



INDIAN NOTICES TO MARINERS FOR 2007

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

EDITION No. 17 DATED 01 SEP 2007

(CONTAINS NOTICES 447 TO 470)

REACH US 24 HOURS A DAY



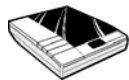
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in的角度_marinesafety@dataone.in
in的角度_helpdesk@dataone.in



Write to

National Hydrographic Office +91- 135 - 2748373
107-A, Rajpur Road
Dehradun – 248 001
INDIA



Fax to

+91- 135 - 2748373



Contact Person

Deputy Director of
Hydrography (DDOH)
Marine Safety Services
+91- 135 - 2747360-65



visit

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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
Post Box No. 75
Dehradun 248 001
India**

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For the Indian Ocean Area
**INSIST ON INDIAN CHARTS AND
PUBLICATIONS**
(Original, Authentic and Most Up-to-date)

EXPLANATORY NOTES

Corrections to Charts and Publications. 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.

Contact Details:-

C-Map India: C-Map India Private Limited
505,Raheja Arcade
Sector 11 CBD, Belapur
Navi Mumbai - 400 614
Tele: +91 22 65103668
Fax: +91 22 67939504
E-mail:- info@c-map.co.in
Website: - www.c-map.co.in

C-Map Norway: market@c-map.no

INDIAN CHARTS, PUBLICATIONS AND ENC's NOW PUBLISHED AND AVAILABLE

(a) **NEW INDIAN CHARTS**

Source: NHO, Dehradun

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
4012	30-06-2007	PORT BLAIR – INNER HARBOUR <u>Limits:</u> 11° 40'.05N; 92° 42'.25E. 11° 41'.80N; 92° 45'.10E.	5 000	6	Rs. 1360.00

(b) **NEW EDITION INDIAN CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
4006	30-06-2007	PORT BLAIR <u>Limits</u> 11° 38'.00N; 92° 39'.80E. 11° 43'.20N; 92° 48'.50E.	15 000	6	Rs. 1360.00

(c) **INDIAN CHARTS PERMANENTLY WITHDRAWN**

<i>Chart to be withdrawn</i>	<i>Date of Publication</i>	<i>Main Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
4006	31-08-2003	Port Blair	4006	30-06-2007
4012	31-07-2003	Plans In Port Blair, Inner Harbour-Port Blair	4012	30-06-2007
		Haddo Wharf		
		Chatham Island Wooden jetty		
		Chatham Jetty		
		Phoenix Bay		

(d) **CHARTS AFFECTED BY THE FOREGOING**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>
NIL				

(e) **FORTHCOMING CHARTS AND PUBLICATIONS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
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
4001	Elphinstone Harbour and Rangat Bay	27 500	New Edition
4005	Nancowry Harbour and Approaches	12 500	New Chart
4040	Maya Bandar Harbour	10 000	New Chart
2099	Male Atoll	25 000	New Chart
2006	Minicoy Island	25 000	New Chart

(f) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN64039C	4039	Campbell Bay	31-05-2007

(g) NEW EDITION ELECTRONIC NAVIGATIONAL CHARTS:

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN52021M	2021	Mundra Port	30-04-2007

(h) ENCs PERMANENTLY WITHDRAWN:

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN52021M	2021	Mundra Port	15-02-2004

AVAILIBILITY OF ENCs:

The complete folios of Official Indian ENCs are being distributed worldwide through C-MAP. Updates will be available both through CDs and Real Time via Satellite to allow fully automatic updation of ENC/SENC. Mariners and other ENC users may contact the under mentioned for further details:

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: inho@dataone.in Web site: www.hydrobharat.nic.in	OR	Director C-Map India Private Limited 505, Raheja Arcade Sector 11 CBD, Belapur Navi Mumbai- 400 614 Tele: +91 22 65103668 Fax: +91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in
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SECTION – I
List of charts affected by
The Notices 447 to 470 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	454,455	792	45	459
31	5	465(T),466(T),468(T)	826 (INT 7441)	43	458
41	6	458	941A	46	464
203 (INT 7319)	2	447	1214	40	457
288	1	454,455	1223	40	456
289	1	453,454,455	1312	46	464
301	5	467(T)	1358	45	460
308	5	466(T)	1789	46	464
321	7	468(T)	2374 (INT 7134)	32	450
322	7	468(T)	2375 (INT 7132)	32	450
351	5	467(T)	2442	40	470(P)
354 (INT 7408)	5	465(T),466(T)	2443	40	470(P)
371	7	468(T)	2444	40	470(P)
413	7	458	2523 (INT 7250)	40	454,455,470(P)
451	7	458	2760	46	463
452	7	458	2779	46	463
453	7	458	2858	40	470(P)
2016 (INT 7336)	3	448	2884 (INT 7278)	40	457
2021	2	447	2886	40	454,455,470(P)
2068	2	447	2887 (INT 7232)	40	470(P)
2076	3	448	2889 (INT 7211)	40	470(P)
2079	2	447	2895	32	452,469(P)
2080	2	447	2896	32	452,469(P)
2083	2	447	2964 (INT 758)	32	451
3006 (INT 7423)	5	467(T)	2970 (INT 7002)	32	451
3011 (INT 7421)	5	467(T)	3174	40	453
3013	5	467(T)	3175 (INT 7212)	40	453
7070 (INT 70)	1	449	3176 (INT 7216)	40	470(P)
7073 (INT 73)	1	449	3177	40	470(P)
7707 (INT 707)	1	463	3791	40	454,470(P)
8004	1	453	3833	45	461,462
8010	1	451	3946	45	460
			3950	40	454,470(P)
			4031	45	462
			4032	45	462
			4037	45	461
			4040	45	461,462
			4041	45	461
			4713	60	449
			4714 (INT 714)	46	449

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***447(17/07) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Mundra port – Pilot boarding station. Mooring buoy STS operation**

Source: Mundra Port

(HJ/1131/20)

Chart 203 (INT 7319) [previous update 413/06]

Insert		(A)	22° 42′-46N., 69° 44′-01E.
		(B)	22° 42′-52N., 69° 42′-50E.
		Fl.5s	22° 39′-88N., 69° 39′-46E.

Chart 2068 [previous update 389/06]

Insert		(A)	22° 42′-46N., 69° 44′-01E.
		(B)	22° 42′-52N., 69° 42′-50E.
		Fl.5s	22° 39′-88N., 69° 39′-46E.
Delete			22° 42′-53N., 69° 42′-33E.

Chart 2080 [previous update 413/06]

Insert		(A)	22° 42′-46N., 69° 44′-01E.
		(B)	22° 42′-52N., 69° 42′-50E.
	Circular limits of STS operation radius 0.5NM,-----, centered on:		22° 41′-71N., 69° 46′-51E.
Delete			22° 42′-53N., 69° 42′-33E.

Chart 2083 [previous update 413/06]

Insert		(A)	22° 42′-46N., 69° 44′-01E.
	Circular limits of STS operation radius 0.5NM,-----, centered on:		22° 41′-71N., 69° 46′-51E.

Chart 2079 [previous update NE 30 Apr 07] (WGS 84 Datum)

Insert		(A)	(a) 22° 42′-50N., 69° 44′-00E.
	Circular limit of Pilot boarding ground radius 0.25NM, , 'TTTT>' | Centered on:		(a) above
		Fl.5s	22° 39′-92N., 69° 39′-45E.
	Circular limits of STS operation radius 0.5NM,-----, centered on:		22° 41′-75N., 69° 46′-50E.

Substitute		(B) for		22° 42′-56N., 69° 42′-49E.
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Chart 2021 [previous update NE 30 Apr 07] (WGS 84 Datum)

Substitute		(B) for		22° 42′-56N., 69° 42′-49E.
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











*448(17/07) INDIA – WEST COAST – Jawahar Lal Nehru Port and Trombay – Buoys.

Source: Hydrographic Note INS Investigator
(HJ/1030/97)

Chart 2016 (INT 7336) [previous update 425/07]

Insert		19° 02′.10N., 72° 58′.06E.
		19° 00′.19N., 72° 57′.92E.
		18° 59′.64N., 72° 57′.76E.
		18° 59′.39N., 72° 57′.28E.
		18° 59′.32N., 72° 57′.10E.
		18° 59′.73N., 72° 57′.03E.
		19° 00′.20N., 72° 57′.01E.
		19° 00′.22N., 72° 56′.46E.
		18° 59′.74N., 72° 56′.46E.
		18° 55′.35N., 72° 56′.01E.

Chart 2076 [previous update 424/07]

Insert		19° 03′.30N., 72° 58′.18E.
		19° 03′.34N., 72° 58′.30E.
		19° 02′.10N., 72° 58′.06E.
		19° 00′.19N., 72° 57′.92E.
		18° 59′.64N., 72° 57′.76E.
		18° 59′.39N., 72° 57′.28E.
		18° 59′.32N., 72° 57′.10E.
		18° 59′.73N., 72° 57′.03E.
		19° 00′.20N., 72° 57′.01E.
		19° 00′.22N., 72° 56′.46E.
		18° 59′.74N., 72° 56′.46E.
		18° 59′.49N., 72° 54′.45E.
		18° 59′.51N., 72° 54′.40E.
		18° 59′.47N., 72° 54′.35E.
		18° 55′.35N., 72° 56′.01E.

449(17/07) INDIAN OCEAN - South-east Indian Ridge - Île Amsterdam North-eastwards - Depth.

Source: BA Notice 3417 /07
(HJ/529/49)

Chart 7070 (INT 70) [*previous update 324/06*] (WGS84 DATUM)

Insert  35° 10′.0S., 80° 39′.0E.

Chart 7073 (INT 73) [*previous update 244/07*] (WGS84 DATUM)

Insert  35° 10′.0S., 80° 39′.0E.

BA Chart 4713 [*previous update 145/02*]

Insert  35° 10′.1S., 80° 39′.1E.


BA Chart 4714 (INT 714) [*previous update NE 06 Oct 05*]

Insert  35° 10′.1S., 80° 39′.1E.


450(17/07) EGYPT - Red Sea Coast - Strait of Gubal - Shag Rock South-westwards - Buoy. Radar beacon.

INP 31(2) – 1995 – 75540
Source: BA Notice 3475 /07
(HJ/1134/76)

BA Chart 2374 (INT 7134) [*previous update NE 26 Apr 07*]

Delete  *Fl(2)8s* and associated radar beacon, *Racon (D)* 27° 45′.20N., 33° 50′.95E.

BA Chart 2375 (INT 7132) [*previous update NE 28 Jun 07*]

Delete  *Fl(2)8s* and associated radar beacon, *Racon (D)* 27° 45′.20N., 33° 50′.95E.

451(17/07) YEMEN - Ghubbat al. ‘Ayn - Buoyage.

Source: BA Notice 3639 /07
(HJ/1033/31)

Chart 8010 [*previous update 520/06*] (WGS 84 DATUM)

Insert  13° 49′.5N., 48° 04′.1E.
13° 56′.1N., 48° 00′.0E.
14° 00′.9N., 48° 06′.2E.

BA Chart 2964 (INT 758) [*previous update 177/07*]

Insert  13° 49′.5N., 48° 04′.1E.

BA Chart 2970 (INT 7002) [*previous update 392/06*]

Insert  13° 49′.5N., 48° 04′.1E.
14° 00′.9N., 48° 06′.2E.

452(17/07) OMAN - South East Coast - Port Salalah (Mina -Raysut) - Legends.

Source: BA Notice 3530 /07
(HJ1032/65)

BA Chart 2895 [*previous update 096/07*]

Amend legend to, *See INM 469(P)/07*, centered on: 16° 56′.70N., 54° 04′.00E.

BA Chart 2896 [*previous update 115/07*]

Amend legend to, *See INM 469(P)/07*, centered on: 16° 56′.72N., 54° 01′.50E.

453(17/07) UNITED ARAB EMIRATES - Approaches to Jazirat Al Hamra - Anchorage area.

Source: BA Notice 3676 /07

(HJ/1132/54)

Chart 289[previous update 409/07] (WGS 84 DATUM)

Insert limit of anchorage area, pecked line, joining: 25° 47′.50N., 55° 44′.00E.
 25° 49′.00N., 55° 41′.50E.
 25° 50′.50N., 55° 43′.50E.
 25° 48′.50N., 55° 46′.00E.

Chart 8004[previous update 362/07] (WGS84 DATUM)

Insert limit of anchorage area, pecked line, joining: 25° 47′.50N., 55° 44′.00E.
 25° 49′.00N., 55° 41′.50E.
 25° 50′.50N., 55° 43′.50E.
 25° 48′.50N., 55° 46′.00E.

BA Chart 3174[previous update 563/06]

Insert limit of anchorage area, pecked line, joining: 25° 47′.50N., 55° 44′.00E.
 25° 49′.00N., 55° 41′.50E.
 25° 50′.50N., 55° 43′.50E.
 25° 48′.50N., 55° 46′.00E.

BA Chart 3175 (INT 7212) [previous update 287/07]

Insert limit of anchorage area, pecked line, joining: 25° 47′.50N., 55° 44′.00E.
 25° 49′.00N., 55° 41′.50E.
 25° 50′.50N., 55° 43′.50E.
 25° 48′.50N., 55° 46′.00E.

454(17/07) QATAR – Ra’s Laffan North-eastwards - Submarine pipelines.

Source: BA Notice 3381 /07

(HJ/1132/67)

Chart 20[previous update 391/07] (WGS 84 DATUM)



Insert submarine pipeline,  joining: 26° 19′.2N., 52° 14′.5E. ()
 (a) 26° 10′.6N., 52° 05′.7E.
 (b) 25° 59′.2N., 51° 37′.4E.
 25° 59′.2N., 51° 33′.6E.
 25° 58′.6N., 51° 32′.4E.
 25° 56′.8N., 51° 31′.3E. (shore)
 (a)-(b)above
 legend, Gas, along:

Chart 288[previous update 391/07] (WGS 84 DATUM)







Insert submarine pipeline,  joining: 26° 19′.2N., 52° 14′.5E. ()
 26° 15′.0N., 52° 09′.7E.
 (a) 26° 10′.6N., 52° 05′.7E.
 (b) 25° 59′.2N., 51° 37′.4E. ()
 25° 59′.2N., 51° 33′.6E.
 25° 59′.0N., 51° 33′.0E.
 25° 58′.6N., 51° 32′.4E.
 25° 56′.8N., 51° 31′.3E.(Shore)
 and
 26° 12′.9N., 52° 08′.2E. ()
 (a) above
 (a) - (b)above
 legend, Gas (see Note), along:
 the accompanying note 'GAS' centered on:
 24° 38′.0N., 49° 24′.0E.

Chart 289[previous update 453/07] (WGS 84 DATUM)

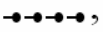
Insert submarine pipeline,  joining: 26° 19′.2N., 52° 14′.5E. ()
 26° 15′.0N., 52° 09′.7E.

454(17/07) QATAR - Ra.s Laffan North-eastwards - Submarine pipelines. (continued)

- (a) 26° 10'·6N., 52° 05'·7E.
 (b) 25° 59'·2N., 51° 37'·4E. (----)
 25° 59'·2N., 51° 33'·6E.
 25° 59'·0N., 51° 33'·0E.
 25° 58'·6N., 51° 32'·4E.
 25° 56'·8N., 51° 31'·3E.(Shore)
 and
 26° 12'·9N., 52° 08'·2E. (□)
 (a) above
 (a) - (b) above
 27° 35'·0N., 54° 45'·0E.

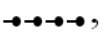
legend, *Gas* (see Note), along:
 the accompanying note 'GAS' centered on:

BA Chart 2523 (INT 7250) [previous update 410/07]

- Insert submarine pipeline,  joining: 26° 19'·32N., 52° 14'·71E. (□)
 26° 14'·97N., 52° 09'·65E.
 (a) 26° 10'·55N., 52° 05'·71E.
 (b) 25° 59'·22N., 51° 37'·42E.
 25° 59'·22N., 51° 33'·63E.
 25° 59'·05N., 51° 32'·96E.
 25° 58'·60N., 51° 32'·42E.
 25° 56'·80N., 51° 31'·27E.(Shore)
 and
 26° 12'·90N., 52° 08'·24E. (□)
 (a) above
 (a)-(b) above

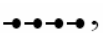
legend, *Gas* (see Note), along:

BA Chart 2886 [previous update 330/07]

- Insert submarine pipeline,  joining: 26° 19'·2N., 52° 14'·5E. (□)
 26° 15'·0N., 52° 09'·7E.
 (a) 26° 10'·6N., 52° 05'·7E.
 (b) 25° 59'·2N., 51° 37'·4E.
 25° 59'·2N., 51° 33'·6E.
 25° 59'·0N., 51° 33'·0E.
 25° 58'·6N., 51° 32'·4E.
 25° 56'·8N., 51° 31'·3E.(Shore)
 and
 26° 12'·9N., 52° 08'·2E. (□)
 (a) above
 (a)-(b) above

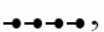
legend, *Gas* (see Note), along:

BA Chart 3791 [previous update 410/07]

- Insert submarine pipeline,  joining: (a) 26° 02'·14N., 51° 44'·61E.
 (N border)
 (b) 25° 59'·22N., 51° 37'·42E.
 (c) 25° 59'·22N., 51° 33'·63E.
 25° 59'·05N., 51° 32'·96E.
 25° 58'·60N., 51° 32'·42E.
 25° 56'·80N., 51° 31'·27E.(Shore)
 (a)-(b) above
 (b)-(c) above

legend, *Gas* (see Note), along:

BA Chart 3950 [previous update 410/07]

- Insert submarine pipeline,  joining: (a) 26° 04'·62N., 51° 50'·15E.
 (N border)
 (b) 25° 59'·12N., 51° 37'·36E.
 25° 59'·12N., 51° 33'·57E.
 25° 58'·95N., 51° 32'·90E.
 25° 58'·50N., 51° 32'·36E.
 25° 56'·70N., 51° 31'·21E.(Shore)
 (a)-(b) above

legend, *Gas* (see Note), along:

455(17/07) QATAR – Ra’s Laffan North-eastwards - North Field (Bravo) Gasfield East-south-eastwards - Platform.

India List of Light Vol. D & E.2003 –D- 9172.1


Source: BA Notice 3382 /07

(HJ/1132/67)

Chart 20[*previous update 454/07*] (WGS84 DATUM)Insert  26° 25′.1N., 52° 12′.5E.**Chart 288**[*previous update 454/07*] (WGS84 DATUM)Insert  26° 25′.1N., 52° 12′.5E.**Chart 289**[*previous update 454/07*] (WGS84 DATUM)Insert  26° 25′.1N., 52° 12′.5E.**BA Chart 2523 (INT 7250)**[*previous update 454/07*]Insert  WHP - 11 26° 25′.08N., 52° 12′.54E.**BA Chart 2886**[*previous update 454/07*]Insert  26° 25′.1N., 52° 12′.5E.**456(17/07) KUWAIT –Mina, Al Ahmadi - Buoyage.**

Source: BA Notice 3420 /07

(HJ/1133/91)

BA Chart 1223 (planA, Mina. Abd Allah, Mina. Ash Shu.Aybah Mina.Al Ahmadi)[*previous update 560/06*]Delete  FLY N3 29° 04′.48N., 48° 10′.11E.**BA Chart 1223(plan B, Mina. Ash Shu’ Aybah and Mina . Al Ahmadi)** [*previous update 560/06*]Insert  RW LFL.10s N2 29° 03′.74N., 48° 09′.85E.Delete  FLY N3 29° 04′.48N., 48° 10′.11E. FLY N2 29° 04′.13N., 48° 10′.11E.**457(17/07) KUWAIT -Mina. ad Dawhah Light.**

Indian List of Light Vol. D & E 2003. D-7602.9

Source: BA Notice 3474 /07


(HJ/1133/92)

Note: Former Notice 448(T)/04 is cancelled.**BA Chart 1214** [*previous update 258/07*]Insert  Fl(3)20s15M 29° 22′.84N., 47° 47′.99E.**BA Chart 2884 (INT 7278)**[*previous update 364/07*]Insert  Fl(3)15M 29° 22′.8N., 47° 48′.0E.

458(17/07) BURMA – Andaman sea – Heinze Chaung Westward - Submarine pipeline. Legend.

Source: BA Notice 3579/07

(HJ/1028/42)



Chart 41 [*previous update 293/07*] (UNDETERMINED DATUM)Delete submarine pipeline,  and associated legend,*Gas (see Note)*, joining:

14° 30′.7N., 97° 56′.8E. (shore)

14° 30′.6N., 97° 47′.3E.

14° 39′.9N., 96° 55′.0E.

14° 57′.8N., 95° 05′.8E.


15° 02′.5N., 94° 45′.9E. ()**Chart 413** [*previous update 183/01*] (INDIAN DATUM)Delete submarine pipeline,  and associated legend,*Gas (see Note)*, joining:

14° 30′.6N., 97° 56′.9E. (shore)

14° 30′.6N., 97° 47′.2E.

14° 36′.3N., 97° 12′.0E.

(W Border)



Chart 451 [*previous update 315/06*] (INDIAN DATUM)Delete submarine pipeline,  and associated legend,*Gas (see Note)*, joining:

14° 48′.0N., 96° 03′.2E.

(S border)

14° 57′.8N., 95° 05′.4E.

15° 02′.6N., 94° 46′.5E.


15° 07′.4N., 94° 46′.8E. ()**Chart 452** [*previous update 534/05*] (INDIAN DATUM)Delete submarine pipeline,  and associated legend,*Gas (see Note)*, joining:

14°30′.6N., 97°56′.9E.

14° 30′.6N., 97° 47′.2E.

14°47′.0N., 96° 10′.5E.

(W Border)

Chart 453 [*previous update 235/05*] (INDIAN DATUM)Delete submarine pipeline,  and associated legend,*Gas (see Note)*, joining:


14° 30′.6N., 97° 56′.9E.(shore)

14° 30′.6N., 97° 47′.3E.

14° 34′.0N., 97° 28′.4E.

14° 38′.9N., 96° 55′.0E.

(W border)

BA Chart 826 (INT 7441) [*previous update 315/06*]Delete submarine pipeline,  and associated legend,*Gas (see Note)*, joining:

14° 30′.7N., 97° 56′.8E.(shore)

14° 30′.6N., 97° 47′.3E.

14° 34′.0N., 97° 28′.4E.

14° 37′.4N., 97° 05′.5E.


14° 46′.9N., 96° 10′.0E.

(W border)

459(17/07) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Pangkor - Pangkon - Landmark.

Source: BA Notice 3484 /07

(HJ/927/49)

BA Chart 792 [previous update 437/07]Insert  RADIO MAST 4° 12'·79N., 100° 34'·55E.**460(17/07) MALAYSIA - Peninsular Malaysia, West Coast - Port Dickson South-eastwards - Light.**

Indian List of Light Vol. F & K 2003 - F 1627.4

Source: BA Notice 3678/07

(HJ/927/28)

BA Chart 1358 [previous update 396/07]

Amend light to, Fl(2)G.10s5M 2° 23'·5N., 101° 58'·4E.





BA Chart 3946 [previous update 396/07]

Amend light to, Fl(2)G.10s3m5M 2° 23'·50N., 101° 58'·40E.

461(17/07) SINGAPORE - Marina South Eastwards and T.Berlayar Westwards - Obstruction. Wreck.

Source: BA Notice 3384 /07

(HJ/927/16)

BA Chart 3833 [previous update 435/07]Insert  *Obstn* 1° 16'·24N., 103° 53'·46E.**BA Chart 4037** [previous update NE 24 May 07]Insert  *Obstn* 1° 16'·243N., 103° 53'·463E.**BA Chart 4040** [previous update 345/07]Substitute  *Wk* for  *Wk* 1° 15'·76N., 103° 48'·02E.**BA Chart 4041** [previous update NE 24 May 07]Substitute  *Wk* for  *Wk* 1° 15'·76N., 103° 48'·02E.**462(17/07) SINGAPORE - Jurong Island Southwards and Terumbu Pempang Laut - Light. Works.
Legends. Buoyage.**

Indian List of Light Vol. F & K - F - 1686

Source: BA Notice 3385 /07

(HJ/927/16)

BA Chart 3833 [previous update 461/07]

Amend range of light to, 8M 1° 14'·05N., 103° 43'·31E.

BA Chart 4031 [previous update 342/07]Insert maritime limit, pecked line, joining:

(a) 1° 14'·573N., 103° 41'·407E.

(b) 1° 14'·611N., 103° 41'·537E.

(c) 1° 14'·300N., 103° 41'·626E.

(d) 1° 13'·769N., 103° 41'·145E.

(e) 1° 13'·923N., 103° 40'·992E.

legend, Works in progress (2007), orientated SW/NE,
centered on:

Fl.Y.4s HL-2

1° 14'·145N., 103° 41'·438E.










(b) above



Fl.Y.2s HL-4

1° 13'·863N., 103° 41'·230E.

462(17/07) SINGAPORE - Jurong Island Southwards and Terumbu Pempang Laut - Light. Works. Legends. Buoyage. (Continued)

Move	 <i>Fl(3)Y.15s PKDBH-8</i> , from:	1° 14′.376N., 103° 41′.575E.
	to:	(c) above
	legend, <i>Entry Prohibited (see Note)</i> , from:	1° 14′.285N., 103° 41′.619E.
	to:	1° 14′.361N., 103° 41′.706E.
Delete	former maritime limit, pecked line, and associated legend, Works in progress (2002), within:	(a)-(e) above
BA Chart 4032 [<i>previous update 366/07</i>]		
Insert	maritime limit, pecked line, joining:	(a) 1° 14′.573N., 103° 41′.407E.
		(b) 1° 14′.611N., 103° 41′.537E.
		(c) 1° 14′.300N., 103° 41′.626E.
		(d) 1° 13′.769N., 103° 41′.145E.
		(e) 1° 13′.923N., 103° 40′.992E.
	legend, Works in progress (2007), orientated SW/NE, centered on:	1° 14′.145N., 103° 41′.438E.
	 <i>Fl.Y.4s HL-2</i>	(b) above
	 <i>Fl.Y.2s HL-4</i>	1° 13′.863N., 103° 41′.230E.
Substitute	 <i>Fl(3)G.15s8m8M Sinki</i> for  <i>Fl(3)G.15s8m7M Sinki</i>	1° 14′.048N., 103° 43′.309E.
Move	 <i>Fl(3)Y.15s PKDBH-8</i> , from:	1° 14′.376N., 103° 41′.575E.
	to:	(c) above
	legend, <i>Entry Prohibited (see Note)</i> , from:	1° 14′.285N., 103° 41′.619E.
	to:	1° 14′.361N., 103° 41′.706E.
Delete	former maritime limit, pecked line, and associated legend, Works in progress (2002), within:	(a)-(e) above
BA Chart 4040 [<i>previous update 461/07</i>]		
Insert	maritime limit, pecked line, joining:	(a) 1° 14′.57N., 103° 41′.41E.
		(b) 1° 14′.61N., 103° 41′.54E.
		(c) 1° 14′.30N., 103° 41′.63E.
		(d) 1° 13′.77N., 103° 41′.15E.
		(e) 1° 13′.92N., 103° 40′.99E.
	legend, Works in progress (2007), orientated SW/NE, centered on:	1° 14′.15N., 103° 41′.44E.
	 <i>Fl.Y.4s HL-2</i>	(b) above
	 <i>Fl.Y.2s HL-4</i>	1° 13′.86N., 103° 41′.23E.
	legend, <i>Entry Prohibited (see Note)</i> , Centered on:	1° 13′.37N., 103° 40′.77E.
Amend	range of light to, 8M	1° 14′.05N., 103° 43′.31E.
Move	 <i>Fl(3)Y.15s PKDBH-8</i> , from:	1° 14′.38N., 103° 41′.58E.
	to:	(c) above
Delete	former maritime limit, pecked line, within: former legend, <i>Entry Prohibited (see Note)</i> , centered on:	(a)-(e) above 1° 14′.10N., 103° 41′.40E.

463(17/07) INDONESIA - Sumatera - West Coast - Pulau Nias Westwards - Hulo Wunga - Light.

Indian List of Light Vol. F & K 2003 – F 1252.5

Source: BA Notice 3473 /07

(HJ/928/12)


Chart 7707 (INT 707) [*previous update 293/07*] (UNDETERMINED DATUM)

Insert  1° 13'·0N., 97° 06'·0E.

BA Chart 2760 [*previous update 495/06*]

Insert  FI(2)18M 1° 13'·0N., 97° 05'·2E.

BA Chart 2779 [*previous update 495/06*]

Insert  FI(2)10s151ft18M 1° 13'·0N., 97° 04'·4E.

464(17/07) INDONESIA - Sumatera - East Coast - Pulau-Pulau Lingga South-eastwards - Depths.

Source: BA Notice 3687 /07

(HJ/827/94)

BA Chart 941A [*previous update 442/07*]

Insert  Rep (2007) (a) 0° 32'·6S., 105° 04'·3E.

Delete Depth 12, close SE of: (a) above

BA Chart 1312 [*previous update 368/07*]

Insert  Rep (2007) (a) 0° 32'·6S., 105° 04'·3E.

Delete depth 21, close S of: (a) above

BA Chart 1789 [*previous update 274/07*]

Insert  Rep (2007) (a) 0° 32'·6S., 105° 04'·3E.

Delete depth 21, close S of: (a) above

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***465(T)(17/07) INDIA – EAST COAST – Sacramento Shoal to Kalingapatnam – Unexploded Charges.**

Source: INS Gharial

(HJ/1029/66)

1. Unexploded charges reported dumped in position 16°44′.21N., 83° 10′.14E .(WGS 84 Datum)
2. Mariners to exercise caution.

Charts affected – 31 – 354(INT 7408)***466(T)(17/07) INDIA – EAST COAST – Outer Approaches to Visakhapatnam – Unexploded Charges.**

Source: INS Gaj

(HJ/1029/76)

1. Unexploded charges reported dumped in position 17°27′.20N., 83° 53′.6E .(WGS 84 Datum)
2. Mariners to exercise caution.

Charts affected – 31 – 354(INT 7408) - 308***467(T)(17/07) 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>
Jul 07	3.2 m	3.1m	4.5 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 418(T)/07.**

Chart affected – 301- 351 - 3011(INT 7421) – 3013 - 3006(INT 7423)***468(T) (17/07) BAY OF BENGAL – Coast of Burma –Mayu River to Kyaukpyu – Off Kyaukpyu harbour – Met observation.**

Source: Navarea VIII (360/07)

(HJ/1028/97)

1. Met ocean survey instruments laid in line joining the following positions:
 - (a) *19° 43′.00 N., 092° 30′.00 E
 - (b) 19° 37′.48 N., 092° 31′.63 E
 - (c) 19° 27′.78 N., 092° 38′.10 E
 - (d) 19° 28′.85 N., 092° 39′.77 E
 - (e) 19° 38′.45 N., 092° 33′.27 E

* Indicates new entry

2. Anchoring fishing and trawling are prohibited at the above mentioned positions.
3. Mariners to exercise caution.
4. **Cancel former INM 091(T)/07.**

Charts affected – 31 – 371 – 321 – 322

469(P) (17/07) OMAN - South East Coast - Port Salalah (Mina Raysut) -Breakwaters. Buoyage. Lights.

Source: BA Notice 3529(P)/07

(HJ/1032/65)

1. Works are in progress off the coast of Port Salalah (Mina Raysut). Positions below are shown on WGS72 Datum.

- (a) A new breakwater is being built between positions 16° 56'·15N., 54° 00'·88E. and 16° 56'·99N., 54° 01'·88E.
- (b) * A temporary light, Iso.2s5M, has been established in position 16° 56'·75N., 54° 01'·60E.
- (c) A temporary breakwater is being built between positions 16° 56'·76N., 54° 00'·94E. and 16° 56'·77N., 54° 00'·98E.
- (d) * Buoys and lights in the vicinity of Port Salalah (Mina Raysut) and approaches are liable to be moved or changed as work progresses.

2. Mariners are advised to navigate with caution in these areas and to consult the local authorities for the latest information.

3. Former Notice 107(P)/07 is cancelled.

* Indicates new or revised entry

BA Charts affected -2895 -2896**470(P) (17/07) QATAR - UNITED ARAB EMIRATES - Submarine pipeline.**

Source: BA Notice 3383(P)/07

(HJ/1132/58)

1. A submarine pipeline has been laid from Ra's Laffan, Qatar to United Arab Emirates, joining the following positions (All positions are referred to WGS84 Datum):

- 25° 57'·09N., 51° 31'·54E.
- 25° 58'·52N., 51° 32'·34E.
- 25° 59'·25N., 51° 33'·65E.
- 25° 59'·20N., 51° 39'·89E.
- 25° 59'·24N., 51° 41'·46E.
- 25° 57'·51N., 51° 47'·59E.
- 25° 53'·67N., 51° 51'·73E.
- 25° 53'·20N., 51° 53'·38E.
- 25° 52'·40N., 52° 01'·91E.
- 25° 38'·62N., 52° 43'·86E.
- 25° 23'·23N., 53° 01'·78E.
- 25° 22'·35N., 53° 16'·16E.
- 25° 25'·43N., 53° 27'·09E.
- 25° 25'·20N., 53° 28'·51E.
- 25° 12'·22N., 53° 52'·07E.
- 24° 50'·15N., 54° 35'·82E.
- 24° 45'·67N., 54° 39'·96E.

2. For a graphical depiction of the submarine pipeline see BA Chart 2837.

3. Former Notice 465(P)/05 is cancelled.

BA Charts affected - 2442 -2443 -2444 -2523 (INT 7250) -2858 -2886 -2887 (INT 7232) -2889 (INT 7211) -3176(INT 7216) -3177 -3791 -3950

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:

<p>C-Map India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>C-Map Norway AS Hovlandsveien 52, P.O. 212, N-4370, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: market@c-map.no</p>
<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>	<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>
<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, #08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p>	

Tsunami Notices

52 (T) (01/05) INDIAN OCEAN, BAY OF BENGAL – Changes in bathymetry and Coastline.

Source: NHO, Dehradun
(HJ/NM/Gen)

Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

Charts affected: All Indian charts of Andaman & Nicobar Islands, coast of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka

***88 (T) (03/05) INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.**

Source: PMB A & N Islands

(HJ/928/76)

1. It is informed that all the three sets of beacons/buoys in East Bay including the jetty and approach has been totally damaged and sunk.
2. Mariners are advised to exercise caution and contact local port authorities for the latest information.
3. Former INM 339 (P)/04 is cancelled.

Charts affected: 4011 - 4017***105 (T) (03/05) INDIA – Andaman Sea – Nicobar Islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

Charts affected: 4011***106 (T) (03/05) INDIA – Andaman Sea – Andaman and Nicobar Islands – Beacon. Buoy.**

Source: Port Management Board, Andaman and Nicobar & Hydrographic Note, INS Sandhayak

(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:

Nancowry Island

- | | |
|-------------------------------|----------------------------|
| (d) North east lighted beacon | 08° 01'.60N., 93° 33'.80E. |
| (e) Reid Point beacon | 08° 01'.48N., 93° 33'.35E. |
| (f) Mayo Point beacon | 08° 01'.60N., 93° 32'.53E. |

Mayabundar Island

- | | |
|-----------------------|----------------------------|
| (g) Takla west beacon | 12° 55'.53N., 92° 53'.46E. |
|-----------------------|----------------------------|

Port Blair

- | | |
|------------------------|----------------------------|
| (h) Bamboo flat beacon | 11° 41'.33N., 92° 43'.20E. |
| (i) Range flat beacon | 11° 41'.21N., 92° 43'.06E. |

2. Mariners to exercise caution while navigating through this area.

Charts affected: 4005 – 4006 – 4008 – 4012 – 4016***135 (T) (05/05) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Coast line. Jetty. Light.**

Source: INS Sandhayak

(HJ/1028/07)

1. It is reported that the coastline in the area had undergone drastic changes. The Hut Bay breakwater has been breached at several places. The entire approach road and breakwater light at position 10° 35'.81N., 92° 33'.83E. has been destroyed. The passenger jetty is not safe to approach as the wreck of the fallen crane is a hazard to navigation.
2. Mariners are to exercise caution while navigating through this area.

Charts affected: 4010***160 (T) (06/05) INDIA – Andaman Sea – Nicobar Island – Campbell Bay – Rock.**

Source: Hydrographic Note, INS Tillanchang, INS Sandhayak

(HJ/928/76)

1. It is reported that following rocks have been found at position

(a) New Rock	07° 01'.370N., 093° 55'.310E.
(b) Sunken boat	06° 59'.870N., 093° 55'.560E.
2. The Leading transit mark 323° on the beach was broken and damaged. The Chosen point light are non-operational. The seaward end of the breakwater is sunk.

Charts affected: 409 – 471 – 472 (INT 7032) – 4035.

SECTION – V: NAVIGATIONAL WARNINGS IN FORCE

1. For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.

2. **NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 28 Aug 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	208	2005 series: 402. 2007 series: 019 035 050 099 128 162 167 168 170 174 178 180 182 184 187 189 193 194 195 196 197 198 199 200 202 203 206 208.
II	E. Atlantic	309	2007 series: 103 258 269 271 293 295 298 302 304 305 306 307 308 309
III	Mediterranean	349	2007 series: 295 305 312 314 315 318 323 324 326 328 329 330 331 333 335 336 337 339 340 348 349.
IV	N.W. Atlantic	242	2007 series: 196
V	W. Atlantic	731	2007 series: Nil.
VI	S.W. Atlantic	260	2007 series: Nil
VII	S.E. Atlantic	131	2007 series: 121 122 123 124 125 131.
VIII	Indian Ocean	475	2007 series: 035 161 179 184 185 201 216 241 242 249 257 270 279 294 339 357 360 365 366 367 371 372 373 380 383 387 388 389 390 394 396 400 406 413 417 418 430 434 437 439 440 443 444 445 447 448 449 455 456 457 463 465 467 469 470 471 472 473 474 475

456. India East Coast – Bay of Bengal. Charts 32 33 41 313 356 INT 71 INT 706. Rocket launching scheduled from launch pad 13-43.2N., 080-13.8E between 1100 UTC and 1330 UTC from 25 Aug to 25 Sep 2007.

2. Danger area as follows:
- Danger zone – 1: Circle of 05 NM around the launcher.
 - Danger zone – 2: Sector of radius 15 NM from launcher between azimuth angles 045 degree and 160 degree from true north.
 - Danger zone -3. Area bounded by following points:

(i) 11-30.0N	085-00.0E	(ii) 11-30.0N	086-45.0E
(iii) 12-30.0N	086-45.0E	(iv) 12-30.0N	085-00.0E.
 - Danger zone – 4. Area bounded by following points:

(i) 10-15.0N	088-15.0E	(ii) 10-15.0N	090-30.0E
(iii) 11-30.0N	090-30.0E	(iv) 11-30.0N	088-15.0E.
 - Danger zone – 5. Area bounded by following points:

(i) 08-00.0N	094-45.0E	(ii) 08-00.0N	095-30.0E
(iii) 09-00.0N	095-30.0E	(iv) 09-00.0N	094-45.0E.
3. Mariners to exercise caution.
4. Cancel this message on 26 Sep 2007.

457. 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 24 Aug, 28 Aug, 31 Aug, 07 Sep, 11 Sep and 14 Sep 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 15 Sep 2007.

458 to 462. Cancelled.

463. India West Coast – Arabian Sea. Charts 21 22 211 256 292 293 INT 705. Unidentified floating object approximate length 10 metre breadth 05 metre height 02 metre in position 18-32.3N., 072-35.3E.

- 2 Mariners to exercise caution.

464. Cancelled.

<p>465. Refer Navarea Eight Message 437 of 2007. India East Coast- Off Sacramento Shoal. Charts 31 32 355 INT 706. Rig C Kirk Rhein Jr moved to new position 16-32.3N., 082-31.9E</p> <p>2. Wide berth requested.</p>
<p>466. Cancelled.</p>
<p>467. Refer Navarea Eight 437 of 2007. Cancel Navarea Eight Message 460 of 2007. India East Coast- Bay of Bengal. Charts 31 32 355 INT 706. Rig Atwood Beacon moved to new position 16-40.1N., 082-28.6E.</p> <p>2. Wide berth requested.</p>
<p>468. Cancelled.</p>
<p>469. India East Coast – Bay of Bengal. Charts 31 32 33 313 356 357 3001 3004 3028 INT 706. Electromagnetic seabed survey in progress by S/V Sasha in area bounded by:</p> <p>(a) 14-33.5N., 080-13.2E (b) 14-48.9N., 080-07.0E</p> <p>(c) 12-45.5N., 081-39.2E (d) 12-41.4N., 081-49.6E</p> <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> <p>4. Cancel this message on 10 Sep 2007.</p>
<p>470. Bay of Bengal – Southern Portion. Charts 33 INT 706 INT 707. Man overboard reported by MV Astrof Chorus in approximate position 05-58.0N., 085-34.0E.</p> <p>2. All vessels operating in vicinity to keep a sharp lookout and render assistance.</p>
<p>471. Self Canceling. Cancel Navarea Eight 452 of 2007. Gulf of Kachchh – Piram Island. Charts 21 208 254 292 2039 INT 705. Piram Island Light 21-35.9n 072-21.2e Racon with code B Functioning normal.</p>
<p>472. 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 1730 UTC and 1830 UTC on 05 Sep, 06 Sep, 12 Sep 13 Sep 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 14 Sep 2007.</p>
<p>473. Bay of Bengal - Southern Portion. Charts 33 41 471 472 473 INT 706. Firing practice by Naval Ships from 04 Sep to 09 Sep 2007 in area bounded by:</p> <p>(a) 07-40.0N., 088-00.0E (b) 07-40.0N., 092-00.0E</p> <p>(c) 13-16.0N., 092-00.0E (d) 13-16.0N., 088-00.0E</p> <p>2. Mariners to exercise caution.</p> <p>3. Cancel this message on 10 Sep 2007.</p>
<p>474. Refer Navarea Eight Message 437 of 2007. India East Coast – Approches to Kakinada. Charts 31 32 354 3009 INT 706. Rig deep driller- I moved to new position 16-42.9N., 082-28.8E.</p> <p>2. Wide berth requested.</p>
<p>475. Refer Navarea Eight 437 of 2007. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Drill Ship Deep Water Frontier moved to new position 16-29.6N., 082-32.6E.</p> <p>2. Wide berth requested.</p>

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	169	2006 series: 106 116 147 177 200 216. 2007 series: 006 018 022 027 042 062 087 092 095 106 108 132 136 143 145 150 152 155 156 158 159 160 163 168 169.
X	Australia, New Guinea	211	2007 series: 172 174 178 181 185 186 187 188 189 191 194 196 197 203 204 206 208 211.
XI	Malacca Strait, China Sea, N. Pacific	366	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 0580. 2007 series: -0002 0003 0004 0008 0009 0093 0098 0133 0155 0187 0189 0246 0248 0253 0269 0305 0308 0309 0310 0311 0312 0313 0315 0316 0317 0326 0335 0338 0344 0345 0351 0353 0354 0355 0356 0359 0360 0361 0364 0365 0366
XII	N.E. Pacific	205	2007 series: Nil
XIII	N.W. Pacific	057	2007 series: Nil
XIV	S.W. Pacific	033	2007 series: 010 026.
XV	S.E. Pacific	129	2007 series: Nil
XVI	E. Pacific	191	2007 series: Nil
Hydropacs	Pacific, Indian Ocean	1458	2006 series: 524 1049 1812. 2007 series: Nil
Hydrolants	Atlantic, Mediterranean	1441	2006 series: 1394. 2007 series: Nil

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

**INP 1 West Coast of India Pilot (Second Edition 2003) –
INDIA WEST COAST – Konkan coast – Mumbai
approaches – Offshore route.**

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*Article 7.163**Insert Para 7*

7

Caution. A stranded wreck (18°37'·4N 72°33'·6E) and an obstruction (18°39'·2N 72°35'·9E) lie, respectively, 2½ miles and 8 cables WNW of the centre line of this route. A dangerous wreck (18°41'·7N., 72°37'·4E) (position approximate) lies close to the centerline.

NHO Dehradun**17/07**

D7350-9	- UAQ-3	25 40-56 N 55 22-00 E	Mo(U)W	..	10	Platform	
	-- Reserve light	..	Mo(U)W	..	10		
*	-- *	* ..	Horn Mo(U) *	* ..	* 2	* *	*
D7585-16	- SPM No 24	29 08-45 N 48 17-44 E	Mo(U)W 15s	..	..	..	(T) 2007
	--	..	Horn Mo(U) 30s	..	..	..
*	-- *	* ..	* ..	* ..	* ..	* ..	*
D7585-17	- SPM No 23	29 07-52 N 48 15-76 E	Mo(U)W 15s	..	..	..	(T) 2007
	--	..	Horn Mo(U) 30s	..	..	..
*	-- *	* ..	* ..	* ..	* ..	* ..	*
D9172-1	- NORTH FIELD. WHP-11	26 25-08 N 52 12-54 E	Lit	..	..	Platform	
*	-- *	* ..	* ..	* ..	* ..	* ..	*
F0361-6	Mundra Port. SPM	22 40-69 N 69 39-27 E	Fl(2+1) R	..	..	..	ALRS Vol 2 Station 78805
	--	..	Racon	..	..	..	*
*	-- *	* ..	* ..	* ..	* ..	* ..	*
F0381	SPM-1	22 34-35 N 69 47-18 E	Mo(U)W	..	..	Platform	
	-	..	Racon	..	..	..	ALRS Vol 2 Station 78825
		..	*	* ..	* ..	* ..	*
F0382	Vādīnār Offshore Terminal. SBM	22 30-62 N 69 42-05 E	Fl R 3s	..	3	..	Ra refl
	--	..	Horn	..	..	..	ALRS Vol 2 Station 78830
	--	..	Racon	..	..	..	*
	-- *	* ..	* ..	* ..	* ..	* ..	*
F0755-3	Androth Island. Breakwater. Head	10 49-26 N 73 40-70 E	Fl W 4s	3	7		
		*		* ..	* ..		
F0978	Bhimunipatnam. Near Port Office	17 53.39N 83 27.47E	Fl W 9s	11	8	White round masonry tower 23	<i>fl 0-3.</i> Storm Signals
							*
F1005-1	-Fairway	20 14-55 N 86 42-88 E	Fl W 10s	..	..	Spherical buoy, red and white vertical stripes	Safe Water Mark
*	-- *	* ..	* ..	* ..	* ..	* ..	*
F1186	Laem Yongsata. Entrance N side	7 06-93 N 99 40-02 E	Fl W 5s	50	7	White metal framework tower 18	<i>fl 0-5.</i> TE 2007
		*					*

F1201	East Island	13 37.91 N 93 02.75 E	Fl W 15s	89	24	White round metal tower, red bands 37	<i>fl 0-7</i>
	-	..	Racon	*	..	*	ALRS Vol 2 Station 79550
			*	*	*	*	*
F1388	-Pulau Batu Mandi	2 52.17 N 100 41.08 E	Fl(2)W 10s	43	20	White tower 40	<i>fl 1, ec 1-5, fl 1, ec 6-5</i>
*	*	*	*	*	*	*	*
F1401.9	- Ldg Lts 088°. Front. G	1 41.53 N 101 47.89 E	Q W	18	11	White metal framework tower 18	Vis 083.8°-092.2°(8.4°)
							*
F1408	- Tg Bali	1 22.82 N 102 08.71 E	Fl W 7s	10	7	White framework tower 12	<i>fl 0-5</i>
	*	*		*			*
F1413	- Ldg Lts 196.5°. Front	1 12.50 N 102 09.70 E	Q W	6	8	White△ on framework tower	
	*	*	*			*	*
F1413.1	- Ldg Lts 196.5°. Rear. 1M from front	1 11.50 N 102 09.50 E	Fl R 3s	14	8	White ▽ on white framework tower 13	<i>fl 0-3</i>
	*	*		*		*	*
F1580	Remove from list. Replaced by N Cardinal buoy						
F1584	Batuan Penyu	3 13.80 N 101 12.71 E	Fl(2)W 5s	6	10	White column on piles	
	-	..	Racon	..	..	..	ALRS Vol 2 Station 79840
*	*	*	*	*	*	*	*
F1627.4	Kuala Linggi. Inner Beacon	2 23.50 N 101 58.40 E	Fl(2)G 10s	3	5	White round concrete beacon	
			*				
F1674.05	Pulau Karimun Kecil (I)	1 09.98 N 103 23.33 E	Fl W 5s	18	12	White beacon 15	<i>fl 1</i>
*	*	*	*	*	*	*	*
F1693.95	- Pulau Pelampong (I)	1 07.73 N 103 41.97 E	Fl W 4s	18	12	White beacon 15	<i>fl 1</i>
*	*	*	*	*	*	*	*
F1695.1	- PULAU SEBAROK. VopakTerminal. Jetty No 5. W end	1 12.01 N 103 47.59 E	Fl Y 2s	7	4	Yellow△ on yellow metal pole	
	*	*					

F1695-2	- PULAU SEBAROK. Vopak Terminal. Jetty No 5. Base *	1 12-07 N 103 47-87 E	Fl Y 4s	9	4	Yellow ▽ on yellow metal pole	
F1700-5	Remove from list						
F1700-75	- Pulau Seraya. OT 4 * *	1 17-31 N 103 43-60 E * *	Fl Y 4s *	3 *	.. *	Yellow × on yellow beacon *	*
F1700-8	- Pulau Seraya. OT 5 * *	1 17-43 N 103 43-46 E * *	Fl Y 6s *	3 *	.. *	Yellow × on yellow beacon *	*
F1700-85	- Pulau Seraya. OT 6 * *	1 17-31 N 103 43-54 E * *	Fl W 6s *	3 *	.. *	▽ on white beacon *	*
F1700-9	- Pulau Seraya. OT 7 * *	1 17-38 N 103 43-62 E * *	Fl W 4s *	3 *	.. *	△ on white beacon *	*
K0913	Pulau Batu Kecil (I) * *	5 53-75 S 104 26-43 E * *	Fl W 6s *	45 *	20 *	White tower 40 *	<i>fl 1</i> *
K1050-4	Pulau Deli (I) * *	7 01-00 S 105 31-42 E * *	Fl(2)W 10s *	45 *	20 *	White tower 40 *	<i>fl 1, ec 1-5, fl 1, ec 6-5</i> *
K1128-5	Tg Korowelang (I) * *	6 50-66 S 110 10-47 E * *	Fl W 4s *	10 *	10 *	White pipe 7 *	<i>fl 1</i> *
K1128-7	Tg Korowelang. Reef (I) * *	6 48-54 S 110 10-30 E * *	Q W *	11 *	12 *	Black △ on yellow beacon, black top 7 *	*
K1129	Kendal Estuary (I) * *	6 52-95 S 110 14-03 E * *	Fl G 5s *	10 *	10 *	Green pipe 7 *	<i>fl 1</i> *
K1129-1	Kendal Estuary (I) * *	6 52-95 S 110 14-10 E * *	Fl R 5s *	10 *	10 *	Red pipe 7 *	<i>fl 1</i> *
K1262-7	Pulau Panehan (I) * *	8 22-20 S 111 30-80 E * *	Fl(2)W 10s *	150 *	20 *	White beacon 30 *	<i>fl 1, ec 1, fl 1, ec 7</i> *
K1410-6	Sungai Jelai. Sukamara *	2 59-45 S 110 43-37 E *	Iso W 2s *	13 *	8 *	White beacon *	

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 14 dated 16 Jul 2007)***PAGE 08, MAURITIUS, MAURITIUS, contacts table, row 5.**

Delete row and replace by:

Inmarsat M686170031	E-MAIL: 3bm.mrs@mauritiustelecom.com
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PAGE 08, MAURITIUS, POLLUTION REPORTING, contacts table, row 4.

Delete row and replace by:

TELEX: Mauritius +966 4880 NCG IW	E-MAIL: Mauritius Radio: bm.mrs@mauritiustelecom.com
MRCC: Inmarsat C464590210=MNCG X	

BA 31/07**17/07****INP 31(2), 1995***(Last correction: Edition No. 12 dated 16 Jun 2007)***PAGE 31, EGYPT (Red Sea Coast) section.****75540 Shag Rock Lt Buoy.**

Delete entry

BA 31/07**17/07****BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01 Aug 2006)***NIL****INP 31(5), 1997***(Last correction: Edition No.16 dated 16 Aug 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
(UTTARAKHAND), INDIA
e-mail: - incho@dataone.in; incho_marinesafety@dataone.in
incho_navwarnings@dataone.in; incho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up Form IH 102 (Enclosed with editions 1,7,13 & 19 of N to M)

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

To accompany Indian Notice to Mariners 454/07
Chart 288

OIL AND GAS FIELDS

Within the areas covered by larger scale charts, certain fixed structures, pipelines and cables have been omitted due to their complexity and frequent change. The appropriate larger scales should be used in these areas, vessels should navigate with particular caution.

To accompany Indian Notice to Mariners 454/07
Chart 289

OIL AND GAS FIELDS

Within the areas covered by larger scale charts, certain fixed structures, pipelines and cables have been omitted due to their complexity and frequent change. The appropriate larger scales should be used in these areas, vessels should navigate with particular caution.