



# INDIAN NOTICES TO MARINERS FOR 2006

(PUBLISHED FORTNIGHTLY ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)  
EDITION No. 16 DATED 16 AUG 2006  
(CONTAIN NOTICES 411 TO 431)

REACH US 24 HOURS A DAY



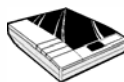
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**Mariner's Obligation and A Chart maker's Plea:** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are,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

**Chief Hydrographer  
to the Government of India**

National Hydrographic Office  
Post Box No. 75  
Dehradun 248 001  
India

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For the Indian Ocean Area  
INSIST OF INDIAN CHARTS AND  
PUBLICATIONS  
(Original, Authentic and Most Up-to-date)

## EXPLANATORY NOTES

**Corrections to Charts and Publications** The Notices in section I provide information on new Indian Charts and Publications where as section II and III contains information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are True, reckoned clockwise from 000° to 359°. Bearing to lights are from seaward.
- (c) Symbols referred to are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section X.

**Temporary and Preliminary Notices** These are indicated by (T) and (P) after the Notice number, and are placed in Section III. A SI Nos. of those in force published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text are published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on the charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

**Source of Information** A star adjacent to the number of a Notice indicates that the notice is based on original source of information.

**Sailing Directions** Corrections for the Sailing Directions are given in Section VI. A summary of corrections in force will be issued in Section VI of the Edition dated 1st January, 1st April, 1st July and 1st October.

**Lights** Corrections to Light List is given in Section VII, where affected Light List number is quoted.

- (a) these corrections should be incorporated as per instructions given on page 11 of the list of Lights.
- (b) Such correction notices to light of list may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) the range of a light given is its nominal range. Its geographical range is given in parenthesis only, if it is less than the nominal range.

**Radio Signals** The corrections in Section VIII should be cut and pasted in the appropriate volumes of the List of Radio Signals.

**Radio Navigational Warnings** (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.

- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information should be included in the forthcoming edition of N to M or the Chart/publication concerned.

**Laws and Regulations** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavour to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation, and
- (b) that publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

**Correction of Charts and Publications by the users** Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

**Reliance on Charts and Associated Publications** While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

**Use of Global Positioning System (WGS 84) positions**

(a) The positions of Hydrographic objects shown on Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Where ever these differences have been ascertained, their average values are published as a cautionary Note on the chart concerned, as shifts in Latitude and Longitude values whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

(c) These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshadweep Islands, as these places are not linked to mainland network ( Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of danger.

**Source Data on Charts** All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such Charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first.

Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

**Further Guidance** The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

**SECTION – I**  
**List of charts affected by**  
**The Notices 411 to 431 contained in this Edition**

<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>	<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
31	5	415, 427(P)	81	32	419
203 (INT 7319)	2	413	82	32	419
204	2	424(P)	712 (INT 7730)	38	417
205	2	424(P)	817 (INT 7430)	43	431(T)
216	3	426(P)	866	36	418
252 (INT 7325)	2	424(P)	941A	46	423
255 (INT 7334)	3	425(P)	1312	46	423
257 (INT 7343)	3	426(P)	1495 (INT 7736)	38	417
293 (INT 7022)	3	426(P)	1497 (INT 7735)	38	417
301	5	416, 428(P)	3176 (INT 7216)	40	421
315	4	414	3520 (INT 7200)	40	420, 430(P)
316	4	414	3526	40	420, 430(P)
351	5	415, 428(P)	3584	45	422
352 (INT 7416)	5	412	3758	46	423
358 (INT 7394)	4	414	3921	45	422
406	6	429(P)			
472 (INT 7032)	6	429(P)			
473 (INT 7031)	6	429(P)			
2009	3	411			
2040	2	424(P)			
2049	2	412			
2080	2	413			
2083	2	413			
3010 (INT 7418)	5	412			
3011	5	416			

**SECTION – II: PERMANENT NOTICES****INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS****\*411 (16/06) (a): NEW EDITION INDIAN CHARTS**

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2009</b>	15-06-2006	<b>BETUL ANCHORAGE</b> <u>Limits:</u> 15° 04' .50N; 73° 47' .30E. 15° 13' .20N; 73° 58' .00E.	1:30,000	3	Rs. 1360.00
		<b>BELEKERI ANCHORAGE</b> <u>Limits:</u> 14° 37' .50N; 74° 06' .60E. 14° 45' .00N; 74° 17' .28E.	1:30,000	3	Rs. 1360.00

**(b) INDIAN CHARTS PERMANENTLY WITHDRAWN**

<b>Chart to be withdrawn</b>	<b>Date of Publication</b>	<b>Main Title</b>	<b>On Publication of New Edition</b>	<b>Date of Publication</b>
<b>2009</b>	31-08-2000	<b>BETUL ANCHORAGE BELEKERI ANCHORAGE</b>	<b>2009</b>	15-06-2006

**\*412 (16/06) MISCELLANEOUS UPDATES TO CHARTS**

Source: NHO Dehradun

<u>Chart No.</u>	<u>Previous Updates</u>	<u>Details</u>
352 (INT 7416)	302/06	Refer INM 235/06 (i) Insert, Circular limit of VLCC ⚓ No 1 area, radius 1.5 NM centered on: instead of VLCC ⚓ No 1  and Circular limit of VLCC ⚓ No 2 area, radius 1.5 NM centered on: instead of VLCC ⚓ No 2  (ii) Insert, legend, VLCC No. 1 centered on 20° 00' .00N., 086° 41' .00E. legend, VLCC No. 2 centered on 20° 07' .50N., 086° 46' .50E.
3010 (INT 7418)	259/06	Refer INM 235/06 (i) Insert, Circular limit of VLCC ⚓ No 2 area, radius 1.5 NM centered on: instead of VLCC ⚓ No 2  (ii) Insert, legend, VLCC No. 2 centered on 20° 07' .50N., 086° 46' .50E.

\*412 (16/06)


**MISCELLANEOUS UPDATES TO CHARTS (Continued)**

(iii) Read chart 3010 (INT 7418) instead of chart 3010 (INT 7418) (plan, Approaches to paradeep)

2049

215/06

Refer INM 402/06

Insert, submarine cable,  , joining:

24° 51'·45N., 66° 52'·31E. (shore)

24° 49'·48N., 66° 52'·50E.

24° 48'·52N., 66° 51'·98E.

24° 46'·37N., 66° 51'·41E.

24° 45'·22N., 66° 48'·38E.

24° 38'·95N., 66° 26'·00E. (W Border)

**\*413 (16/06) INDIA – West coast – Gulf of Kachchh – Approaches to Sikka - Wreck.**

Source: INS Aleppey letter no. 316/4/1 dated 20 Jul 06.

(HJ/1131/20)

This is the Wreck of MIG - 21

**Chart 203 (INT 7319)** [previous update 101/06]

Insert

++

22° 37'·67N., 069° 54'·58E.

**Chart 2080** [previous update 389/06]

Insert

++

22° 37'·67N., 069° 54'·58E.

**Chart 2083** [previous update 291/03]

Insert

++

22° 37'·67N., 069° 54'·58E.

**\*414 (16/06) INDIA AND SRILANKA – Palk strait – Buoy.**

Source: Navarea VIII 314/06 &amp; DCI Letter

(HJ/1030/00)

Refer to INM 299(P)/06

**Chart 358 (INT 7394)** [previous update 359/06]

Insert



Fl (2)5s

10° 06'·885N., 079° 57'·780E.

**Chart 315** [previous update 359/06]

Insert



Fl (2)5s

10° 06'·885N., 079° 57'·780E.

**Chart 316** [previous update 149/05]

Insert



Fl (2)5s

10° 06'·885N., 079°57'·780E.

**\*415 (16/06) INDIA – East Coast – Approaches to The Sandheads – Depths.**

Source: Hydrographic Note, INS Kirch.

(HJ/1129/00)

**Chart 31** [previous update 332/06]

Insert



Rep (2006)

20° 58'·99N., 089° 11'·31E.

(WGS 84 DATUM)



Rep (2006)

21° 00'·23N., 089° 13'·34E.

(WGS 84 DATUM)

**Chart 351** [previous update 158/06]

Insert



Rep (2006)

20° 58'·99N., 089° 11'·31E.

(WGS 84 DATUM)



Rep (2006)

21° 00'·00N., 089° 12'·94E.

(WGS 84 DATUM)



Rep (2006)

21° 00'·23N., 089° 13'·34E.















(WGS 84 DATUM)

**\*416 (16/06) INDIA – East Coast – Hugli River – Gasper Channel to Haldia - Buoys.**









Source: Kolkata Port Trust







(HJ/1129/12)

**Chart 301** [previous update 303/06]

Substitute	Auckland Boat buoy  (lighted) Q.Fl for (ABB)	
	Conventional Easterly  (lighted) Q.Fl (ABB)	21° 49'·80N., 087° 59'·75 E.
	 (lighted) Fl (2) 10s for  (lighted) Fl 10s (AS) (AS)	21°47'·10N., 087° 57'·73 E
	 (lighted) Q.Fl.G for  (lighted) Fl.G.7s (LM-II) (LM-II)	21°45'·70N., 088° 01'·47 E
	 (lighted) Fl (2)R.10s for  (lighted) Fl.R.7s (CWA) (CWA)	21°48'·98N., 087° 58'·55 E
Insert	 (lighted) Fl (2)R.10s (LM-I)	21°47'·12N., 088° 00'·93 E
	 (lighted) I.Q.Fl (Sagar No. III)	21°39'·19N., 088° 01'·54 E
Move	 (lighted) Fl(3) 15s from: (LWA)	21°41'·51N., 087° 59'·35 E
	to:	21°41'·85N., 087° 59'·35 E
	 (lighted) Fl(3) 15s from: (LM -III)	21°44'·23N., 088° 00'·48 E
	to:	21°44'·28N., 088° 00'·44 E
Delete	 (lighted) Fl.7s (LM-I)	21°47'·17N., 088° 00'·93 E
	 (lighted) Q.Fl (Sagar No. III)	21°39'·18N., 088° 01'·55 E

**Chart 3011** [previous update 303/06]

Substitute	Auckland Boat buoy  (lighted) Q.Fl for (ABB)	
	Conventional Easterly  (lighted) Q.Fl (ABB)	21° 49'·80N., 087° 59'·75 E.
	 (lighted) Fl (2) 10s for  (lighted) Fl 10s (AS) (AS)	21°47'·10N., 087° 57'·73 E
	 (lighted) Q.Fl.G for  (lighted) Fl.G.7s (LM-II) (LM-II)	21°45'·70N., 088° 01'·47 E
	 (lighted) Fl (2)R.10s for  (lighted) Fl.R.7s (CWA) (CWA)	21°48'·98N., 087° 58'·55 E

<b>*416 (16/06) INDIA – East Coast – Hugli River – Gasper Channel to Haldia - Buoy. (continued)</b>		
Insert	 (lighted) Fl (2)R.10s (LM-I)	21°47′.12N., 088° 00′.93 E
	 (lighted) I.Q.FL (Sagar No. III)	21°39′.19N., 088° 01′.54 E
Move	 (lighted) Fl(3) 15s from: (LWA)	21°41′.51N., 087° 59′.35 E
	to:	21°41′.85N., 087° 59′.35 E
	 (lighted) Fl(3) 15s from: (LM -III)	21°44′.23N., 088° 00′.48 E
	to:	21°44′.28N., 088° 00′.44 E
Delete	 (lighted) Fl.7s (LM-I)	21°47′.17N., 088° 00′.93 E
	 (lighted) Q.Fl (Sagar No. III)	21°39′.18N., 088° 01′.55 E

**417(16/06) INDIAN OCEAN - La Réunion - Port Réunion - Lights. Legend.**

Light List Vol. D, 7083.61

Source: BA Notice 3593/06

(HJ/632/94)

**BA Chart 712 (INT 7730) [previous update 362/06]**Amend  light to, DirWRG.8M (a) 20° 56′.3S., 55° 19′.5E.Delete  close NNW of: (a) above**BA Chart 1495 (INT 7736) [previous update 417/05]**

Amend light to, DirWRG.38m8M (a) 20° 56′.28S., 55° 19′.46E.

legend to, Dir 162°, centred on: 20° 54′.60S., 55° 18′.90E.

Delete  F.R.7M, close NNW of: (a) above**BA Chart 1495 (INT 7736) (plan C, Port Réunion) [previous update 417/05]**

Amend light to, DirWRG.38m8M 20° 56′.28S., 55° 19′.46E.

legend to, Dir 162°, centred on: 20° 55′.22S., 55° 19′.10E.

Delete  F.R.30m7M 20° 56′.13S., 55° 19′.41E.**BA Chart 1497 (INT 7735) [previous update 417/05]**

Amend light to, DirWRG.8M (a) 20° 56′.28S., 55° 19′.46E.

Delete  close NNW of: (a) above



**418(16/06) TANZANIA - KENYA - Funzi Bay Eastwards - Wasin Channel, Sii Island South-eastwards and Kirui Island Eastwards – Beacons, Recommended Track.**

Source: BA Notice 3569/06

(HJ/834/50)

**BA Chart 866 (plan, Moa or Gomani Bay to Funzi Bay) [previous update 367/01]**

Insert	symbol, black beacon with diamond topmark, PA	4° 40′.43S., 39° 17′.55E. 4° 45′.20S., 39° 14′.24E.
Delete	recommended track, pecked line, and associated legends, <i>Track recommended</i> , joining:	4° 34′.80S., 39° 27′.96E. (E border) 4° 38′.78S., 39° 26′.36E. 4° 39′.33S., 39° 23′.24E. 4° 38′.93S., 39° 20′.85E. 4° 39′.46S., 39° 19′.45E. 4° 40′.95S., 39° 17′.72E. 4° 45′.68S., 39° 14′.33E.

**419(16/06) SUDAN - Sawakin - Light-beacons.**

Light List Vol. E, 6078.9, 6079, 6079.1, 6079.2, 6079.4, 6079.5, 6079.53, 6079.55, 6079.6, 6079.8, 6079.9, 6080, 6080.2, 6080.4, 6080.6, 6081.3

Source: BA Notice 3522/06

(HJ/1034/92)

**BA Chart 81 (plan, Sawakin) [previous update 394/06]**

Insert	<ul style="list-style-type: none"> <li>■ Q.R.8m6M No5</li> <li>■ Q.G.8m6M</li> <li>■ Fl.R.5s8m6M</li> <li>■ Fl(2)G.10s8m6M</li> <li>■ Fl(2)R.5s8m6M</li> <li>■ Fl.G.5s8m6M</li> <li>■ F.R.8m6M</li> </ul>	<ul style="list-style-type: none"> <li>(a) 19° 08′.203N., 37° 22′.038E.</li> <li>(b) 19° 08′.177N., 37° 21′.835E.</li> <li>(c) 19° 07′.982N., 37° 21′.772E.</li> <li>(d) 19° 07′.735N., 37° 21′.337E.</li> <li>(e) 19° 07′.652N., 37° 21′.440E.</li> <li>(f) 19° 07′.563N., 37° 21′.158E.</li> <li>(f) 19° 07′.097N., 37° 20′.730E.</li> </ul>
Delete	<ul style="list-style-type: none"> <li>former No 5 light-beacon, close SE of:</li> <li>No 1 light-beacon, close NNW of:</li> <li>No 6 light-beacon, close SSE of:</li> <li>No 2 light-beacon, close NE of:</li> <li>No 7 light-beacon, close NE of:</li> <li>No 9 light-beacon, adjacent to:</li> <li>No 3 light-beacon</li> <li>No 8 light-beacon</li> <li>No 4 light-beacon, close NW of:</li> </ul>	<ul style="list-style-type: none"> <li>(a) above</li> <li>(b) above</li> <li>(c) above</li> <li>(d) above</li> <li>(e) above</li> <li>(f) above</li> <li>19° 07′.380N., 37° 20′.970E.</li> <li>19° 07′.269N., 37° 21′.083E.</li> <li>(f) above</li> </ul>

**BA Chart 82 [previous update 395/06]**


Insert	<ul style="list-style-type: none"> <li>■ Q.R</li> <li>■ Q.G</li> </ul>	<ul style="list-style-type: none"> <li>(a) 19° 08′.20N., 37° 22′.04E.</li> <li>(b) 19° 08′.18N., 37° 21′.84E.</li> </ul>
Delete	<ul style="list-style-type: none"> <li>■ Fl(2), adjacent to:</li> <li>■ Fl(2)R, adjacent to:</li> </ul>	<ul style="list-style-type: none"> <li>(a) above</li> <li>(b) above</li> </ul>

**420(16/06) GULF OF OMAN - United Arab Emirates - Approaches to Khawr Fakkan - Buoy. Pilot boarding place. Legend.**


Source: BA Notice 3414/06

(HJ/1132/53)


**BA Chart 3520 (INT 7200) [previous update 384/05]**

Insert	legend, <i>See INM 430(P)/06</i> , centred on:	25° 22'·00N., 56° 34'·40E.
Move	Ⓢ <i>Khawr Fakkan</i> from:	25° 22'·20N., 56° 22'·70E.
	to:	25° 22'·70N., 56° 23'·00E.
	 <i>Iso.10s Fairway</i> and associated radar beacon,	
	<i>Racon(K)</i> , from:	25° 22'·70N., 56° 22'·70E.
	to:	25° 22'·78N., 56° 22'·52E.

**BA Chart 3526 (plan A, Khawr Fakkan)[previous update 377/06]**

Insert	Ⓢ <i>Khawr Fakkan</i>	25° 22'·70N., 56° 23'·00E.
	legend, <i>See INM 430(P)/06</i> , centred on:	25° 21'·70N., 56° 23'·50E.
Move	 <i>Iso.10s Fairway</i> and associated radar beacon,	
	<i>Racon(K)</i> , from:	25° 22'·70N., 56° 22'·70E.
	to:	25° 22'·78N., 56° 22'·52E.
Delete	former Ⓢ <i>Khawr Fakkan</i>	25° 22'·20N., 56° 22'·70E.

**BA Chart 3526 (plan C, Offshore Anchorages and the Approaches to Khawr Fakkan and Fujairah (Fujayrah)) [previous update 377/06]**





Insert	legend, <i>See INM 430(P)/06</i> , centred on:	25° 22'·10N., 56° 25'·50E.
		25° 22'·50N., 56° 32'·00E.
Move	Ⓢ <i>Khawr Fakkan</i> from:	25° 22'·20N., 56° 22'·70E.
	to:	25° 22'·70N., 56° 23'·00E.
	 <i>Iso.10s Fairway</i> and associated radar beacon,	
	<i>Racon(K)</i> , from:	25° 22'·70N., 56° 22'·70E.
	to:	25° 22'·78N., 56° 22'·52E.

**421(16/06) UNITED ARAB EMIRATES – Dubai (Dubayy) North-westwards - Wreck. Buoy.**

Source: BA Notice 3497/06

(HJ/1132/54)

**BA Chart 3176 (INT 7216) [previous update 399/06]**

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




**422 (16/06) INDONESIA -Sumatera - Approaches to Belawan - Buoyage. Lights. Leading line. Radar beacon. Light-beacon. Beacon.**

Light List Vol. F, 1355,1364,1370,1370.1



Source: BA Notice 3541/06

(HJ/928/31)


**BA Chart 3584 (plan, Belawan) [previous update 151/06]**

Delete	 Fl.G.8s	3° 46'·925N., 98° 40'·630E.
	 Fl.G.5s	3° 47'·550N., 98° 40'·970E.
	 Fl.R.3s No 8	3° 47'·408N., 98° 40'·798E.
	☆ Oc.2s27m2M	(a) 3° 47'·230N., 98° 41'·940E.
	☆ Fl.3s19m6M	3° 47'·332N., 98° 42'·105E.
	leading line, pecked and firm line, and associated legend, Ldg Lts 238° , extending in direction 058° from:	(a) above
	☆ Fl.3s15m8M	3° 47'·840N., 98° 43'·000E.

**BA Chart 3584 (plan, Approaches to Belawan) [previous update 151/06]**

Delete	 Fl.R.4s No 6	3° 50'·67N., 98° 44'·29E.
	 Fl.G.5s20m10M	(a) 3° 52'·31N., 98° 44'·22E.
	radar beacon, Racon (M), at light-beacon	(a) above
	☆ Oc.2s2M	(b) 3° 47'·24N., 98° 41'·94E.
	☆ Fl.3s6M	3° 47'·34N., 98° 42'·11E.
	leading line, pecked and firm line, and associated legend, Ldg Lts 238° , extending in direction 058° from:	(b) above
	☆ Fl.3s8M	3° 47'·84N., 98° 43'·00E.

**BA Chart 3921 [previous update 151/06]**

Delete	 (a) 3° 52'·32N., 98° 44'·20E.
	radar beacon, Racon (M), at beacon (a) above

**423 (16/06) INDONESIA - Kalimantan - West Coast - Selat Karimata - Karang Ontario North-north-eastwards - Rock. Depths. Note. Legend.**



Source: BA Notice 3483/06

(HJ/827/81)



**BA Chart 941A [previous update 352/06]**

Insert	 Rep	(a) 1° 56'·5S., 108° 41'·0E.
	depth 6¾ enclosed by  Rep	1° 54'·5S., 108° 39'·2E.
	the accompanying note, UNCHARTED DANGERS, centred on:	11° 53'·0S., 106° 54'·0E.
Delete	depth 12, close W of:	(a) above

**BA Chart 1312 [previous update 380/06]**

Insert	 Rep	(a) 1° 56'·5S., 108° 41'·0E.
	 Rep	1° 54'·5S., 108° 39'·2E.
	legend, DEPTHS (see Note), centred on:	1° 41'·5S., 108° 21'·0E.
		2° 25'·5S., 109° 33'·0E.
Delete	depth 22, close W of:	(a) above

**BA Chart 3758 [previous update 351/06]**

Insert	 Rep(2006) PA Co	1° 56'·50S., 108° 41'·00E.
	 Rep(1970) PA	1° 54'·49S., 108° 39'·24E.
	the accompanying note, UNCHARTED DANGERS, centred on:	1° 58'·00S., 110° 14'·20E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*424(P) (16/06) INDIA – West Coast – Porbandar Anchorage – Wreck.**

Source: Navarea VIII 495/06

*(HJ/1131/10)*

1. MV Chrestena – II reported grounded in position 21° 36'90 N., 069° 37'43 E. Dangerous for navigation.
2. All mariners in vicinity to keep sharp lookout and exercise caution.

**Charts affected: 252(INT 7325) – 204 – 205 – 2040.****\*425 (P) (16/06) INDIA – West Coast – Approaches to Mumbai – Bombay High Oilfield Development Area – Wreck.**

Source: Navarea VIII 499/06

*(HJ/1030/98)*

1. MV Oel Vision sunk in position 19° 23'88 N., 071° 12'94 E at 012230 UTC with 268 containers onboard. Few containers likely to be afloat. Dangerous for surface navigation.
2. Mariners to exercise extreme caution.

**Charts affected: 255 (INT 7334).****\*426 (P) (16/06) INDIA – West Coast – Belekeri to Kundapura (Coondapoor) – Buoy.**

Source: Navarea VIII 512/06

*(HJ/1030/45)*

1. A brown colour cylindrical SPM buoy of length 4 mtr and 2mtr dia sighted adrift in position 14°09'0N., 074°13'6E. Dangerous for surface navigation.
2. All mariners advised to keep sharp lookout and exercise extreme caution.

**Charts affected: 293 (INT 7022) - 257 (INT 7343) - 216.****\*427(P) (16/06) INDIAN OCEAN – Bay of Bengal – Northern Position (Krishnapatnam to Bassein River) – Data Buoy.**

Source: Navarea VIII 487/06 and NIOT(Chennai)

*(HJ/1029/42)*

1. A yellow coloured data buoy (MB 11) 2.2 meters diameter and 3.5 meter height mast carrying sensors fitted with radar reflector characteristics Fl(4)15s4M laid in position 14° 59'98 N., 087° 32'58 E.
2. Mariners are advised to keep clear by 1000 meters.
3. Former INM 343(T)/05 only for MB – 11 buoy is cancelled.

**Charts affected: 31.****\*428(P) (16/06) INDIA – East Coast – Ocean – Approaches to Hugli River – Obstruction**

Source: Navarea VIII 507/06

*(HJ/1129/11)*

1. Fifteen containers reported lost from MV Oel Enterprise in position 21° 08'75 N., 088° 14'28 E. Some of the containers are still afloat. Dangerous for surface navigation.
2. All vessel operating in vicinity are to keep a sharp lookout and exercise extreme caution.

**Charts affected: 351 - 301.****\*429(P) (16/06) ANDAMAN SEA – India – Andaman Islands – Little Andaman Island to Ten Degree Channel – Wreck.**

Source: Navarea VIII 489/06

*(HJ/1028/07)*

1. Indonesian Tug SE Mariam II ran aground in position 10°44'7N., 092°22'4E.
2. All mariners in vicinity to keep sharp look out and exercise caution.

**Charts affected: 473 (INT 7031) -472(INT 7032) - 406.**

**430(P) (16/06) GULF OF OMAN - United Arab Emirates - Khawr Fakkan - Works. Breakwater. Buoyage. Anchorage areas.**

Source: BA Notice 3413(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	<i>Q.G</i>	25° 22'·57N., 56° 22'·08E.
No 2	starboard-hand buoy	<i>Fl(4)G.10s</i>	25° 22'·34N., 56° 21'·96E.
No 3	starboard-hand buoy	<i>Fl(2)G.5s</i>	25° 22'·10N., 56° 21'·83E.
No 4	starboard-hand buoy	<i>Fl.G.2s</i>	25° 21'·86N., 56° 21'·70E.
No 5	starboard-hand buoy	<i>Q.G</i>	25° 21'·59N., 56° 21'·55E.
No 6	starboard-hand buoy	<i>Fl(4)G.10s</i>	25° 21'·37N., 56° 21'·64E.
No 7	starboard-hand buoy	<i>Q.G</i>	25° 21'·05N., 56° 21'·83E.
No 8	starboard-hand buoy	<i>Q.G</i>	25° 21'·57N., 56° 22'·01E.
No 9	port-hand buoy	<i>Q.R</i>	25° 21'·48N., 56° 21'·78E.
No 10	port-hand buoy	<i>Q.R</i>	25° 21'·50N., 56° 21'·90E.
No 11	port-hand buoy	<i>Q.R</i>	25° 21'·28N., 56° 22'·40E.

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.

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.

**BA Charts affected -3520 (INT 7200) - 3526**

**431(T) (16/06) BURMA - Sittwe South-westwards - Survey stations.**

Source: BA Notice 3412(T)/06  
(HJ/1028/97)

1. Survey instruments have been established in the following positions and are expected to remain on location until the 31 May 2007:

19° 41'·8N., 92° 30'·2E.

19° 42'·8N., 92° 30'·8E.

19° 43'·7N., 92° 29'·4E.

19° 42'·8N., 92° 28'·8E.

2. Unauthorised navigation, anchoring, trawling and fishing in the vicinity of these instruments is prohibited.

**BA Chart affected -817 (INT 7430)**

**SECTION – IV: MARINE INFORMATION**

**Tsunami Notices**

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

Source: NHO, Dehradun

(HJ/NM/Gen)

1. Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

**Charts affected: All Indian charts of Andaman & Nicobar Islands, coast of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka**

**\*88 (T) (03/05) INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.**

Source: PMB A & N Islands

(HJ/928/76)

1. It is informed that all the three sets of beacons/buoys in East Bay including the jetty and approach has been totally damaged and sunk.
2. Mariners are advised to exercise caution and contact local port authorities for the latest information.
3. Former INM 339 (P)/04 is cancelled.

**Charts affected: 4011 - 4017**

**\*105 (T) (03/05) INDIA – Andaman Sea – Nicobar islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

1. It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

**Charts affected: 4011**

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

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak

(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:

Nancowry Island

- |                               |                            |
|-------------------------------|----------------------------|
| (a) Stbd hand mark No. 1      | 08° 01'.96N., 93° 32'.85E. |
| (b) Port hand mark No. 2      | 08° 01'.80N., 93° 32'.86E. |
| (c) Port hand mark No. 4      | 08° 01'.82N., 93° 32'.30E. |
| (d) North east lighted beacon | 08° 01'.60N., 93° 33'.80E. |
| (e) Reid Point beacon         | 08° 01'.48N., 93° 33'.35E. |
| (f) Mayo Point beacon         | 08° 01'.60N., 93° 32'.53E. |

Mayabundar Island

- |                       |                            |
|-----------------------|----------------------------|
| (g) Takla west beacon | 12° 55'.53N., 92° 53'.46E. |
|-----------------------|----------------------------|

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

Port Blair

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

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

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

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

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

*(HJ/929/68)*

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

**Charts affected: 23 – 32 (INT 754) – 33 – 264 – 359.****\*135 (T) (05/05) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Coast line. Jetty. Light.**

Source: INS Sandhayak

*(HJ/1028/07)*

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

**Charts affected: 4010****\*160 (T) (06/05) INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Rock.**

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak

*(HJ/928/76)*

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

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

**SECTION – V: NAVIGATIONAL WARNINGS IN FORCE**

1. For details of NAVAREA limits and organization/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
2. NAVAREA Warnings in force: - The serial numbers of all the NAVAREA warnings in force as on 14 Aug 2006, covering the entire world are listed below against the respective NAVAREA

<b><u>NAVAREA No.</u></b>	<b><u>Location</u></b>	<b><u>Last NAVAREA Sl. received</u></b>	
I	N.E. Atlantic	208	2005 series: 402 440 468. 2006 series: 073 095 153 169 177 180 181 192 196 198 202 205 207 208.
II	E. Atlantic	244	2006 series: 49 131 181 196 205 218 231 237 243 244.
III	Mediterranean	349	2006 series: 314 315 318 326 327 328 329 337 338 339 342 343 344 348 349 .
IV	N.W. Atlantic	Nil	2006 series: Nil.
V	W. Atlantic	Nil	2006 series: Nil.
VI	S.W. Atlantic	Nil	2006 series: Nil.
VII	S.E. Atlantic	105	2006 series: 086 099 103 105.
VIII	Indian Ocean	524	2005 Series:- 384 2006 Series: 026 085 136 174 175 260 269 303 345 351 356 365 379 380 387 428 434 438 442 445 447 466 467 469 470 474 479 482 486 487 489 494 495 497 499 501 503 507 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524.
IX	Persian Gulf, Red Sea, NW Arabian Sea	Nil	2005 Series: 013 120 135 198 211 237 2006 series: 008 010 011 014 021 024 025 027 032 036 047 053 054 063 076 077 083 093 094 095 099 100 101 106 107 109 116 121 127 130 143 145 147
X	Australia, New Guinea	Nil	2006 series: Nil.



XI	Malacca Strait, China Sea, N. Pacific	339	1996- 0925 1998- 0655 1999- 0053 0187 0310 0613 2000 -0677 2001- 0182 0775 2003- 0106 0303 0304 2004- 0246 0271 0361 0555 0571 2005- 0005 0025 0271 0307 0322 0331 0332 0335 0345 0351 0395 0474 0481 0497 0576 2006 - 0005 0007 0008 0037 0050 0052 0058 0060 0069 0075 0083 0090 0123 0127 0139 0149 0168 0172 0224 0241 0248 0250 0251 0259 0262 0276 0277 0295 0303 0305 0315 0321 0322 0323 0324 0326 0327 0328 0329 0330 0335 0336 0338 0339.
XII	N.E. Pacific	Nil	2006 series: Nil
XIII	N.W. Pacific	Nil	2006 series: Nil
XIV	S.W. Pacific	Nil	2006 series: Nil
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2006 series: Nil
Hydrolants	Atlantic, Mediterranean	Nil	2006 series: Nil

**SECTION – VI: CORRECTIONS TO SAILING DIRECTION**

**INP 1 West Coast of India Pilot (2003 Edition) India –  
Jafrabad to Gopnath point – General Information –  
Land marks.**

**249**

Paragraph 8.84, 2 line 2 For 'from mid-June to mid-September'  
Read 'throughout the year'.

**250**



Paragraph 8.104, 1 line 1 For 'Vararup' Read 'Varahaswaroop'.



**ROS B(N)134 (INS Jamuna)**

**16/06**



**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS****VOL. 1 INP 31(1) 2005***(Last correction: Edition No. 14 dated 16 Jul 2006)***MARITIME RADIO STATION**Page 28, **MALDIVES, MALÉ**, delete entry and replace by:

<b>MALE GMDSS OPERATION CENTRE (8Q2)</b>			
4°10'N 73°31'E			
	Operations: +960 3391664 Coastguard: +960 3325981 & 3338898		Operations: +960 3391665 Coastguard: +960 3310054
		E-MAIL: maldivescoastguard@defence.gov.mv	
<b>VHF</b>			
	Ch 16		H24
	Transmits	Receives	Hours of Watch
<b>RT (MF)</b>			
	2182	2182	H24
<b>BA Notice- 30/06</b>			<b>16/06</b>

Page 9, <b>SEYCHELLES</b> , <i>before SEYCHELLES (S7Q)</i> insert new entry:			
<b>SEYCHELLES MRCC</b>			
4°40'S 55°30'E			
	Operations: +248 224411		Operations: +248 224665 & 323288
		E-MAIL: seycoast@seychelles.net	
NOTE: Seychelles Radio/S7Q maintains a continuous listening watch on international distress frequencies			
<b>VHF</b>			
	Ch 16		H24
<b>BA Notice- 31/06</b>			<b>16/06</b>

Page 9, **SEYCHELLES (S7Q)** *contacts table*, row 1 delete 34°37'S 55°26'E and replace by 4°37'S 55°26'E**BA Notice- 31/06****16/06****VOL. 2, 1995***(Last correction: Edition No. 13 dated 01 Jul 2006)***RADAR BEACONS**Page 39, **INDONESIA (Sumatera)** *section*, delete entry**86090 Belawan Channel, Green Beacon Lt****BA Notice- 30/06****16/06**

**BA, VOL. 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01Aug 2006)***VOL. 5, INP 31(5) 1997***(Last correction: Edition No.14 dated 16 Jul 2006)*

NIL

**VOLUME 6, INP 31, 2005***(Last correction: Edition No. 14 dated 16 Jul 2006)*Page 55, **UNITED ARAB EMIRATES**, after '**AJMAN**' entry insert new entry as follows:**AL JAZEERA (Jazirat al Hamra')**

25°43'N 55°48'E

**Pilots and Port**

TELEPHONE +971(0)7 2446627

FAX: +971(0)7 2446651

E--MAIL: alhmra@emirates.net.ae

FREQUENCY: Ch 06

## PROCEDURE:

- (1) Vessels must advise ETA to the pilot office at least 24h in advance except when vessels are on passage from a port less than 24h passage time, in which case ETA should be given, at the very latest, on departure.
- (2) Amendments to ETA should be sent to the pilot office as soon as practicable and not later than 2h before arrival.
- (3) 30 mins prior to arrival off the breakwater Lt, vessels should advise Harbour Control of the following:
  - (a) Vessel's name
  - (b) Vessel's flag
  - (c) LOA, GT, NRT and arrival draught
  - (d) Last and next port of call
  - (e) Type and tonnage of cargo for discharge and loading
- (4) Pilot boards in position 25°46'N 55°47'E.

**BA Notice- 30/06****16/06****BA, VOL. 7, 1999/00-PART 2***(Last correction: Edition No. 16 dated 16 Aug 2000)*

NIL

**VOL. 8, 1999***(Last correction: Edition No. 05 dated 01 Mar 2006)*

NIL

**SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS**

All mariners are advised to exercise extreme caution while using the Global Positioning System positions in WGS 84 datum on the Indian navigational charts produced in Everest datum. The variation in these parameters is considerable along the Indian coast and in Andaman & Nicobar and Lakshadweep islands (300 to 800 metres variations). Mariners are also advised to apply datum shift parameters (if available) on the Indian navigational charts before using Global Positioning System positions on Indian charts. These shift parameters are specified on the charts where observed, at a suitable position under legend note. Mariners are advised to use alternate methods of fixing while operating in restricted waters and in vicinity of dangers.

The Chief Hydrographer to the Govt. of India shall not be responsible for any marine accidents arising as a result of usage of GPS positions in WGS 84 datum in Indian navigational charts in Everest datum without the application of Datum Transformation Parameters/corrections where available or listed in the charts.

## **SECTION – X: REPORTING OF NAVIGATIONAL DANGERS**

**Instructions for raising Hydrographic Note (Form IH 102) [ Enclosed with editions 1,7,13 & 19 of N to M]**

### **Appeal to all Mariners:**

1. Mariners at sea whilst on passage, or whilst entering / leaving ports / harbours and other waterways, are requested to look out for new or suspected dangers to navigation, changes in aids to navigation, or corrections to published charts and Sailing Directions. Whenever any such changes / dangers are observed, mariners are requested to notify the same to the Chief Hydrographer to the Government of India at the following address: -

National Hydrographic Office  
107-A, Rajpur Road,  
Post Box No. 75, Dehradun - 248 001  
(UTTARANCHAL), INDIA  
e-mail: - [nhd@sancharnet.in](mailto:nhd@sancharnet.in); [incho@dataone.in](mailto:incho@dataone.in); [incho\\_marinesafety@dataone.in](mailto:incho_marinesafety@dataone.in)  
[incho\\_navwarnings@dataone.in](mailto:incho_navwarnings@dataone.in); [incho\\_helpdesk@dataone.in](mailto:incho_helpdesk@dataone.in)  
Fax No.: (0135) 2748373  
WEB: [www.hydrobharat.org](http://www.hydrobharat.org); [www.hydrobharat.nic.in](http://www.hydrobharat.nic.in)

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

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

#### **Position Reporting**

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

#### **Depth Reporting**

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

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

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

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

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

*To accompany Indian Notice to Mariners 423/06*

*On BA Chart 941A*

UNCHARTED DANGERS

Mariners are warned to exercise caution when using this chart as uncharted dangers may exist due to inadequate depth information.

*To accompany Indian Notice to Mariners 423/06*

*On BA Chart 3758*

UNCHARTED DANGERS

Mariners are warned to exercise caution when using this chart as uncharted dangers may exist due to inadequate depth information.