/NM/Gen)

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)

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

- (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. The Chosen 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

- 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 13 Dec 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	342	2005 series: 402 468. 2006 series: 221 261 317 318 319 321 329 331 334 337 342.
II	E. Atlantic	389	2006 series: 049 131 181 205 271 297 322 337 354 364 372 378 379 384 388 389.
III	Mediterranean	574	2006 series: 526 545 546 547 549 556 560 563 564 565 568 569 570 571 572 574.
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	150	2006 series: 086 129 139 140 143 144 147 148 150.
VIII	Indian Ocean	771	2006 Series:- 174 175 260 303 345 365 474 564 570 593 594 605 607 619 646 649 653 695 699 707 711 712 717 718 723 729 730 731 732 734 735 739 742 743 744 745 746 747 748 749 750 751 752 753 754 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771

725 to 728. Cancelled.

729. Cancel Navarea Eight 659 of 2006. India South West Coast – Indian Ocean. Charts 22 23 32 259 261 263 INT 706. 3 D Seismic survey in progress by 'Geco Emerald', 'Pacific Lion II' and 'Crest Nautical'. Area as follows: **Area (a)** 06-52.23N., 077-23.02E; 07-02.55N., 077-43.33E; 06-46.99N. 077-50.28E; 06-37.05N., 077-30.33E. **Area (b)** 10-18.08N., 075-01.22E; 10-22.56N., 075-10.95E; 09-58.07N., 075-21.88E; 09-53.25N., 075-12.30E. All vessels operating in vicinity to keep a safe distance of the survey vessel and exercise caution. Cancel this message on 21 Apr 07.

730. Cancel Navarea Eight 642 of 2006. India East Coast – Bay of Bengal. Charts 31 32 354 INT 706. Seismic survey in progress by SV Sasha in area bounded by: (a) 16-05.0N., 082-59.0E (b) 16-05.0N., 083-46.0E (c) 16-34.0N., 083-47.0E (d) 16-37.0N., 082-57.0E. Vessel towing one in number 3000 meters long cable just above sea bed. Vessels operating in vicinity to keep clear off 03 NM around the vessel and exercise caution. Cancel this message on 14 Dec 06.

731. Cancel Navarea Eight 680 of 2006. India East Coast – Bay of Bengal. Charts 31 INT 706. Seismic survey in progress by CGG Harmattan in area bounded by: (a) 17-32.8N., 085-09.2E (b) 17-13.1N., 085-09.2E (c) 17-13.1N., 085-27.6E (d) 17-32.5N., 085-27.6E.. Vessel towing six in number streamer cables (6000 meters each long) attached to a orange coloured tail buoy fitted with white flashing light with radar reflector. Vessels operating in vicinity to keep clear off 05 NM around the vessel and exercise caution. Cancel this message on 14 Feb 2007.

732. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706. Seismic survey in progress by MV Western Monarch in area bounded by: (a) 16-05.0N., 082-29.0E (b) 16-05.0N., 082-33.0E (c) 16-38.0N., 082-29.0E (d) 16-38.0N., 082-33.0E. Vessel towing eight in number streamer cables (8000 meters each long) attached to a yellow coloured tail buoy fitted with flashing light. Vessels operating in vicinity to keep clear off 05 NM around the vessel and exercise caution. Cancel this message on 21Dec 2006.

733. Cancelled.

734. India Andaman Sea– Carnicobar Island. Charts 33 41 407 472 4032 INT 706. Carnicobar port VHF radio station 09-10.69N., 092-49.52E not functioning. Berthing instruction to arriving vessel shall be communicated through boat.

735 to 738. Cancelled.

739. Cancel Navarea Eight 738 of 2006. India West Coast – Approaches To Mumbai. Charts 21 22 255 292 293 INT 705 INT 706. A 48 meters boat 'Sea Panther' sunk in position 19-22.0N.,071-21.0E. Mariners to exercise caution.

740 to741. Cancelled.

742. Cancel Following Navarea Eight Messages 670 679 700 706 and 727 of 2006. India East Coast– Bay of Bengal. Charts 31 32 33 301 351 352 353 354 355 357 3025 INT 706. Present position of oil rigs / drill ships as follows:
 Deep Driller - I 11-52.6N., 080-00.4E; Rig-31 16-25.2N., 082-15.2E;
 Belford Dolphin 15-07.4N., 082-08.4E; Aban II 16-21.05N., 081-54.54E;
 Actinia 15-56.40N., 081-23.20E; Transocean Nordic 20-02.60N., 086-54.80E;
 Perro Negro III 16-40.17N., 082-25.7E; Deep Water Frontier 16-41.50N., 082-42.70E;
 Galaxy Driller 20-53.1N., 088-18.1E; Discoverer Seven Seas 19-29.2N., 086-14.4E;
 Aban VII 11-30.10N., 079-56.0E.

Wide berth requested.

743. India West Coast – Arabian Sea. Charts 21 22 212 256 293 INT 705 INT 706. 3-D Seismic survey in progress by Sagar Sandhani in area bounded by: (a) 17-51.0N., 072-21.0E; (b) 17-34.0N., 072-21.0E; (c) 17-34.0N., 072-45.0E; (d) 17-51.0N., 072-45.0E. Vessel towing two seismic cables of length 5000 meters with green and yellow buoys with flashing light on tail end. All vessels operating in vicinity are to maintain a clearance of 05 NM all around the vessel and exercise caution. Cancel this message on 01 Feb 2007.

744. Cancel Navarea Eight 672 and 678 of 2006. India West Coast – Arabian Sea. Charts 21 22 207 211 212 253 254 255 256 291 292 293 INT 705 INT 706. Present position of oil rigs / drill ships as follows:

Badrinath	18-49.73 N.,	071-13.23 E;	Hitdrill	18-36.15N.,	071-01.63 E;
Trident XII	19-26.83N.,	071-15.45 E;	Aban III	19-29.35N.,	071-18.07 E;
Pride Pennsylvania	19-25.35N.,	071-19.55 E;	CE Thronton	19-47.45N.,	070-51.02 E;
FG MC Clintok	19-17.85N.,	071-18.52 E;	Aban V	19-35.30N.,	071-24.38
DS Matdrill	20-28.02N.,	071-33.05 E;	Randolf Yost	19-32.00N.,	071-19.17 E;
Ron Tappmeyer	19-23.38N.,	071-12.43 E;	Noble Charlie	19-22.07N.,	071-26.07 E;
Frontier Ice	16-35.22N.,	072-25.08 E;	Sagar Samrat	19-32.13N.,	071-18.82 E;
Sagar Shakti	18-39.67N.,	072-13.33 E;	Sagar Ratna	18-44.50N.,	072-19.62 E;
Sagar Laxmi (EPS)	18-36.15N.,	071-01.63 E;	Sagar Gaurav	19-16.68N.,	072-05.33 E;
Sagar Uday	19-15.67N.,	072-21.22 E;	Sagar Pragati	18-32.20N.,	072-13.98 E;
ENSCO-50	19-23.17N.,	071-57.17 E;	ENSCO-53	20-32.80N.,	071-58.42E;

Wide berth requested.

745. Cancel Navarea Eight 728 of 2006. India East Coast – Approaches To Bhimunipatnam. Charts 31 32 308 354 3030 INT 706. Bhimunipatnam port light 17-53.5N., 083-27.4E unlit.

746. Cancel Navarea Eight 722 of 2006 . India East Coast – India (Kolkata) Chain . Indian Loran-C East Coast Chain GRI 55430 Off Air Permanently.

747. India West Coast- Arabian Sea. Charts 22 256 293 INT 705 INT 706. Cylindrical buoy (02 x 04 meters approximately) adrift in position 16-47.12N., 072-38.62E. Dangerous to navigation All vessels operating in vicinity are to keep a sharp lookout and exercise caution.

748. Refer Navarea Eight 742 of 2006. India East Coast- off Sacramento Shoal. Charts 31 32 355 INT 706. Rig actinia moved to new position 16-16.60N., 082-05.70E. Wide berth requested.

749. Refer Navarea Eight 742 of 2006. India East Coast – off Sacramento Shoal. Charts 31 32 355 INT 706. Rig-31 moved to new position 16-25.0N., 082-08.0E. Wide berth requested.

750. Indian Ocean – Cocos basin. Charts INT 071 INT 707. New Triton buoy laid in position 01-35.63S., 090-05.41E. Mariners to exercise caution.

751. India East Coast – Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Firing Exercise by Naval Coast battery from 1230 UTC to 1430 UTC on 13 Dec 2006. Danger area bounded by: 17-42.0 N., 083-18.0E; 17-47.0 N., 083-32.0E; 17-34.0 N., 083-30.0E; 17-28.0 N., 083-18.0E. Safe flying height 13000 meters. Cancel this message on 14 Dec 2006.

752. Cancelled.

753. Cancel Navarea Eight 724 of 2006 . India West Coast – Gulf of Kachchh. Charts 21 202 203 251 291 2060 2068 2079 INT 705. Following buoys are unlit. Buoy Position: GURUR 22:- 22-35.20 N., 068-58.100E; CHANDRI 22:- 22-37.17 N., 069-07.49E; VLCC 22:- 22-35.70N., 069-16.40.77E; RANWARA 22:- 22-39.18N., 069-19.77E NARARA 22 :- 22-35.90N., 069-36.10E.

754. India South Coast – Lakshadweep Sea . Charts 22 23 32 223 261 263 INT 706. Geological Survey in progress by RV Samundra manthan in area bounded by: 07-51.0 N., 074-57.0E; 07-51.0 N., 078-47.0E; 07-03.0 N., 078-27.0E; 07-03.0 N., 075-23.0E. Wide berth requested. Cancel this message on 24 Dec 2006.

755. Cancelled.

756. India East Coast – Bay of Bengal. Charts 33 INT 706. Yellow coloured tsunami buoy (TB 08) 2.2 meters dia and 3.5 meters mast fitted with radar reflector laid in position 12-31.28N., 085-30.35E with characteristics fl(4) 20s (04NM). Mariners to keep a clear off the buoy by 1000 meters.

757. India West Coast – Mormugao. Charts 22 214 215 257 293 2009 INT 706. Firing practice by Naval aircrafts between 0230 UTC and 1230 UTC from 14 Dec to 21 Dec 2006. Danger area bounded by: 15-13.0N., 073-57.0E; 15-13.0N.,073-52.0E; 15-11.0N., 073-57.0E; 15-11.0N., 073-52.0E. Safe flying height 3500 metres. Cancel this message on 22 Dec 2006.

758. India West Coast – Mormugao. Chart 22 214 215 257 2020 2022 2078 INT 706. Firing exercise by Naval coast battery from position 15-24.6N., 073-47.1E between 0430 UTC and 0730 UTC on 14 Dec 2006. Danger area in sector of 20 NM radius between 200 degree and 260 degree from the position. Safe flying height 6500 metres. Cancel this message on 15 Dec 2006.

759. India West Coast - Trivandrum. Charts 22 32 222 260 INT 706 . Rocket launching from Thumba equatorial rocket launching station 08-31.98N., 076-52.05E between 1330 UTC and 1700 UTC from 13 Dec to 14 Dec 2006. Danger zones:(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. Cancel this message on 15 Dec 2006.

760. Cancelled.

761. Indian Ocean – Cocos Basin. Charts INT 071 INT 707. Triton buoy laid in position 05-01.56S., 094-59.74E. Mariners to exercise caution.

762. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing practice by Naval ships and aircraft on Pigeon Island between 0230 UTC and 1130 UTC from 15 Dec to 21 Dec 2006. Danger area 10 NM around Pigeon Island .Safe flying height 3500 metres. Cancel this message on 22 Dec 2006

763. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval coast battery between 0330 UTC and 1530 UTC on 15 Dec and 19 Dec 2006. Danger area bounded by: 09-57.5N., 075-59.5E; 09-57.7N., 076-14.2E; 09-44.0N., 076-17.5E; 09-42.5N., 076-09.5E. Safe flying height 10000 metres. Cancel this message on 20 Dec 2006.

764. India West Coast - Trivandrum . Charts 22 32 222 260 INT 706. Rocket launching from Thumba equatorial rocket launching station 08-31.98N., 076-52.05E between 1500 UTC and 2000 UTC from 15 Dec to 23 Dec 2006. Danger zones: (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.(b) Sector of radii 40 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. Cancel this message on 24 Dec 2006.

765. India West Coast- Arabian Sea. Charts 22 23 268 272 273 INT 705 INT 706. Following yellow coloured data buoy 2.2 meters dia and 3.5 meters mast carrying sensors fitted with radar reflector laid in following positions with characteristics fl (5) 20 s (4 nm).

Buoy	Position	Buoy	Position
DS 6	08-19.57N., 072-45.25E	DS 2	10-37.57N., 072-25.02E
MB 2	11-59.52N., 067-50.33E	OB 3	12-29.38N., 072-02.28E

All vessel operating in vicinity are to maintain a clearance of 1000 meters off the buoys and not to anchor or trawl within the circle of 1000 meters from the buoys.

766. India East Coast- Off Sandheads. Charts 31 301 351 352 INT 706. Geophysical survey in progress by GTV Logos Searcher in area bounded by:(a) 20-35.0N., 087-45.0E (b) 20-35.0N., 088-00.0E (c) 20-50.0N., 088-00.0E (d) 20-50.0N., 087-45.0E. Vessels operating in vicinity are to keep well clear and exercise caution. Cancel this message on 26 Dec 2006.

767. Refer Navarea Eight 742 of 2006. India East Coast – Off Sacramento Shoal. Charts 31 32 355 INT 706. Drill ship Deep Water Frontier moved to new position 16-32.4N., 082-31.8E. Wide berth requested.

768. India West Coast - New Mangalore Port. Charts 22 217 258 293 2002 2052 INT 706. Yellow coloured data buoy (SW 4) 2.2 meters dia and 3.0 meters mast carrying sensors with radar reflector laid in position 12-58.10N., 074-45.60E with characteristics fl(5) 20s (04 NM). All vessel operating in vicinity are to maintain a clearance of 500 meters off the buoy and not to anchor or trawl within the circle of 500 meters from the buoy.

769. India West Coast – Off Mormugao Port. Charts 22 214 257 293 2020 2022 INT 705 INT 706. Yellow coloured data buoy (SW3) 3.0 metres dia and 3.0 meters mast carrying sensors fitted with radar reflector laid in position 15-23.63N., 073-45.40E with characteristics fl (5) 20s (4 NM). All vessel operating in vicinity are to maintain a clearance of 500 meters off the buoy and not to anchor or trawl within the circle of 500 meters from the buoy.

770. India West Coast – Arabian Sea. Charts 22 293 INT 705 INT 706. Yellow coloured data buoy (SW2) 3.0 metres dia and 3.5 meters mast carrying sensors fitted with radar reflector laid in position 16-57.43N., 071-06.33E with characteristics fl (5) 20s (4 NM). All vessel operating in vicinity are to maintain a clearance of 500 meters off the buoy and not to anchor or trawl within the circle of 500 meters from the buoy.

771. India West Coast – Arabian Sea. Charts 22 INT 705. Yellow coloured data buoy (DS 1) 3.0 metres dia and 3.5 meters mast carrying sensors fitted with radar reflector laid in position 15-26.82N., 069-14.18E with characteristics fl (5) 20s (4 NM). All vessel operating in vicinity are to maintain a clearance of 1000 meters off the buoy and not to anchor or trawl within the circle of 1000 meters from the buoy.

IX	Persian Gulf, Red Sea, NW Arabian Sea	223	2005 Series: 120 211 237 2006 series: 011 014 024 025 032 036 047 053 054 063 076 077 093 094 095 101 106 107 109 116 143 145 147 148 149 150 175 177 187 189 192 193 194 195 196 200 203 206 207 209 214 216 217 218 219 223.
X	Australia, New Guinea	013	2006 series: 001 013.
XI	Malacca Strait, China Sea, N. Pacific	550	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 0224 0241 0250 02510276 0277 0303 0343 0389 0406 0414 0471 0479 0480 0491 0493 0513 0514 0516 517 0518 0519 0520 0523 0524 0525 0528 0532 0541 0542 0544 0546 0547 0548 0550
XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil
XIV	S.W. Pacific	Nil	2006 series: 018 046 048.
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>
D6483-4	-S Breakwater. Head	28 48-90 S 32 05-90 E	Fl W 3s	15	18	Red tower, white bands	<i>fl 0-06, ec 2-94.</i> Racon *
D6483-65	- Coal Quay. S end	28 49-20 S 32 02-80 E	FR	..	..	..	TE 2006 *
D7335	Dīdāmar (Little Quoin Island) (AMNAS)	26 28-70 N 56 32-30 E	Fl(2)W 10s	60	23	White framework tower, white lantern 24	<i>fl 0-2, ec 1-6, fl 0-2, ec 8.</i> Obscured 133°-142.50°(9.50°). Obscured 156°- 160.75°(4.75°). Racon. Obscured 000°-012° (12°) , 133°-142.5°(9.5°), 156°- 160.75°(4.75°) *
D7340-2	- Khawr al Quway`	26 22-04 N 56 21-76 E	Q(6)+LFl 10s	3	3	▽ on black beacon, ▽ yellow top	* *
F1174-3	-Laem Phan Wa	7 48-05 N 98 24-65 E	Fl(3)WR 15s	51	23		* *
F1174-9	- No 2	7 51-73 N 98 24-88 E	Fl R 3s	..	..	Red □ on red beacon	* *
F1175	- Laem Tukkae	7 52-16 N 98 25-00 E	Fl Y 4s	6	6.5		* *
F1175-2	- Khlong Tha Chin. A	7 52-63 N 98 24-93 E	Fl R 5s	..	..	White , ◇ on white beacon	* *
F1175-4	- Khlong Tha Chin. B	7 52-71 N 98 24-92 E	Iso W 4s	..	..	White , ◇ on white beacon	* *
F1182-05	Mae Nam Krabi Entrance. No 5	8 00-74 N 98 54-01 E	Fl G 3s	..	..	△ on green beacon	* *
F1182-08	Mae Nam Krabi Entrance. No 8	8 01-89 N 98 54-11 E	Fl R 3s	..	..	□ on green beacon	* *
F1182-09	Mae Nam Krabi Entrance. No 9	8 02-27 N 98 54-40 E	Fl G 3s	..	..	△ on green beacon	* *

F1182-1	Mae Nam Krabi Entrance. No 10	8 02:50 N 98 54:59 E	Fl R 3s	..	..	□ on red beacon	
*	*	*	*	*	*	*	*
F1182-12	Mae Nam Krabi Entrance. No 12	8 02:34 N 98 55:04 E	Fl R 3s	..	..	□ on red beacon	
*	*	*	*	*	*	*	*
F1182-2	Mae Nam Krabi Entrance. Ldg Lts 000°. Front. A	8 01:91 N 98 53:96 E	Fl R 3s	..	..	◇ on white beacon	
	*	*		*	*	*	
F1182-3	Mae Nam Krabi Entrance. Ldg Lts 000°. Rear. B	8 02:34 N 98 53:96 E	Iso W 3s	..	..	◇ on white beacon	
	*	*	*	*	*	*	
F1182-4	Mae Nam Krabi Entrance. Ldg Lts 018°. Front. C	8 02:69 N 98 54:44 E	Iso W 3s	..	..	◇ on white beacon	
	*	*	*	*	*	*	
F1182-5	Mae Nam Krabi Entrance. Ldg Lts 018°. Rear. D	8 02:85 N 98 54:49 E	Fl R 3s	..	..	◇ on white beacon	
	*	*	*	*	*	*	
F1700-3	Remove from list						

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 23 dated 01 Dec 2006)***NIL****INP 31(2), 1995***(Last correction: Edition No. 22 dated 16 Nov 2006)*Page 65, **INDIA (CALCUTTA) CHAIN**

Balasore	21° 29'.0 N., 86° 56'.0E.	5543
Diamond Harbour	22° 10'.0 N., 88° 13'.0E.	5543 W
Patpur	20° 26'.0 N., 85° 50'.0E.	5543 X

Off air permanently.**Navarea VIII – 746/06****24/06**Page 65, **INDIA (BOMBAY) CHAIN**

Dhrangadhara	23° 00'.0 N., 71° 32'.0E.	6042
Veraval	20° 57'.0 N., 70° 20'.0E.	6042 W
Billimora	20° 46'.0 N., 73° 02'.0E.	6042 X

Off air.**Navarea VIII – 723/06****24/06****BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01Aug 2006)***NIL****INP 31(5), 1997***(Last correction: Edition No.19 dated 01 Oct 2006)***NIL****INP 31, VOLUME 6, 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****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.

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	39.197	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						