



INDIAN NOTICES TO MARINERS FOR 2007

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

EDITION No. 10 DATED 16 MAY 2007

(CONTAIN NOTICES 250 TO 277)

REACH US 24 HOURS A DAY



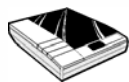
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested 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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SECTION – I
List of charts affected by
The Notices 250 to 277 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
31	5	251, 276(T)	701	37	253
33	5	251, 276(T)	941A	46	273, 274
288	1	256, 258	1214	40	257, 258
289	1	261	1235(INT 7289)	40	256, 260, 277(P)
409	6	252	1265(INT 7291)	40	256, 277(P)
471	6	252	1312	46	273, 274
472(INT 7032)	6	252	1353	45	262
2013	2	250, 275(T)	1789	46	274
2031	2	250, 275(T)	2139	45	262
4007	6	252	2444	40	261
8013	1	255	2741	36	254
			2756	36	254
			2882(INT 7264)	40	256
			2884(INT 7278)	40	256, 258, 259, 277(P)
			2886	40	261
			2887(INT 7232)	40	261
			2889(INT 7211)	40	261
			3721	46	273
			3773	40	256, 258, 259, 260, 277(P)
			3831	45	267, 269
			3833	45	267, 269, 272
			3842(INT 7292)	40	256, 277(P)
			3940	45	262, 263,
			3945	45	262
			3946	45	262, 263
			4031	45	272
			4033	45	266
			4035	45	270
			4037	45	271
			4040	45	272
			4041	45	267, 269
			4042	45	268
			4043	45	265, 267
			4044	45	264

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***250(10/07) INDIA WEST COAST –Gulf of Kachchh – Port of Okha - Buoy.**

Source: Hydrographic Note INS Sutlej, Navarea VIII 284/07
(HJ/1131/20)

Cancel former INM 399(T)/05

Chart 2031 [*previous update 329/04*]



Move	 No3	from:	22° 29'·03N., 69° 05'·52E.
		to:	22° 29'·00N., 69° 05'·51E.

Chart 2013 [*previous update 129/04*]

Move	 No3	from:	22° 29'·03N., 69° 05'·52E.
		to:	22° 29'·00N., 69° 05'·51E.

***251(10/07) BAY OF BENGAL – Northern and Southern Portion – Data Buoys.**

Source: NIOT Chennai
(HJ/1029/82)

Chart 31 [*previous update 72/07*]



Delete	DS4  ODAS (Yellow) with Radar reflector Fl 3s.	18° 28'·50N., 87° 33'·37E.
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Chart 33 [*previous update 241/07*]

Delete	MB10  ODAS (Yellow) with Radar reflector R beacon Light Fl3s4M.	12° 30'·80N., 84° 58'·95E.
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***252(10/07) BAY OF BENGAL AND ANDAMAN SEA – Great Nicobar Island – South Bay and Approaches – Indira Point - Racon.**

Source: DGLL, Port Blair.
(HJ/928/66)

Cancel former INM 190(T) /07

Chart 471 [*previous update 560/05*]

Racon (G) functioning normal at Indira point Light.	06° 45'·19N., 093° 49'·60E
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Chart 472 (INT 7032) [*previous update 241/07*]

Racon (G) functioning normal Indira point Light.	06° 45'·19N., 093° 49'·60E
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Chart 409 [*previous update NC 01Aug 2003*]

Racon (G) functioning normal Indira point Light.	06° 45'·19N., 093° 49'·60E
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Chart 4007 [*previous update NC 31July 2001*]

Racon (G) functioning normal Indira point Light.	06° 45'·19N., 093° 49'·60E
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253(10/07) MADAGASCAR - West Coast - Baie De Bombetoke - Majunga - Coastline. Leading lights. Leading line.

Indian List of Light Vol. D & E 2003, D 7038, 7038.1

Source: BA Notice 1905/07

(HJ/733/43)

BA Chart 701 (plan, Baie De Bombetoke) [*previous update 084/02*]

Insert	coastline, single firm line, joining:	(a)	15° 43'·55S., 46° 18'·68E.
		(b)	15° 43'·55S., 46° 18'·82E.
Delete	former coastline, joining:	(a)	above
		(b)	above
	★ Qk.Fl.R	(c)	15° 43'·50S., 46° 18'·81E.
	★ Gp.Occ(1+2)R	(a)	above
	leading line, pecked and firm line, and associated legend <i>Lts in line 062°00'</i> , extending in direction 242°from:	(c)	above




254(10/07) INDIAN OCEAN - Comores - Ile de Mayotte - North Coast - Recif du Nord, Bancs Jumeaux, Récif Chaloupe and Banc de la Surprise North-westwards - Buoyage. Light-beacon.

Indian Light List Vol. D & E 2003, D 6887






Source: BA Notice 1924/07

(HJ/733/74)

BA Chart 2741 [previous update 229/07]

Insert	 <i>Fl(3)R.12s</i>	12° 39'·28S., 45° 07'·75E.
Substitute	 Fl.G.4s3M for 	12° 36'·02S., 45° 06'·83E
Amend	light-buoy to, <i>Fl(2)G.6s</i>	12° 37'·48S., 45° 07'·10E.
	light-buoy to, <i>Fl(3)G.12s</i>	12° 38'·58S., 45° 07'·35E.

BA Chart 2756 [previous update 229/07]

Insert	 <i>Fl(3)R.12s Nord Jumeau</i>	12° 39'·28S., 45° 07'·75E.
Substitute	 Fl.G.4s3M for 	12° 36'·02S., 45° 06'·83E
	 <i>Fl(2)10s Croisière</i> for 	12° 46'·51S., 45° 14'·56E.
Amend	<i>Caribou</i> light-buoy to, <i>Fl(2)G.6s</i>	12° 37'·48S., 45° 07'·10E.
	<i>Chaloupe</i> light-buoy to, <i>Fl(3)G.12s</i>	12° 38'·58S., 45° 07'·35E.





255(10/07) SAUDI ARABIA - Red Sea Coast - Mina -' Al Malik Fahd - Buoyage. Light-beacon.

Indian List of Light Vol. D & E 2003, E 6049.85

Source: BA Notice 1824/07

(HJ/1134/31)

Chart 8013 [previous update 250/00] (WGS 72 Datum)




Insert	 <i>Q.G No 11C</i>	(a) 23° 58'·01N., 38° 11'·61E.
Move	 <i>Q.G No 7C</i> from:	23° 57'·88N., 38° 11'·40E.
	to:	23° 57'·85N., 38° 11'·48E.
	 <i>Q(9)15s No 9C</i> from:	23° 58'·05N., 38° 11'·54E.
	to:	23° 57'·95N., 38° 11'·56E.
Delete	 <i>Fl(2)C.10s No 11C</i> , close NE of:	(a)above

256(10/07) ARABIA – Approaches to the Shaţţal .Arab – Khawr al Amaya and Khawr al Kafka – Buoyage. Obstructions. Wrecks. Legends.

Source: BA Notice 1895/07

(HJ/1133/91)

Chart 288 [previous update 237/07] (WGS 84 Datum)

Insert	 <i>Obstn</i>	29° 40'·7N., 48° 49'·1E.
	 <i>Wks</i>	(a) 29° 40'·7N., 48° 47'·8E.
Delete	 <i>Obstn</i>	29° 46'·0N., 48° 47'·0E.
	 <i>Obstn</i>	29° 44'·1N., 48° 50'·4E.
		29° 43'·8N., 48° 46'·0E.
	 Close W of:	(a) above

BA Chart 1235 (INT 7289) [previous update 239/07]

Insert	legend, <i>See INM 277(P)/07</i> , centred on:	29° 45'·70N., 48° 47'·60E.
		29° 36'·50N., 48° 52'·00E.

256(10/07) ARABIA – Approaches to the Shaţţal .Arab – Khawr al Amaya and Khawr al Kafka – Buoyage. Obstructions. Wrecks. Legends (continued).



BA Chart 1265 (INT 7291) [*previous update 239/07*]

Insert legend, *See INM 277(P)/07*, centred on: 29° 48′·10N., 48° 49′·00E.
29° 38′·60N., 48° 50′·80E.
29° 20′·50N., 49° 02′·00E.

BA Chart 2882 (INT 7264) [*previous update 120/07*]

Delete  *Fl(4) FW* 29° 24′·70N., 49° 08′·90E.
 *Q FW* 29° 20′·80N., 49° 02′·60E.
 *Q.Y WRI* 29° 09′·20N., 49° 15′·50E.

BA Chart 2884 (INT 7278) [*previous update 154/07*]

Insert legend, *See INM 277(P)/07*, centred on: 29° 41′·00N., 48°55′·50E.
Delete  *Fl(4) FW* 29° 24′·70N., 49° 08′·90E.
 *Q.Y WRI* 29° 09′·20N., 49° 15′·70E.

BA Chart 3773 [*previous update 239/07*]

Insert legend, *See INM 277(P)/07*, centred on: 29° 35′·40N., 48° 50′·40E.

BA Chart 3842 (INT 7292) [*previous update 040/07*]

Insert legend, *See INM 277(P)/07*, centred on: 29° 49′·85N., 48° 47′·00E.
29° 48′·50N., 48° 46′·30E.

257(10/07) KUWAIT -Approaches to Al Kuwayt - Ra.s al.Akaz South-south-eastwards - Wreck.

Source: BA Notice 1896 /07
(*HJ/1133/92*)

BA Chart 1214 (plan B, Mina' Ash Shuwaykh) [*previous update 068/06*]

Insert  29° 23′·37N., 47° 56′·13E.

BA Chart 1214 [*previous update 068/06*]

Insert  29° 23′·37N., 47° 56′·13E.

258(10/07) KUWAIT - North-East Approaches to Al Kuwayt - Khali-j Al Kuwayt – Ra's' Ajuzah North-eastwards - Wreck. Buoy.

Source: BA Notice 1897/07
(*HJ/1133/91*)

Chart 288 [*previous update 256/07*] (WGS84 Datum)

Insert  29° 25′·7N., 48° 03′·0E.

BA Chart 1214 [*previous update 257/07*]

Insert  29° 25′·73N., 48° 02′·96E.

 ,close N of: (a)above

BA Chart 2884 (INT 7278) [*previous update 256/07*]

Insert  29° 25′·73N., 48° 02′·96E.

BA Chart 3773 [*previous update 256/07*]

Insert  29° 25′·73N., 48° 02′·96E.

 , close N of: (a) above

259(10/07) KUWAIT - Jazirat Faylakah Northwards - Wreck. Obstruction.

Source: BA Notice 1898/07
(HJ/1133/91)

BA Chart 2884 (INT 7278) [previous update 258/07]

Insert  29° 29'·6N., 48° 20'·4E.
 *Obstn* 29° 30'·4N., 48° 20'·8E.

BA Chart 3773 [previous update 258/07]

Insert  29° 29'·6N., 48° 20'·4E.
 *Obstn* 29° 30'·4N., 48° 20'·8E.

260(10/07) KUWAIT - Jazirat Bubiyan South-eastwards - Wreck.

Source: BA Notice 1899 /07
(HJ/1133/91)

BA Chart 1235 (INT 7289) [previous update 256/07]

Insert  29° 39'·36N., 48° 23'·03E.

BA Chart 3773 [previous update 259/07]

Insert  29° 39'·36N., 48° 23'·03E.

261(10/07) UNITED ARAB EMIRATES - Jazirat Das Northwards - Obstruction.

Source: BA Notice 1836/07
(HJ/1132/57)

Chart 289 [previous update 234/07] (WGS 84 Datum)

Insert  *Obstn* 25° 21'·0N., 52° 50'·2E.

BA Chart 2444 [previous update 286/06]

Insert  *Obstn* 25° 20'·96N., 52° 50'·20E.

BA Chart 2886 [previous update 232/07]

Insert  *Obstn* 25° 21'·0N., 52° 50'·2E.

BA Chart 2887 (INT 7232) [previous update 182/07]

Insert  *Obstn* 25° 21'·0N., 52° 50'·2E.

BA Chart 2889 (INT 7211) [previous update 182/07]

Insert  *Obstn* 25° 21'·0N., 52° 50'·2E.

262(10/07) MALAYSIA - Peninsular Malaysia, West Coast - Malacca Strait - P. Jarak to Permatang Sedepa (One Fathom Bank) - Depths

Source: BA Notice 1945/07
(HJ/927/39)

BA Chart 1353 [previous update 243/07]

Insert depth 29 and extend 50m contour SW to enclose 3° 35'·38N., 100° 32'·10E.

depth 56 3° 46'·66N., 100° 16'·22E.

BA Chart 2139 [previous update 084/07]

Insert depth 6₃ enclosed by 10m contour 3° 08'·35N., 101° 01'·36E.

depth 22 3° 01'·34N., 101° 53'·99E.

BA Chart 3940 [previous update 083/07]

Insert depth 11₃ and extend 15m contour NE to enclose 2° 58'·19N., 100° 35'·54E.

262(10/07) MALAYSIA - Peninsular Malaysia, West Coast - Malacca Strait - P. Jarak to Permatang Sedepa (One Fathom Bank) – Depths (continued)

BA Chart 3945 [*previous update 083/07*]

Insert	depth 6 ₃ and extend 10m contour E to enclose		3° 08′·35N., 101° 01′·36E.
	depth 29 enclosed by 30m contour		3° 35′·38N., 100° 32′·10E.
	depth 22	(a)	3° 01′·34N., 100° 53′·99E.
	depth 11 ₃	(b)	2° 58′·18N., 100° 35′·46E.
Delete	depth 26 ₅ , close SE of:		(a) above
	depth 15 ₅ , close SE of:		(b) above

BA Chart 3946 [*previous update 083/07*]

Insert	depth 6 ₃ and extend 10m contour E to enclose		3° 08′·35N., 101° 01′·36E.
	depth 22	(a)	3° 01′·34N., 100° 53′·99E.
	depth 11 ₃	(b)	2° 58′·18N., 100° 35′·46E.
Delete	depth 26 ₅ , close SE of:		(a) above
	depth 15 ₅ , close SE of:		(b) above

263(10/07) MALACCA STRAIT - Pasir Selatan - Light-beacon. Legend. Buoy.

Source: BA Notice 1944 /07



(HJ/927/28)

Indian Light List Vol. F & K 2003, F 1618

BA Chart 3940 [*previous update 262/07*]

Delete	legend, (exting), at light-beacon		2° 40′·77N., 101° 06′·60E.
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BA Chart 3946 [*previous update 262/07*]

Substitute	 Q.12m11M for  Q		2° 41′·00N., 101° 06′·50E.
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264(10/07) SINGAPORE - Pulau Punggol Timor North-eastwards - Buoyage.

Source: BA Notice 1848/07

(HJ/927/16)

BA Chart 4044 [*previous update NE 22 Feb 07*]

Insert	 Fl.Y.6s Shimizu 1		1° 25′·66N., 103° 53′·92E.
	 Fl.Y.6s Shimizu 2		1° 25′·22N., 103° 53′·90E.

BA Chart 4044 (plan B, Pelabuhan Johor)[*previous update NE 22 Feb 07*]

Insert	 Fl.Y.6s Shimizu 1		1° 25′·662N., 103° 53′·915E.
	 Fl.Y.6s Shimizu 2		1° 25′·224N., 103° 53′·897E.

265(10/07) SINGAPORE -Kuala Johor -Tanjong Changi to T Ladang - Submarine power cable. Legend.

Source: BA Notice 1849/07

(HJ/927/15)

BA Chart 4043 [*previous update 160/07*]

Insert	submarine power cable,  joining:		1° 23′·23N., 104° 00′·01E. (shore)
			1° 23′·60N., 104° 00′·49E.
			1° 23′·90N., 104° 00′·55E.
		(a)	1° 24′·34N., 104° 00′·96E.
		(b)	1° 24′·55N., 104° 01′·75E. (shore)
	Legend, <i>Buried</i> , along:		(a)-(b)above

266(10/07) SINGAPORE -West Jurong Channel -Jurong Island - T Tok Northwards - Depths. Dredged depth.

Source: BA Notice 1852/07
(HJ/927/16)

BA Chart 4033 [previous update 205/07]

Insert	depth <i>I1</i> ₉	(a)	1° 17'·635N., 103° 42'·462E.
Amend	dredged depth to, <i>12.4m</i> (2006), centred on:		1° 17'·631N., 103° 42'·547E.
Delete	depth <i>I2</i> ₂ , adjacent to:	(a)	above

267(10/07) SINGAPORE - Changi East Southwards - Wreck.

Source: BA Notice 1851/07
(HJ/927/15)

BA Chart 3831 [previous update 139/07]

Delete	 <i>Wk</i>		1° 17'·08N., 104° 01'·20E.
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BA Chart 3833 [previous update 207/07]

Delete	 <i>Wk</i>		1° 17'·08N., 104° 01'·22E.
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BA Chart 4041 [previous update 139/07]

Delete	 <i>Wk</i>		1° 17'·08N., 104° 01'·21E.
--------	---------------------------------------------------------------------------------------------	--	----------------------------




BA Chart 4043 [previous update 265/07]

Delete	 <i>Wk</i>		1° 17'·08N., 104° 01'·22E.
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268(10/07) SINGAPORE STRAIT - Johor - Tanjung Setapa South-westwards - Submarine cable.

Source: BA Notice 1907/07
(HJ/927/15)

BA Chart 4042 [previous update 288/06]

Insert	submarine cable,  joining:		1° 17'·07N., 104° 03'·63E. ()
			1° 17'·35N., 104° 07'·25E.
			1° 17'·55N., 104° 07'·78E. ()

269(10/07) SINGAPORE -Changi East South-westwards and Marina Bay - Wreck. Buoy. Landmark.

Source: BA Notice 1847/07
(HJ/927/16)

BA Chart 3831 [previous update 267/07]

Delete	 <i>Wk</i>	(a)	1° 16'·98N., 103° 57'·84E.
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Fl(2)10s, close S of:

(a) above

BA Chart 3833 [previous update 267/07]

Delete	 <i>Wk</i>	(a)	1° 16'·98N., 103° 57'·84E.
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Fl(2)10s, close SW of:

(a) above

BA Chart 4041 [previous update 267/07]

Delete			1° 17'·34N., 103° 51'·87E.
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Wk

(a)	1° 16'·98N., 103° 57'·84E.
-----	----------------------------



Fl(2)10s, close SE of:

(a) above

BA Chart 4041 (plan A, Marina Bay) [previous update 267/07]

Delete			1° 17'·341N., 103° 51'·872E.
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270(10/07) SINGAPORE -Sentosa - Buk Selegu North-eastwards - Mooring buoys.

Source: BA Notice 1853/07

(HJ/927/16)

BA Chart 4035 [previous update 206/07]

Delete



1° 15'·601N., 103° 49'·142E.

1° 15'·585N., 103° 49'·156E.

1° 15'·563N., 103° 49'·194E.

271(10/07) SINGAPORE -Pulau Seringat - North Coast - Wreck. Buoy.

Source: BA Notice 1846/07

(HJ/927/16)

BA Chart 4037 [previous update 161/07]

Delete



Wk

(a) 1° 13'·948N., 103° 51'·146E.



Fl(2)10s KMJa, close NW of:

(a) above

272(10/07) SINGAPORE - Raffles Shoal - Depths. Wreck.

Source: BA Notice 1850/07

(HJ/927/16)

BA Chart 3833 [previous update 269/07]

Insert

depth 16

(a) 1° 10'·49N., 103° 41'·74E.

Delete

depth 12₄

1° 10'·66N., 103° 41'·45E.

depth 13₃, close SE of:

(a) above



Wk

1° 09'·62N., 103° 42'·71E.

BA Chart 4031 [previous update 124/07]

Insert

depth 16₁

(a) 1° 10'·605N., 103° 41'·615E.

depth 16

(b) 1° 10'·487N., 103° 41'·739E.

Delete

depth 14₁ enclosed by 15m contour, close SE of:

(a) above

depth 14₈ enclosed by 15m contour

1° 10'·596N., 103° 41'·364E.

depth 14₇ enclosed by 15m contour

1° 10'·558N., 103° 41'·665E.

depth 14₃ enclosed by 15m contour

1° 10'·536N., 103° 41'·716E.

depth 14₉ enclosed by 15m contour, close NW of:

(b) above

BA Chart 4040 [previous update 207/07]

Insert

depth 15₇

1° 10'·44N., 103° 41'·51E.

Delete

depth 14₁ and associated 15m contour

1° 10'·60N., 103° 41'·62E.

depth 15₁

1° 10'·50N., 103° 41'·58E.

depth 14₈ enclosed by 15m contour

1° 10'·60N., 103° 41'·36E.



Wk

1° 09'·64N., 103° 42'·71E.

273(10/07) INDONESIA - Kalimantan - West Coast - Pulau Pulau Burung Southwards - Depths.

Source: BA Notice 1818/07

(HJ/927/01)

BA Chart 941A [previous update 214/07]

Insert

depth 11

(a) 0° 25'·4N., 108° 41'·1E.

depth 15

(b) 0° 25'·0S., 108° 42'·0E.

Delete

depth 12, adjacent to:

(a) above

depth 11, adjacent to:

(b) above

273(10/07) INDONESIA - Kalimantan - West Coast - Pulau Pulau Burung Southwards - Depths. (continued)**BA Chart 1312** [*previous update 210/07*]

Insert	depth 21		0° 25'·4N., 108° 41'·1E.
	depth 27	(a)	0° 25'·4S., 108° 41'·8E.
Delete	depth 21, adjacent to:		(a) above

BA Chart 3721 [*previous update 210/07*]

Insert	depth 21		0° 25'·36N., 108° 41'·14E.
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274(10/07) INDONESIA - Sumatera - East Coast - Singkep - Pulau-Pulau Singkeplaut Southwards - Depths.


Source: BA Notice 1817/07

(HJ/827/95)

BA Chart 941A [*previous update 273/07*]

Insert	6¼ enclosed by  Rep PA		0° 45'·7S., 104° 28'·4E.
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BA Chart 1312 [*previous update 273/07*]

Insert	 Rep PA		0° 45'·7S., 104° 28'·4E.
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	 Rep PA	(a)	0° 45'·7S., 104° 26'·6E.
--	------------------------------------------------------------------------------------------	-----	--------------------------

Delete	depth 23, close NE of:		(a)above
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BA Chart 1789 [*previous update 575/06*]

Insert	 Rep (2003) PA		0° 45'·75S., 104° 28'·38E.
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	 Rep (2003) PA		0° 45'·68S., 104° 26'·55E.
--	-------------------------------------------------------------------------------------------------	--	----------------------------

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***275(T)(10/07) INDIA WEST COAST – Gulf of Kachchh – Port of Okha - Buoy.**

Source: Hydrographic Note INS Sutlej & Navarea VIII 803/06
(HJ/1131/20)

1. Port hand buoy No.4 position 22° 28'·85N., 69° 05'·46E off station.
2. Mariners to exercise caution.

Charts affected -2031 - 2013

***276(T)(10/07) BAY OF BENGAL – Northern and Southern Portion – Data Buoys.**

Source: NIOT Chennai.
(HJ/1028/89)

1. Following yellow coloured data buoys with radar reflectors and masts carrying sensors laid in following positions with characteristics mentioned against each. Old buoys nearer to these position were retrieved.

SI No	Buoy No	Position	Size	Characteristics	Charts affected
(a)	DS 3	12°11'·20N 90° 44'·27E	2.2mtr dia and 3.5mtr mast	Fl(4)15s4M	33
(b)	DS 4	18°23'·38N 87° 33'·25E	2.2mtr dia and 3.5mtr mast	Fl(4)15s4M	31
(c)	MB 10	12°30'·25N 84° 59'·30E	2.2mtr dia and 3.5mtr mast	Fl(4)15s4M	33
(d)	MB 11	14°58'·63N 87° 29'·63E	2.2mtr dia and 3.5mtr mast	Fl(4)15s4M	31
(e)	MB 12	18°09'·35N 90° 05'·00E	2.2mtr dia and 3.5mtr mast	Fl(4)15s4M	31

2. All vessels operating in vicinity are to maintain a clearance of 1000 mtr off the buoys.
3. **Cancel former INM 220(T)/07.**
4. **Delete Data Buoy DS3 buoy from INM 59(T)/06 and DS4, MB10, MB12 from INM 343(T)/05.**

277(P)/07 ARABIA - Approaches to the Shaţţal'Arab - Khawr al Amaya and Khawr al Kafka - Depths. Wrecks. Obstructions. Buoyage. Beacon. Light.

Source: BA Notice 1894(P)/07
(HJ/1133/91)

1. A recent survey around the Khawr al Amaya Terminal (29° 47'·00N., 48° 48'·50E.) and Al Başrah Terminal (29° 40'·90N., 48° 48'·50E.) has revealed numerous depths less than charted. Changes to wrecks, obstructions and navigational aids were also reported. All positions are referred to WGS84 Datum.

2. The most significant depths are as follows:

8 ₈ m	29° 49'·07N., 48° 47'·41E.
6 ₉ m	29° 49'·04N., 48° 46'·93E.
10 ₈ m	29° 48'·78N., 48° 48'·16E.
2 ₇ m	29° 48'·62N., 48° 45'·43E.
16 ₉ m	29° 48'·40N., 48° 49'·65E.
14m	29° 48'·36N., 48° 49'·48E.
4m	29° 48'·31N., 48° 46'·07E.
10 ₉ m	29° 48'·22N., 48° 49'·20E.
9m	29° 48'·19N., 48° 47'·10E.
18 ₆ m	29° 48'·14N., 48° 49'·86E.
14 ₇ m	29° 48'·11N., 48° 49'·66E.
3 ₇ m	29° 48'·01N., 48° 44'·65E.
18 ₄ m	29° 47'·68N., 48° 50'·03E.
4 ₈ m	29° 47'·63N., 48° 44'·98E.
6 ₄ m	29° 47'·62N., 48° 46'·36E.
13 ₃ m	29° 47'·55N., 48° 49'·34E.
14 ₆ m	29° 47'·46N., 48° 49'·70E.
6 ₂ m	29° 47'·19N., 48° 45'·55E.
14 ₈ m	29° 47'·03N., 48° 50'·00E.
13 ₁ m	29° 46'·88N., 48° 47'·90E.
15 ₉ m	29° 46'·87N., 48° 50'·26E.
17 ₆ m	29° 46'·78N., 48° 48'·06E.
9 ₅ m	29° 46'·48N., 48° 47'·00E.

277(P)/07 ARABIA – Approaches to the Shaţţal'Arab – Khawr al Amaya and Khawr al Kafka – Depths. Wrecks. Obstructions. Buoyage. Beacon. Light.(Continued)

8 ₈ m	29° 46'·41N., 48° 45'·85E.
12 ₃ m	29° 46'·40N., 48° 48'·15E.
16 ₃ m	29° 46'·11N., 48° 48'·41E.
14 ₇ m	29° 45'·41N., 48° 46'·70E.
9 ₆ m	29° 41'·34N., 48° 44'·95E.

3. The Khawr al Kafka No 2 buoy charted in position 29° 20'·60N., 49° 00'·60E. is now reported to be in position 29° 20'·47N., 49° 00'·47E.

4. The following charted buoys are reported to be missing:

<i>Name</i>	<i>Description</i>	<i>Charted position</i>
Kafka No 1	Green buoy	29° 50'·33N., 48° 46'·74E.
Kafka	Red and white buoy, Fl(4)	29° 50'·14N., 48° 46'·52E.
No 6	Red buoy	29° 23'·42N., 48° 57'·07E.
No 3	Red buoy	29° 21'·22N., 48° 59'·13E.

5. The No 2 light, Fl.G.6s, charted in position 29° 48'·22N., 48° 44'·65E. has been destroyed.

6. A black beacon with cone topmark exists, marking the entrance to the Shaţţ al'Arab, in position 29° 50'·39N., 48° 46'·77E.

7. Several additional wrecks and obstructions were found during the survey. These are shown below:

obstruction, least depth 10m	29° 47'·17N., 48° 47'·61E.
obstruction, least depth 10·2m	29° 46'·78N., 48° 49'·71E.
obstruction, least depth 9·6m	29° 46'·32N., 48° 49'·74E.
obstruction, least depth 22·5m	29° 41'·36N., 48° 47'·22E.
obstruction, least depth 25·5m	29° 40'·94N., 48° 48'·34E.
obstruction, least depth 17·7m	29° 40'·69N., 48° 49'·06E.
obstruction, least depth 21·5m	29° 40'·53N., 48° 49'·92E.
wreck, least depth 13·5m	29° 40'·38N., 48° 45'·60E.
wreck, least depth 13·3m	29° 40'·36N., 48° 47'·78E.
obstruction, least depth 17·6m	29° 40'·12N., 48° 48'·43E.
obstruction, least depth 16·7m	29° 39'·81N., 48° 48'·43E.
obstruction, least depth 26·5m	29° 39'·29N., 48° 49'·38E.
obstruction, least depth 14·2m	29° 37'·82N., 48° 46'·64E.
wreck, least depth 13·7m	29° 37'·81N., 48° 46'·53E.

8. The following charted wrecks could not be found during the survey:

dangerous wreck, PA	29° 49'·00N., 48° 47'·50E.
obstruction, swept depth 9·1m	29° 47'·92N., 48° 48'·08E.
dangerous wreck, (mast)	29° 47'·20N., 48° 46'·40E.
obstruction, least depth 11·2m, PA	29° 46'·04N., 48° 47'·13E.
dangerous wreck, Rep (1998), PA	29° 43'·97N., 48° 46'·01E.
dangerous wreck, Rep(1998), PA	29° 43'·65N., 48° 46'·16E.
dangerous wreck, Rep(1992), PA	29° 40'·05N., 48° 46'·38E.

9. The sunken crane charted in position 29° 50'·45N., 48° 46'·95E. has been fixed in correct position 29° 50'·38N., 48° 46'·87E.

10. The flare charted on the Al Başrah (Al Bakr) Terminal no longer exists.

BA Charts affected-1235(INT 7289)-1265(INT 7291) -2884(INT 7278)-3773 -3842 (INT 7292)

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

***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 10 May 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	098	2005 series: 402 468. 2006 series: 261 356. 2007 series: 019 035 050 075 078 082 088 090 092 093 096 097 098.
II	E. Atlantic	164	2006 series: 131 322. 2007 series: 103 106 117 147 154 160 163 164.
III	Mediterranean	178	2007 series: 134 141 142 144 147 153 154 155 156 161 162 165 166 167 168 169 171 175 177 178.
IV	N.W. Atlantic	125	2007 series: Nil.
V	W. Atlantic	372	2007 series: Nil.
VI	S.W. Atlantic	168	2007 series: Nil.
VII	S.E. Atlantic	064	2006 series: 086. 2007 series: 017 044 056 057 061 064
VIII	Indian Ocean	279	2006 series - 745 803 2007 series - 012 014 035 072 085 094 112 161 174 179 183 184 185 200 201 203 216 218 228 241 242 249 255 257 258 260 262 263 264 266 268 270 271 272 273 274 276 278 279

<p>268. 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 03 May and 17 May 2007. Danger area bounded by:</p> <p>(A) 17-42.0N 083-18.0E (B) 17-47.0N 083-32.0E (C) 17-34.0N 083-30.0E (D) 17-28.0N 083-18.0E</p> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 18 May 2007.</p>
<p>269. Cancelled.</p>
<p>270. India East Coast – Bay of Bengal. Charts 31 INT 706. Seismic survey is in progress by 'Western Monarch' in area bounded by</p> <p>(A) 17-51.0N 085-55.0E (B) 17-41.0N 085-44.0E (C) 17-22.0N 086-02.0E (D) 17-32.0N 086-14.0E</p> <p>2. Vessel towing 08 in number (7000 meter each long) streamer cables attached to yellow coloured tail buoy with blue flashing light. 3. All vessels operating in vicinity are to maintain a clearance of 04 NM from the vessel and exercise caution.</p>
<p>271. India East Coast – Approches to Chennai. Charts 32 33 313 356 357 3001 3004 3028 INT 706. Hydrographic Survey will be carried out by Naval survey vessel Sandhayak and four (04) Survey Motor Boats from 04 May to 20 May 2007 in the area bounded by</p> <p>(a) 12-56.0N 080-09.0E (b) 12-56.0N 080-41.6E (c) 13-16.5N 080-41.6E (d) 13-16.5N 080-09.0E</p> <p>2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution. 3. Cancel this message on 21 May 2007.</p>
<p>272. 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 09 May, 10 May, 12 May and 13 May 2007.</p> <p>2. Danger zones (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this message on 14 May 2007.</p>

<p>273. India East Coast- Bay of Bengal. Charts 31 301 351 352 3017 3031 INT 706. Experimental flight vehicle launch scheduled from launch pad 21-22.5N., 086-56.0E between 0230 UTC and 1030 UTC from 08 May to 10 May 2007</p> <p>2. Danger zones Sector of 140 NM radius between azimuth angles (from north) 110 degree and 170 degree from launch pad.</p> <p>3. No over flight and shipping activity is permissible within the above mentioned sector.</p> <p>4. Cancel this message on 11 May 2007.</p>																											
<p>274. Cancel Navarea Eight Messages 219 and 256 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:</p> <table border="1"> <tr><td>Rig-31</td><td>16-25.00N</td><td>082-08.00E</td></tr> <tr><td>Atwood Beacon</td><td>16-40.00N</td><td>082-28.40E</td></tr> <tr><td>Transocean Nordic</td><td>20-02.00N</td><td>086-54.00E</td></tr> <tr><td>Perro Negro Iii</td><td>16-40.17N</td><td>082-25.70E</td></tr> <tr><td>Deep Water Frontier</td><td>16-10.30N</td><td>082-37.20E</td></tr> <tr><td>Galaxy Driller</td><td>20-45.90N</td><td>088-19.60E</td></tr> <tr><td>Discoverer Seven Seas</td><td>19-42.60N</td><td>086-49.60E</td></tr> <tr><td>Sagar Vijay</td><td>16-35.60N</td><td>082-27.20E</td></tr> <tr><td>C Kirk Rhein Jr</td><td>16-31.90N</td><td>082-30.50E</td></tr> </table> <p>2. Wide berth requested.</p>	Rig-31	16-25.00N	082-08.00E	Atwood Beacon	16-40.00N	082-28.40E	Transocean Nordic	20-02.00N	086-54.00E	Perro Negro Iii	16-40.17N	082-25.70E	Deep Water Frontier	16-10.30N	082-37.20E	Galaxy Driller	20-45.90N	088-19.60E	Discoverer Seven Seas	19-42.60N	086-49.60E	Sagar Vijay	16-35.60N	082-27.20E	C Kirk Rhein Jr	16-31.90N	082-30.50E
Rig-31	16-25.00N	082-08.00E																									
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Sagar Vijay	16-35.60N	082-27.20E																									
C Kirk Rhein Jr	16-31.90N	082-30.50E																									
<p>275. Cancelled.</p>																											
<p>276. Indian Ocean – Central Lakshdweep . Abandoned fibre glass life boat (colour white and orange) Ex Mv Sayed Malik Dinar adrift in position 10-59.8N., 073-53.3E.</p> <p>2. Mariners in vicinity to keep sharp look out and exercise caution.</p>																											
<p>277. Cancelled.</p>																											
<p>278. Cancelled.</p>																											
<p>279. India West Coast- Bharuch Channel. Charts 21 208 292 2039 2082 INT 705. Buoy no. 05 in position 21-37.42N 072-32.4E unlit.</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	087	2006 series: 106 116 147 177 200 203 216 227 230. 2007 series: 003 006 018 022 025 027 028 040 042 047 048 062 064 066 071 072 073 075 076 078 079 080 083 086 087.
X	Australia, New Guinea	064	2007 series: 028 032 036 037 041 043 044 048 049 050 052 053 055 057 058 059 060 062 063 064.
XI	Malacca Strait, China Sea, N. Pacific	161	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 0085 0093 0098 0115 0130 0133 0148 0154 0155 0160 0161.
XII	N.E. Pacific	106	2007 series: Nil
XIII	N.W. Pacific	013	2007 series: Nil
XIV	S.W. Pacific	010	2006 series: 049. 2007 series: 005 007 010.
XV	S.E. Pacific	52	Nil
XVI	E. Pacific	084	Nil
Hydropacs	Pacific, Indian Ocean	832	2006 series: 375 524 1049 1812. 2007 series: 444.
Hydrolants	Atlantic, Mediterranean	765	2006 series: 1394.

SECTION – VI: CORRECTIONS TO SAILING DIRECTION**INP 1 West Coast of India Pilot (2003 Edition) INDIA
and SRI LANKA – Palk Bay – Western Portion –
Dessils Point – Light House.**

140

Article 3.211, Insert, after Para 6

A new light house in position 09° 19'·75 N., 79° 18'·78E at Devil's point (Conspicuous from 05 NM). The light house was reported unlit in 2006.

Hydrographic Note, INS Darshak 10/07**INP 2 Bay of Bengal Pilot (2007 Edition) INDIA-East
Coast - Approaches to Visakhapatnam - Gangavaram
Port - Development**

127

*Insert:***2.138 a**

1. **Gangavaram Port Development:**-The Gangavaram Port (GPL) at Visakhapatnam is being developed as an all weather, deep water, and multipurpose world class port. 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 limits 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)

*After article 2.138***Gangavaram Port Ltd** 10/07

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>
D6590	- Ilha de Mafamede. NW end	16 21-19 S 40 01-80 E	Fl(2)R 10s	24	13	White 6-sided tower 25	<i>fl 0-5, ec 1, fl 0-5, ec 8.</i> Vis 029°-049°(20°) over Puga Puga Island. Vis 206°-221°(15°) over Santo Antonio Reef *
D6864	Mamelles	4 29-00 S 55 32-40 E	Fl W 2-5s	49	11	White square stone hut, red roof 6	<i>fl 0-2</i> *
D7340-2	- Khawr al Quway`. N	26 22-04 N 56 21-76 E	Q(6)+LFl 15s *	3	5	⚡ on black beacon, yellow top *	
D7686-9 *	- Oil Loading Terminal. SBM (IN) *	26 45-50 N 53 20-90 E *	Mo(U) Y 10s *	Orange SBM *	PA. Reported 2007 *
F0694-5	Azhikod	10 11-90 N 76 09-50 E	Fl(3)W 20s	30	24	White square concrete tower, black bands 34	Racon (T) 2007 *
F1402	- Common rear. F	1 41-51 N 101 47-99 E *	Iso W 2s	16	12	White beacon 16 *	*
F1402-1	- Ldg Lts 316°. Front. E	1 40-80 N 101 48-61 E *	Q W	16	12	White beacon 13 *	Vis 311-8°-320-2°(8-4°) *
F1808	Karang Heleputan (Kr Keluputan)	0 37-25 N 105 08-50 E	Fl W 6s	17	12	White beacon 10	<i>fl 0-5. TE; Lt buoy 8 Fl W 5s 8M in situ (T) 2007</i> *
K1402	- Tg Padangtikar	0 39-50 S 109 14-83 E	Fl W 3s	15	12	White framework tower, black bands 15 *	<i>fl 0-5</i>

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 08 dated 16 Apr 2007)*

NIL

INP 31(2), 1995*(Last correction: Edition No. 09 dated 30 Apr 2007)*

NIL

BA, VOLUME 3 Part 1, NP 283(1), 2006/07*(Last correction: Edition No. 15 dated 01 Aug 2006)*

NIL

INP 31(5), 1997*(Last correction: Edition No.08 dated 16 Apr 2007)*

NIL

INP 31, VOLUME 6, 2005*(Last correction: Edition No. 07 dated 01 Apr 2007)***PAGE 74, IRAQ, UMM QAŞR (K HAWR AZ ZUBAYR HARBOUR CONTROL), Pilots.**

Delete PROCEDURE and NOTES sections and replace by:

- (1) Pilotage is compulsory except for designated vessels.
- (2) River pilots board in position 29°41'N 48°46'E.
- (3) Harbour pilots board near No 36 buoy.

NOTES:

(1) This information is subject to considerable change at short notice. (2) For further details see Admiralty Sailing Directions NP 63 Persian Gulf Pilot (2005 Edition).

BA Notice-17/07**10/07****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	39.917	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						