



INDIAN NOTICES TO MARINERS FOR 2007

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

EDITION No. 14 DATED 16 JUL 2007

(CONTAINS NOTICES 379 TO 401)

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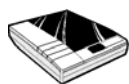
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested 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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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. 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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SECTION – I
List of charts affected by
The Notices 379 to 401 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	391	262(INT 7115)	32	387,388
207	2	380, 400(T)	646	36	386
216	3	401 (T)	1353	45	394
217	3	401 (T)	1358	45	396
254(INT 7331)	2	380, 400(T)	2139	45	396
258(INT 7348)	3	401 (T)	2153	45	395
288	1	391	2403	45	397
354(INT 7408)	5	383	2851	40	389,393
355(INT 7405)	5	382,383	2882(INT 7264)	40	391
403	6	384	2883	40	391,392
405	6	385	2933	36	386
473(INT 7031)	6	384,385	3412(INT 7219)	40	390
2016(INT 7336)	3	381	3831	45	398
2044	2	380	3833	45	397,398
2073	3	401(T)	3920	45	394
3005	5	382	3921	45	394
4030	6	385	3946	45	396
8006	1	386	3947	45	397
			4033	45	399
			4038	45	397
			5502	45	397

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***379(14/07) Miscellaneous updates to charts**

Source: NHO Dehradun

Chart No.	Previous Updates	Details
215, 216, 2008	354/07	Refer INM354 (13/07) dated 01 Jul 07.
		(i) Read as Chart 215 [previous update 194/07] (WGS 84 Datum) for Chart 215 [previous update 194/07]
		(ii) Read as Chart 216 [previous update 194/07] (WGS 84 Datum) for Chart 216 [previous update 194/07]
		(iii) Read as Chart 2008 [previous update 194/07] for Chart 2008 [previous update 194/07] (WGS 84 Datum).

***380(14/07) INDIA – WEST COAST – Diu Head to Gopnath Point – Buoys.**

Source: NHO Dehradun

(HJ/1130/08)

Chart 254 (INT 7331) [previous update 334/06]




























Insert		No.2	Fl.5s			20° 36'·60N., 71° 58'·50E.	
		No.3	Fl.5s			20° 40'·58N., 71° 59'·06E.	
		No.8	Fl.(3).10s			20° 59'·46N., 72° 06'·73E.	
Substitute		No. 1	Fl.10s Fairway	for		Fl.10s Fairway	20° 35'·55N., 71° 56'·33E.
		No.4	Fl.2s	for		Fl.2s	20° 44'·45N., 72° 02'·53E.
		No.5	Fl(9).15s	for		Fl(9).15s	20° 47'·86N., 72° 07'·33E.
		No.6	Fl	for		Fl	20° 52'·90N., 72° 06'·03E.
		No.7	Fl(2).15s	for		Fl(2).15s	20° 56'·37N., 72° 06'·95E.
		No.9	Fl.R.3s	for		Fl.R.3s	21° 02'·46N., 72° 09'·23E

Chart 207 [previous update 315/07]

Substitute		No. 1	Fl.10s Fairway	for		Fl.10s	20° 35'·55N., 71° 56'·33E.
		No.2	Fl.5s	for		Fl.5s	20° 36'·60N., 71° 58'·50E.
		No.3	Fl.5s	for		Fl.5s	20° 40'·58N., 71° 59'·06E.
		No.4	Fl.2s	for		Fl.2s	20° 44'·45N., 72° 02'·53E.
		No.5	Fl(9).15s	for		Fl(9).15s	20° 47'·86N., 72° 07'·33E.
		No.6	Fl	for		Fl	20° 52'·90N., 72° 06'·03E.

***380(14/07) INDIA – WEST COAST – Diu Head to Gopnath Point – Buoys. (Continued)**







	No.7	Fl(2).15s	for		Fl(2).15s	20° 56′.37N., 72° 06′.95E.
	No.8	Fl(3).10s	for		Fl(3).10s	20° 59′.46N., 72° 06′.73E.
	No.9	Fl.R.3s	for		Fl(R)3s	21° 02′.46N., 72° 09′.23E.










Chart 2044 [*previous update 104/06*]

Substitute		No.9	Fl.R.3s	for		Fl(R)3s	21° 02′.46N., 72° 09′.23E.
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***381(14/07) INDIA – WEST COAST – Inner Approaches to Mumbai – Buoys.**

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

Chart 2016 (INT 7336) [*previous update 318/07*]

Insert		No 3	Fl.R.4s			18° 49′.99N., 72° 56′.87E.
		No 4	Fl.R.4s			18° 48′.06N., 72° 57′.70E.
		No 7	Fl.G.4s			18° 47′.44N., 72° 58′.37E.
		No 8	Fl.R.4s			18° 47′.02N., 72° 59′.75E.
		No 9				18° 47′.11N., 72° 59′.15E.
		No 10	Fl.R.4s			18° 46′.71N., 72° 59′.96E.
		No 12	Fl.R.4s			18° 46′.06N., 72° 59′.68E.
		No 13	Fl.G.4s			18° 45′.50N., 72° 59′.28E.
		No 15	Fl.G.4s			18° 44′.82N., 72° 59′.14E.

***382(14/07) INDIA – EAST COAST – Machilipatnam Anchorage – Light. Landmarks. Conspicuous Objects.**

Indian List of light Vol. F & K, 2003.F.0955, 0956

Source: ROS INS Nirupak J(N) 161, Hydrographic Note INS Nirupak
(HJ/1029/68)

Chart 355 (INT 7405) [*previous update 424/04*]










Insert		(disused) Lt ho tower(18)			16° 09′.17N., 81° 10′.87E.
Delete		Q.13m.13M			16° 09′.17N., 81° 10′.87E.
		SS Storm			16° 08′.62N., 81° 11′.10E.
		Pillar (5)			16° 08′.13N., 81° 11′.92E.

Chart 3005 [*previous update 157/06*]

Insert		(disused) Lt. ho. tower (18)			16° 09′.17N., 81° 10′.87E.
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***382(14/07) INDIA – EAST – COAST – Machilipatnam Anchorage – Light. Landmarks. Conspicuous Objects.
(Continued)**

Delete		Q.18m.13M	16° 09′.17N., 81° 10′.87E.
		Cyclone Shelter (15)	16° 08′.82N., 81° 10′.06E.
		SS Storm	16° 08′.62N., 81° 11′.10E.
		Pillar (5)	16° 08′.13N., 81° 11′.92E.

***383(14/07) INDIA – EAST COAST – Ramaypatnam to Sacramento Shoal – Depths.**

Source: NHO Dehradun
(HJ/1029/67)

Chart 355 (INT 7405) [previous update 382/07]

Insert		depth 4 ₅ enclosed by 5m contour, <i>Rep</i>	(a) 16° 42′.90N., 82° 23′.90E.
Delete		depth 13 ₄ close E of	(a) above

Chart 354 (INT 7408) [previous update 072/07]

Insert		depth 4 ₅ enclosed by 5m contour, <i>Rep</i>	(a) 16° 42′.90N., 82° 23′.90E.
Delete		depth 13 ₄ close E of	(a) above

Cancel former INM 66(T)/05

***384(14/07) ANDAMAN SEA – INDIAN ANDAMAN ISLANDS – Stewart Sound to Elphinstone Harbour – Rock.**

Source: Hydrographic Note INS Kumbhir
(HJ/1028/27)

Chart 473 (INT 7031) [previous update 360/05]

Insert			12° 35′.88N., 92° 58′.10E.
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Chart 403 [previous update 535/05]

Insert			12° 35′.88N., 92° 58′.10E.
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***385(14/07) INDIA - ANDAMAN SEA – Manner Strait and Duncan Passage – Light.**

Indian List of light Vol. F & K, 2003.F.1211
Source: ROS INS Nirupak M(D) 160, Navarea VIII 112/07
(HJ/1028/17)

Chart 473 (INT 7031) [previous update 384/07]

Insert		(disused) Lt ho tower (10)	11° 20′.70N., 92° 36′.70E.
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Delete		Fl(3) 15s 10M	11° 20′.70N., 92° 36′.70E.
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Chart 405 [previous update 438/03]

Insert		(disused) Lt ho tower (10)	11° 20′.70N., 92° 36′.70E.
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Delete		Fl(3) 15s 9m 10M	11° 20′.70N., 92° 36′.70E.
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Chart 4030 [previous update NC 31 May 01]

Insert		(disused) Lt ho tower (10)	11° 20′.70N., 92° 36′.70E.
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Delete		Fl(3) 15s 10m 10M	11° 20′.70N., 92° 36′.70E.
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386(14/07) MOZAMBIQUE - Porto de Maputo and Porto de Angoche - Matola - Parapato - Lights. Leading lights.

Indian List of light Vol. D & E, 2003 D: 6519, 6520, 6519.1, 6591, 6591.4

Source: BA Notice 2813/07

(HJ/734/30)

Chart 8006 [*previous update 217/02*] (WGS 84 Datum)

Amend light to, Fl.4s9M

16° 13'·3S., 39° 54'·7E.

BA Chart 646 (continuation, Canal Da Matola) [*previous update 361/06*]

Delete symbol, white light-beacon with topmark, F.G.12m5M

25° 57'·72S., 32° 29'·67E.

symbol, white light-beacon with topmark, F.G.17m5M (a)

25° 57'·48S., 32° 29'·77E.

leading line, pecked line and firm line, and associated legend, 022°, extending in direction 202° from:

(a) above



F.G.21m5M

25° 57'·51S., 32° 29'·31E.

BA Chart 2933 [*previous update 358/07*]

Amend light to, Fl.4s67m9M

16° 13'·64S., 39° 54'·66E.

light to, Fl(2)G.6s4M

16° 13'·95S., 39° 54'·16E.

387(14/07) GULF OF ADEN - Approaches to Djibouti - Banc du Pingouin Eastwards - Récif d.Ambouli Northwards and South-westwards - Wrecks. Depths.

Source: BA Notice 2939/07

(HJ/1033/16)

BA Chart 262 (INT 7115) (plan A, Port of Djibouti) [*previous update 197/07*]

Insert

depth 10₄

11° 38'·410N., 43° 07'·240E.

Wk

11° 37'·180N., 43° 06'·730E.

Wk

11° 37'·070N., 43° 06'·920E.

Wk

11° 37'·040N., 43° 06'·840E.

depth 8₉, and extend 10m contour SE to enclose

11° 36'·960N., 43° 07'·240E.

Wk

11° 36'·930N., 43° 06'·910E.

Wk

11° 36'·880N., 43° 06'·970E.

Substitute

Wk for depth 17₅ enclosed by 20m contour

11° 36'·320N., 43° 06'·220E.

Delete



PA

11° 36'·450N., 43° 06'·120E.

BA Chart 262 (INT 7115) [*previous update 197/07*]

Wk

11° 37'·18N., 43° 06'·73E.

Wk

(a) 11° 37'·04N., 43° 06'·84E.

Wk

11° 36'·93N., 43° 06'·91E.

Wk

(b) 11° 36'·50N., 43° 06'·00E.

Substitute

Wk for depth 17₅ enclosed by 20m contour

11° 36'·32N., 43° 06'·22E.

Delete

depth 13₂, close E of:

(a) above



PA close ESE of:

(b) above

388(14/07) GULF OF ADEN - Port of Djibouti - Môle Nord Southwards and Banc des Salines Eastwards - Depth. Drying heights.

Source: BA Notice 2938/07

(HJ/1033/16)

BA Chart 262 (INT 7115) (plan A, Port of Djibouti) [previous update 387/07]

Substitute	drying height Q_5 for drying height Q	11° 36'·490N., 43° 08'·240E.
		11° 36'·470N., 43° 08'·280E.
	depth I_7 enclosed by 2m contour for depth 3_I enclosed by 5m contour	11° 35'·980N., 43° 07'·430E.

BA Chart 262 (INT 7115) [previous update 387/07]

Substitute	depth I_7 for depth 3_I	11° 35'·98N., 43° 07'·43E.
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389(14/07) OMAN - Gulf of Oman - Approaches to Port Sohar - Buoyage.

Source: BA Notice 2945/07

(HJ/1132/43)

BA Chart 2851 (plan B, Port Sohar)[previous update 234/07]

Amend	designation of light-buoy to, <i>Sohar No.2</i>	24° 33'·10N., 56° 37'·90E.
	designation of light-buoy to, <i>Sohar No.3</i>	24° 32'·32N., 56° 37'·63E.
	designation of light-buoy to, <i>Sohar No.4</i>	24° 32'·32N., 56° 37'·80E.
	designation of light-buoy to, <i>Sohar No.5</i>	24° 31'·40N., 56° 37'·64E.
	designation of light-buoy to, <i>Sohar No.6</i>	24° 31'·40N., 56° 37'·80E.
	designation of light-buoy to, <i>Sohar No.7</i>	24° 30'·47N., 56° 37'·64E.
	designation of light-buoy to, <i>Sohar No.8</i>	24° 30'·56N., 56° 37'·81E.

Substitute	 Fl(2+1)G.6s <i>Sohar No.1</i> for  Fl(2+1)G.6s	24° 33'·10N., 56° 37'·55E.
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390(14/07) UNITED ARAB EMIRATES - Umm as Suqaym - Umm as Suqaym II Harbour - Light-beacon. Works.

Indian List of light Vol. D & E, 2003 D:, 7357.45

Source: BA Notice 2904/07

(HJ/1132/54)

BA Chart 3412 (INT 7219)[previous update 200/07]

Insert	legend, Works in progress (2007) (see Note), centred on:	25° 09'·33N., 55° 11'·34E.
Delete	 Fl(3)G.20s	25° 09'·13N., 55° 11'·64E.

391(14/07) SAUDI ARABIA - East Coast - Al .Arabōyah North-eastwards - Obstruction

Source: BA Notice 2943/07

(HJ/1132/79)

Chart 20 [previous update 330/07] (WGS84 DATUM)


Insert	 <i>Obstn</i>	27° 52'·8N., 50° 21'·4E.
--------	--	--------------------------

Chart 288 [previous update 331/07] (WGS84 DATUM)

Insert	 <i>Obstn</i>	27° 52'·8N., 50° 21'·4E.
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BA Chart 2882 (INT 7264)[previous update 331/07]

Insert	 <i>Obstn</i>	27° 52'·8N., 50° 21'·4E.
--------	--	--------------------------


BA Chart 2883[previous update 232/07]

Insert	 <i>Obstn</i>	27° 52'·8N., 50° 21'·4E.
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392(14/07) IRAN - Ra.s-e Nay Band Northwards - Bandar-e Pars - Buoy.

Source: BA Notice 2942 /07
(HJ/1132/77)

BA Chart 2883[previous update 391/07]

Insert  Q(5)Y.20s 27° 30′.7N., 52° 33′.2E.

393(14/07) IRAN - Khalōje Chabahar - Chabahar Southwards - Buoyage.

Source: BA Notice 2944 /07
(HJ/1131/59)

BA Chart 2851 (plan A, Khalōje Chabahar)[previous update 389/07]

Insert  Fl.Y.5s 25° 15′.72N., 60° 39′.76E.

 Q(5)Y.20s 25° 15′.60N., 60° 39′.12E.

394(14/07) MALACCA STRAIT - Sumatera Eastwards - Tanjung Bedukang Eastwards - Obstruction.

Source: BA Notice 2809/07
(HJ/928/40)

BA Chart 1353[previous update 337/07]

Delete  Obstn Rep(1981) 4° 09′.00N., 99° 12′.00E.

BA Chart 3920[previous update 064/07]

Delete  Obstn PA Rep(1981) 4° 09′.00N., 99° 12′.00E.

BA Chart 3921[previous update 243/07]

Delete  Obstn PA Rep(1981) 4° 09′.00N., 99° 12′.00E.

395(14/07) MALAYSIA - Peninsular Malaysia, West Coast - Pelabuhan Klang - Pulau Indah South-westwards - Tanjung Selat Lumut Westwards - Buoy.

Source: BA Notice 2886/07
(HJ/927/28)


BA Chart 2153 [previous update 158/07]

Amend light-buoy to, Iso.G.5s Selat 2° 52′.61N., 101° 15′.80E.

396(12/07) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Carey Southwards - Buoyage.

Source: BA Notice 2887/07
Indian list of light vol. D & E 2003: D 7340.2
(HJ/927/28)

BA Chart 1358[previous update 337/07]

Insert  Fl.Y.5s 2° 47′.5N., 101° 20′.1E.


 Fl.Y.10s 2° 45′.0N., 101° 20′.1E.

 Fl(4)Y.10s 2° 43′.5N., 101° 23′.1E.

BA Chart 2139[previous update 336/07]

Insert  Fl.Y.5s 2° 47′.54N., 101° 20′.08E.

 Fl.Y.10s 2° 45′.01N., 101° 20′.08E

 Fl(4)Y.10s 2° 43′.51N., 101° 23′.09E.

BA Chart 3946[previous update 263/07]

Insert  Fl.Y.5s 2° 47′.54N., 101° 20′.08E.

 Fl.Y.10s 2° 45′.01N., 101° 20′.08E.

 Fl(4)Y.10s 2° 43′.51N., 101° 23′.09E.

397(14/07) MALAYSIA - Peninsular Malaysia, West Coast - Johor Strait Western Part - Pelabuhan Tanjung Pelepas - Light. Legend.

Indian Light List Vol. F & K 2003 F 1678

Source: BA Notice 2832/07

(HJ/927/16)

BA Chart 2403 [previous update 207/07]

Insert	legend, Dir 015.7°, orientated SSW/NNE, centred on:	1° 15′.30N., 103° 32′.30E.
Amend	light to, Dir Iso.WRG.10s6M	1° 19′.97N., 103° 33′.78E.
Delete	direction light line, firm line, and associated legend, Dir 015.7°, joining:	1° 14′.20N., 103° 32′.25E. 1° 10′.20N., 103° 31′.05E.

BA Chart 3833 [previous update 344/07]

Insert	legend, Dir 015.7°, orientated SSW/NNE, centred on:	1° 14′.70N., 103° 32′.25E.
Amend	light to, Dir Iso.WRG.10s18m6M	1° 19′.97N., 103° 33′.78E.
Delete	direction light line, firm line, and associated legend, Dir 015.7°, joining:	1° 14′.20N., 103° 32′.16E. 1° 09′.34N., 103° 30′.79E.

BA Chart 3947 [previous update 338/07]

Insert	legend, Dir 015.7°, orientated SSW/NNE, centred on:	1° 14′.70N., 103° 32′.60E.
Amend	light to, Dir Iso.WRG.10s6M	1° 19′.98N., 103° 33′.88E.
Delete	direction light line, firm line, and associated legend, Dir 015.7°, joining:	1° 14′.25N., 103° 32′.30E. 1° 10′.15N., 103° 31′.12E.

BA Chart 4038 [previous update 159/07]

Amend	light to, Dir Iso.WRG.10s18m6M	1° 19′.97N., 103° 33′.78E.
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BA Chart 5502 (plan, Singapore and Singapore Strait) [previous update 086/07]


Insert	legend, Dir, orientated SSW/NNE, centred on:	1° 15′.30N., 103° 32′.40E.
Delete	direction light line, firm line, and associated legend, Dir, joining:	1° 14′.20N., 103° 32′.15E. 1° 08′.55N., 103° 30′.55E.

398(14/07) SINGAPORE - Singapore Island - Changi East Westwards -Wreck.

Source: BA Notice 2831/07

(HJ/927/16)

BA Chart 3831 [previous update 269/07]

Insert	 Wk	1° 17′.91N., 103° 56′.55E.
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BA Chart 3833 [previous update 397/07]

Insert	 Wk	1° 17′.91N., 103° 56′.55E.
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399(14/07) SINGAPORE - Jurong Island - Banyan Basin - West Jurong Channel and Ayer Chawan Basin Northwards – Dredged depths.

Source: BA Notice 2857/07

(HJ/927/16)

BA Chart 4033 [previous update 266/07]

Amend	dredged depth to, 10.0m (2007), centred on:	1° 17′.060N., 103° 42′.110E.
	dredged depth to, 10.7m (2007), centred on:	1° 17′.500N., 103° 42′.210E.
	dredged depth to, 11.4m (2007), centred on:	1° 17′.630N., 103° 42′.410E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***400(T)(14/07) INDIA – WEST - COAST – Diu Head to Gopnath Point – Buoys.**

Source: DLL Jamnagar
(HJ/1130/07)

1. Buoy No. 04 (20° 44′.45N., 72° 02′.53E), Buoy No.05 (20° 47′.86N., 72° 07′.33E), Buoy No. 06 (20° 52′.90N., 72° 06′.03E) of Narmada Channel in Gulf of Khambhat are Unlit. Buoy No. 8 (20° 59′.46N., 72° 06′.73E.) reported drifted to 21° 00′.00N., 72° 07′.1E.
2. Mariners to exercise caution.

Charts affected – 254(INT 7331) – 207.

***401(T)(14/07) INDIA - WEST COAST – Approaches to Kundapura (Coondapoor) Port - Intimation**

Source: Kundapura Port
(HJ/1030/35)

1. Kundapura port will be closed for monsoon wef 16 May 07. Port will reopen on 16 Sep 07 or thereafter on weather condition Prevailing at that time.
2. The Solar lighted buoys marked at the bar and channel will be withdrawn.
3. Mariners to exercise caution.

Charts affected – 258(INT 7348) – 217 – 216– 2073.

SECTION – IV: MARINE INFORMATION

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:

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	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
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	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
Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, #08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com	

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 12 Jul 07, 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	160	2005 series: 402 468. 2006 series: 356. 2007 series: 019 035 050 099 116 121 122 124 128 133 134 135 137 142 145 152 153 156 158 160.
II	E. Atlantic	246	2007 series: 103 207 46 225 229 46 234 240 241 243 245 246.
III	Mediterranean	281	2007 series: 221 222 238 239 242 243 244 254 255 264 266 267 268 269 273 274 276 277 278 279 280 281.
IV	N.W. Atlantic	193	2007 series: Nil
V	W. Atlantic	606	2007 series: Nil.
VI	S.W. Atlantic	217	2007 series: Nil
VII	S.E. Atlantic	105	2007 series: 094 100 104
VIII	Indian Ocean	399	2007 series - 014 035 112 161 179 184 185 201 216 241 242 249 257 270 279 294 335 339 348 357 360 362 365 366 367 369 371 372 373 376 380 383 385 387 388 389 390 391 393 394 395 396 397 398 399

375. Cancelled.
376. 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 06 Jul 10 Jul 13 Jul and 17 Jul 2007. Danger area bounded by (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 2. Safe flying height 10000 metres. 3. Cancel this message on 18 Jul 2007.
377 to 379. Cancelled.
380. India West Coast – Mul Dwarka. Charts 21 206 253 292 2055 INT 705. MV Ronga Panama flag bulk carrier with bunker fuel 125 mt and diesel 30 mt grounded in position 20-45.20N., 070-38.34E. 2. All vessels operating in vicinity to keep sharp look out for oil spillage and exercise caution.
381 to 382. Cancelled.
383. India West Coast – Mumbai Harbour. Charts 21 22 211 255 292 293 2001 2015 2016 2076 INT 705 INT 706. West Uran Buoy 18-55.85N., 072-53.52E off station.
384. Cancelled.
385. Cancel Navarea Eight Messages 332 343 344 and 353 of 2007. India East Coast– Bay of Bengal. Charts 31 32 33 301 351 352 354 355 357 3009 INT 706. Present position of Oil Rigs / Drill Ships as follows: 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 11-28.60N 080-11.10E Discoverer Seven Seas 16-30.20N 082-29.60E Sagar Vijay 16-35.60N 082-27.20E Galaxy Driller 20-45.90N 088-19.60E C kirk rhein Jr 16-33.40N 082-33.50E Deep driller I 17-02.10N 082-31.20E Aban II 16-23.70N 081-59.00E Actinia 11-15.60N 080-06.60E Deepsea Matdrill 16-24.90N 082-02.20E
2. Wide berth requested.

386. Cancelled.
387. Cancel Navarea Eight Message 381 of 2007. India West Coast – Approaches to Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. MV Maria S length 93 meter breadth 13.77 meter draught 5.57 meter free board 2.26 meter with steel rods and trucks sunk in position Everest Spheroid 09-58.22N., 076-10.87E. Wheel house and formast visible. 2. Mariners to exercise caution.
388. India West Coast – Off Mumbai. Charts 21 22 253 292 293 INT 706. MV Clinker carrier sunk in position 19-02.10N., 071-41.81E. 04 Unmanned life raft adrift in vicinity. 2. Mariners to exercise caution.
389. Cancel Navarea Eight Message 374 of 2007. India West Coast – Kori Creek. Charts 21 201 251 271 291 INT 705. MV Sea Glory grounded in position 23-34.0N 068-13.0E. Vessel unmanned and unlit. 2. Mariners to exercise caution.
390. India West Coast – Off Veraval. Charts 21 253 292 int 705. A white coloured container adrift in approximate position 20-10.36N., 069-40.36E. Drifting north easterly towards coast. 2. Mariners to keep sharp look out and exercise caution.
391. India West Coast Murmugao. Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval Aircrafts between 0230 UTC and 1230 UTC from 14 Jul to 21 Jul 2007. Danger area bounded by: (a) 15-13.00N 073-57.00E (b) 15-13.00N 073-52.00E (c) 15-11.00N 073-57.00E (d) 15-11.00N 073-52.00E. 2. Safe flying height 3500 metres. 3. Cancel this message on 22 Jul 2007.
392. Cancelled.
393. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC and 1430 UTC from 11 Jul to 14 Jul 2007. Danger area bounded by (a) 19-14.60N., 084-53.70E (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 15 Jul 2007.
394. India East Coast – Bay of Bengal. Charts 31 INT 706. MV Harsha Vardhana reported man overboard at 081110 UTC in position 18-58.49N., 089-31.64E. 2. All vessels operating in vicinity to keep sharp lookout and render assistance.
395. Refer Navarea Eight 385 of 2007. India East Coast – Bay of Bengal. Charts 31 355 356 INT 706. Rig Actinia moved to new position 15-16.0N., 080-34.5E 2. Wide berth requested.
396. India West Coast – Arabian Sea. Charts 21 210 255 292 293 INT 705. MV Samudrika-10 sunk in position 19-38.0N., 072-06.29E. 2. All vessels operating in vicinity to keep sharp lookout for survivors and exercise caution.
397. 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 from 0730 UTC to 1100 UTC and from 1330 UTC to 1700 UTC on 12 Jul, 18 Jul, 19 Jul, 25 Jul and 26 Jul 2007. 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 27 Jul 2007.
398. 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 0730 UTC and 1100 UTC from 13 Jul to 17 Jul and from 20 Jul to 24 Jul 2007. 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 25 Jul 2007.
399. Self Cancelling. Cancel Navarea Eight Message 745 of 2006. INDIA East Coast – Approaches to Bheemunipatnam . Charts 31 32 308 354 3030 INT 706. Bheemunipatnam port light 17-53.5N., 083-27.4E; Relit.

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	140	2006 series: 106 116 147 177 200 203 216 230. 2007 series: 003 006 018 022 025 027 040 042 047 048 062 080 083 087 092 095 106 108 109 111 125 132 135 136 137 140.
X	Australia, New Guinea	155	2007 series: 063 076 090 091 096 104 108 121 124 127 128 130 132 134 136 138 139 140 142 144 146 148 150 151 155.
XI	Malacca Strait, China Sea, N. Pacific	274	1996 series: 0925 1998 series: 0655 1999 series: 0053 0187 0310 .com 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 0083 0090 0123 0224 0250 0251 0276 0303 0343 0561 0568 0580. 2007 series: 0002 0003 0004 0008 0009 0093 0098 0130 0133 0148 0155 0183 0187 0189 0245 0246 0248 0253 0256 0260 0263 0264 0265 0266 0267 0268 0269 0272 0273 0274
XII	N.E. Pacific	172	2007 series: Nil
XIII	N.W. Pacific	041	2007 series: Nil
XIV	S.W. Pacific	026	2007 series: 005 010 026.
XV	S.E. Pacific	097	2007 series: Nil
XVI	E. Pacific	164	2007 series: Nil
Hydropacs	Pacific, Indian Ocean	1186	2006 series: 524 1049 1812. 2007 series: Nil
Hydrolants	Atlantic, Mediterranean	1200	2006 series: 1394.

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**INP 2 Bay of Bengal Pilot (2007 Edition) INDIA-EAST COAST – Point calimere to Chennai (Madras) - Karaikal – Jetty.**

100

*Article 2.19,**Delete Para 1 and 2 and Replace by*

I “A T-Shaped Jetty of the Chennai Petroleum Corporation Ltd with a trestle length of 1300m and a berthing face of 65m extend from the shore off Nagore on the southern bank of the vettar River into the sea. The depths alongside the berthing face of the jetty are 8-9 m. The jetty is primarily used to berth ships carrying crude oil for the refinery located at Nagore.”

100

*Article 2.19, Para 5**Delete line 7 and replace by*

“ The **Marine Facility Terminal Jetty** with a berthing face of 40m of Chemplast Sanmar Ltd extends seawards from a point 500m N of the mouth of the Piravadayana (Puttar River). The jetty has a trestle 1250m long and has an alongside depth of 8.3m at the berthing face. The jetty is an unloading point for ships carrying Ethylene for the factory at **Vadakkuvanjoore.**”

ROS INS Darshak I(P) - 112**14/07****INP 2 Bay of Bengal Pilot (2007 Edition) INDIA-EAST COAST – Kolkata Port – Hugali River – Tidal Stream, Tugs Gen Information.**

152

*Article 3.55, Para3**Replace Para by***Tidal Streams:**

Flood and Ebb Tidal stream (Semi Diurnal in nature)

Duration of flood – AT KOLKATA : 4 hours (approx.)

AT HALDIA : 5 hours (approx.)

AT SAGAR : 6 hours (approx.)

Duration of Ebb – AT KOLKATA : 8 hours (approx.)

AT HALDIA : 7 hours (approx.)

AT SAGAR : 6 hours (approx.)

Velocity of flood (Above Diamond Harbour) :1 NM in 2.9 min

(Below Diamond Harbour) :1 NM in 3.1 min

Velocity of Ebb (Above Diamond Harbour) :1 NM in 4.9 min

(Below Diamond Harbour) :1 NM in 4.3 min

Rotary currents are experienced at Sandheads.

The stream sets as follows when not influenced by wind:-

FLOOD		EBB	
1st Qr. 270° - 32°	3rd Qr. 360°	1st Qr. 45° - 112°	3rd Qr. 180°
2nd Qr. 310°	4th Qr. 022°	2nd Qr. 160°	4th Qr. 220°-240°

The great body of the current runs in the direction of the channels at the rate of 2-3 knots in springs and 1-1/2 knots in Neaps.

During Cyclonic weather a strong Westerly set of 2-5 knots is experienced. During Westerly gales, an Easterly set of 1-2 knots develops.

152

*Article 3.56, Para 1, Line 3**Line 3 Replace by*

Telex frequency : 4209.5 khz and 8416.5 khz

**INP 2 Bay of Bengal Pilot (2007 Edition) INDIA-EAST
COAST – Kolkata Port – Hugali River – Tidal Stream, Tugs
Gen Information. (continued)**

153

Article 3.58, Para 3, Line 2
Amend as 25 m beam in place of 24.3m beam

154

Article 3.61,
Delete Para 1 to 6 and Replace by
1 Rise of tide is broadcasted over V.H.F. as follows:
1. Sagar and Gangra on Channel 16
2. Hugli Point, Moyapur and Akra on Channel 13.

155

Article 3.63,
Delete Para 2

157

Article 3.71,
Delete Para 5

157

Article 3.71, Para 6, line 1
Amend as (21° 03′.42N., 88° 11′.51E) in place of (21° 00′N., 88° 12′E)

157

Article 3.71, Para7,
Para 7 delete and replace by
7 Position of Talent Wreck Light Vessel Buoy is 21° 17′N 88°11′.5E.

157

Article 3.72, Para 1, Line 1
Amend as 21° 21′.89N, 88° 09′.59E in place of 21° 21′.9N. 88° 10′.1E.

157

Article 3.72
Delete Para 4, 5,8,9,10 and 11

157

Article 3.72, Para 7,
Replace by
Upper Gasper Light Vessel Buoy is (21° 29′.83N., 88° 06′.63E)

159

Article 3.73
Delete Para 20

159

Article 3.76
Delete Para 1

161

Article 3.77, Para 7, Line 4
Delete text
Ships up to ----- Dock System.

**INP 2 Bay of Bengal Pilot (2007 Edition) INDIA-EAST
COAST – Kolkata Port – Hugali River – Tidal Stream, Tugs
Gen Information. (continued)**

161

Article 3.78, Para 3,

Para 3 delete and replace by

- 3 **Tugs.** Ten Tugs of varying BHP ranging up to 3400 fitted and bollard pull upto 45 tons fitted with VHF sets are available for assistance to the vessels at anchorage, berthing at oil jetty and movement in the Haldia Dock.

162

Article 3.82

Delete Para 4

164

Article 3.83, Para 9, Line1

Delete text

A number of Wrecks ----- Kolkata Docks.

165

Article 3.85

Delete Para 9 and 11

166

Article 3.91, Para5,

Para 5 delete and replace by

- 5 **Tugs.** There are seven tugs of varying BHP ranging up to 992 and Bollard pull upto 13 tons fitted with VHF for movement in and around Kolkata Docks.

167

Article 3.94, Para 2, Line 7

Insert after, notice of the

“Mercantile Marine Department.”

Kolkata Port Trust

14/07

F1025	-UPPER GASPER Lt V	21 29.89 N 88 06.47 E	Fl(4)W 20s Bell	. .	12	Red hull	Liabile to be moved
*	*	*	*	*	*	*	*
F 1211 DELETED	Remove from list						
F1830	- Letong (I)	2 59.67 N 105 42.50 E	Fl W 6s	60	11	White GRP tower 10	<i>fl 1.</i> TE 2007
F1830-6	- Pulau Serak (I)	2 47.33 N 106 00.83 E	Fl(4)W 20s	22	14	* White metal framework tower 20	* <i>(fl 0.3, ec 3 x 3, fl 0.3, ec 9.8.</i> TE 2007 *
F1837-75	-Selat Lampa. Pian Padang (I)	3 40.00 N 108 08.00 E	Fl G 9s	31	15	Green beacon	<i>fl 0.9.</i> TE 2007 *

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 08 dated 16 Apr 2007)***PAGE 37, MALAYSIA, PENINSULAR, PUTRAJAYA MRCC (9MHF2), Contacts table, row 6, column 1, Johor Bahru MRSC.**

Delete +60 7 2219231 and replace by:

+60 72264013 & 2219213

BA 26/07**14/07****INP 31(2), 1995***(Last correction: Edition No. 12 dated 16 Jun 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)***PAGE 188, PENINSULAR, MALAYSIA (West Coast).**

Delete entry and replace by:

MALAYSIA**National SAR Agency:** Malaysian Maritime Enforcement Agency

Address: Prime Minister's Department, 4--11th Floor, One IOI Square, IOI Resort, 62502 Putrajaya, Malaysia

Tel: +60 3 89957000

Fax: +60 3 89473601

E--mail: mrccputrajaya@mmea.gov.my

The Malaysian Maritime Enforcement Agency is responsible for co-ordinating Search and Rescue operations. A network of stations monitor VHF and MF DSC and 2182 kHz and VHF Ch 16.

	Telephone +60	Fax +60	Others
MRCC PUTRAJAYA	3 89413140	3 89413129	E mail mrccputrajaya@mmea.gov.my
Peninsular Malaysia			
	Telephone +60	Fax +60	Others
MRSC JOHOR BAHRU	7 2219213	7 2224739	
Operations Room	7 2264013	7 2224739	
MRSC KUANTAN	9 5734066	9 5734177	
MRSC LANGKAWI	4 9665307	4 9669543	
Sabah and Sarawak			
	Telephone +60	Fax +60	Others
MRSC KOTA KINABALU	88 429803	88 427075	
MRSC KUCHING	82 367943	82 364941	

BA 25/07**14/07**

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.

I.H. 102a (Revised 2003)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(For Reporting Changes to Port Information)

(To accompanying Form I.H. 102)

Name and address of ship / sender:

_____ **Ref No.:** _____
 _____ **Date :** _____

Fax No.: _____, **E-mail:** _____

1.	a) NAME OF THE PORT : b) Location : Lat: _____, Long: _____ c) Listing in Guide to Port Entry: Yes/No. Sl. No.: _____	
2.	NAME AND ADDRESS OF PORT AUTHORITIES a) Name b) Address c) Phone d) Fax e) E-mail	
3.	GENERAL REMARKS a) Principal activities and trade b) Latest population figures and date c) Number of ships and tonnage handled per year d) Maximum size and draught of vessels handled. e) Copy of Port Handbook <i>if available.</i>	
4.	ANCHORAGES a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	PILOTAGE a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	DIRECTIONS a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	POLLUTION CONTROL a) Local regulations in force (if any)	

<p>8. TUGS</p> <ul style="list-style-type: none"> a) Number available b) Max. hp. c) Requesting authority d) Availability times e) Communication with Tugs f) Hiring Charges 	
<p>9. BERTHING AND WHARVES</p> <ul style="list-style-type: none"> a) Number of berths available b) Length, c) Depth alongside d) Facilities available. e) Procedures for requesting berthing and hiring charges 	
<p>10. CARGO HANDLING</p> <ul style="list-style-type: none"> a) Containers b) Lighters c) Roll on/ roll off, etc. 	
<p>11. CRANES</p> <ul style="list-style-type: none"> a) Brief details and max. capacity. b) Container handling facilities 	
<p>12. BRIDGES</p> <p>Vertical clearances</p>	
<p>13. REPAIRS</p> <ul style="list-style-type: none"> a) Hull, machinery and underwater b) Ship and boat yards c) Docking or Slipway facilities (Give size of vessels handled or dimensions) d) Hards and ramps. e) Divers / Diving Assistance 	
<p>14. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, coastguard, etc.</p>	
<p>15. SUPPLIES</p> <ul style="list-style-type: none"> a) Fuel with type and quantities available. b) Freshwater and rate of supply. c) Provisions d) Chart Agents 	
<p>16. SERVICES</p> <ul style="list-style-type: none"> a) Radio Telegrams/Telephony b) Medical. c) Quarantine d) Consuls. e) Ship chandlery and stevedores, f) Compass adjustment, g) Tank cleaning, h) Hull painting. j) Diving and underwater examination k) Police / Ambulance / Fire l) Navigational warnings and weather bulletins m) Garbage Disposal n) Telephones p) Waste oil disposal 	
<p>17. COMMUNICATIONS</p> <ul style="list-style-type: none"> a) Road, rail and air services available b) Nearest airport or airfield. c) Port Radio and Information service (Frequencies and operating hours) 	

18. PORT AUTHORITY Designation, address and telephone number.	
19. SMALL CRAFT FACILITIES a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. SHORE LEAVE	
21. CLUBS / RECREATION / INFORMATION KIOSKS – Their location.	
22. VIEWS (duly annotated) Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. (Picture postcards may also be useful).	

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

E Mail : incho@dataone.in / incho_marinesafety@dataone.in

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.nic.in

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

Date :
Ref. No:

Details of the Sender / Originator

1. **Name of ship or sender:**
2. **Address of sender:**
.....
e-mail; Fax No.; Tel. No.:.....
.....
3. **General Locality:**
4. **Chart / Publication Affected:**
 - a) Chart published by INHO / UKHO / other (Specify):
 - b) Chart No.: Edition Date:
 - c) Latest Edition of Indian N to M held:.....

Details of Changes / Dangers Observed

5. Object of Change:	Date/Time of observation	Charted	Observed	Position/Area
(a) Bathymetry:				
(i) Depth -
(ii) Depth Contour -
(iii) Channel Depth -
(b) Navigational Dangers:				
(i) New Shoals.....
(ii) New Rocks.....
(iii) New Reefs.....
(iv) New Wrecks.....
(v) New Nav-aid (Specify) -
(c) Casualties to existing Nav-Aids:				
(i) Buoys.....
(ii) Lights.....
(iii) Fog signals.....
(iv) Racons.....
(v) Transit Marks
(vi) Leading Lines.....
(vii) Clearance bearings.....
(d) Designated Areas:				
(i) Exercise Areas
(ii) Prohibited Areas
(iii) Pilot Station
(iv) Anchorage
(v) Foul Ground

- (e) Port Information:
- (i) Berthing
 - (ii) Cranage
 - (iii) Tugs
 - (iv) Dry Docks
 - (v) Repair Facilities
 - (vi) Pilotage
 - (vii) Fuel
 - (viii) Water
 - (ix) Any other (Specify) :.....
- (f) Environmental Data:
- (i) Met information
 - (ii) Tides and Tidal Stream
 - (iii) Pollutants
 - (iv) Effluents.....
 - (v) Marine Life / Habitats
- (g) Other changes, if any, with Details:
6. **Information on the Positions of Danger / Changes Reported above:**
- (a) Positioning System used:
 - (b) Datum (WGS/Everest/ Local (Specify) :
 - (c) Accompanying plots / photographs if any:
7. **Information on the Soundings / Depths Reported above:**
- a) Echo Sounder (Type) used:
 - b) Draught of Vessel set on Echo Sounder:
 - c) Observed water depth vis-à-vis charted depth:
 - d) Echo-gram accompanying this report: Yes / No
 - e) Whether voltage drop existed in equipment at observation time
 - f) Data and Time of depth observation
8. **Limitations if any in Reporting the changes above**

Signature of the Master / Reporter

Date:

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

E Mail : incho@dataone.in / incho_marinesafety@dataone.in

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.nic.in

Please Note:

1. Please see over leaf for Instructions for filling up this form.
2. Photograph / Sketches / Diagram, etc duly annotated will be useful supporting document.
3. Please rush this information to the Chief Hydrographer to the Govt. of India at the address given above, by the fastest available means.

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5	¾	1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10½	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1½	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11½	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2½	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	Metres	Inches	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10	3.937	
21	3½	6.401	77		23.470	294	49	89.611	0.20	7.874	
22		6.706	78	13	23.774	300	50	91.440	0.30	11.811	
23		7.010	79		24.079	306	51	93.469	0.40	15.748	
24	4	7.315	80		24.384	312	52	95.098	0.50	19.685	
25		7.620	81	13½	24.689	318	53	96.926	0.60	23.622	
26		7.925	82		24.994	324	54	98.755	0.70	27.559	
27	4½	8.230	83		25.298	330	55	100.584	0.80	31.496	
28		8.534	84	14	25.603	336	56	102.413	0.90	35.433	
29		8.839	85		25.908	342	57	104.242	1.00	39.370	
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8½	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	Inches	Feet	Metres	Factors		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.197	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	Fthms	Metres	Feet	Metres		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						