



INDIAN NOTICES TO MARINERS FOR 2007

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

EDITION No. 11 DATED 01 JUN 2007

(CONTAINS NOTICES 278 TO 313)

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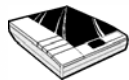
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested 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 publications. 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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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. Section I comprises List of Charts (both Indian and BA) affected by the notices contained in this edition. Where as sections 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) respectively after the Notice number and are placed in Section III. Sl Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

Source of Information. A star preceding the number of a Notice indicates that the notice is promulgated by INHO based on original information received.

Sailing Directions. Corrections for the Sailing Directions (Pilots) are given in Section VI.

Lights. Corrections to Indian list of Lights 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 the corresponding field is to be amended and all stars indicate that new light is to be inserted.

Radio Signals. The corrections in Section VIII should be cut and pasted in the appropriate volume 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 endeavor 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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INDIAN CHARTS, PUBLICATIONS AND ENC's NOW PUBLISHED AND AVAILABLE**(a) NEW INDIAN CHARTS**

Source: NHO, Dehradun

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
200	30-04-2007	CHURNA ISLAND TO GORA CHAN CREEK <u>Limits</u> 23° 38'.50N; 66° 35'.50E. 24 ° 54'.50N; 67° 29'.50E.	150 000	2	Rs. 1360.00
2084	15-03-2007	AGALEGA ISLANDS <u>Limits:</u> 10° 33'.60S; 56° 33'.35E. 10° 15'.90S; 56° 45'.45E.	37 500	1	Rs. 1360.00
2086	15-03-2007	APPROACHES TO PORT LOUIS <u>Limits</u> 20° 13'.16S; 57° 21'.00E. 20 ° 00'.04S; 57° 33'.00E.	37 500	1	Rs. 1360.00
		PORT LOUIS <u>Limits</u> 20° 10'.75S; 57° 27'.60E. 20 ° 06'.35S; 57° 30'.70E.	12 500	1	
2087	30-04-2007	PORT VICTORIA <u>Limits</u> 04° 38'.00S; 55° 27'.00E. 04 ° 36'.12S; 55° 29'.05E.	7 500	1	Rs. 1360.00

(b) NEW EDITION INDIAN CHARTS

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
224	30-04-2007	MANAPPAD TO SETUKKARAI <u>Limits</u> 08° 01'.60N; 78° 00'.00E. 09° 24'.00N; 78° 55'.00E.	150 000	4	Rs. 1360.00
2007	30-04-2007	ANDROTH ISLAND <u>Limits</u> 10° 45'.50N; 73° 33'.00E. 10 ° 55'.90N; 73° 49'.15E.	30 000	4	Rs. 1360.00
		PLAN OF ANDROTH JETTY <u>Limits</u> 10° 49'.00N; 73° 40'.20E. 10 ° 49'.53N; 73° 40'.90E.	5 000		
2021	30-04-2007	MUNDRA PORT <u>Limits:</u> 22° 40'.30N; 69° 39'.00E. 22° 47'.00N; 69° 43'.70E.	12 500	2	Rs. 1360.00

(c) INDIAN CHARTS PERMANENTLY WITHDRAWN

<i>Chart to be withdrawn</i>	<i>Date of Publication</i>	<i>Main Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
200	15-05-1987	CHURNA ISLAND TO GORA CHAN CREEK	200	30-04-2007
224	18-02-1985	MANAPPAD TO SETUKKARAI	224	30-04-2007
2007	16-04-2001	ANDROTH ISLAND, PLAN OF ANDROTH JETTY	2007	30-04-2007
2021	15-02-2004	MANAPPAD TO SETUKKARAI	2021	30-04-2007

(d) CHARTS AFFECTED BY THE FOREGOING

NIL

<u>FORTHCOMING CHARTS AND PUBLICATIONS</u>			
Chart No	Title	Scale	Remarks
2079	Approaches to Mundra Port	37 500	New Edition
2085	Coetivy Island	37 500	New Chart
3012	Vishakhapatnam Harbour	12 500	New Edition
4039	Campbell Bay Harbour	12 500	New Chart

SECTION – I
List of charts affected by
The Notices 278 to 313 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	288	82	32	285
21	2	281	253	32	284
22 (INT 752)	3	281	932	46	303
23	4	312(T)	933	46	303
32 (INT 754)	5	308(T)	941A	46	300,305
33	5	309(T),312(T)	1235(INT 7289)	40	289,313(P)
41	6	293	1265(INT 7291)	40	289,313(P)
208	2	306(T)	1312	46	296,298,300
209	2	306(T)	1353	45	293
211	3	278,279,280,281	2056	46	301,302
220	3	307(P)	2149	46	301,304
254 (INT 7331)	2	306(T)	2523(INT 7250)	40	288
255 (INT 7334)	3	278,279,281	2777	45	293
259 (INT 7356)	3	307(P)	2884(INT 7278)	40	289,290,313(P)
260 (INT 7362)	3	307(P)	2886	40	288,291
288	1	288,289	2887(INT 7232)	40	291
289	1	286,288,291	2889(INT 7211)	40	286
292 (INT 7021)	2	281	2965	46	302
293 (INT 7022)	3	281	3175(INT 7212)	40	287
301	5	283,311(T)	3179	40	286
315	4	308(T)	3409	40	291
316	4	308(T)	3721	46	299
317	4	308(T)	3729	46	304
353 (INT 7413)	5	310(T)	3773	40	289,313(P)
356 (INT 7400)	5	282	3842(INT 7292)	40	289,313(P)
358 (INT 7394)	4	308(T)	3919	45	293
2004(INT 7359)	3	307(P)	3949	46	297
2015(INT 7337)	3	279	3950	40	288
2016(INT 7336)	3	278,279,280,281	4034	45	295
2019	2	306(T)	4040	45	295
2029(INT 7358)	3	307(P)	4043	45	294
2044	2	306(T)	4044	45	294
2061	4	292			
2101	2	306(T)			
3006(INT 7423)	5	311(T)			
3011(INT 7421)	5	283,311(T)			
3013	5	283,311(T)			
7702 (INT 702)	1	312(T)			
7706 (INT 706)	1	293,312(T)			
7707 (INT 707)	1	293,312(T)			

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***278(11/07) INDIA - WEST COAST –Inner Approaches to Mumbai- Wreck.**

Source: Hydrographic Note, INS Investigator
(HJ/1030/87)

This is the wreck of MV Panoramas Seaman.

Chart 255(INT 7334) [*previous update 147/07*]

Insert  18° 52′·05N., 72° 47′·09E.

Chart 211 [*previous update 193/07*]

Insert  18° 52′·05N., 72° 47′·09E.


Chart 2016(INT 7336) [*previous update 193/07*]

Insert  18° 52′·05N., 72° 47′·09E.

***279(11/07) INDIA - WEST COAST –Port of Mumbai- Buoy.**

Source: Navarea VIII 304/07 and Mumbai Port Trust.
(HJ/1030/87)

Chart 255(INT 7334) [*previous update 278/07*]

Insert  *Fl.G.5s* 18° 50′·58N., 72° 48′·99E.

delete  *Fl.G.5s* 18° 50′·30N., 72° 48′·00E.

Chart 211 [*previous update 278/07*]

Move  *Fl.G.5s* *from:* 18° 50′·35N., 72° 48′·60E.
to: 18° 50′·58N., 72° 48′·99E.

Chart 2016(INT 7336) [*previous update 278/07*]

Insert  *Fl.G.5s* 18° 50′·58N., 72° 48′·99E.

Delete  *Fl.3s* 18° 50′·36N., 72° 48′·58E.

Chart 2015(INT 7337) [*previous update 193/07*]

Insert  *Fl.G.5s* 18° 50′·58N., 72° 48′·99E.

Delete  *Fl.G.5s* 18° 50′·36N., 72° 48′·60E.

***280(11/07) INDIA - WEST COAST –Inner Approaches to Mumbai- Wreck.**

Source: INS Investigator ROS C(N)- 484
(HJ/1030/87)

Chart 211 [*previous update 279/07*]

Substitute  *for*  (*Mast*) 18° 46′·15N., 72° 45′·70E.

Chart 2016(INT 7336) [*previous update 279/07*]

Substitute  *for*  (*Mast*) 18° 46′·15N., 72° 45′·70E.

***281(11/07) INDIA - WEST COAST –Inner Approaches to Mumbai- Kanhoji Angre Island (Khanderi Island) - Racon**

Indian List of Lights F & K 2003, F 0556

INP 31 (2) 1995 : 7900

Source: Hydrographic Note INS Investigator & Navarea VIII 309/07.

(HJ/1030/87)

Chart 21 [*previous update 079/07*]

Delete  Racon (K) at light 18° 42'·15N., 72° 48'·85E.

Chart 22 (INT 752) [*previous update 450/06*]

Delete  Racon (K) at light 18° 42'·15N., 72° 48'·85E.

Chart 292 (INT 7021) [*previous update 357/06*]

Delete  Racon (K) at light 18° 42'·15N., 72° 48'·85E.

Chart 293 (INT 7022) [*previous update 450/06*]

Delete  Racon (K) at light 18° 42'·15N., 72° 48'·85E.

Chart 255 (INT 7334) [*previous update 279/07*]

Delete  Racon (K) at light 18° 42'·15N., 72° 48'·85E.

Chart 211 [*previous update 280/07*]

Delete  Racon (K) at light 18° 42'·15N., 72° 48'·85E.

Chart 2016 (INT 7336) [*previous update 280/07*]

Delete  Racon (K) at light 18° 42'·15N., 72° 48'·85E.

***282(11/07) INDIA - EAST COAST –Chennai(Madras) to Ramayapatnam- Data buoy.**

Source: NHO Dehradun,

(HJ/1029/39)

Chart 356(INT 7400) [*previous update 081/07*]

Delete  Fl(5)15s4M
SW6 13° 11'·4N., 80° 22'·8E.

*** 283(11/07) INDIA - EAST COAST – Hugli River– Gasper channel to Haldia- Buoys.**

Source: Kolkata Port Trust

(HJ/1129/11)

Chart 301 [*previous update 095/07*]

Insert  Fl(2)R.10s
Western Sagar(WS) buoy 21° 39'·15N., 088° 00'·03E

Move  Fl(2)R.10s
Middleton No. IV *from:* 21° 34'·00N., 088° 05'·12E
to: 21° 33'·90N., 088° 05'·15E

 Fl.7s
Middleton No. V *from:* 21° 32'·25N., 088° 06'·80E
to: 21° 32'·25N., 088° 07'·02E

 Fl(2).10s
GAB *from:* 21° 39'·87N., 087° 59'·90E
to: 21° 40'·52N., 087° 59'·65E

Chart 3011 (INT 7421) [*previous update 095/07*]

Insert  Fl(2)R.10s
Western Sagar(WS) buoy 21° 39'·15N., 088° 00'·03E

 Fl(2).R.10s
AM 21° 45'·04N., 087° 58'·45E

 Q.Fl
EST 21° 56'·75N., 088° 08'·58E

 Fl(2).10s
WST 21° 57'·88N., 088° 09'·17E

 Q.Fl.G
CST 21° 57'·60N., 088° 09'·27E

* 283(11/07) INDIA EAST COAST – Hugli River– Gasper channel to Haldia- Buoys.(continued)






Move		Fl(2)R.10s Middleton No. IV	<i>from:</i> 21° 34'·00N., 088° 05'·12E <i>to:</i> 21° 33'·90N., 088° 05'·15E
		Fl.7s Middleton No. V	<i>from:</i> 21° 32'·25N., 088° 06'·80E <i>to:</i> 21° 32'·25N., 088° 07'·02E
		Fl(2).10s GAB	<i>from:</i> 21° 39'·87N., 087° 59'·90E <i>to:</i> 21° 40'·52N., 087° 59'·65E
Delete		CST	21° 57'·58N., 088° 09'·05E
		Fl(3).15s AM	21° 44'·97N., 087° 58'·40E

Chart 3013 [previous update 095/07]

Insert		Q.Fl EST	21° 56'·75N., 088° 08'·58E
		Fl(2).10s WST	21° 57'·88N., 088° 09'·17E
		Q.Fl.G CST	21° 57'·60N., 088° 09'·27E
Delete		CST	21° 57'·58N., 088° 09'·05E
		LST	21° 56'·84N., 088° 08'·59E

284(11/07) DJIBOUTI - Ghoubbet Kharab -Petite Passe - Light-beacons. Radar beacon. Buoyage.







Indian Light List Vol. D & E 2003, D 7293.1, 7293.2

INP 31(2), 1995: 74268

Source: BA Notice 2049 /07

(HJ/1033/17)

BA Chart 253 (plan E, Entrance to Ghoubbet Kharab) [previous update 125/06]

		bearing/distance metres from ⊙ Pavilion Mast (top left corner of plan)
Insert		Fl(2)R.5s BLRG PA (a) 164·5°/915m
		radar beacon, Racon (G), at light (a) above
		Fl(2)G.5s BLVG PA 172·5°/725m
		Fl.G.5s BG1 PA 151·5°/700m
		Fl.R.5s BG2 PA 153°/935m
		Fl(3)G.5s BG3 PA 196°/900m
		Fl(3)R.5s BG4 PA 175°/960m

BA Chart 253 (plan A, Golfe de Tadjoura) [previous update 125/06]

Insert		Fl(2)R (a) 11° 33'·21N., 42° 40'·94E.
		radar beacon, Racon (G), at light (a) above

285(11/07) RED SEA - Sudan - Port of Sudan Southwards - Bashayer Oil Terminal - Legend. Note.

Source: BA Notice 2031/07

(HJ/1034/92)

BA Chart 82 [*previous update 198/07*]

Insert	legend, <i>Restricted Area</i> (<i>see Note</i>), centred on:	19° 23'·70N., 37° 22'·10E.
	the accompanying note, RESTRICTED AREA, centred on:	19° 43'·90N., 37° 14'·65E.

286(11/07) UNITED ARAB EMIRATES - Creagh Shoal Westwards - Obstruction.

Source: BA Notice 2132/07

(HJ/1132/47)

Chart 289 [*previous update 261/07*] (WGS 84 DATUM)

Insert	 <i>Obstn</i>	24° 40'·8N., 52° 42'·2E.
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BA Chart 2889 (INT 7211) [*previous update 261/07*]

Insert	 <i>Obstn Rep(2007)</i>	24° 40'·8N., 52° 42'·2E.
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BA Chart 3179 [*previous update 286/06*]

Insert	 <i>Obstn Rep (2007)</i>	24° 40'·8N., 52° 42'·2E.
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287(11/07) ARABIA - Strait of Hormuz South-westwards - Abu -Musa - Buoy.

Source: BA Notice 2123/07

(HJ/1132/54)

BA Chart 3175 (INT 7212) [*previous update 200/07*]

Insert	 <i>Q(6)+LFl.15s</i>	25° 51'·49N., 55° 01'·11E.
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288(11/07) QATAR – Ra's Laffan North-eastwards - Platform. Buoy.

Source: BA Notice 2129/07

(HJ/1132/68)

Chart 20 [*previous update 234/07*] (WGS 84 DATUM)

Insert		26° 04'·3N., 51° 59'·5E.
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Chart 288 [*previous update 258/07*] (WGS 84 DATUM)

Insert		26° 04'·3N., 51° 59'·5E.
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Chart 289 [*previous update 286/07*] (WGS 84 DATUM)

Insert		26° 04'·3N., 51° 59'·5E.
--------	---	--------------------------

BA Chart 2523 (INT 7250) [*previous update 232/07*]

Insert		26° 04'·32N., 51° 59'·53E.
--------	---	----------------------------

	 <i>Mo(U)15s</i>	26° 03'·23N., 51° 59'·55E.
--	---	----------------------------

BA Chart 2886 [*previous update 261/07*]

Insert		26° 04'·32N., 51° 59'·53E.
--------	---	----------------------------

	 <i>Mo(U)15s</i>	26° 03'·23N., 51° 59'·55E.
--	---	----------------------------

BA Chart 3950 [*previous update 231/07*]

Insert		26° 04'·21N., 51° 59'·47E.
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	 <i>Mo(U)15s</i>	26° 03'·13N., 51° 59'·49E.
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289(11/07) ARABIA - Approaches to the Shaṭṭal' Arab -Khawr al Amaya and Khawr al Kafka - Obstruction. Legends.

Source: BA Notice 2128/07
(HJ/1133/91)

Chart 288 [*previous update 288/07*] (WGS 84 DATUM)

Delete  *Obstm* 29° 40'·7N., 48° 49'·1E.

BA Chart 1235(INT 7289) [*previous update 260/07*]

Amend legend to, *See INM 313(P)/07*, centred on: 29° 45'·70N., 48° 47'·60E.
29° 36'·50N., 48° 52'·00E.

BA Chart 1265 (INT 7291) [*previous update 256/07*]

Amend legend to, *See INM 313(P)/07*, centred on: 29° 48'·10N., 48° 49'·00E.
29° 38'·60N., 48° 50'·80E.
29° 20'·50N., 49° 02'·00E.

BA Chart 2884 (INT 7278) [*previous update 259/07*]

Amend legend to, *See INM 313(P)/07*, centred on: 29° 41'·00N., 48° 55'·50E.

BA Chart 3773 [*previous update 260/07*]

Amend legend to, *See INM 313(P)/07*, centred on: 29° 35'·40N., 48° 50'·40E.

BA Chart 3842(INT 7292) [*previous update 256/07*]

Amend legend to, *See INM 313(P)/07*, centred on: 29° 49'·85N., 48° 47'·00E.
29° 48'·50N., 48° 46'·30E.

290(11/07) IRAN - Bandar Imam Khomeyno -South-eastwards - Bahrgan Sar Oilfield - Buoy.

Source: BA Notice 2131/07
(HJ/1133/90)

BA Chart 2884(INT 7278) [*previous update 289/07*]

Insert  *Fl(2)6s* 29° 54'·75N., 49° 36'·91E.

291(11/07) IRAN - Jazireh - Ye Lavan - Lavan Oil Terminal Southwards - Buoy.

Indian Light List Vol. D & E, 2003, D 7686.9

Source: BA Notice 2130/07
(HJ/1132/66)

Chart 289 [*previous update 288/07*] (WGS 84 DATUM)

Insert  *Mo(U)Y.10s* 26° 45'·5N., 53° 20'·9E.

BA Chart 2886 [*previous update 288/07*]

Insert  *Mo(U)Y.10s PA* 26° 45'·5N., 53° 20'·9E.

BA Chart 2887(INT 7232) [*previous update 261/07*]

Insert  *Mo(U)Y.10s PA* 26° 45'·5N., 53° 20'·9E.


BA Chart 3409 (plan E, Lavan Oil Terminal) [*previous update 168/06*]

Insert  *Mo(U)Y.10s PA* 26° 45'·5N., 53° 20'·9E.

292(11/07) INDIAN OCEAN - Maldives - Male. - Lonuziyaariykolhu South-eastwards - Submarine cables.

Source: BA Notice 2166/07
(HJ/930/46)

Chart 2061 [*previous update 134/04*](WGS 84 DATUM)

Insert submarine cable,  joining: (a) 4° 10'·21N., 73° 31'·04E.(shore)
4° 10'·07N., 73° 31'·07E.
and (a)above
4° 10'·07N., 73° 31'·12E.

293(11/07) MALACCA STRAIT - Tanjung Jamboaye North-eastwards - Depth.

Source: BA Notice 2074/07

(HJ/928/52)

Chart 41 [*previous update 241/07*] (WGS 84 DATUM)

Delete Depth 45m enclosed by 50m contour 5° 28'·0N., 97° 47'·0E.

Chart 7706(INT 706) [*previous update 244/07*] (WGS 84 DATUM)Delete  5° 28'·5N., 97° 47'·0E..**Chart 7707(INT 707)** [*previous update 244/07*] (WGS 84 DATUM)

Delete Depth 45m 5° 28'·5N., 97° 47'·0E..

BA Chart 1353 [*previous update 262/07*]

Delete depth 45 enclosed by 50m approximate contour 5° 28'·5N., 97° 47'·0E.

BA Chart 2777 [*previous update 244/07*]

Delete depth 45 enclosed by 50m approximate contour 5° 28'·5N., 97° 47'·0E.

BA Chart 3919 [*previous update 242/07*]

Delete depth 45 5° 28'·48N., 97° 47'·0E.

294(11/07) SINGAPORE -Singapore Island -Changi - Changi Point Southwards -Pile.

Source: BA Notice 2016/07

(HJ/927/16)

BA Chart 4043 [*previous update 267/07*]

Insert Pile, • 1° 23'·52N., 103° 59'·22E.

BA Chart 4044(plan A Serangoon Harbour) [*previous update 264/07*]

Insert Pile, • 1° 23'·520N., 103° 59'·220E

BA Chart 4044 [*previous update 264/07*]

Insert Pile, • 1° 23'·52N., 103° 59'·22E

295(11/07) SINGAPORE - Jurong Island North-eastwards - Pasir Panjang Terminal and Seraya Power Station Northwards - Restricted area.

Source: BA Notice 2003/07

(HJ/927/16)

BA Chart 4034 [*previous update 206/07*]Insert limit of restricted area, entry prohibited, pecked line, joining: 1° 17'·235N., 103° 43'·848E.
(S border of block B)
(a) 1° 16'·396N., 103° 44'·777E.
(existing limit)Delete former limit of restricted area, entry prohibited, pecked line, joining: 1° 17'·235N., 103° 43'·760E.
(S border of block B)
(a) above**BA Chart 4040** [*previous update 272/07*]Insert limit of restricted area, entry prohibited, pecked line, joining: (a) 1° 17'·683N., 103° 42'·843E.
(existing limit)
1° 17'·613N., 103° 43'·305E.(b) 1° 17'·420N., 103° 43'·642E.
1° 16'·396N., 103° 44'·777E.
(existing limit)

Delete former limit of restricted area, entry prohibited, pecked line, joining: (a)-(b) above

296(11/07) SOUTH CHINA SEA - Pulau-Pulau Badas South-westwards - Depth.

Source: BA Notice 2163/07

(HJ/927/03)

BA Chart 1312 [*previous update 274/07*]Insert depth 18₄ enclosed by 20m contour 0° 25'·4N., 106° 52'·0E.

297(11/07) INDONESIA - Sumatera - Selat Riau - Soreh Eastwards - Buoy.

Source: BA Notice 2076/07

(HJ/927/05)

BA Chart 3949 [*previous update 164/07*]

Insert



Q(3)10s

0° 51'·37N., 104° 24'·02E.

298(11/07) INDONESIA - Kalimantan - West Coast - Pulau Pengikik Besar North-westwards - Depth.

Source: BA Notice 2164/07

(HJ/927/02)

BA Chart 1312 [*previous update 296/07*]

Delete depth 14 enclosed by 20m contour, PA

0° 18'·2N., 107° 58'·0E.

299(11/07) INDONESIA - Kalimantan - West Coast - Pulau Padangtikar - T. Padangtikar - Light.

Indian Light List Vol.F & K, 2003, K 1402

Source: BA Notice 2180/07

(HJ/827/90)

BA Chart 3721 [*previous update 273/07*]

Amend range of light to, 12M

0° 39'·40S., 109° 14'·75E.

300(11/07) INDONESIA - Sumatera - East Coast - Pulau Bangka, East Coast - T. Raja - Legend.

Indian Light List Vol. F & K, 2003, K 1005

Source: BA Notice 1995/07

(HJ/827/83)

BA Chart 941 A [*previous update 274/07*]

Delete legend, (exting), at light:

1° 54'·0S., 106° 11'·5E.

BA Chart 1312 [*previous update 298/07*]

Delete legend, (exting), at light

1° 54'·0S., 106° 11'·2E.


301(11/07) INDONESIA -Java Sea - Srigading to Teluk Banten - Submarine pipeline.

Source: BA Notice 2162/07

(HJ/827/44)

BA Chart 2056 [*previous update 214/07*]

Insert

submarine pipeline,  , joining:

5° 17'·70S., 105° 50'·10E. (shore)

5° 20'·67S., 105° 55'·00E.


5° 38'·67S., 106° 11'·50E.

5° 56'·83S., 106° 11'·50E.

6° 00'·12S., 106° 06'·80E. (shore)

BA Chart 2149 [*previous update 214/07*]

Insert

submarine pipeline,  , joining:

5° 17'·7S., 105° 50'·1E. (shore)

5° 20'·7S., 105° 55'·0E.

5° 38'·7S., 106° 11'·5E.

5° 56'·8S., 106° 11'·5E.

6° 00'·1S., 106° 06'·8E. (shore)

302(11/07) INDONESIA - Sumatera - South Coast - Teluk Lampung - P. Condonglaut - Light.

Indian Light List Vol. F & K, 2003,K 0923

Source: BA Notice 1977/07

(HJ/827/44)

BA Chart 2056 [*previous update 301/07*]

Amend light to, Fl.G.5s28m7M 5° 33'·8S., 105° 20'·5E.

BA Chart 2965 (plan, Approaches to Panjang and Tarahan) [*previous update 495/06*]

Amend light to, Fl.G.5s28m7M 5° 33'·88S., 105° 20'·50E.

303(11/07) INDONESIA - Jawa - North Coast - Approaches to Pelabuhan Tanjungpriok - Teluk Jakarta - Wreck.

Source: BA Notice 2119/07

(HJ/827/33)

BA Chart 932 (plan B, Approaches to Pelabuhan Tanjungpriok) [*previous update 215/07*]Insert  Rep (2007) 6° 00'·90S., 106° 56'·03E.**BA Chart 933** [*previous update 166/07*]Insert  Rep (2007) 6° 00'·90S., 106° 56'·03E.**304(11/07) INDONESIA - Jawa - Balongan - Arimbi Oilfield - Tanker mooring buoy.**

Source: BA Notice 2161/07

(HJ/827/31)

BA Chart 2149 [*previous update 301/07*]Insert symbol, yellow tanker mooring buoy 6° 16'·25S., 108° 29'·70E.
6° 18'·45S., 108° 28'·00E.**BA Chart 3729** [*previous update 213/07*]Insert symbol, yellow tanker mooring buoy, *Fl.Y.4s* 6° 16'·25S., 108° 29'·70E.
symbol, yellow tanker mooring buoy, *Fl.Y.5s* 6° 18'·45S., 108° 28'·10E.**305(11/07) INDONESIA - Jawa - South Coast - Jetis Kulon - Legend.**

Source: BA Notice 1996/07

(HJ/827/20)

Indian Light List Vol. F & K, 2003, K 1276.5

BA Chart 941 A [*previous update 300/07*]

Delete legend, (exting), at light 7° 50'·5S., 109° 53'·5E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***306(T)(11/07) INDIA - WEST COAST – Approaches to Magadalla -Tapi Channel – Buoys.**

Source: Navarea VIII,012/07

(HJ/1130/17)

1. Tapi river channel buoy(No.4) 21° 03′·80N., 072° 40′·80E and buoy (NO.6) 21° 04′·35N., 072° 41′·48E are off station.
2. Mariners to exercise caution.

Charts affected -254(INT 7331) – 208 – 209 – 2044 – 2101 - 2019

***307(P)(11/07) INDIA - WEST COAST – Kochi (Cochin harbour)- SPM- Pipe line.**

Source: Bharat Petroleum Corporation Limited

(HJ/930/93)

1. Pipe line installation and SPM work will be expected to completed by end Jun 07 between following positions
 - a) Starting point 09° 59′·76N., 76° 13′·14E (Land fall point near Puthuvypu Light house)
 - b) End point 09° 59′·82N., 76° 02′·50E(SPM Location)
2. All vessels operating in vicinity are to maintain a clearance of 1000 metres either side from point (a)- (b) & 1000 metres West of the SPM location or point (b).
3. **Cancel former INM 142(P)/07.**

Charts affected – 260(INT 7362) - 259(INT 7356) – 220 - 2029(INT 7358) - 2004(INT 7359)

***308(T)(11/07) INDIA - EAST COAST – Bay of Bengal- Dredging Operation**

Source: Hydrographic Note INS Baratang

(HJ/1030/00)

1. Dredging operations is being carried out by Prof. Gorjunov, Dredger Pacific with support vessels Vaillankanni & Fisher King and is expected to be completed in Jun 07.
2. 05 in Nos Yellow coloured buoys laid by DCI in following position within dredging area.

(a)	10° 05′·62N.,	79° 58′·86E
(b)	10° 06′·28N.,	80° 00′·11E
(c)	10° 06′·67N.,	80° 02′·09E
(d)	10° 06′·86N.,	79° 57′·73E
(e)	10° 07′·79N.,	80° 02′·74E
3. All vessels operating in vicinity are to exercise caution.
4. **Cancel former INM 69(T)/07.**

Charts affected – 32(INT 754) – 315 – 316 - 317 - 358(INT 7394)

***309(T)(11/07) INDIAN OCEAN - BAY OF BENGAL – Southern Portion – Tsunami Data Buoy.**

Source: NIOT Chennai & Navarea VIII 287/07

(HJ/1029/24)

1. A yellow coloured Tsunami data buoy(TB 08) 2.2mtr diameter and 3.5mtr mast with radar reflector of characteristics Fl(4)15s4M is laid in position 12°31′·20N 85° 30′·55E
2. Mariners are strongly advised not to anchor or trawl in the operation circle 3 NM of moored data buoy.
3. **Delete SI .No (a) from INM 187(T)/07.**

Chart affected – 33

***310(T)(11/07) INDIA – East Coast – Kalingapatnam to Gopalpur – Unexploded Charges**

Source: INS Gharial

(HJ/1029/84)

1. Unexploded charges reported dumped in the position 18°35′·33N; 85° 33′·66E.

Chart affected – 353(INT 7413)

***311(T)(11/07) INDIA - EAST COAST - HUGLI RIVER-Haldia to Kukrahatti Reach – Depths.**

Source: Kolkata Port Trust

(HJ/1129/21)

1. The maximum & minimum soundings reports for Kolkata & Haldia channels are appended below:-

<u>Month</u>	<u>Kolkata</u>		<u>Haldia</u>	
	Max Depth	Min Depth	Max Depth	Min Depth
Mar 07	3.8 m	3.6 m	4.7 m	4.7 m

2. The above depths are below the chart datum ie, at zero level of tide.
3. Mariners are to exercise caution.

Chart affected – 301- 3011(INT 7421) – 3013- 3006(INT 7423)**312(T)/07 INDIAN OCEAN - Data buoys.**

Source: BA Notice 2135(T)/07

(HJ/929/81)

1. The National Oceanic and Atmospheric Administration (NOAA) maintains an array of buoys called Autonomous Temperature Line Acquisition System (ATLAS) in the Indian Ocean.
2. The ATLAS buoys, orange and white bands, Q(2-3 metre toroid buoy), which make up the array are located in the following positions:
 - 8° 00'·1N., 88° 58'·3E.
 - 3° 58'·7N., 89° 29'·9E.
 - 1° 31'·3N., 90° 06'·6E.
 - 0° 03'·1N., 89° 49'·3E.
 - 1° 49'·6N., 80° 35'·3E.
 - 1° 34'·0N., 80° 33'·5E.
 - 1° 16'·3N., 80° 29'·3E.
 - 7° 57'·1S., 67° 03'·8E.
3. Mariners are advised to give all mooring positions a 5 nautical mile berth.
4. **Former Notice 579(T)/06 is cancelled.**

Charts affected -23 -33 -7702 (INT 702) -7706 (INT 706) -7707 (INT 707)**313(P)/07 ARABIA - Approaches to the Shaţţal .Arab - Khawr al Amaya and Khawr al Kafka - Depths. Wrecks. Obstructions. Buoyage. Beacon. Light.**

Source: BA Notice 2127(P)/07

(HJ/1131/91)

1. Numerous depths less than charted around the Khawr al Amaya Terminal (29° 47'·00N., 48° 48'·50E.) and Al Başrah 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.
14 _m	29° 48'·36N., 48° 49'·48E.
4 _m	29° 48'·31N., 48° 46'·07E.
10 ₉ m	29° 48'·22N., 48° 49'·20E.
9 _m	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.

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

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.
8 ₈ m	29° 46'·41N., 48° 45'·85E.
12 ₃ m	29° 46'·40N., 48° 48'·15E.
16 ₅ 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, 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, in position 29° 48'·22N., 48° 44'·65E. has been destroyed.

6. A black beacon with triangular 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 reported. 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'·72E.
obstruction, least depth 25·5m	29° 40'·94N., 48° 48'·34E.
*obstruction, least depth 17·6m	29° 40'·69N., 48° 48'·06E.
obstruction, least depth 21·5m	29° 40'·53N., 48° 49'·92E.
*wreck, least depth 13·5m	29° 40'·38N., 48° 47'·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.

* Indicates new or revised entry

8. The following charted wrecks could not be found:

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

10. These and other amendments will be included on Charts 1235, 1265, 2884, 3773 and 3842 in due course.

11. Former Notice 277(P)/07 is cancelled.

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

1. For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
2. **NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 24 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	108	2005 series: 402 468. 2006 series: 261 356. 2007 series: 019 035 050 075 078 082 088 090 092 093 096 097 098 099 101 106 108.
II	E. Atlantic	192	2006 series: 131. 2007 series: 103 183 187 190 191 192.
III	Mediterranean	213	2007 series: 153 154 155 156 161 162 169 183 187 189 191 192 200 201 206 207 208 211 212 213.
IV	N.W. Atlantic	136	2007 series: Nil.
V	W. Atlantic	407	2007 series: Nil.
VI	S.W. Atlantic	179	2007 series: Nil.
VII	S.E. Atlantic	076	2006 series: 086. 2007 series: 017 044 066 074 076
VIII	Indian Ocean	311	2006 series - 745 2007 series - 012 014 035 072 085 112 161 174 179 183 184 185 200 201 203 216 241 242 249 257 270 274 276 279 282 283 286 287 288 293 294 295 296 298 304 305 306 308 309 310 311

280 to 281.	Cancelled.																																																																											
282.	India East Coast – Approches to Kakinada. Charts 31 32 354 3009 INT 706. Drilling operation in progress by rig Deep Driller- I in position 17-02.1N., 082-31.2E. 2. Wide berth requested.																																																																											
283.	Cancel Navarea Eight 258 of 2007. India West Coast – Arabian sea. Charts 21 22 202 211 251 253 255 271 291 292 293 INT 705 INT 706. Present position of oil rigs / drill ships as follows: <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr><td>ABAN III</td><td>19-20.63N</td><td>071-25.68E</td></tr> <tr><td>ABAN V</td><td>19-33.50N</td><td>071-23.33E</td></tr> <tr><td>CE THORNTON</td><td>19-51.33N</td><td>071-39.50E</td></tr> <tr><td>FG Mc CLINTOK</td><td>19-19.60N</td><td>071-16.66E</td></tr> <tr><td>FRONTIER ICE</td><td>20-10.37N</td><td>069-40.33E</td></tr> <tr><td>HITDRILL</td><td>19-32.27N</td><td>071-24.08E</td></tr> <tr><td>JT ANGEL</td><td>18-36.26N</td><td>072-14.03E</td></tr> <tr><td>KEDARNATH</td><td>22-52.13N</td><td>068-31.38E</td></tr> <tr><td>NOBLE CHARLIE</td><td>19-38.90N</td><td>071-20.95E</td></tr> <tr><td>NOBLE ED HOLT</td><td>19-34.25N</td><td>071-17.86E</td></tr> <tr><td>PRIDE PENNSYLVANIA</td><td>19-15.18N</td><td>072-02.16E</td></tr> <tr><td>PRIDE HAWAI</td><td>18-31.55N</td><td>072-16.73E</td></tr> <tr><td>RON TOPMEYYER</td><td>19-05.33N</td><td>072-06.88E</td></tr> <tr><td>RONDOLF YOST</td><td>19-13.00N</td><td>072-11.06E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-12.52N</td><td>072-01.66E</td></tr> <tr><td>SAGAR LAXMI</td><td>18-36.15N</td><td>071-01.63E</td></tr> <tr><td>SAGAR PRAGATI</td><td>18-32.27N</td><td>072-15.43E</td></tr> <tr><td>SAGAR RATNA</td><td>18-54.88N</td><td>072-16.92E</td></tr> <tr><td>SAGAR SAMRAT</td><td>19-32.13N</td><td>071-18.81E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-26.65N</td><td>071-20.61E</td></tr> <tr><td>SAGAR UDAY</td><td>19-33.23N</td><td>071-19.75E</td></tr> <tr><td>TRIDENT – 2</td><td>18-34.48N</td><td>072-16.76E</td></tr> <tr><td>TRIDENT – 12</td><td>19-26.83N</td><td>071-15.45E</td></tr> <tr><td>ENSCO-50</td><td>19-23.16N</td><td>071-57.16E</td></tr> <tr><td>ENSCO-53</td><td>19-18.28N</td><td>071-58.58E</td></tr> </tbody> </table>	ABAN III	19-20.63N	071-25.68E	ABAN V	19-33.50N	071-23.33E	CE THORNTON	19-51.33N	071-39.50E	FG Mc CLINTOK	19-19.60N	071-16.66E	FRONTIER ICE	20-10.37N	069-40.33E	HITDRILL	19-32.27N	071-24.08E	JT ANGEL	18-36.26N	072-14.03E	KEDARNATH	22-52.13N	068-31.38E	NOBLE CHARLIE	19-38.90N	071-20.95E	NOBLE ED HOLT	19-34.25N	071-17.86E	PRIDE PENNSYLVANIA	19-15.18N	072-02.16E	PRIDE HAWAI	18-31.55N	072-16.73E	RON TOPMEYYER	19-05.33N	072-06.88E	RONDOLF YOST	19-13.00N	072-11.06E	SAGAR GAURAV	19-12.52N	072-01.66E	SAGAR LAXMI	18-36.15N	071-01.63E	SAGAR PRAGATI	18-32.27N	072-15.43E	SAGAR RATNA	18-54.88N	072-16.92E	SAGAR SAMRAT	19-32.13N	071-18.81E	SAGAR SHAKTI	19-26.65N	071-20.61E	SAGAR UDAY	19-33.23N	071-19.75E	TRIDENT – 2	18-34.48N	072-16.76E	TRIDENT – 12	19-26.83N	071-15.45E	ENSCO-50	19-23.16N	071-57.16E	ENSCO-53	19-18.28N	071-58.58E
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ENSCO-53	19-18.28N	071-58.58E																																																																										
2.	Wide berth requested.																																																																											

284 to 285. Cancelled.												
<p>286. Cancel Navarea Eight 255 of 2007. India West Coast – Arabian Sea. Charts 21 22 212 256 293 INT 705. Seismic Survey will be carried out by Sagar Sandhani from 12 May to 15 Jun 2007 in area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>17-51.0N</td> <td>072-21.0E</td> <td>(B)</td> <td>17-51.0N</td> <td>072-45.0E</td> </tr> <tr> <td>(C)</td> <td>17-34.0N</td> <td>072-21.0E</td> <td>(D)</td> <td>17-34.0N</td> <td>072-45.0E</td> </tr> </table> <p>2. Vessel towing two seismic cables of length 5500 meters each with green and yellow buoys with flashing light to mark the tail end of the cables</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 06 NM all around the vessel and exercise caution.</p> <p>4. Cancel this message on 16 Jun 2007.</p>	(A)	17-51.0N	072-21.0E	(B)	17-51.0N	072-45.0E	(C)	17-34.0N	072-21.0E	(D)	17-34.0N	072-45.0E
(A)	17-51.0N	072-21.0E	(B)	17-51.0N	072-45.0E							
(C)	17-34.0N	072-21.0E	(D)	17-34.0N	072-45.0E							
<p>287. Bay of Bengal – Southern Portion. Charts 33 INT 706. Yellow coloured Tsunami surface buoy (TB 08) 2.2 meters dia and 3.5 meters mast fitted with radar reflector laid in position 12-31.20N., 085-30.55E with characteristics fl(4) 15 s (04NM)</p> <p>2. All vessels operating in vicinity are to maintain a clearance of 03 NM off the buoy.</p>												
<p>288. India East Coast – Bay of Bengal. Charts 32 33 357 INT 706. a 29 feet red coloured fishing vessel 'Jaya Lakshimi' with 06 crew missing since 08 May 2007. vessel last sighted in position approximate 11-51.1N.,080-00.0E.</p> <p>2. All vessels operating in vicinity to keep sharp lookout and render assistance.</p>												
289 to 292. Cancelled.												
<p>293. Refer Navarea Eight 274 of 2007. India East Coast – Bay of Bengal. Charts 32 33 357 INT 706. Drill ship Deep Water Frontier moved to new position 11-28.6N 080-11.1E.</p> <p>2. Wide berth requested.</p>												
<p>294. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Gas hydrates investigation in progress by Marion Dufresne in area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>16-06.0N</td> <td>081-38.0E</td> <td>(B)</td> <td>16-20.0N</td> <td>082-18.0E</td> </tr> <tr> <td>(C)</td> <td>16-04.0N</td> <td>082-24.0E</td> <td>(D)</td> <td>15-44.0N</td> <td>081-44.0E.</td> </tr> </table> <p>2. All vessels operating in vicinity are to keep a safe distance of 01 NM and exercise caution.</p>	(A)	16-06.0N	081-38.0E	(B)	16-20.0N	082-18.0E	(C)	16-04.0N	082-24.0E	(D)	15-44.0N	081-44.0E.
(A)	16-06.0N	081-38.0E	(B)	16-20.0N	082-18.0E							
(C)	16-04.0N	082-24.0E	(D)	15-44.0N	081-44.0E.							
<p>295. India West Coast – Trivandrum. Charts 22 32 222 260 INT 70. Rocket launching from Thumba equatorial rocket launching station 08-31.98N ; 076-52.05E between 1330 UTC and 1700 UTC from 19 May to 31 May 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 01 Jun 2007</p>												
<p>296. Indian Ocean – Nine degree channel. Charts 22 INT 72 INT 73 INT 706. MV Freedom Ace reported one life buoy marked "Freedom Ace" accidentally fallen over board in approximate position 08-57.6N 070-26.6E</p> <p>2. Mariners to exercise caution.</p>												
297. Cancelled.												
<p>298. Cancel Navarea Eight 285 of 2007. India West Coast – Arabian Sea. Charts 21 22 211 255 292 293 2016 INT 705 INT 706. Seismic survey in progress by 'Geco Topaz' till 10 Jun 2007 in area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>19-03.0N</td> <td>072-38.0E</td> <td>(B)</td> <td>18-48.0N</td> <td>072-38.0E</td> </tr> <tr> <td>(C)</td> <td>18-48.0N</td> <td>071-59.0E</td> <td>(D)</td> <td>19-03.0N</td> <td>071-59.0E.</td> </tr> </table> <p>2. Vessel towing six seismic cables of length 04 NM and the cables are indicated by yellow tail buoy with flashing light</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 06 NM and exercise caution.</p> <p>4. Cancel this message on 11 Jun 2007.</p>	(A)	19-03.0N	072-38.0E	(B)	18-48.0N	072-38.0E	(C)	18-48.0N	071-59.0E	(D)	19-03.0N	071-59.0E.
(A)	19-03.0N	072-38.0E	(B)	18-48.0N	072-38.0E							
(C)	18-48.0N	071-59.0E	(D)	19-03.0N	071-59.0E.							
299 to 303. Cancelled.												
<p>304. India West Coast – Mumbai Harbour. Charts 21 22 211 255 292 293 2015 2016 INT 705 INT 706. South entrance buoy in position 18-50.30N; 072-48.58E shifted to new position 18-50.63N 072-48.94E</p> <p>2. Mariners to exercise caution.</p>												
<p>305. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing practice by Naval Ships on Pigeon Island (16 Meter rock) between 0530 UTC and 0830 UTC on 24 May 2007. Danger area 10 NM around Pigeon Island.</p> <p>2. Safe flying height 3500 Metres.</p> <p>3. Cancel this message on 25 May 2007.</p>												
<p>306. 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 25 May 29 May 01 Jun and 05 Jun 2007. Danger area bounded by</p> <table border="0"> <tr> <td>(A)</td> <td>09-57.5N</td> <td>075-59.5E</td> <td>(B)</td> <td>09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(C)</td> <td>09-44.0N</td> <td>076-17.5E</td> <td>(D)</td> <td>09-42.5N</td> <td>076-09.5E.</td> </tr> </table> <p>2. Safe flying height 10000 Metres.</p> <p>3. Cancel this message on 06 Jun 2007.</p>	(A)	09-57.5N	075-59.5E	(B)	09-57.7N	076-14.2E	(C)	09-44.0N	076-17.5E	(D)	09-42.5N	076-09.5E.
(A)	09-57.5N	075-59.5E	(B)	09-57.7N	076-14.2E							
(C)	09-44.0N	076-17.5E	(D)	09-42.5N	076-09.5E.							

307. Cancelled.
308. India East Coast- Chennai . Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval coast battery 13-07.17N., 080-18.7E, between 0530 UTC and 0730 UTC on 25 May 2007. 2. Danger zone: Sector of 11 NM radius between 045 degree and 075 degree from coast battery. 3. Safe flying height 12800 metres 4. Cancel this message on 26 May 2007
309. India West Coast – Approches to Mumbai . Charts 21 22 211 255 292 2016 INT 705 INT 706. Khanoji Angre Island light Racon 'K'; 18-42.18N., 072-48.60E, Non Operational.
310. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC and 1230 UTC from 24 May to 29 May 2007. Danger area bounded by: (a) 19-14.60N 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) 2. Safe flying height 6100 metres. 3. Cancel this message on 30 May 2007.
311. India West Coast - Arabian Sea. Charts 21 204 252 271 291 292 INT 705. Unmanned MV Mariam Trans dangerously listing to port and adrift in position 22-01.3N., 068-28.05E . Dangerous to navigation 2. Mariners to exercise caution

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	115	2006 series: 106 116 147 177 200 203 216 230. 2007 series: 003 006 018 022 025 027 040 042 047 048 062 078 080 083 086 087 090 092 093 095 101 102 106 107 108 109 111 114 115.
X	Australia, New Guinea	080	2007 series: 036 037 043 044 049 050 055 058 059 060 062 063 064 069 071 073 076 078 079 080
XI	Malacca Strait, China Sea, N. Pacific	209	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 0480 0561 0568 0580 0585 2007 series: 0002 0003 0004 0008 0009 0085 0093 0098 0130 0133 0148 0155 0171 0172 0173 0174 0175 0176 0177 0178 0183 0187 0189 0197 0204 0208 0209.
XII	N.E. Pacific	115	2007 series: Nil
XIII	N.W. Pacific	018	2007 series: Nil
XIV	S.W. Pacific	022	2006 series: 049. 2007 series: 005 007 010 022.
XV	S.E. Pacific	059	Nil
XVI	E. Pacific	103	Nil
Hydropacs	Pacific, Indian Ocean	904	2006 series: 375 524 1049 1812. 2007 series: Nil
Hydrolants	Atlantic, Mediterranean	848	2006 series: 1394.

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

**INP 2 Bay of Bengal Pilot (2007 Edition) INDIA-South
Andaman Island – Port Blair – Snake Island – Anchorage.**

301

Article 8.86, Insert after Para 2

2a Anchorage - Anchorage off Carbyn's Cove may be obtained
at about 06 cables NE of Snake Island in 27m depth

ROS INS Nirupak M(D) - 158

11/07

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>
D6483-5	- N Headland	28 48-40 S 32 05-60 E	F G	..	..	Brick tower	TE 2007 *
D6488	Ponta do Ouro	26 51-40 S 32 53-30 E	Fl(2)W 10s	113	15	White concrete tower on white dwelling 5	TE 2007 *
D6598-1	-Ilha de Goa. 2nd Ldg Lts 127°. Rear. 410m from front	15 03-20 S 40 47-40 E	Fl(4)W 10s	30	27	White square masonry tower, red bands, on dwelling 31	Aeromarine. (fl 0-7, ec 0-8) x 3, fl 0-7, ec 4-8. Reported Fl(2)W 12s 17M 2007 *
D7026-5	Île Europa	22 19-10 S 40 20-40 E	Fl W 4s	21	9	Round pylon 18	TE 2007 *
D7318	Ras al Hadd (AMNAS)	22 31-98 N 59 47-90 E	Fl W 10s	42	18	Red and white metal framework tower 38 *	fl 0-9. Racon *
D7656-33	- Khowr e Maramus. No A35	30 23-64 N 49 05-77 E	Fl(2)Y 6s				*
	*	*	*	*	*	*	*
D7656-34	- Khowr e Maramus. No A37	30 24-00 N 49 06-39 E	Fl(2)Y 4s				*
	*	*	*	*	*	*	*
D7742	Ormara	25 11-31 N 64 41-24 E	Fl(2)W 20s	227	19	Grey metal framework tower on white base 8	 *
D9178-5	- QATAR NORTH FIELD. PEARL-1	26 09-15 N 52 04-40 E	Mo(U)W 15s	..	..	Well jacket	 *
	*	*	*	*	*	*	*
D9178-8	- QATAR NORTH FIELD. PEARL-2	26 04-32 N 51 59-53 E	Mo(U)W 15s	..	..	Well jacket	 *
	*	*	*	*	*	*	*
F 0556	- Kanhoji Angre Island	18 42.15 N 72 48.85 E	Fl(2)WR 10s	47	W 25 R 22	8-sided tower on flat-roofed house	fl 0.3, ec 2.6, fl 0.3, ec 6.8. R 336°-001°(025°), W 001°-201°(200°). *

F1697-965	- TELUK JODOH. Pulau Batam (I)	1 09-68 N 103 59-10 E	Fl W 5s	9	5	White beacon	<i>fl 0-5.</i> Ra refl. TE 2007 *
F1775	- Pulau Buau (Mentigi)	1 02-80 N 104 12-90 E	Fl W 2s	12	8	White framework tower 10	<i>fl 0-5. TE 2007</i> *
F1830	- Letung (I)	2 59-70 N 105 42-50 E	Fl W 6s	60	11	White beacon	<i>fl 1. TE 2007</i> *
F1830-8	- Pulau Repong (I)	2 21-67 N 105 52-83 E	Fl(4)W 12s	22	14	White beacon	<i>(fl 0-3, ec 1-7) x 3, fl 0-3, ec 5-7. TE 2007</i> *
F1854	- Pulau Pulau Muri (I)	1 54-00 N 108 39-00 E	Fl W 6s	102	25	White metal framework tower 20	<i>fl 0-5.</i> Racon. TE 2007 *

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)***PAGE 28, MAURITIUS, section.****74260 Port Louis, Lt Bn.**

Delete position and replace by: 20°08'28S 57°28'44E

BA Notice - 18/07**11/07****PAGE 36, INDIA, section.****79000 Khanderi Island Light House Racon.**

Delete entry.

Hydrographic Note: INS Investigator**11/07****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. 10 dated 16 May 2007)*

NIL

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

NIL

INP 31(8), 1999*(Last correction: Edition No. 05 dated 01 Mar 2006)*

NIL

SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS

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

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

SECTION – X: REPORTING OF NAVIGATIONAL DANGERS

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

Appeal to all Mariners:

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

National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARANCHAL), INDIA
e-mail: - 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.

*To accompany Indian Notice to Mariners 285/07
On BA Chart 82*

RESTRICTED AREA
(19° 24'·10N., 37° 19'·38E.)

Vessels are only allowed entry into the
Bashayer Oil Terminal Restricted Area with
a pilot embarked.