



INDIAN NOTICES TO MARINERS FOR 2007

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

EDITION No. 15 DATED 01 AUG 2007

(CONTAINS NOTICES 402 TO 422)

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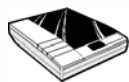
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested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

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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 EDITION 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>
2020	30-06-2007	MORMUGAO AND PANAJI Limits 15° 18'.70N; 73° 42'.00N. 15° 32'.00N; 73° 51'.00N.	25000	3	Rs. 1360.00

(b) 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>
2020	30-09-2002	MORMUGAO AND PANAJI	2020	30-06-2007

(c) CHARTS AFFECTED BY THE FOREGOING

NIL

(d) FORTHCOMING CHARTS AND PUBLICATIONS

Chart No	Title	Scale	Remarks
201	Gora Chan Creek to Godia Creek	1 50 000	New Edition
2042	Approaches to Malvan	50 000	New Edition
3024	Kalingapatnam Anchorage	20 000	New Edition
4005	Nancowry Harbour and Approaches	12 500	New Chart
4006	Port Blair	15 000	New Edition
4012	Port Blair – Inner Harbour	5 000	New Edition

SECTION – I
List of charts affected by
The Notices 402 to 422 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
33	5	420(T)	11	40	412
221	3	402	262 (INT 7115)	32	408
259 (INT 7356)	3	402	932	46	416
260 (INT 7362)	3	402	933	46	416
289	1	409	2056	46	416
301	5	418(T)	2403	45	415
308	5	406,417(T)	2523 (INT 7250)	40	410,421(P)
351	5	418(T)	2887 (INT 7232)	40	409
354 (INT 7408)	5	406,417(T)	2889 (INT 7211)	40	409
355 (INT 7405)	5	403,404	3176 (INT 7216)	40	409
406	6	407,419(T)	3412 (INT 7219)	40	409
472 (INT 7032)	6	407	3729	46	416
473 (INT 7031)	6	407	3777	40	411,422(P)
3002(INT 7410)	5	405	3788	40	411,422(P)
3006(INT 7423)	5	418(T)	3789	40	410,421(P)
3011(INT 7421)	5	418(T)	3790 (INT 7252)	40	411,422(P)
3012(INT 7411)	5	405	3791	40	410,421(P)
3013	5	418(T)	3812	40	411,422(P)
3030	5	406	3948	46	415
4010	6	407,419(T)	3950	40	410,421(P)
			4044	45	413,414

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***402(15/07) INDIA – WEST COAST – Alleppey to Quilon - Wreck**

Source: ROS INS Sutlej G(N) 187
(HJ/930/93)

Chart 259 (INT 7356) [*previous update 175/07*]


Insert  09° 07'·86N., 76° 27'·81E.

Chart 260 (INT 7362) [*previous update 175/07*]

Insert  09° 07'·86N., 76° 27'·81E.

Chart 221 [*previous update 136/05*]

Insert  09° 07'·86N., 76° 27'·81E.

***403(15/07) INDIA – EAST COAST – Ramaypatnam to Sacramento Shoal – Racon.**

Indian List of light Vol. F & K 2003 – F.0952.5

Source: NHO Dehradun

(HJ/1029/59)

Chart 355 (INT 7405) [*previous update 383/07*]

Insert Racon (K), at light 15° 02'·70N., 80° 03'·00E.

***404(15/07) INDIA – EAST COAST – Ramaypatnam to Sacramento Shoal – Light.**

Indian List of light Vol. F & K 2003 – F.0952.5, 0953, 0957

Source: Hydrographic Note INS Nirupak

(HJ/1029/59)

Chart 355 (INT 7405) [*previous update 403/07*]

Amend Light to, Fl.15s34m24M 15° 47'·25N., 80° 59'·25E.

Light to, Fl(2) 15s29m27M 16° 19'·00N., 81° 43'·60E.

***405(15/07) INDIA – EAST COAST – Visakhapatnam Harbour Legends.**

Source: NHO Dehradun

(HJ/1029/76)

Chart 3002 (INT 7410) [*previous update 326/07*]

Delete legend, works in progress (1998) centered on: 17° 41'·18N., 83° 17'·96E.

Chart 3012 (INT 7411) [*previous update NE 31 May 07*]

Delete legend, works in progress (1998) centered on: 17° 41'·18N., 83° 18'·45E.

***406(15/07) INDIA – EAST COAST – Approaches to Bhimunipatnam – Light.**

Source: Port Office, Kakinada

(HJ/1029/76)

Chart 354 (INT 7408) [*previous update 383/07*]

Delete legend, (*exting*), at light 17° 53'·39N., 83° 27'·47E.

Chart 308 [*previous update 72/07*]

Delete legend, (*exting*), at light 17° 53'·39N., 83° 27'·47E.

Chart 3030 [*previous update 134/06*]

Delete legend, (*exting*), at light 17° 53'·39N., 83° 27'·47E.

Chart 3030 (plan, Bhimunipatnam Anchorage) [*previous update 134/06*]

Delete legend, (*exting*), at light 17° 53'·39N., 83° 27'·47E.

***407(15/07) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay - Light, Beacon, Landmarks.**

Source: ROS INS Darshak M(N) 163
(HJ/1028/07)

Chart 472 (INT 7032) [previous update 327/07]

Delete  Fl.R.3s 11m 5M 10° 35′-81N., 92° 33′-83E.
 Bn(5) 10° 35′-12N., 92° 34′-08E.

Chart 473 (INT 7031) [previous update 385/07]


Delete  Fl.R.3s 5M 10° 35′-81N., 92° 33′-83E.
 Bn(5) 10° 35′-12N., 92° 34′-08E.

Chart 406 [previous update 240/07]

Delete  Fl.R.3s 11m 5M 10° 35′-81N., 92° 33′-83E.
 Control Tower
SS(Port) 10° 35′-27N., 92° 33′-61E.

Chart 4010 [previous update 228/07]

Delete  Fl.R.3s 11m 5M 10° 35′-81N., 92° 33′-83E.
 TR
PA SS(Port Control) 10° 35′-27N., 92° 33′-61E.

Cancel former INM 247(T)/07.**408(15/07) GULF OF ADEN - Approaches to Djibouti - Wreck.**

Source: BA Notice 3113 /07
(HJ/1033/16)

BA Chart 262 (INT 7115)[previous update 388/07]

Insert  Wk 11° 36′-55N., 43° 05′-94E.

409(15/07) UNITED ARAB EMIRATES - Dubai (Dubayy) - Umm as Suqaym I Harbour North-eastwards – Jumayrah Fishing Harbour North-eastwards and South-westwards - Breakwaters. Coastline. Islet.

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

Source: BA Notice 3121 /07
(HJ/1132/54)

Chart 289 [previous update 362/07] WGS84 DATUM

Insert islet, radius 200m, centred on: 25° 11′-91N., 55° 13′-59E.

BA Chart 2887 (INT 7232) [previous update 291/07]

Insert islet, radius 200m, centred on: 25° 11′-91N., 55° 13′-59E.

BA Chart 2889 (INT 7211) [previous update 362/07]

Insert islet, radius 200m, centred on: 25° 11′-91N., 55° 13′-59E.

BA Chart 3176 (INT 7216) [previous update 362/07]

Insert breakwater, single firm line, joining: 25° 10′-72N., 55° 13′-04E.
25° 10′-89N., 55° 13′-16E.
and
25° 11′-06N., 55° 13′-30E.
25° 11′-22N., 55° 13′-43E.
and
25° 11′-45N., 55° 13′-62E.
25° 11′-61N., 55° 13′-73E.
and
25° 13′-29N., 55° 15′-07E.

409(15/07) UNITED ARAB EMIRATES - Dubai (Dubayy) - Umm as Suqaym I Harbour North-eastwards – Jumayrah Fishing Harbour North-eastwards and South-westwards - Breakwaters. Coastline. Islet. (Continued).

	coastline, single firm line, joining:	(a)	25° 13′.36N., 55° 15′.13E. 25° 12′.04N., 55° 13′.58E. 25° 11′.93N., 55° 13′.73E. 25° 11′.78N., 55° 13′.60E. 25° 11′.91N., 55° 13′.45E. (a) above
Delete	depth 7_2 , close N of:		
	BA Chart 3412 (INT 7219) [previous update 390/07]		
Insert	breakwater, single firm line, joining:	(a)	25° 10′.72N., 55° 13′.04E. 25° 10′.89N., 55° 13′.16E. and 25° 11′.06N., 55° 13′.30E. 25° 11′.22N., 55° 13′.43E. and (b) 25° 11′.45N., 55° 13′.62E. 25° 11′.61N., 55° 13′.73E. and 25° 13′.29N., 55° 15′.07E. 25° 13′.36N., 55° 15′.13E. 25° 12′.04N., 55° 13′.58E. 25° 12′.00N., 55° 13′.67E. 25° 11′.93N., 55° 13′.73E. 25° 11′.78N., 55° 13′.60E. 25° 11′.83N., 55° 13′.50E. 25° 11′.91N., 55° 13′.45E. (a) above (b) above
	coastline, single firm line, joining:		
Delete	depth 1_2 , close NE of:		
	depth 2_4 , adjacent to:		

410(15/07) QATAR - Ra.s Laffan - Legends.

Source: BA Notice 3091 /07

(HJ/1132/58)

BA Chart 2523 (INT 7250) [previous update 330/07]

Amend legend to, *See INM 421(P)/07*, centred on: 25° 55′.70N., 51° 46′.60E.

BA Chart 3789 [previous update 117/07]

Amend legend to, *See INM 421(P)/07*, centred on: 25° 55′.60N., 51° 37′.20E.

BA Chart 3791 [previous update 60/07]

Amend legend to, *See INM 421(P)/07*, centred on: 25° 56′.70N., 51° 37′.50E.

25° 53′.05N., 51° 36′.00E.

25° 55′.15N., 51° 42′.20E.

BA Chart 3950 [previous update 288/07]

Amend legend to, *See INM 421(P)/07*, centred on: 25° 55′.80N., 51° 45′.80E.

411(15/07) SAUDI ARABIA - East Coast - Approaches to Ad Dammam - Legends.

Source: BA Notice 3028/07

(HJ/1132/69)

BA Chart 3777 [previous update 559/06]

Insert legend, *Dredging in progress (see INM 422(P)/07)*, orientated SW/NE, centred on: 26° 35′.80N., 50° 12′.70E.

BA Chart 3788 [previous update 235/07]

Insert legend, *See INM 422(P)/07*, centred on: 26° 36′.70N., 50° 13′.30E.

BA Chart 3790 (INT 7252) [previous update 559/06]

Insert legend, *See INM 422(P)/07*, centred on: 26° 36′.80N., 50° 13′.40E.

BA Chart 3812 [previous update 559/06]

Insert legend, *Dredging in progress (see INM 422(P)/07)*, orientated SW/NE, centred on: 26° 36′.20N., 50° 13′.55E.

legend, *Dredging in progress (see INM 422(P)/07)*, orientated 190°/010°, centred on: 26° 30′.17N., 50° 11′.77E.

412(15/07) IRAN - JazIreh-ye Khark - Depths.**Former INM 565(P)/05 is cancelled.**

Source: BA Notice 3107 /07

(HJ/1132/99)

BA Chart 11 (plan A, Jazireh-ye Khark to Ganaveh) [previous update 154/07]

Insert	depth 16 ₄ enclosed by 20m contour	29° 23'·22N., 50° 29'·08E.
	depth 28 enclosed by 30m contour	29° 17'·71N., 50° 23'·84E.
	depth 9 ₇ enclosed by 10m contour	29° 16'·56N., 50° 19'·54E.
	depth 20 ₅	(a) 29° 14'·04N., 50° 21'·10E.
Delete	depth 8 ₅ enclosed by 10m contour	29° 13'·16N., 50° 20'·99E.
	depth 22 ₅ , adjacent to:	29° 13'·19N., 50° 17'·87E. (a) above

BA Chart 11 (plan B, Jazireh-ye Khark) [previous update 154/07]





Insert	depth 9 ₇ enclosed by 10m contour	29° 16'·56N., 50° 19'·54E.
	depth 8 ₅ and extend 10m contour SW to enclose	29° 15'·95N., 50° 20'·03E.
	depth 20 ₅	(a) 29° 14'·04N., 50° 21'·10E. 29° 13'·16N., 50° 20'·99E.
Delete	depth 8 ₅ enclosed by 10m contour	29° 13'·19N., 50° 17'·87E.
	depth 22 ₅ , adjacent to:	(a) above

413(15/07) SINGAPORE - East Johor Strait - Pulau Punggol Timor Northwards -Buoyage.





Source: BA Notice 3036/07

(HJ/927/16)

BA Chart 4044 [previous update 340/07]

Insert	 FL.Y.6s B1	1° 25'·36N., 103° 53'·84E.
	 FL.Y.4s B2	1° 25'·43N., 103° 53'·72E.
	 FL.Y.2s B3	1° 25'·50N., 103° 53'·60E.
Move	 FL.Y.6s Shimizu 1, from:	1° 25'·66N., 103° 53'·92E.
	to:	1° 25'·66N., 103° 53'·59E.

BA Chart 4044 (Plan B, Pelabuhan Johor (Johor Port))[previous update 340/07]

Insert	 FL.Y.6s B1	1° 25'·360N., 103° 53'·844E.
	 FL.Y.4s B2	1° 25'·431N., 103° 53'·722E.
	 FL.Y.2s B3	1° 25'·502N., 103° 53'·600E.
Move	 FL.Y.6s Shimizu 1, from:	1° 25'·662N., 103° 53'·915E.
	to:	1° 25'·661N., 103° 53'·591E.

414(15/07) SINGAPORE -Changi East - Changi Naval Base Northwards - Buoyage.

Source: BA Notice 3037/07

(HJ/927/15)

BA Chart 4044 [previous update 413/07]

Delete	 FL.R.2s CD1	1° 19'·87N., 104° 01'·94E.
	 FL.G.2s CD2	1° 19'·91N., 104° 01'·84E.

415(15/07) INDONESIA - Sumatera - Selat Durian - Sugi North-westwards - Wreck.

Source: BA Notice 3135 /07

(HJ/927/06)

BA Chart 2403 [*previous update 397/07*]Insert  PA 0° 54'·00N., 103° 39'·00E.**BA Chart 3948** [*previous update 89/07*]Insert  PA 0° 54'·03N., 103° 38'·88E.**416(15/07) INDONESIA - Jawa - Pelabuhan Tanjungpriok North-westwards - Karang Nirwana - Light-beacon.**

Indian List of Light Vol. F & K, 2003, K:1064

Source: BA Notice 2991/07

(HJ/827/33)

BA Chart 932 (plan B, Approaches to Pelabuhan Tanjungpriok) [*previous update 371/07*]Insert  Fl.G.5s13m12M 6° 01'·93S., 106° 51'·00E.Delete  Fl.G.5s13m12M 6° 01'·83S., 106° 51'·15E.**BA Chart 933** [*previous update 371/07*]Insert  Fl.G.5s12M 6° 01'·95S., 106° 50'·90E.Delete  Fl.G.5s12M 6° 01'·85S., 106° 51'·05E.**BA Chart 2056** [*previous update 370/07*]Move  Fl.G.12M from: 6° 01'·85S., 106° 51'·05E.
to: 6° 01'·95S., 106° 50'·90E.**BA Chart 3729** [*previous update 370/07*]Move  Fl.G.12M from: 6° 01'·85S., 106° 51'·05E.
to: Fl.G.5s12M 6° 01'·95S., 106° 50'·90E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***417(T)(15/07) INDIA – EAST COAST – Outer Approaches to Visakhapatnam – Unexploded Charges.**

Source: INS Ghorpad
(HJ/1029/76)

1. Unexploded charges reported dumped in position 17° 21'·64N., 83° 50'·66E.
2. Mariners to exercise caution.

Charts affected –354(INT 7408) – 308.

***418(T)(15/07) INDIA - EAST COAST - Hugli River -Haldia to Kukrahatti Reach – Depths.**

Source: Kolkata Port Trust
(HJ/1129/21)

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

<u>Month</u>	<u>Kolkata</u>		<u>Haldia</u>	
	<u>Max Depth</u>	<u>Min Depth</u>	<u>Max Depth</u>	<u>Min Depth</u>
Jun 07	3.3 m	3.1m	4.6 m	4.5 m

2. The above depths are below chart datum that is, at zero level of tide.
3. Mariners are to exercise caution.
4. **Cancel former INM 373(T)/07.**

Chart affected – 301- 351 - 3011(INT 7421) – 3013- 3006(INT 7423)

***419(T) (15/07) ANDAMAN SEA – INDIA - Little Andaman Islands – Hut Bay – Light.**

Source: ROS INS Darshak M(N) 163
(HJ/1028/07)

1. Subsequent to destruction of Hut Bay break water light during Tsunami 2004, a temporary arrangement has been made to exhibit a plain red light from a pole at the tip of the break water in position 10° 35'·80N., 92° 33'·64E (WGS 84 Datum). The light is unmanned and functions automatically from sunset till about 2200 Hrs.
2. There are plans to build a new light house at the seaward end of the break water. The renovation/rebuilding of the breakwater is expected to be completed in 40 months with effect from April 2007.
3. Mariners to exercise caution.

Charts affected – 406 - 4010

***420(T)(15/07) INDIAN OCEAN – BAY OF BENGAL – Southern Portion – Tsunami Buoy**

Source: NIOT Letter & Navarea VIII 411/07,
(HJ/929/90)

1. Yellow coloured data buoys with radar reflector and mast carrying sensor were laid by NIOT. Details of the buoys are as follows:

Sl No	Buoy No	Position	Size	Characteristics	Charts affected
(a)	TB - 04	09°13'·26N 89° 23'·58E	2.2m dia and 3.5mtr mast	Fl(4)15s4NM	33
(b)	TB – 04M	09°17'·71N 89° 22'·58E	2.2m dia and 3.5mtr mast with metrological sensor	Fl(4)15s4NM	33
(b)	TB - 10	07°00'·91N 87° 03'·30E	2.2m dia and 3.5mtr mast with metrological sensor	Fl(4)15s4NM	33

2. Mariners are strongly advised not to anchor or trawl in the operation circle of 03NM of moored Tsunami Buoy.
3. **Delete serial (a) of INM 248(T)/07.**

421(P)(15/07) QATAR - Ra's Laffan - Works. Berths. Buoyage. Dredging areas. Reclamation areas.

Source: BA Notice 3090(P)/07

(HJ/1132/58)

1. Work is in hand to expand and develop the port of Ra's Laffan. This will include work both within and outside the main breakwaters. The most significant developments are as follows:

2. Construction of all three piers of the Liquid Products Berths (25° 55'36N., 51° 36'61E.) is now complete. All piers are marked at their seaward extremity by red lights. From south-west to north-east the berths are numbered 1A, 1B, 2A, 2B, 3A and 3B. LB1 and LB3 buoys, which were laid to mark the unfinished works, have been removed.

3. The 13.5m dredged area, to the south-west of the new Liquid Products Berth 1A, has been extended by 100m to increase maneuvering room for berthing vessels.

4. A third LNG berth has been constructed from Main Breakwater in approximate position 25° 56'0N., 51° 36'6E. The base structure for a flare for LNG berth 3 has been built and extends 50m seawards from Main Breakwater.

5. A fourth LNG berth is under construction to the east of LNG berth 3.

6. Reclamation works are taking place within the inner harbour of Ra's Laffan port, inshore of the 5m depth contour.

7. A causeway is being constructed about halfway along Lee Breakwater and on its seaward side. This will extend 150m into the sea for the construction of a LPG Flare.

8. Extensive dredging and reclamation works are in progress to the south-east of Lee Breakwater (25° 54'9N., 51° 36'0E.). The area of works extends up to 3.5M offshore from the breakwater and is marked to the south by yellow buoys, Fl.Y, between positions 25° 51'4N., 51° 35'7E. and 25° 53'7N., 51° 40'5E.

9. *Reclamation works are also in progress immediately east of the light on Lee Breakwater (25° 55'524N., 51° 37'129E.) within an area bounded by the following positions:

25° 55'420N., 51° 37'150E.

25° 55'513N., 51° 37'302E.

25° 55'420N., 51° 37'988E.

25° 55'020N., 51° 38'230E.

Passage is prohibited between Lee Breakwater and the RL No 8 buoy (25° 55'43N., 51° 37'99E.).

10. Reclamation works are in progress immediately north of the main breakwater (25° 56'3N., 51° 36'1E.). The area of works extends up to 1.5M north and 1M east of the breakwater and is marked by yellow buoys.

11. Mariners are advised to keep well clear of all development areas, to navigate with extreme caution at all times and only approach the Port from the position of the Fairway Buoy. Navigational aids are subject to change as these developments progress and it is recommended that mariners contact the Port authorities for the latest information.

12. **Former Notice 70(P)/07 is cancelled.**

* Indicates new or revised entry.

BA Charts affected -2523 (INT 7250) - 3789 - 3791 - 3950

422(P) (15/07) SAUDI ARABIA - East Coast - Approaches to Ad Dammam - Dredging areas. Works.

Source: BA Notice 3027(P)/07

(HJ/1132/69)

1. Dredging works to deepen the Ad Dammam Approach Channel (26° 37'00N., 50° 14'50E.) and part of the West Basin (26° 30'30N., 50° 11'65E.) are in progress. This work is due to continue until 2010.

2. Mariners should contact 'Dammam Port Control' on Channel 16 for further instructions before entering the channel.

3. Mariners are advised to exercise extreme caution and to obey signals exhibited by the dredgers.

BA Charts affected -3777 -3788 -3790 (INT 7252) -3812

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 26 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	171	2005 series: 402 2006 series: 356. 2007 series: 019 035 050 099 128 133 134 135 137 142 152 153 156 158 162 167 168 170 171.
II	E. Atlantic	256	2007 series: 103 210 243 249 254 255 256.
III	Mediterranean	308	2007 series: 242 244 266 267 268 269 273 274 277 279 283 285 286 289 290 291 292 293 294 295 300 301 304 305 306 307 308.
IV	N.W. Atlantic	208	2007 series: 196
V	W. Atlantic	652	2007 series: Nil.
VI	S.W. Atlantic	217	2007 series: Nil
VII	S.E. Atlantic	111	2007 series: 094 100 106 110
VIII	Indian Ocean	425	2007 series - 014 035 161 179 184 185 201 216 241 242 249 257 270 279 294 335 339 357 360 365 366 367 371 372 373 380 383 385 387 388 389 390 391 394 395 396 397 398 400 402 404 406 407 411 412 413 414 415 417 418 419 420 421 423 424 426 427

400. India East coast – off Kakindada. Charts 31 32 33 354 357 3009 INT 706. Fishing Boat Nova hull colour yellow and cabin colour blue with 05 crew missing since 02 Jul 2007. Last known approximate position 16-48.0N., 082-34.5E. 2. All vessels operating in vicinity to keep sharp lookout and render assistance.
401. Cancelled.
402. India East Coast – Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise from 2330 UTC to 1230 UTC from 18 Jul to 20 Jul 2007 and from 2330 UTC to 1430 UTC from 01 Aug to 05 Aug 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 06 Aug 2007.
403. Cancelled
404. 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 20 Jul, 24 Jul, 27 Jul and 31 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 01 Aug 2007.
405. Cancelled.
406. India West Coast – Mumbai Harbour. Charts 21 22 211 255 292 293 2001 2015 2016 2076 INT 705 INT 706. The middle ground buoy 18-55.2N., 072-51.0E off station.
407. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Geo technical survey in progress by SRV Bavenit till 25 Aug 2007 in area bounded by: (a) 16-34.0N 082-29.9E (b) 16-37.6N 082-35.4E (c) 16-29.5N 082-42.4E (d) 16-22.8N 082-34.7E (e) 16-27.8N 082-29.9E 2. All vessels operating in vicinity are to maintain a clearance of 01 NM and exercise caution. 3. Cancel this message on 26 Aug 2007.

408 to 410. Cancelled.												
<p>411. Bay of Bengal Southern Portion. Charts 33 INT 706. Yellow coloured Tsunami Buoy (TB 10) 2.2 meter dia and 3.5 meter mast fitted with radar reflector laid in position 07-00.9N 087-03.3E with characteristics Fl (4) Y.15 s (04NM)</p> <p>2. All vessels operating in vicinity are to maintain a clearance of 03 NM off the buoy.</p>												
<p>412. India East Coast – Bay of Bengal. Charts 31 32 355 356 INT 706. Electromagnetic seabed survey in progress by S/V Sasha in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>15-28.2N</td> <td>081-08.9E</td> <td>(b)</td> <td>15-28.7N</td> <td>082-16.7E</td> </tr> <tr> <td>(c)</td> <td>14-11.3N</td> <td>082-16.5E</td> <td>(d)</td> <td>14-11.2N</td> <td>081-08.0E</td> </tr> </table> <p>2. Vessel towing one 4000 meters long submerged cable just above the seabed.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 03 NM off the vessel and exercise caution.</p>	(a)	15-28.2N	081-08.9E	(b)	15-28.7N	082-16.7E	(c)	14-11.3N	082-16.5E	(d)	14-11.2N	081-08.0E
(a)	15-28.2N	081-08.9E	(b)	15-28.7N	082-16.7E							
(c)	14-11.3N	082-16.5E	(d)	14-11.2N	081-08.0E							
<p>413. Andaman Sea-Malacca Straits. Charts 41 9001 INT 707 BA 2777. Floating logs found in vicinity of position 05-55.27N., 096-28.95E.</p> <p>2. Mariners to exercise caution.</p>												
<p>414. 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 27 Jul to 31 Jul 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 Aug 2007.</p>												
<p>415. Refer Navarea Eight 385 of 2007. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Drill ship deep water frontier moved to new position 16-30.0N., 082-33.0E.</p> <p>2. Wide berth requested.</p>												
416. Cancelled.												
<p>417. Indian Ocean - Bay of Bengal. Charts 32 33 INT 706. Srilankan Fishing Trawler Dasuna 2 Regn No-13-2451 hull colour light green with 05 crew missing since 26 Jun 2007. Last known position 12-00.0N., 084-00.0E.</p> <p>2. Vessel transiting in area to keep sharp lookout and render assistance.</p>												
<p>418. Andaman Sea – Off Great Nicobar Island. Charts 33 41 409 471 472 INT 706. Indonesian Fishing Boat length 17 meter breadth 2.5 meter approx sunk in position 07-38.0N., 093-30.5E.</p> <p>2. Mariners to exercise caution.</p>												
<p>419. 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 01 AUG to 16 AUG 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 17 Aug 2007.</p>												
<p>420. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. Rocket launching from Thumba Equatorial Rocket launching station 08-31.98N., 076-52.05E between 1330 UTC and 1700 UTC on 01 Aug, 02 Aug, 08 Aug, 09 Aug, 15 Aug and 16 Aug 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 17 Aug 2007.</p>												
<p>421. India West Coast – Mormugao. Chart 22 214 215 257 2020 2022 2078 INT 706. Firing exercise by Naval coast battery from position 15-24.6N., 073-47.10E between 0430 UTC and 0730 UTC on 01 Aug 2007. Danger area in sector of 20 NM radius between 200 degree and 260 degree from the position:</p> <p>2. Safe flying height 6500 metres.</p> <p>3. Cancel this message on 02 Aug 2007.</p>												
422. Cancelled.												
<p>423. India West Coast – Mormugao. Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC and 1230 UTC from 01 Aug to 07 Aug 2007. Danger area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>15-13.0N</td> <td>073-57.0E</td> <td>(b)</td> <td>15-13.0N</td> <td>073-52.0E</td> </tr> <tr> <td>(c)</td> <td>15-11.0N</td> <td>073-57.0E</td> <td>(d)</td> <td>15-11.0N</td> <td>073-52.0E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 08 Aug 2007.</p>	(a)	15-13.0N	073-57.0E	(b)	15-13.0N	073-52.0E	(c)	15-11.0N	073-57.0E	(d)	15-11.0N	073-52.0E
(a)	15-13.0N	073-57.0E	(b)	15-13.0N	073-52.0E							
(c)	15-11.0N	073-57.0E	(d)	15-11.0N	073-52.0E							

424. 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 03 Aug, 07 Aug, 10 Aug, 14 Aug, 17 Aug and 21 Aug 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 22 Aug 2007.
425. Cancelled.
426. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by Naval Coast Battery from 0001 UTC to 0200 and 1230 UTC to 1430 UTC on 02 Aug and 16 Aug 2007. Danger area bounded by: (a) 17-42.0N., 083-18.0E (b) 17-47.0N., 083-32.0E (c) 17-34.0N., 083-30.0E (d) 17-28.0N., 083-18.0E 2. Safe flying height 13000 metres. 3. Cancel this message on 17 Aug 2007.
427. India East Coast – Approaches to Paradip. Charts 31 352 3010 INT 706 .False Point light position 20-19.8N., 086-44.5E unlit

<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	190	2007 series: 172 173 174 175 176 177 178 179 181 183 185 186 187 188 189 190.
XI	Malacca Strait, China Sea, N. Pacific	303	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 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 0187 0189 0245 0246 0248 0253 0256 0260 0263 0264 0265 0266 0267 0268 0269 0289 0297 0301 0303
XII	N.E. Pacific	177	2007 series: Nil
XIII	N.W. Pacific	047	2007 series: Nil
XIV	S.W. Pacific	029	2007 series: 005 010 026 029.
XV	S.E. Pacific	108	2007 series: Nil
XVI	E. Pacific	181	2007 series: Nil
Hydropacs	Pacific, Indian Ocean	1272	2006 series: 524 1049 1812. 2007 series: Nil
Hydrolants	Atlantic, Mediterranean	1285	2006 series: 1394.

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

**INP 2 Bay of Bengal Pilot (2007 Edition) - ANDAMAN SEA
– INDIA – Little Andaman Islands – Hut Bay – General
Information**

303

Article 8.90,

Delete Para 1,2 and 3 and Replace by

- 1 “Hut Bay is an open bight on the E side of Little Andaman Island. A breakwater with a length of 1.2km gives adequate protection to a Deep Water Wharf with an alongside depth of 11m. The Wharf has a length of 225m and may be used for embarkation and disembarkation of men and material. The breakwater and the wharf are undergoing major reconstruction work in 2007. One mobile crane of 25T capacity and one fork lift of 3T capacity is available with the port authorities on request. Port Control Tower may be contacted on MMB Channel 16 for obtaining clearance for entering harbour. A plain red light is exhibited for the time being from a pole at the seaward end of the breakwater and burns from sunset till about 2200h. There is a slipway NW of the wharf which may be used for landing. A jetty approximately 1c in length is situated close N of the slipway, which has been damaged in Tsunami and is not fit for use. The seaward end of this jetty has collapsed and lies submerged at all states of tide with a least depth of 1.9m over it. Mariners should not approach within an area of approximately 100m around the tip of this jetty. The village of Kwāte-tu-Kwāge lies about 1 mile S of the head of the bay. There is a dispensary with a capacity of 16 beds at Gandhi Market situated about 2 km NW of the wharf.

- 2 “Approach to the harbour is to be made from the NE side on a SW’y course upto a point 2 cables west of the breakwater tip and thereafter turning swiftly to SE keeping clear of the breakwater at least by 2 cables and heading onto the wharf’s N edge. The approach may be made with the use of radar in the absence of conspicuous aids to navigation. The mouth of the Kornakue Creek which lies about 1.5Nm NW of the breakwater tip is radar conspicuous and provides a good head on object when navigating blind.”

304

Article 8.90,

Insert after para 7

- 8 “**Butler Bay** another open bight, but much smaller than Hut Bay lies N of the Butler Rock, a prominent feature encrusted on a reef which separates the two bays.”

SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Charact- eristics	Ht. mts.	Range miles	Structure & Height (mts)	Remarks
D7393-87	-Fairway	25 54-90 N 51 42-00 E	Iso W 4s	..	10	Red ○ on red and white striped pillar buoy	Safe Water Mark
	--	..	Horn 10s				
*	*	*	Racon	..	..	..	ALRS Vol 2 Station 77480
			*	*	*	*	*
E6021-57	North Ain Sukhna Port. Fairway	29 38-89 N 32 24-51 E	Fl(3) W 10s	..	..	◇ on black pillar buoy, yellow top	
	--	..	Racon	..	..	..	ALRS Vol 2 Station 74910
*	*	*	*	*	*	*	*
E6037-92	Minqâr Channel. Hurghada Marina. Entrance	27 13-46 N 33 50-59 E	Fl G 3s	7	3	..	Ra refl
*	*	*	*	*	*	*	*
E6037-93	Minqâr Channel. Hurghada Marina. Entrance	27 13-43 N 33 50-58 E	Fl R 3s	7	3	..	Ra refl
*	*	*	*	*	*	*	*
F0952.5	Ramaypatnam	15 02-70 N 80 03-00 E	Fl W 10s	35	26	White 6 sided concrete tower red bands 37	<i>Racon</i>
				*			
F0953	Nagayalanka	15 47.20N 80 59.20E	Fl W 15s	34	24	White square masonry tower, red stripes 37	<i>fl 1.2</i> Electrically operated on trial basis.
				*			
F0957	Narasapur Antervedi	16 19.00 N 81 43-60 E	Fl(2) W 15s	29	27	White square masonry tower red bands 26	<i>fl 0-4 ec3.4, fl 0.4 ec 10.8</i> <i>Racon</i>
							*
F1330	- Kuala Langsa. Ldg Lts 219°54'. Front	4 33-50 N 98 04-40 E	Fl W 3s	8	10	White△ on beacon 10	<i>fl 0-3</i>
			*				
F1375	Pulau Berhala	3 46-60 N 99 29-90 E	Fl(4)W 19s	192	30	White metal framework 12	<i>fl 1</i>
							*
F 0978	Bhimunipatnam Near Port Office	17 53.39N 83 27.47E	Fl W 9s	11	8	White round Masonry Tower 23	<i>fl 10.3</i> storm signal
		*					*

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 14 dated 16 Jul 2007)

NIL

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 01Aug 2006)

NIL

INP 31(5), 1997

(Last correction: Edition No.14 dated 16 Jul 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.

I.H. 102a (Revised 2003)

HYDROGRAPHIC NOTE FOR PORT INFORMATION

(For Reporting Changes to Port Information)

(To accompanying Form I.H. 102)

Name and address of ship / sender:

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

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

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

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

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

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

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

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.nic.in

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

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

Date :
Ref. No:

Details of the Sender / Originator

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

Details of Changes / Dangers Observed

5. **Object of Change:**

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

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

Signature of the Master / Reporter

Date:

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

PO Box No. 75,

Dehradun- 248001

(UTTARANCHAL), INDIA

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

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB : www.hydrobharat.nic.in

Please Note:

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

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

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

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715	5000	16404.20	2734.03			
3	9.843	1.640	59	193.570	32.262	6000	19685.04	3280.84			
4	13.123	2.187	60	196.850	32.808	7000	22965.88	3827.65			
5	16.404	2.734	61	200.131	33.355	8000	26246.72	4374.45			
6	19.685	3.281	62	203.412	33.902	9000	29527.56	4921.26			
7	22.966	3.828	63	206.693	34.449	10000	32808.40	5468.07			
8	26.247	4.374	64	209.974	34.996						
9	29.528	4.921	65	213.255	35.542	Inches	Feet	Metres	Factors		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.917	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	Fthms	Metres	Feet	Metres		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						