



INDIAN NOTICES TO MARINERS FOR 2007

(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)

EDITION No. 06 DATED 16 MAR 2007

(CONTAIN NOTICES 147 TO 171)

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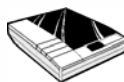
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested 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
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Dehradun 248 001
India**

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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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FORTHCOMING CHARTS AND PUBLICATIONS

Chart No	Title	Scale	Remarks	Date of Publication
200	Churna Island to Gora Chan Creek	150000	New Edition	
201	Gora Chan Creek to Godia Creeks	150000	New Edition	
224	Manappad to Setukkarai	150000	New Edition	
3012	Vishakhapatnam Harbour	12500	New Edition	
INP 10	Abridged catalogue of charts & Publications			
INP 2	Bay of Bengal Pilot		First Edition 2007	19 Mar 07

SECTION – I
List of charts affected by
The Notices 147 to 171 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	152	11	40	154
41	6	170(P),171(T)	722(INT 7742)	36	151
211	3	147	933	46	166
255(INT 7334)	3	147	941A	46	165
288	1	152	1235(INT 7289)	40	153
289	1	152	1312	46	165
360	7	155	2056	46	166
361	7	155	2137	46	165
405	6	170(P)	2149	46	165
436	7	157	2153	45	158
473(INT 7031)	6	170(P)	2403	45	164
2001	3	147,167(T)	2523(INT 7250)	40	152
2015(INT 7337)	3	147,167(T)	2884(INT 7278)	40	154
2016(INT 7336)	3	147,167(T)	2886	40	152
2076	3	147,167(T)	2933	36	150
3002(INT 7410)	5	168(P)	2935	36	149
3008	5	148	3721	46	165
3012(INT 7411)	5	169(T)	3833	45	162
3021	7	155	3937	45	163
4025	7	156	3949	40	164
4030	6	170(P)	4036	45	162
7071(INT 71)	1	171(T)	4037	45	161
7073(INT 73)	1	171(T)	4038	45	159
7706(INT 706)	1	170(P),171(T)	4043	45	160

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***147(06/07) INDIA – West Coast – Port of Mumbai – Wrecks.**

Source: Hydrographic Note - INS Nirdeshak
(HJ/1030/87)

Chart 255 (INT 7334) [*previous update 357/2006*]

Insert  Wk 18° 56'·86 N., 72° 53'·16E.
18° 55'·13 N., 72° 53'·53E.

Chart 211 [*previous update 357/2006*]

Insert  Wk 18° 56'·86 N., 72° 53'·16E.
18° 55'·13 N., 72° 53'·53E.

Chart 2016 (INT 7336) [*previous update 357/2006*]


Insert  Wk 18° 56'·86 N., 72° 53'·16E.
18° 55'·13 N., 72° 53'·53E.

Chart 2015 (INT 7337) [*previous update 357/2006*]

Insert  Wk 18° 56'·86 N., 72° 53'·16E.
18° 55'·13 N., 72° 53'·53E.

Chart 2076 [*previous update 336/2006*]

Insert  Wk 18° 56'·86 N., 72° 53'·16E.
18° 55'·13 N., 72° 53'·53E.

Chart 2001 [*previous update 166/2005*]

Insert  18° 56'·86 N., 72° 53'·16E.

***148(06/07) INDIA – East Coast – Nizamapatnam Anchorage**

Source: ROS, INS Sandhayak J(N) – 148
(HJ/1029/59)

Chart 3008 [*previous update NC Oct 04*]

Delete  15° 52'·60 N., 80° 38'·38E.
15° 52'·60 N., 80° 38'·47E.
15° 52'·80 N., 80° 41'·00E.

149(06/07) MOZAMBIQUE - Approaches to Pebane - Buoy.

Source: BA Notice 821/07
(HJ/734/21)

BA Chart 2935 [*previous update 323/00*]

Insert  '2' 17° 19'·6S., 38° 08'·7E.

150(06/07) MOZAMBIQUE - Approaches to Angoche - Baixo de Santo Antonio South-westwards - Buoy.

Source: BA Notice 849/07
(HJ/734/39)

BA Chart 2933 [*previous update 145/02*]

Amend *Boía de espera P light-buoy to, Mo(A) 8s* 16° 14'·0S., 40° 03'·1E.

151(06/07) INDIAN OCEAN - Seychelles - Mahé - Port Victoria and Approaches - Pointe Conan South-eastwards and Inner Harbour - Depths. Works.

Source: BA Notice 844/07
(HJ/832/54)

BA Chart 722 (INT 7742) [previous update 547/05]

Insert	depth 0 ₆ and extend danger line, dotted line, SW to enclose	4° 36′.837S., 55° 28′.079E.
	legend, <i>Works in progress (2007)</i> , centred on:	4° 36′.82S., 55° 27′.97E.
	depth 10 enclosed by 10m contour	4° 37′.473S., 55° 27′.677E.
	depth 11	(a) 4° 37′.486S., 55° 27′.633E.
	depth 5 ₂ and extend 10m contour NE to enclose	(b) 4° 37′.511S., 55° 27′.626E.
Delete	depth 12, adjacent to:	(a) above
	depth 6 ₁ , close NW of:	(b) above

152(06/07) QATAR – Ra’s Laffan North-eastwards - North Field (Bravo) Gasfield Eastwards and Southwards - Platforms.

Indian Light List Vol. D, 2003, D: 9172, 9179
Source: BA Notice 780/07
(HJ/1132/67)

Chart 20 [previous update 120/07] WGS84 DATUM

Insert		26° 14′.6N., 52° 01′.0E.
		26° 27′.9N., 52° 09′.6E.

Chart 288 [previous update 120/07] WGS84 DATUM

Insert		26° 14′.6N., 52° 01′.0E.
		26° 27′.9N., 52° 09′.6E.

Chart 289 [previous update 118/07] WGS84 DATUM

Insert		26° 14′.6N., 52° 01′.0E.
		26° 27′.9N., 52° 09′.6E.

BA Chart 2523 (INT 7250) [previous update 60/07]

Insert	 WHP-8	26° 14′.59N., 52° 00′.97E.
	WHP-10	26° 27′.88N., 52° 09′.55E.

BA Chart 2886 [previous update 99/07]

Insert		26° 14′.59N., 52° 00′.97E.
		26° 27′.88N., 52° 09′.55E.

153(06/07) ARABIA – Khawr’Abd Allah - Legend. Cautionary note.

Source: BA Notice 811/07
(HJ/1133/91)

BA Chart 1235 (INT 7289) [previous update 121/07]

Insert	the accompanying note, CAUTION, centred on:	29° 33′.10N., 48° 03′.00E.
	legend, <i>CAUTION (see Note)</i> , centred on:	29° 41′.30N., 48° 43′.45E.
Delete	legend, <i>AIDS TO NAVIGATION (see Note)</i> , centred on:	29° 42′.10N., 48° 40′.75E.

154(06/07) IRAN - Jazireh-Ye Khark North-eastwards - Approaches to Ganaveh - Lights. Breakwaters.

Indian Light List Vol. D 2003, D 7662.5, 7662.51
Source: BA Notice 803/07
(HJ/1132/99)

BA Chart 11 (plan A, Jazireh-Ye Khark to Ganaveh) [previous update 68/06]

Insert	★ Fl.G.5s5M	(a) 29° 33′.40N., 50° 30′.00E.
	★ Fl(2)R.6s5M	(b) 29° 33′.50N., 50° 29′.90E.
	breakwater, single firm line, joining:	(a) above
		29° 33′.43N., 50° 30′.31E.
		(existing breakwater) and
		(b) above
		29° 33′.47N., 50° 30′.28E.
		(existing breakwater)

154(06/07) IRAN - Jazireh-Ye Khark North-Eastwards - Approaches to Ganaveh - Lights. Breakwaters. (continued)

BA Chart 2884 (INT 7278) [*previous update 120/07*]

Insert	★ Fl.G.5s	(a)	29° 33′.4N., 50° 30′.0E.
	★ Fl(2)R.6s	(b)	29° 33′.5N., 50° 29′.9E.
	breakwater, single firm line, joining:	(a) above	29° 33′.5N., 50° 30′.9E. (shore)
		and	
		(b) above	29° 33′.5N., 50° 30′.5E. (shore)

155(06/07) BANGLADESH - Southern approaches to Chittagong - Sangu 1 platform South-eastwards, South-westwards and North-westwards – Wells.

Source: BA Notice 987/07

(HJ/1128/18)

Chart 360 [*previous update 63/07*]

Insert	 Well	21° 58′.0N., 91° 34′.0E.
		22° 00′.0N., 91° 31′.0E.
		22° 04′.0N., 91° 24′.0E.

Chart 361 [*previous update 63/07*]

Insert	 Well	21° 58′.0N., 91° 34′.0E.
		22° 00′.0N., 91° 31′.0E.
		22° 04′.0N., 91° 24′.0E.

Chart 3021 [*previous update 591/06*]

Insert	 Well	21° 58′.0N., 91° 34′.0E.
		22° 00′.0N., 91° 31′.0E.

156(06/07) THAILAND - West Coast - Phuket Southwards - Laem Phan Wa Westward - Pier. Light-beacon.

Indian Light List Vol. F, 1174.5


Source: BA Notice 990/07

(HJ/928/71)

Chart 4025 [*previous update 62/05*] INDIAN 1975 DATUM

Insert	 Fl.5s3m6M PA	7° 47′.78N., 98° 24′.58E.
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Chart 4025(Plan, Phuket Harbour (THA RUA PHUKET)) [*previous update 62/05*] INDIAN 1975 DATUM

Insert	Insert pier, single firm line, joining:	7° 47′.96N., 98° 24′.52E.
		(existing pier)
		7° 47′.91N., 98° 24′.54E.
	 Fl.5s3m6M PA	7° 47′.78N., 98° 24′.58E.

157(06/07) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Pangkor Southwards - Pulau Tukun Perak - Rock.

Source: BA Notice 955 /07

(HJ/927/49)

Chart 436 [*previous update 418/04*] REVISED KERTAUI DATUM

Insert		4° 07′.80N., 100° 33′.83E.
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158(06/07) MALAYSIA - Peninsular Malaysia, West Coast - Southern Approaches to Pelabuhan Klang - Tanjung Se Lumut Westwards - Buoy.

Source: BA Notice 867/07

(HJ/927/28)

BA Chart 2153 (Chart Plan A) [*previous update 44/07*]

Insert	 Oc.G.5s	2° 52′.61N., 101° 15′.80E.
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159(06/07) MALAYSIA - Peninsular Malaysia, West Coast - Johor Strait Western Part - Pelabuhan Tanjung Pelepas Southwards - Tanjung Bin South-eastwards - Buoy.

Source: BA Notice 986/07

(HJ/927/16)

BA Chart 4038 (plan B, Pelabuhan, Tanjung Pelepas) [previous update 134/07]

Insert  *Q(3)10s* 1° 19′.749N., 103° 33′.050E.

BA Chart 4038 [previous update 134/07]

 *Q(3)10s* 1° 19′.75N., 103° 33′.05E.



160(06/07) SINGAPORE -Singapore Island -Changi - CAFHI Jetty Northwards and Changi Pt Eastwards - Mooring buoy. Buoy.

Source: BA Notice 969/07

(HJ/927/16)

BA Chart 4043 [previous update 135/07]

Insert  *ALI* 1° 23′.98N., 103° 58′.14E.

Substitute  *FL.Y.6s CAASI* for  *FL.Y.6s* 1° 23′.54N., 103° 59′.94E.

161(06/07) SINGAPORE -Singapore Island -Marina South -Buoy.

Source: BA Notice 872 /07

(HJ/927/16)

BA Chart 4037 [previous update 130/07]

Insert  *LFl.10s Marina South Pier* 1° 16′.304N., 103° 52′.043E.

162(06/07) SINGAPORE - Main Strait - Gusong Light-beacon South-westwards - Depths.

Source: BA Notice 841/07

(HJ/927/16)

BA Chart 3833 [previous update 139/07]

Substitute depth 29₂ for depth 32 and extend 30m contour SW to enclose 1° 10′.81N., 103° 47′.32E.

BA Chart 4036 [previous update 126/07]

Insert depth 29₂ enclosed by 30 m contour (a) 1° 10′.808N., 103° 47′.320E.
Delete depth 32 , close N of: (a) above

163(06/07) INDONESIA - Sumatera - East Coast - Pulau Batam - Sekupang Westwards - Depths.

Source: BA Notice 842/07

(HJ/927/16)

BA Chart 3937 (plan A, Sambu and Sekupang) [previous update 139/07] BUKIT RIMPAH DATUM

Insert depth 10₈ (a) 1° 07′.843N., 103° 54′.305E.

Delete depth 19₃ , close SW of: (a) above

164(06/07) INDONESIA - Sumatera - Pulau Bintan Westwards - Selat Riau - Light-beacons.

Indian Light List Vol. F, 2003, F 1775.8, 1775.9, 1778, 1787, 1788

Source: BA Notice 991/07

(HJ/927/05)

BA Chart 2403 [previous update 140/07]

Insert  *Fl.G.5s6M* 0° 59′.6N., 104° 11′.1E.

0° 54′.5N., 104° 21′.3E.









Fl.R.6s6M

0° 56′.2N., 104° 21′.2E.

(a) 0° 57′.5N., 104° 15′.2E.

164(06/07) INDONESIA - Sumatera - Pulau Bintan Westwards - Selat Riau - Light-beacons.(Continued)

		Fl.R.4s6M		0° 58'·7N., 104° 09'·3E.
Delete		close N of:	(a)	above
BA Chart 3949 [<i>previous update 140/07</i>]				
Insert		Fl.G.5s9m6M		0° 59'·62N., 104° 11'·00E. s0° 54'·53N., 104° 21'·18E.
		Fl.R.6s9m6M		0° 56'·21N., 104° 21'·07E.
		Fl.R.4s9m6M		0° 58'·75N., 104° 09'·21E.
Substitute		Fl.R.6s9m6M for symbol, beacon with topmark, Bn		0° 57'·57N., 104° 15'·11E.

165(06/07) INDONESIA - Kalimantan - West Coast and Pulau Belitung Northwards and South-Westwards - South West Approaches to Pontianak and Selat Gelasa - Depths. Rocks.

Source: BA Notice 967 /07

(HJ/827/91)




BA Chart 941A [*previous update 104/07*]

Insert	depth 11	(a)	0° 25'·4S., 108° 41'·1E.
	depth 21	(b)	0° 26'·3S., 107° 32'·1E.
Delete	depth 15, adjacent to:	(a)	above
	depth 28, close S of:	(b)	above



BA Chart 1312 [*previous update 103/07*]

Insert	depth 21	(a)	0° 25'·4S., 108° 41'·1E.
	depth 39	(b)	0° 18'·1S., 107° 26'·7E.
	depth 40		0° 26'·3S., 107° 32'·1E.
	 16s Rep		1° 42'·6S., 107° 20'·4E.
Delete	depth 27, close NE of:	(a)	above
	depth 45, adjacent to:	(b)	above

BA Chart 2137 [*previous update 547/06*]

Insert	 16s Rep (1996) PA		1° 42'·63S., 107° 20'·36E.
	depth 0 ₂ and extend 5m contour NNW to enclose	(a)	3° 00'·90S., 107° 21'·06E.
	 PA		3° 13'·90S., 107° 28'·16E. 3° 14'·10S., 107° 28'·91E.
	 PA		3° 14'·22S., 107° 29'·65E.
Delete	depth 0 ₇ , close SSE of:	(a)	above

BA Chart 2149 [*previous update 104/07*]

Insert	depth 0 ₂ and extend 5m contour N to enclose	(a)	3° 00'·9S., 107° 21'·1E.
	 and extend danger line, dotted line, NE to enclose		3° 14'·1S., 107° 28'·9E.
Delete	 depth 0 ₇ , close S of		3° 14'·2S., 107° 29'·6E.
		(a)	above

BA Chart 3721 [*previous update 458/06*]

Insert	depth 21		0° 25'·36S., 108° 41'·14E.
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166(06/07) INDONESIA - Jawa - North Coast - Tanjung Pontang South-Eastwards and Tanjung Kait East-North- Eastwards - Less water.

Source: BA Notice 840/07

(HJ/000/00)

BA Chart 933 [*previous update 141/07*]

Insert	legend, <i>Less water rep(2001)</i> , centred on:		5° 59'·68S., 106° 36'·12E.
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BA Chart 2056 [*previous update 141/07*]

Insert	legend, <i>Less water rep(2001)</i> , centred on:		5° 58'·4S., 106° 21'·6E.
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SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***167(T) (06/07) INDIA – West Coast – Port of Mumbai – Buoys.**

Source: Hydrographic Note -INS Nirdeshak
(HJ/1030/87)

1. Following buoys are missing from their original charted position

- (a) 18° 56'·34N., 72° 51'·19E
- (b) 18° 56'·46N., 72° 51'·30E
- (c) 18° 56'·56N., 72° 51'·39E
- (d) 18° 56'·78N., 72° 51'·45E
- (e) 18° 57'·31N., 72° 51'·27E
- (f) 18° 57'·35N., 72° 51'·30E
- (g) 18° 57'·37N., 72° 51'·22E
- (h) 18° 57'·54N., 72° 51'·61E
- (j) 18° 57'·39N., 72° 51'·67E
- (k) 18° 57'·67N., 72° 51'·28E
- (l) 18° 57'·77N., 72° 51'·11E
- (m) 18° 57'·89N., 72° 51'·13E
- (n) 18° 57'·90N., 72° 51'·17E
- (p) 18° 57'·95N., 72° 51'·18E
- (q) 18° 57'·91N., 72° 51'·30E
- (r) 18° 57'·93N., 72° 51'·37E
- (s) 18° 58'·04N., 72° 51'·20E
- (t) 18° 58'·00N., 72° 52'·77E
- (u) 18° 58'·46N., 72° 54'·31E
- (v) 18° 58'·50N., 72° 54'·47E
- (w) 18° 57'·58N., 72° 54'·46E
- (x) 18° 57'·61N., 72° 54'·43E
- (y) 18° 57'·85N., 72° 52'·30E
- (z) 18° 57'·63N., 72° 52'·14E
- (aa) 18° 54'·76N., 72° 50'·88E
- (ab) 18° 48'·50N., 72° 48'·60E

2. Mariners to exercise caution.

Charts affected – 2016(INT 7336)-2015(INT 7337)- 2076-2001

***168(P) (06/07) INDIA – East Coast – Approaches to Visakhapatnam- Gangavaram Port – work in progress**

Source: Gangavaram Port Limited
(HJ/1029/76)

The Gangavaram Port (GPL) at Visakhapatnam is being developed as an all weather, deep water, multipurpose world class port. The Port is being developed in public private partnership mode. Government of Andhra Pradesh is also a partner in the port development. The Gangavaram Port Limited has signed the concession Agreement and state support agreement with Government of Andhra Pradesh in 2003. The proposed port is situated on the East Coast of India around 15km south of the existing major port at Visakhapatnam. It is anticipated that the port will be operational by first quarter of 2008. The port limit was given by INM 277/01 and position are as follows.

- a) 17° 38'·43 N., 83° 15'·37E.(shore)
- b) 17° 36'·28 N., 83° 19'·31E.
- c) 17° 32'·91 N., 83° 16'·25E.
- d) 17° 35'·20 N., 83° 12'·33E.(shore)

Chart affected -3002(INT 7410)

***169(T) (06/07) INDIA – East Coast – Vishakhapatnam Harbour – Mooring Buoy.**

Source: Visakhapatnam Port Trust and Navarea VIII 365/06
(HJ/1029/76)

1. Mooring No.1 consists of two mooring buoys (East mooring buoy and West mooring buoy) . Temporary un-laid from positions.

East mooring buoy :- 17° 41'·47 N., 83° 17'·05E.

West mooring buoy :- 17° 41'·58 N., 83° 17'·10E

2. Mariners to exercise caution.

Chart affected -3012(INT 7411)

***170(P) (06/07) INDIA – Andaman Sea- Manners Strait And Duncan Passage- Off Cinque Island – Wrecks.**

Source: Navarea VIII 126/07

(HJ/1028/17)

A 19 metres wooden vessel “MSV AYSHA – II”.sunk in approximate position 11° 10′.5N., 92° 44′.5E with 900 litres of diesel onboard. Dangerous for surface navigation . All vessels transiting through above area are to exercise caution.

Charts affected – 41- 405 – 473(INT 7031) -4030 – 7706 (INT 706)***171(T) (06/07) INDIA – Andaman Sea- Drilling Operations.**

Source: Navarea VIII 018/07

(HJ/1028/44)

1. Drilling operations in progress by semi submersible drilling rig ‘ DOO SUNG’ till 31 Jul 2007 in following positions

	<u>WELL NAME</u>	<u>LAT</u>	<u>LONG</u>
1.	ZAWTIKA – 1 A	14° 08′.60 N.,	95° 51′.42E
2.	ZAWTIKA - 2	14° 01′.72 N.,	95° 49′.40E
3.	PROSPECT 063	14° 27′.80 N.,	95° 53′.00E
4.	PROSPECT C 010	14° 24′.33 N.,	96° 01′.40E

2. Mariners are not to approach within a radius of 500 metres from drilling rig.

Charts affected – 41- 7071(INT 71) – 7073 (INT 73) – 7706 (INT 706)

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).

Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:

<p>C-Map India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>C-Map Norway AS Hovlandsveien 52, P.O. 212, N-4370, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: market@c-map.no</p>
<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>	<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>
<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, #08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	

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 Mar 2007, 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	046	2005 series: 402 468. 2006 series: 261 356. 2007 series: 016 017 019 020 023 024 026 027 035 039 042 043 045 046.
II	E. Atlantic	075	2006 series: 131 181 322 337. 2007 series: 013 028 046 058 062 070 075.
III	Mediterranean	081	2006 series: 609 2007 series: 010 039 043 044 045 047 054 057 061 063 065 068 071 073 075 076 078 080 081.
IV	N.W. Atlantic	068	2007 series: Nil.
V	W. Atlantic	154	2007 series: Nil.
VI	S.W. Atlantic	068	2007 series: Nil.
VII	S.E. Atlantic	030	2006 series: 086. 2007 series: 017 022 029.
VIII	Indian Ocean	170	2006 series - 365 474 607 707 712 745 753 794 803 2007 series – 012 014 018 035 044 048 067 072 085 092 094 096 106 112 118 121 126 131 132 133 134 135 136 140 141 142 146 153 154 155 156 158 160 161 162 163 164 165 166 167 168 169 170

<p>132. Bay of Bengal – Off Myanmar. Charts INT 71 INT 706. 3-D Seismic survey in progress by survey vessel MV Nordic Explorer till 15 Mar 2007 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>20-15.00N</td> <td>092-44.00E</td> <td>(b)</td> <td>20-12.00N</td> <td>092-46.00E</td> </tr> <tr> <td>(c)</td> <td>20-06.50N</td> <td>092-53.50E</td> <td>(d)</td> <td>20-03.50N</td> <td>092-54.75E</td> </tr> <tr> <td>(e)</td> <td>19-48.50N</td> <td>093-01.50E</td> <td>(f)</td> <td>19-44.00N</td> <td>093-24.33E</td> </tr> <tr> <td>(g)</td> <td>19-36.00N</td> <td>093-25.50E</td> <td>(h)</td> <td>19-36.00N</td> <td>092-44.00E</td> </tr> </tbody> </table> <p>2. Anchoring fishing trawling and navigation prohibited in radius of 2.5NM from the survey site and exercise caution.</p> <p>3. Cancel this message on 16 Mar 2007</p>	(a)	20-15.00N	092-44.00E	(b)	20-12.00N	092-46.00E	(c)	20-06.50N	092-53.50E	(d)	20-03.50N	092-54.75E	(e)	19-48.50N	093-01.50E	(f)	19-44.00N	093-24.33E	(g)	19-36.00N	093-25.50E	(h)	19-36.00N	092-44.00E
(a)	20-15.00N	092-44.00E	(b)	20-12.00N	092-46.00E																			
(c)	20-06.50N	092-53.50E	(d)	20-03.50N	092-54.75E																			
(e)	19-48.50N	093-01.50E	(f)	19-44.00N	093-24.33E																			
(g)	19-36.00N	093-25.50E	(h)	19-36.00N	092-44.00E																			
<p>133. Bay of Bengal – Off Myanmar. Charts INT 71 INT 706. Geophysical site survey in progress by survey vessel MV Nan Hai 502 till 14 Mar 2007. Area as follows</p> <table> <tbody> <tr> <td>Block M-10</td> <td>14-38.0N</td> <td>096-12.0E</td> <td>14-38.0N</td> <td>097-06.0E</td> </tr> <tr> <td></td> <td>13-50.0N</td> <td>096-12.0E</td> <td>13-50.0N</td> <td>097-06.0E</td> </tr> </tbody> </table> <p>2. Anchoring fishing trawling and navigation prohibited in radius of 2.5NM from the survey site and exercise caution</p> <p>3. Cancel this message on 15 Mar 2007.</p>	Block M-10	14-38.0N	096-12.0E	14-38.0N	097-06.0E		13-50.0N	096-12.0E	13-50.0N	097-06.0E														
Block M-10	14-38.0N	096-12.0E	14-38.0N	097-06.0E																				
	13-50.0N	096-12.0E	13-50.0N	097-06.0E																				
<p>134. India West Coast – Kochi Harbour. Charts 22 220 259 260 2004 2029 2045 INT 706. Kochi harbour channel fairway buoy position 09-57.80N., 076-09.08E missing.</p>																								
<p>135. India Andaman Sea – Little Andaman Island. Charts 33 41 406 472 INT 706. Little Andaman Island light 10-30.8N., 092-30.2E unlit.</p>																								

136. Cancel following Navarea Eight messages 088 104 105 107 108 and 110 of 2007. India East Coast– Bay of Bengal. Charts 31 32 33 301 351 352 354 355 357 INT 706. Present position of oil rigs / drill ships as follows		
DEEP DRILLER - I	11-52.60N	080-00.40E
RIG-31	16-25.00N	082-08.00E
BELFORD DOLPHIN	17-54.50N	084-30.40E
ATWOOD BEACON	16-40.00N	082-28.40E
TRANSOCEAN NORDIC	20-02.60N	086-54.80E
PERRO NEGRO III	16-40.17N	082-25.70E
DEEP WATER FRONTIER	16-19.0N	082-42.70E
GALAXY DRILLER	20-45.90N	088-19.60E
DISCOVERER SEVEN SEAS	16-28.20N	082-28.60E
ABAN VII	10-56.10N	079-53.30E
SAGAR VIJAY	16-35.60N	082-27.20E
C KIRK RHEIN JR	20-45.90N	087-47.30E
2. Wide berth requested.		
137 to 139. Cancelled.		
140. Bay of Bengal – Approaches to Kaladan River. Charts 320 321 371 3019 3022 INT 73 INT 706. Met Ocean survey instruments deployed in following positions		
S1	20-14.93N	092-58.70E
S2	20-10.65N	092-55.60E
S3	20-06.32N	092-54.53E
S4	20-01.30N	092-50.32E
S5	19-51.27N	092-41.88E
2. Unauthorized anchoring fishing trawling and navigation prohibited around 01NM of above mentioned positions		
3. Cancel this message on 09 Feb 2008.		
141. Bay of Bengal – Mayu River to Kyaukpyu Harbour. Charts 321 322 371 3020 INT 73 INT 706. Metocean survey instruments deployed in following positions		
M1	19-23.05N	093-38.28E
M2	19-26.83N	093-34.83E
M3	19-27.12N	093-30.75E
M4	19-30.15N	093-17.57E
M5	19-35.50N	092-56.35E
MET-I	19-22.27N	093-40.57E
J-I	19-22.38N	093-40.78E
2. Unauthorized anchoring fishing trawling and navigation prohibited around 01NM of above mentioned positions.		
3. Cancel this message on 09 Feb 2008.		
142. Cancel navarea eight 089 of 2007. India West Coast – Arabian Sea. Charts 21 22 211 217 253 255 258 291 292 293 INT 705 INT 706. Present position of Oil rigs / Drill ships as follows		
RONDOLF YOST	19-31.17 N	071-19.85E
HITDRILL	18-45.23N	072-18.00E
ABAN III	19-29.35N	071-18.06E
PRIDE PENNSYLVANIA	19-25.35N	071-19.55E
CE THRONTON	18-42.70N	072-26.68E
FG Mc CLINTOK	19-24.10N	071-23.06E
ABAN V	19-14.98N	071-28.43E
NOBLE CHARLIE	19-22.75N	071-25.25E
FRONTIER ICE	20-10.37N	069-40.08E
SAGAR SAMRAT	19-32.13N	071-18.81E
SAGAR RATNA	18-40.37N	072-21.46E
SAGAR LAXMI	18-36.15N	071-01.63E
SAGAR GAURAV	19-12.52N	072-01.66E
SAGAR UDAY	19-15.66N	071-21.21E
SAGAR PRAGATI	18-36.20N	072-13.98E
SAGAR SHAKTI	19-16.17N	071-23.43E
ENSCO-50	19-23.16N	071-57.16E
ENSCO-53	19-18.28N	071-58.58E
ACTINIA	19-45.10N	070-48.16E
NOBLE ED HOLT	19-25.03N	071-23.38E
RON TOPMEYYER	19-23.38N	071-12.43E
TRIDENT – 12	19-26.83N	071-15.45E
2. Wide berth requested.		

143 to 145. Cancelled.																								
<p>146. India East Coast – Off Sacramento Shoal. Charts 31 32 354 355 3009 INT 706. Naval survey vessel Nirupak will carry out hydrographic survey with survey motor boats from 10 Mar to 17 Mar 2007 in following area:</p> <table> <tr> <td>(a) 16-49.5N</td> <td>082-27.5E</td> <td>(b) 16-30.5N</td> <td>082-22.8E</td> </tr> <tr> <td>(c) 16-12.4N</td> <td>081-53.0E</td> <td>(d) 16-06.0N</td> <td>081-30.0E</td> </tr> <tr> <td>(e) 16-23.2N</td> <td>081-30.0E</td> <td></td> <td></td> </tr> </table> <p>2. All vessels operating in vicinity are to maintain a clearance of 0.5 NM and exercise caution 3. Cancel this message on 18 Mar 2007</p>	(a) 16-49.5N	082-27.5E	(b) 16-30.5N	082-22.8E	(c) 16-12.4N	081-53.0E	(d) 16-06.0N	081-30.0E	(e) 16-23.2N	081-30.0E														
(a) 16-49.5N	082-27.5E	(b) 16-30.5N	082-22.8E																					
(c) 16-12.4N	081-53.0E	(d) 16-06.0N	081-30.0E																					
(e) 16-23.2N	081-30.0E																							
147 to 152. Cancelled.																								
<p>153. India East Coast – Bay of Bengal. Charts 31 32 308 354 INT 706 .Firing practice by Naval ships between 0330 UTC and 1030 UTC on 12 Mar and 18 Mar 2007. Danger area bounded by:</p> <table> <tr> <td>(a) 16-17.0N</td> <td>083-40.0E</td> <td>(b) 16-56.0N</td> <td>084-29.0E</td> </tr> <tr> <td>(c) 17-42.0N</td> <td>083-50.0E</td> <td>(d) 17-05.0N</td> <td>083-00.0E</td> </tr> </table> <p>2. Safe flying height 10000 meters. 3. Cancel this message on 19 Mar 2007.</p>	(a) 16-17.0N	083-40.0E	(b) 16-56.0N	084-29.0E	(c) 17-42.0N	083-50.0E	(d) 17-05.0N	083-00.0E																
(a) 16-17.0N	083-40.0E	(b) 16-56.0N	084-29.0E																					
(c) 17-42.0N	083-50.0E	(d) 17-05.0N	083-00.0E																					
<p>154. India West Coast- Port of Mumbai. Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing exercise by Middle Ground, Oyster Rock and Colaba point from 0400 UTC to 0730 UTC on 13 Mar 2007. Danger area bounded by following Co-ordinates:</p> <p>MIDDLE GROUND</p> <table> <tr> <td>18-54.65N</td> <td>072-50.58E</td> <td>18-50.0N</td> <td>072-54.50E</td> </tr> <tr> <td>18-54.50N</td> <td>072-54.0E</td> <td>18-55.18N</td> <td>072-54.83E</td> </tr> </table> <p>OYSTER ROCK</p> <table> <tr> <td>18-54.65N</td> <td>072-50.58E</td> <td>18-50.0N</td> <td>072-54.50E</td> </tr> <tr> <td>18-48.0N</td> <td>072-52.0E</td> <td>18-54.08N</td> <td>072-49.80E</td> </tr> </table> <p>COLABA POINT</p> <table> <tr> <td>18-48.0N</td> <td>072-38.0E</td> <td>18-53.58N</td> <td>072-48.75E</td> </tr> <tr> <td>19-00.0N</td> <td>072-44.08E</td> <td>19-00.0N</td> <td>072-38.0E</td> </tr> </table> <p>2. Safe flying height 8000 meters. 3. Cancel this message 14 Mar 2007</p>	18-54.65N	072-50.58E	18-50.0N	072-54.50E	18-54.50N	072-54.0E	18-55.18N	072-54.83E	18-54.65N	072-50.58E	18-50.0N	072-54.50E	18-48.0N	072-52.0E	18-54.08N	072-49.80E	18-48.0N	072-38.0E	18-53.58N	072-48.75E	19-00.0N	072-44.08E	19-00.0N	072-38.0E
18-54.65N	072-50.58E	18-50.0N	072-54.50E																					
18-54.50N	072-54.0E	18-55.18N	072-54.83E																					
18-54.65N	072-50.58E	18-50.0N	072-54.50E																					
18-48.0N	072-52.0E	18-54.08N	072-49.80E																					
18-48.0N	072-38.0E	18-53.58N	072-48.75E																					
19-00.0N	072-44.08E	19-00.0N	072-38.0E																					
<p>155. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC and 1230 UTC from 11 Mar to 14 Mar 2007. Danger area bounded by:</p> <table> <tr> <td>(a) 19-14.6N</td> <td>084-53.7E</td> <td>(b) 19-37.05N</td> <td>085-27.85E</td> </tr> <tr> <td>(c) 18-46.05N</td> <td>085-22.86E</td> <td colspan="2">and arc of 42 NM radius joining point (b) and (c).</td> </tr> </table> <p>2. Safe flying height 6100 metres 3. Cancel this message on 15 Mar 2007</p>	(a) 19-14.6N	084-53.7E	(b) 19-37.05N	085-27.85E	(c) 18-46.05N	085-22.86E	and arc of 42 NM radius joining point (b) and (c).																	
(a) 19-14.6N	084-53.7E	(b) 19-37.05N	085-27.85E																					
(c) 18-46.05N	085-22.86E	and arc of 42 NM radius joining point (b) and (c).																						
<p>156. 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 13 Mar, 16 Mar and 20 Mar 2007. Danger area bounded by:</p> <table> <tr> <td>09-57.5N</td> <td>075-59.5E</td> <td>09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>09-44.0N</td> <td>076-17.5E</td> <td>09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 21 Mar 2007.</p>	09-57.5N	075-59.5E	09-57.7N	076-14.2E	09-44.0N	076-17.5E	09-42.5N	076-09.5E																
09-57.5N	075-59.5E	09-57.7N	076-14.2E																					
09-44.0N	076-17.5E	09-42.5N	076-09.5E																					
157. Cancelled.																								
<p>158. Refer Navarea Eight 136 of 2007. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Drill ship Deep Water Frontier moved to new position 15-34.60N., 081-54.14E. Wide berth requested.</p>																								
159. Cancelled.																								
<p>160. Andaman Sea – Malacca Strait. Chart 41 471 INT 706. Half submerged boat (green hull with white stripe) in position 06-53.98N., 095-11.84E at 100639 UTC drifting North westerly 0.5 KN</p> <p>2. All mariners to keep a sharp lookout and render assistance.</p>																								
<p>161. Cancel Navarea Eight Message 151 of 2007. Indian Ocean – PTE DES Galets. Charts INT 70 INT 700 INT 702. Cable repair operation in progress by cable ship Rene Descartes on the track joining following way points:</p> <table> <tr> <td>(a) 20-58.0S</td> <td>055-15.0E</td> <td>(b) 20-57.0S</td> <td>055-14.3E</td> </tr> <tr> <td>(c) 20-52.5S</td> <td>055-13.3E</td> <td></td> <td></td> </tr> </table> <p>2. All vessels operating in vicinity are to keep clear by 01 NM from cable repair ship.</p>	(a) 20-58.0S	055-15.0E	(b) 20-57.0S	055-14.3E	(c) 20-52.5S	055-13.3E																		
(a) 20-58.0S	055-15.0E	(b) 20-57.0S	055-14.3E																					
(c) 20-52.5S	055-13.3E																							
<p>162. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by Naval coast battery from 0230 UTC to 0530 and 1230 UTC to 1430 UTC on 15 Mar 2007. Danger area bounded by:</p> <table> <tr> <td>17-42.0N.,</td> <td>083-18.0E</td> <td>17-47.0N.,</td> <td>083-32.0E</td> </tr> <tr> <td>17-34.0N.,</td> <td>083-30.0E</td> <td>17-28.0N.,</td> <td>083-18.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 16 Mar 2007.</p>	17-42.0N.,	083-18.0E	17-47.0N.,	083-32.0E	17-34.0N.,	083-30.0E	17-28.0N.,	083-18.0E																
17-42.0N.,	083-18.0E	17-47.0N.,	083-32.0E																					
17-34.0N.,	083-30.0E	17-28.0N.,	083-18.0E																					

<p>163. 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 15 Mar 2007. Danger area in sector of 10 NM radius between 200 degree and 260 degree from the position.</p> <p>2. Safe flying height 6500 metres.</p> <p>3. Cancel this message on 16 mar 2007.</p>								
<p>164. Andaman Sea – India Andaman Islands. Charts 41 405 472 473 4030 INT 706. Firing practice by Naval ships on two meter rock near Passage Island between 0430 UTC and 1130 UTC on 18 Mar 2007.</p> <p>2. Danger area seaward from Passage Island</p> <p>(a) Sector of 15 NM radius between 067 degree and 110 degree.</p> <p>(b) Sector of 15 NM radius between 210 degree and 252 degree.</p> <p>3. Safe flying height 7500 metres.</p> <p>4. Cancel this message on 19 Mar 2007.</p>								
<p>165. 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 on 14 Mar and 15 Mar 2007.</p> <p>2. Danger zones</p> <p>(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.</p> <p>(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.</p> <p>3. Cancel this message on 16 Mar 2007.</p>								
<p>166. India West Coast – Mormugao. Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC and 1230 UTC from 14 Mar to 21 Mar 2007. Danger area bounded by:</p> <table border="0"> <tr> <td>15-13.0N.,</td> <td>073-57.0E</td> <td>15-13.0N.,</td> <td>073-52.0E</td> </tr> <tr> <td>15-11.0N.,</td> <td>073-57.0E</td> <td>15-11.0N.,</td> <td>073-52.0E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 22 mar 2007.</p>	15-13.0N.,	073-57.0E	15-13.0N.,	073-52.0E	15-11.0N.,	073-57.0E	15-11.0N.,	073-52.0E
15-13.0N.,	073-57.0E	15-13.0N.,	073-52.0E					
15-11.0N.,	073-57.0E	15-11.0N.,	073-52.0E					
<p>167. Cancel Navarea Eight Message 147 of 2007. Refer Navarea Eight Message 136 of 2007. India East Coast – off Paradip. Charts 31 352 INT 706. Rig Transocean Nordic moved to new position 20-02.0 N., 086-54.0 E.</p> <p>2. Wide berth requested</p>								
<p>168. Refer Navarea Eight Message 136 of 2007. India East Coast- Bay of Bengal. Charts 31 352 INT 706. Rig C Kirk Rhein Jr moved to new position 20-23.1N., 087-40.2E.</p> <p>2. Wide berth requested.</p>								
<p>169. Andaman Sea – Off Great Nicobar Island. Charts 33 41 471 472 INT 706. Empty Life raft of twenty men capacity of MV Dynamic vision lost in position 06-16.0N., 092-55.0E.</p> <p>2. Mariners to exercise caution.</p>								
<p>170. Andaman Sea – Off Great Nicobar Island. Charts 33 41 INT 706. Two Lifebuoys of MV Grand mountain have fallen over board in position 05-41.8N., 091-51.1E.</p> <p>2. Mariners to exercise caution.</p>								

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	028	2005 Series: 120 211 237 2006 series: 011 014 024 025 032 036 053 054 063 077 095 101 106 109 116 147 175 177 187 200 203 214 216 223 227 230 233 234. 2007 series: 003 006 009 010 011 012 014 018 019 020 021 022 025 026 027 028.
X	Australia, New Guinea	002	2006 series: 001. 2007 series: 002.
XI	Malacca Strait, China Sea, N. Pacific	089	1996 series: 0925 1998 series: 0655 1999 series: 0053 0187 0310 2000 series: 0677 2001 series: 0182 0775 2003 series: 0106 0303 0304 2004 series: 0246 0271 0361 0571 2005 series: 0271 0307 2006 series: 0005 0050 0052 0058 0060 0075 0083 0090 0123 0224 0250 0251 0276 0303 0343 0471 0480 0561 0568 0580 0585 2007 series: 0002 0003 0004 0008 0009 0064 0070 0074 0075 0076 0077 0079 0080 0085 0087 0088 0089.
XII	N.E. Pacific	054	2007 series: Nil
XIII	N.W. Pacific	Nil	2007 series: Nil
XIV	S.W. Pacific	007	2006 series: 018 049. 2007 series: 005 007.
XV	S.E. Pacific	Nil	Nil
XVI	E. Pacific	Nil	Nil
Hydropacs	Pacific, Indian Ocean	Nil	2006 series: 375 524 1049 1812. 2007 series: 320 357.
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>
D6570	Vilhena	18 05-80 S 36 55-30 E	Fl(2)W 12s	31	14	Red metal framework tower, white stripes 27	<i>fl 0-8, ec 4-5, fl 0-8, ec 5-9</i>
*	*	*	*	*	*	*	*
D6483-32	- Mhlatuze. LM11. Lts in line 299-50° *	28 47-41 S 32 01-35 E	Fl R 2s *	Metal pole10	
D7335	Didamar (Little Quoin Island) (AMNAS)	26 28-70 N 56 32-30 E	Fl(2)W 10s	60	23	White framework tower 24	<i>fl 0-2, ec 1-6, fl 0-2, ec 8.</i> Obscured 133°-142-50° (9-50°). Obscured 156°- 60-75°(4-75°).Racon. Obscured 000°-012°(12°), 133°-142-5°(9-5°), 156°- 160-75° (4-75°)
	*				*	*	
E6029-5	<i>Râs Shukheir Lt F</i>	28 09-55 N 33 20-39 E	Mo(A)W 10s *	14	12	Red von red and white striped float Racon	
F0516	- Sunk Rock	18 53-40 N 72 50-00 E	Fl(2)WR 6s	20	W13 R7	Red and yellow chequered round tower 28	<i>fl 0-3, ec 1-4, fl 0-3, ec 4.</i> W186°-209°(23°), R209°- 015°(166°), W015°- 031°(16°),R031°-069°(38°). Unreliable (T) 2007 *
F1677-299	- Tanjung Bin Power Station. Loading Jetty. N End	1 20-13 N 103 32-89 E	Q G				
*	*	*	*	*	*	*	*
F1677-3	- Tanjung Bin Power Station. Loading Jetty. S End	1 19-93 N 103 32-96 E	Q R				
*	*	*	*	*	*	*	*
F1677-4	- Tanjung Pelepas. Power Station Outfall	1 19-75 N 103 33-05 E	Q(3)W 10s	9	..	⊕ on black beacon, yellow band	
*	*	*	*	*	*	*	*
K0850-5	- Pulau Karsik (I)	1 02-60 S 100 23-40 E	Fl W 3s	17	6	White metal framework structure 15	Ra refl. TE 2006 *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 02 dated 16 Jan 2007)*

NIL

INP 31(2), 1995*(Last correction: Edition No. 03 dated 01 Feb 2007)***PAGE 36, INDIA section. 78955 Gopnath Point Lt**

Delete entry

BA Notice- 08/07

06/07

PAGE 39, INDONESIA (Sumatera) section. 86060 Nipahlarangan Lt

Delete range 20 n miles and replace by: 25 n miles

Delete morse ident T and replace by: N

BA Notice- 08/07

06/07

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.01 dated 01 Jan 2007)*

NIL

INP 31, VOLUME 6, 2005*(Last correction: Edition No. 19 dated 01 Oct 2006)***PAGE 52, OMAN, QALHAT LNG TERMINAL, Pilots and Terminal, PROCEDURE.**

Delete section (4) and replace by:

(4) Pilot boards in position 22°41'28N 59°26'00E.

BA Notice- 06/07

06/07

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: - 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 : 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 : 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						

To accompany Indian Notice to Mariners 153/07

On BA Chart 1235(INT 7289)

CAUTION

Additional uncharted buoys are reported to exist within this area and along the Khawr 'Abd Allah channel. Mariners are to navigate with caution.