



# INDIAN NOTICES TO MARINERS FOR 2007

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EDITION No. 18 DATED 16 SEP 2007  
(CONTAINS NOTICES 471 TO 489)

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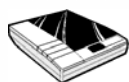
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**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. of India at the following address/fax number, immediately on discovering new or suspected dangers to navigation, on observing changes/defects to navigational aids, and of short comings in Indian charts or publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section X with N to M editions 1, 7, 13 and 19.

**Chief Hydrographer  
to the Government of India**

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

## EXPLANATORY NOTES

**Corrections to Charts and Publications.** Section I comprises List of Charts (both Indian and BA) affected by the notices contained in this edition. Where as sections II and III contain information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are True, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section X.

**Temporary and Preliminary Notices.** These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. Sl Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

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

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

**Lights.** Corrections to Indian list of Lights are given in Section VII, where affected Light List number is quoted.

- (a) these corrections should be incorporated as per instructions given on page XI of the list of Lights.
- (b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) the range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.
- (d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

**Radio Signals.** The corrections in Section VIII should be cut and pasted in the appropriate volume of the List of Radio Signals.

**Radio Navigational Warnings.**

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

**Laws and Regulations.** While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) that no liability whatsoever can be accepted for failure to publish details of any particular law or regulation and
- (b) that publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

**Correction of Charts and Publications by the users.** Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

**Reliance on Charts and Associated Publications.** While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

**Use of Global Positioning System (WGS 84) positions.**

- (a) The positions of Hydrographic objects shown on Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Where ever these differences have been ascertained, their average values are published as a cautionary Note on the chart concerned, as shifts in Latitude and Longitude values whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshadweep Islands, as these places are not linked to mainland network ( Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

**Source Data on Charts.** All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such Charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first.

Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

**Further Guidance.** The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

**INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE****(a) NEW EDITION INDIAN CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>3024</b>	31-07-2007	<b>KALINGAPATNAM ANCHORAGE</b> <i>Limits</i> 18° 16'.50N; 84° 06'.00E. 18° 23'.40N; 84° 11'.50E. <b>BAVANAPADU ANCHORAGE</b> <i>Limits</i> 18° 30'.00N; 84° 19'.00E. 18° 36'.90N; 84° 24'.50E.	20 000	5	Rs. 1360.00
<b>4001</b>	31-07-2007	<b>ELPHINSTONE HARBOUR AND RANGAT BAY</b> <i>Limits</i> 12° 15'.00N; 92° 52'.00E. 12° 30'.00N; 93° 02'.00E.	27 500	6	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>
<b>3024</b>	30-09-2005	<b>KALINGAPATNAM ANCHORAGE</b>  <b>BAVANAPADU ANCHORAGE</b>	<b>3024</b>	31-07-2007
<b>4001</b>	31-07-2003	<b>ELPHINSTONE HARBOUR AND RANGAT BAY</b>	<b>4001</b>	31-07-2007

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

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

**(d) FORTHCOMING CHARTS AND PUBLICATIONS**

<b>Chart No</b>	<b>Title</b>	<b>Scale</b>	<b>Remarks</b>
<b>201</b>	Gora Chan Creek to Godia Creek	150 000	New Edition
<b>209</b>	Hazira to Umargam	125 000	New Edition
<b>2042</b>	Approaches to Malvan	50 000	New Edition
<b>3033</b>	Vanjiyur Chemplast Jetty	12 500	New Chart
<b>4005</b>	Nancowry Harbour and Approaches	12 500	New Chart
<b>4040</b>	Maya Bandar Harbour	10 000	New Chart
<b>2099</b>	Male Atoll	25 000	New Chart
<b>2006</b>	Minicoy Island	25 000	New Edition

**SECTION – I**  
**List of charts affected by**  
**The Notices 471 to 489 contained in this Edition**

<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>	<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
20	1	476,488(P)	233	32	475
33	5	485(T)	941-A	46	484
220	3	472,473	1066	60	484
259(INT 7356)	3	472	1223	40	478,489(P)
260(INT 7362)	3	472	1312	46	471,483
288	1	488(P)	1358	45	481
289	1	476,488(P)	1789	46	483
357(INT 7397)	5	486(T)	2403	45	481,482
2004(INT 7359)	3	472,473	2523(INT 7250)	40	488(P)
2029(INT 7358)	3	472,473	2883	40	479
2045(INT 7360)	3	473	2886	40	479,488(P)
2067	4	471	2887(INT 7332)	40	476
2097	1	487(T)	2889(INT 7211)	40	476
3003	5	486(T)	3173	40	480
3013	5	474	3175(INT 7212)	40	476
8004	1	476	3599	40	480
			3773	40	478,489(P)
			3791	40	477,488(P)
			3833	45	481,482
			3947	45	481
			3949	46	471
			3950	40	488(P)
			4039	45	482
			4040	45	482

**SECTION – II: PERMANENT NOTICES**  
**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS**

**471(18/07) Miscellaneous updates to charts**

Source: NHO Dehradun and BA Notice 3953/07

Chart No.	Previous Updates	Details
<b>Chart 2067</b>	365/07	Refer to INM 365/07 Delete legend <i>See INM 329 (P)/06</i> centred on: 5° 59′.75N., 80° 13′.50E instead of 5° 56′.70N., 80° 12′.00E; and in <b>Chart 2067 Plan Galle Harbour</b> Delete legend <i>See INM 329 (P)/06</i> centred on: 6° 00′.35N., 80° 13′.00E
<b>BA Chart 1312</b>	464/07	Insert magenta limit and chart reference, 2868 (see Note - POSITIONS), as follows: North: - East: 109° 40′.0E. South: 0° 32′.0N. West: 106° 43′.0E. Insert magenta limit and chart reference, 2869 (see Note - POSITIONS), as follows: North: - East: 107° 04′.0E. South: 0° 32′.0N. West: 104° 11′.0E. Substitute accompanying note, CHARTS 1336, 2403, 2868 AND 2869: POSITIONS, for existing note, CHARTS 1336, 2403 & 3834: POSITIONS, centred on 2° 27′.2S., 103° 29′.0E. Delete magenta limit and chart number, 1311, in the following positions: 1° 10′.7N., 104° 24′.2E. 1° 11′.1N., 108° 56′.5E. Delete magenta limit and chart number, 3834 (see Note - Positions), in position: 1° 25′.8N., 108° 36′.5E.
<b>BA Chart 3949</b>	439/07	Substitute accompanying note, CHARTS 2403, 2869 AND 3831: POSITIONS, for existing note, CHARTS 2403 & 3831: POSITIONS, centred on: 1° 02′.25N., 104° 34′.00E.

**\*472(18/07) INDIA - WEST COAST – Approaches to Kochi (Cochin) -Wreck - Buoys.**

Source: Kochi Port Trust and Navarea 387/07

(HJ/930/93)

*This is Wreck of Vessel Maria S Sank*

**Chart 220** [previous update 175/07]

Insert		Mast	(a) 09° 58′.22N., 076°10′.87E
		Fl.5s ;Close S to	(a) above

**Chart 259(INT 7356)** [previous update 402/07]

Insert		Mast	(a) 09° 58′.22N., 076°10′.87E
		Fl.5s ;Close S to	(a) above

**Chart 260(INT 7362)** [previous update 402/07]

Insert		Mast	(a) 09° 58′.22N., 076°10′.87E
		Fl.5s ;Close S to	(a) above

**Chart 2004(INT 7359)** [previous update 175/07]

Insert		Mast	(a) 09° 58′.22N., 076°10′.87E
		Fl.5s ;Close S to	(a) above

**Chart 2029(INT 7358)** [previous update 175/07]


Insert		Mast	(a) 09° 58′.22N., 076°10′.87E
		Fl.5s ;Close S to	(a) above

## \*473(18/07) INDIA - WEST COAST – Kochi (Cochin) Harbour – Channel Buoys.












Source: Kochi Port Trust

(HJ/930/93)


**Chart 220** [previous update 472/07]

Move		Fl.10s7m10M Fairway	from:	09° 57' .74N., 076°08' .79E
			to:	09° 57' .74N., 076°08' .87E



**Chart 2004(INT 7359)** [previous update 472/07]

Move		Fl.10s7m10M Fairway	from:	09° 57' .74N., 076°08' .79E
			to:	09° 57' .74N., 076°08' .87E
		Fl.G5s No. 1	from:	09° 57' .77N., 076°10' .47E
			to:	09° 57' .79N., 076°10' .51E
		Fl.R5s No. 2	from:	09° 57' .90N., 076°10' .57E
			to:	09° 57' .90N., 076°10' .50E
		Fl.G5s No. 3	from:	09° 57' .84N., 076°11' .42E
			to:	09° 57' .86N., 076°11' .44E
		Fl.R5s No. 4	from:	09° 57' .99N., 076°11' .47E
			to:	09° 57' .96N., 076°11' .43E
		Fl.G5s No. 5	from:	09° 57' .89N., 076°12' .14E
			to:	09° 57' .91N., 076°12' .36E
		Fl.R5s No. 6	from:	09° 58' .03N., 076°12' .18E
			To:	09° 58' .03N., 076°12' .36E
		Fl.G5s No. 7	from:	09° 57' .95N., 076°13' .23E
			to:	09° 57' .97N., 076°13' .25E
		Fl.R5s No. 8	from:	09° 58' .08N., 076°13' .30E
			to:	09° 58' .08N., 076°13' .23E
		Fl.G5s No. 9	From:	09° 58' .03N., 076°14' .07E
			to:	09° 58' .03N., 076°14' .11E
		Fl.R5s No. 10	from:	09° 58' .15N., 076°14' .15E
			to:	09° 58' .15N., 076°14' .33E

**Chart 2029(INT 7358)** [previous update 472/07]

Move		Fl.10s7m10M Fairway	from:	09° 57' .74N., 076°08' .79E
			to:	09° 57' .74N., 076°08' .87E

**Chart 2045(INT 7360)** [previous update 094/07]

Move		Fl.G5s No. 9	from:	09° 58' .03N., 076°14' .07E
			to:	09° 58' .03N., 076°14' .11E
		Fl.R5s No. 10	from:	09° 58' .15N., 076°14' .15E
			to:	09° 58' .15N., 076°14' .33E

**\*474(18/07) INDIA - EAST COAST – Hugli River– Haldia to Kukrahati Reach - Buoy.**

Source: Kolkata Port Trust

(HJ/1129/21)

**Chart 3013** [previous update 283/07]



Delete		Q.Fl.R. JF	22° 06′.27N., 088°12′.21E
		Q.Fl. WBS	21° 54′.26N., 088°04′.80E

**Cancel former INM 141(T)/04.****475(18/07) EGYPT - North Coast - Approaches to Port Said (Bûr Saïd) - Radar beacon. Landmark.**

Source: BA Notice 3951/07

(HJ/1234/17)

**BA Chart 233 (plan A, Port Said (Bûr Sa.ïd) to Km 52)** [ previous update 182/02]

Substitute		El Bahar Tr Ru (Lit) for 	EL BAHAR TR and associated light, Iso.2s42m15M Horn 2s, racon, Racon (Q) and radar reflector	31° 18′.09N., 32°21′.57E.
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**476(18/07) UNITED ARAB EMIRATES -Umm Al Qaiwain (Umm Al Qaywayn) North-westwards - Platform.**

Source: BA Notice 3869 /07

(HJ/1132/54)

**Chart 20** [ previous update 455/07 ] WGS84 DATUM

Insert		25° 40′.6N., 55° 22′.0E.
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**Chart 289**[ previous update 455/07 ] WGS84 DATUM

Insert		25° 40′.6N., 55° 22′.0E.
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**Chart 8004** [ previous update 453/07 ] WGS84 DATUM

Insert		25° 40′.56N., 55° 22′.00E.
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**BA Chart 2887 (INT 7232)** [ previous update 409/07 ]

Insert		25° 40′.56N., 55° 22′.00E.
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**BA Chart 2889 (INT 7211)** [ previous update 409/07 ]

Insert		25° 40′.56N., 55° 22′.00E.
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**BA Chart 3175 (INT 7212)** [ previous update 453/07 ]


Insert		UAQ-3 25° 40′.56N., 55° 22′.00E.
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**477(18/07) QATAR - Ras Laffan North-eastwards - Submarine cable.**

Source: BA Notice 3782 /07

(HJ/1132/68)

**BA Chart 3791**[ previous update 454/07]

Insert	submarine cable,  , joining:	26° 02′.14N., 51° 44′.52E. (N border) 25° 59′.26N., 51° 37′.42E. 25° 59′.26N., 51° 33′.63E. 25° 59′.08N., 51° 32′.95E. 25° 58′.62N., 51° 32′.38E. 25° 56′.83N., 51° 31′.23E.(shore)
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**478(18/07) KUWAIT –Mina Ash Shuaybah South-eastwards and Mina Al Ahmadi-North-eastwards - Legends.**

Source: BA Notice 3893 /07  
(HJ1133/91)

**BA Chart 1223 (plan A, Mina Abd Allah, Mina Ash Shuaybah and Mina Al Ahmadi)[ previous update 456/07]**

Amend legend to, *See INM 489(P)/07*, centered on:

29° 08′.80N., 48° 12′.60E.
29° 08′.50N., 48° 18′.70E.
29° 05′.80N., 48° 12′.80E.
29° 05′.60N., 48° 19′.80E.
29° 01′.80N., 48° 10′.90E.

**BA Chart 1223(plan B, Mina. Ash Shuaybah and Mina. Al Ahmadi) [ previous update 456/07]**

Amend legend to, *See INM 489(P)/07*, centred on: 29° 01′.950N., 48° 10′.650E.

**BA Chart 3773 [ previous update 364/07]**

Amend legend to, *See INM 489(P)/07*, centred on:

29° 08′.70N., 48° 13′.20E.
29° 06′.30N., 48° 20′.00E.

**479(18/07) IRAN - Jazireh-ye Lavan North-westwards - Bustanu -Westwards - Light.**

Indian List of Light Vol. D & E, 2003, D: 7680.5  
Source: BA Notice 3868 /07  
(HJ/1132/77)

**BA Chart 2883[ previous update 392/07]**

Insert  Fl(2)10s10M 27° 07′.50N., 52° 59′.90E.

**BA Chart 2886[ previous update 455/07]**

Insert  Fl(2)10s10M 27° 07′.60N., 53° 00′.00E.

**480(18/07) IRAN - Bandar .Abbas Southwards - Buoyage.**

Source: BA Notice 3867 /07  
(HJ/1132/73)

**BA Chart 3173[ previous update 563/06]**

Insert  Q(3)10s 27° 09′.80N., 56° 16′.30E.



Fl(2)10s 27° 10′.30N., 56° 17′.40E.

**BA Chart 3599[ previous update 145/06]**

Insert  Q(3)10s 27° 09′.80N., 56° 16′.30E.



Fl(2)10s 27° 10′.30N., 56° 17′.40E.

**481(18/07) MALACCA STRAIT - Pulau Karimun Kecil North Coast - Light.**

Indian List of Light Vol. F & K, 2003, F: 1674.05  
Source: BA Notice 3863 /07  
(HJ927/16)

**BA Chart 1358[ previous update 460/07]**

Insert  Fl.5s12M 1° 10′.0N., 103° 23′.3E.

**BA Chart 2403[ previous update 438/07]**

Insert  Fl.5s12M 1° 09′.98N., 103° 23′.33E.

**481(18/07) MALACCA STRAIT - Pulau Karimun Kecil North Coast - Light. (continued)****BA Chart 3833** [ *previous update 462/07* ]

Insert ☆ Fl.5s18m12M 1° 09′.98N., 103° 23′.33E.

**BA Chart 3947** [ *previous update 397/07* ]

Insert ☆ Fl.5s12M 1° 09′.98N., 103° 23′.40E.

**482(18/07) SINGAPORE STRAIT - Western Part - Nipa Transit Anchorage Eastwards - P.Pelampong - Light.**

Indian List of Light Vol. F &amp; K, 2003, F: 1693.95

Source: BA Notice 3862 /07

(HJ927/16)

**BA Chart 2403** [ *previous update 481/07* ]

Insert ☆ Fl.4s12M 1° 07′.73N., 103° 41′.97E.

**BA Chart 3833** [ *previous update 481/07* ]

Insert ☆ Fl.4s18m12M 1° 07′.73N., 103° 41′.97E.

**BA Chart 4039** [ *previous update 126/07* ]

Insert ☆ Fl.4s18m12M 1° 07′.73N., 103° 41′.97E.

**BA Chart 4040** [ *previous update 462/07* ]

Insert ☆ Fl.4s18m12M 1° 07′.73N., 103° 41′.97E.

**483(18/07) INDONESIA - Sumatera - East Coast - Pulau-Pulau Lingga South-eastwards - Less water.**

Source: BA Notice 3861 /07

(HJ/827/94)

**BA Chart 1312** [ *previous update 471/07* ]Insert legend, *Less water reported (2007)*, centred on: 0° 27′.0S., 105° 15′.0E.**BA Chart 1789** [ *previous update 464/07* ]Insert legend, *Less water reported (2007)*, centred on:  
0° 25′.80S., 105° 14′.60E.  
0° 43′.40S., 104° 55′.70E.**484(18/07) INDONESIA - Jawa - North Coast - T. Korowelang Northwards and South-eastwards - Lights. Buoy. Light - beacons.**

Indian List of Light Vol. F &amp; K, 2003, K: 1128.5, 1128.7, 1129, 1129.1

Source: BA Notice 3870 /07

(HJ/826/39)

**BA Chart 941A** [ *previous update 464/07* ]

Insert ☆ Q.12M 6° 48′.5S., 110° 10′.3E.

**BA Chart 1066** [ *previous update 441/07* ]

Insert ☆ Fl.G.5s10M &amp; Fl.R.5s10M 6° 53′.0S., 110° 14′.1E.

☆ Fl.4s10M 6° 50′.7S., 110° 10′.5E.

Substitute ☆ Q.12M Kar. Korowelang for  Q Kar. Korowelang 6° 48′.5S., 110° 10′.3E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*485(T)(18/07) INDIAN OCEAN – BAY OF BENGAL – Southern Portion – Tsunami Buoy**

Source: NIOT Chennai  
(HJ/929/60)

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

SI No	Buoy No	Position (WGS 84 Datum)	Size	Characteristics	Charts affected
(a)	TB - 03	06°46′.96N 89° 50′.00E	2.2m dia and 3.5mtr mast	Fl(4).Y.15s4NM	33
(b)	TB – 10 A	07°06′.28N 87° 02′.18E	2.2m dia and 3.5mtr mast	Fl(4).Y.15s4NM	33

2. Mariners are strongly advised not to anchor or trawl in the operation circle of 03NM of moored Tsunami Buoy.

**\*486(T)(18/07) INDIA – EAST COAST – Pondicherry Anchorage – Data Buoy**

Source: NIOT Chennai & Navarea VIII 487/07,  
(HJ/1030/10)

1. A yellow coloured data buoy (SW 7), 2.2m dia and 3.5mtr mast carrying sensor fitted with radar reflector and beacon light with characteristics Fl.Y.5s4NM, laid by NIOT Chennai in position 11°52′.42N., 79° 54′.28E. (WGS 84 Datum)
2. Mariners are strongly advised not to anchor or trawl within a circle of 1000m radius from the moored Data Buoy.

**Charts affected – 357(INT 7397) - 3003**

**487(T)(18/07) OMAN - Approaches to Port Sultan Qaboos - Ras Kalbuh Westwards - Buoy.**

Source: BA Notice 3717(T)/07  
(HJ/1132/31)

1. The Ra's Kalbuh port-hand light-buoy, Fl(3)R.10s, charted in position 23° 37′.57N., 58° 35′.11E, has been removed.

**Chart affected -2097**

**488(P) (18/07) QATAR - Ras Laffan East-north-eastwards - Submarine pipeline. Buoyage.**

Source: BA Notice 3908(P)/07  
(HJ/1132/67)

1. Work is in progress on the installation of QGII offshore SPM Condensate Terminal, east-north-east of Ra's Laffan.
2. The terminal consists of 2 CALM buoy systems:
- | Name   | Charted position           |
|--------|----------------------------|
| CALM 1 | 26° 00′.67N., 52° 03′.72E. |
| CALM 2 | 26° 00′.78N., 52° 04′.91E. |
3. A submarine pipeline is being laid between Ra's Laffan and the terminal within an area bounded by the following approximate positions:
- 25° 55′.20N., 51° 34′.30E.  
25° 57′.60N., 51° 34′.70E.  
26° 01′.10N., 52° 05′.10E.  
26° 00′.50N., 52° 05′.20E.  
25° 57′.00N., 51° 35′.80E.  
25° 55′.00N., 51° 34′.50E.
4. Mariners are advised to navigate with caution in this area.

**Chart affected –20 - 288 – 289**

**BA Charts affected -2523 (INT 7250) - 2886 -3791 -3950**

**489(P) (18/07) KUWAIT - Mina -. Ash Shuaybah South-eastwards and Mina. Al Ahmadi-North-eastwards - Buoyage. Dredging area. Works. Pier. Submarine pipelines.**

Source: BA Notice 3892(P)/07  
(HJ/1133/91)

1. The Kuwait Oil Company is constructing new crude oil export facilities within the two areas detailed below:

a. Area 1 - dredging, pipe laying, diving operations and buoyage within an area bounded by the following positions (referred to WGS84 Datum):

29° 08′.50N., 48° 07′.95E.

(shore)

29° 09′.50N., 48° 10′.00E.

29° 09′.00N., 48° 21′.00E.

29° 05′.00N., 48° 21′.00E.

29° 05′.00N., 48° 12′.00E.

29° 04′.20N., 48° 08′.95E.

(shore)

\*b. The following SPMs have been laid within Area 1:

No 23 29° 07′.52N., 48° 15′.76E. Temporary light Mo(U)15s, Fog Horn Mo(U)30s

No 24 29° 08′.45N., 48° 17′.44E. Temporary light Mo(U)15s, Fog Horn Mo(U)30s

\*c. Pipelines will be laid from these SPMs to the coast and will be marked by yellow spar buoys with topmarks and yellow Mo(U)15s lights.

\*d. The following buoys have been withdrawn:

<i>Name</i>	<i>Description</i>	<i>Position</i>
A	Yellow spherical buoy, Q.Y	29° 05′.69N., 48° 11′.50E.
B	Yellow spherical buoy, Q.Y	29° 06′.05N., 48° 13′.32E.
C	Yellow spherical buoy, Q.Y	29° 06′.48N., 48° 15′.07E.
D	East cardinal buoy, Fl(3)10s	29° 07′.58N., 48° 08′.65E.

e. Area 2 - the extension of the Petroleum Products Pier (Berth Nos 34 & 35) within an area bounded by the following positions (referred to WGS84 Datum):

29° 02′.23N., 48° 09′.85E.(pier)

29° 02′.50N., 48° 10′.41E.(pier)

29° 01′.80N., 48° 10′.83E.

29° 01′.80N., 48° 09′.45E.(shore)

2. Numerous vessels are involved with the construction operations. Mariners are requested to give them a wide berth and to navigate with extreme caution within these areas.

3. Former Notice 578(T)/06 is cancelled.

\*Indicates new or revised entry.

**BA Charts affected -1223 -3773**

## 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><b>C-Map India Pvt. Ltd.</b> 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a></p>	<p><b>C-Map Norway AS</b> Hovlandsveien 52, P.O. 212, N-4370, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: <a href="mailto:market@c-map.no">market@c-map.no</a></p>
<p><b>C-Map US Commercial</b> 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>	<p><b>C-Map (UK) Ltd.</b> Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>
<p><b>Mari-Sys Pte Ltd.</b> 20 Ayer Rajah Crescent, #08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b> Oude Leeuwenrui 37 2000 Antwerp Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: <a href="mailto:sales@martin.be">sales@martin.be</a> Site: <a href="http://www.martin.be">www.martin.be</a></p>
<p><b>Bogerd Martin Tianjin(China Branch)</b> 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: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a></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 &amp; 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) (04/05) 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) (04/05) INDIA – Andaman Sea – Andaman and Nicobar Islands – Beacon. Buoy.**

Source: Port Management Board, Andaman and Nicobar &amp; 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 13 Sep 07, covering the entire world are listed below against the respective NAVAREA

<b><u>NAVAREA No.</u></b>	<b><u>LOCATION</u></b>	<b><u>LAST NAVAREA</u></b>	<b><u>NAVAREA IN FORCE</u></b>
I	N.E. Atlantic	234	<b>2005 series:</b> 402. <b>2007 series:</b> 019 035 050 099 128 174 182 184 187 189 194 195 196 197 198 199 200 202 203 206 210 216 217 218 225 226 227 228 229 231 232 233 234.
II	E. Atlantic	318	<b>2007 series:</b> 103 258 269 271 295 298 310 313 314 315 316 317 318.
III	Mediterranean	366	<b>2007 series:</b> 315 330 331 335 336 337 339 350 353 354 356 358 362 363 364 365 366.
IV	N.W. Atlantic	265	<b>2007 series:</b> 196
V	W. Atlantic	786	<b>2007 series:</b> Nil.
VI	S.W. Atlantic	275	<b>2007 series:</b> Nil
VII	S.E. Atlantic	135	<b>2007 series:</b> 121 122 123 131 134.
VIII	Indian Ocean	503	<b>2007 series:</b> 035 184 185 201 241 242 249 257 270 279 294 357 365 366 367 371 372 373 380 383 387 388 389 390 394 396 400 406 413 417 418 430 434 440 444 445 449 455 457 463 470 472 479 480 487 489 491 494 496 497 498 499 500 501 502 503

<b>476 to 478. Cancelled.</b>
<b>479. India West Coast – Mormugao.</b> Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval aircraft between 0230 UTC and 1230 UTC from 01 Sep to 07 Sep and 14 Sep to 21 Sep 2007. Danger area bounded by: (a) 15-13.0 N., 073-57.0 E (b) 15-13.0 N., 073-52.0 E (c) 15-11.0 N., 073-57.0 E (d) 15-11.0 N., 073-52.0 E 2. Safe flying height 3500 metres. 3. Cancel this message on 22 Sep 2007.
<b>480. India East Coast- Visakhapatnam.</b> 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 05 Sep and 19 Sep 2007. Danger area bounded by: (a) 17-42.0N., 083-18.0 E (b) 17-47.0 N., 083-32.0 E (c) 17-34.0 N., 083-30.0 E (d) 17-28.0 N., 083-18.0 E 2. Safe flying height 13000 metres. 3. Cancel this message on 20 Sep 2007.
<b>481 to 486. Cancelled.</b>
<b>487. India East Coast- Bay of Bengal-Off Pondichery.</b> Charts 32 357 3003 INT 706. Yellow coloured Data Buoy (SW7) 2.2 Meter Dia and 3.5 Meter mast fitted with radar reflector laid in position 11-52.42N., 079-54.28E with characteristics Fl.Y.5s 4M.2 All vessels operating in vicinity are to maintain a clearance of 1000 metre off the buoy.
<b>488. Cancelled.</b>
<b>489. Cancel Navarea Eight Messages 437 439 465 467 474 and 475 of 2007. India East Coast– Bay of Bengal.</b> Charts 31 32 33 301 351 352 354 355 356 357 3009 INT 706. Present position of Oil Rigs / Drill Ships as follows: Rig-31 16-25.00N., 082-08.00E Atwood Beacon 16-40.10N., 082-28.60E Transocean Nordic 20-03.00N., 086-50.00E Perro Negro III 16-40.17N., 082-25.70E Deep Water Frontier 16-29.60N., 082-32.60E Discoverer Seven Seas 16-30.20N., 082-29.60E Sagar Vijay 16-35.60N., 082-27.20E C Kirk Rhein Jr 16-32.30N., 082-31.90E Deep Driller I 16-42.90N., 082-28.80E Aban II 16-23.70N., 081-59.00E Actinia 15-16.00N., 080-34.50E Deepsea matdrill 16-24.90N., 082-02.20E 2. Wide berth requested.

<b>490. Cancelled.</b>																																																		
<b>491. Refer Navarea Eight Message 489 of 2007 . India East Coast- Off Sacramento Shoal.</b> Charts 31 32 355 INT 706. Rig C Kirk Rhein Jr moved to new position 17-00.2N., 082-19.4E. 2. Wide berth requested.																																																		
<b>492 to 493. Cancelled.</b>																																																		
<b>494. India West Coast – Karwar Harbour.</b> Charts 22 215 216 257 293 2009 INT 706. The Port hand buoy 14-45.45N., 074-07.40E unlit.																																																		
<b>495. Cancelled.</b>																																																		
<b>496. Arabian Sea.</b> Chart INT 71 INT 72 INT 705. Vessel T/V Skawhegan Call Sign- Elay6 length 170.5 Metres black hull missing since 06 sep 2007 at 0348 UTC. Last known position 14-21.16N., 064-31.17E 2. Vessels transiting in area to keep a sharp look out and render necessary assistance.																																																		
<b>497. Cancel Navarea Eight 443 of 2007. India West Coast – Arabian Sea.</b> Charts 21 22 202 211 251 253 255 271 291 292 293 INT 705 INT 706. Present position of Oil Rigs / Drill ships as follows: <table border="0" style="width: 100%;"> <tr><td>Aban III</td><td>19-20.63N., 071-25.68E</td></tr> <tr><td>Aban V</td><td>19-33.50N., 071-23.33E</td></tr> <tr><td>Ce Thronton</td><td>19-51.33N., 071-39.50E</td></tr> <tr><td>Fg Mc Clintok</td><td>19-19.61N., 071-16.66E</td></tr> <tr><td>Frontier Ice</td><td>20-10.37N., 069-40.33E</td></tr> <tr><td>Hitdrill</td><td>19-32.27N., 071-24.08E</td></tr> <tr><td>Jt Angel</td><td>18-38.16N., 072-14.03E</td></tr> <tr><td>Kedarnath</td><td>22-52.13N., 068-31.38E</td></tr> <tr><td>Noble Charlie</td><td>19-38.90N., 071-20.95E</td></tr> <tr><td>Noble Ed Holt</td><td>19-34.25N., 071-17.87E</td></tr> <tr><td>Pride Pennsylvania</td><td>19-15.18N., 072-02.17E</td></tr> <tr><td>Pride Hawai</td><td>18-31.88N., 072-16.73E</td></tr> <tr><td>Ron Topmeyer</td><td>19-05.33N., 072-06.88E</td></tr> <tr><td>Rondolf Yost</td><td>19-11.99N., 072-11.00E</td></tr> <tr><td>Sagar Gaurav</td><td>19-35.38N., 071-59.08E</td></tr> <tr><td>Sagar Laxmi</td><td>18-36.15N., 071-01.63E</td></tr> <tr><td>Sagar Pragati</td><td>18-32.27N., 072-15.43E</td></tr> <tr><td>Sagar Ratna</td><td>18-54.88N., 072-16.92E</td></tr> <tr><td>Sagar Samrat</td><td>19-32.13N., 071-18.81E</td></tr> <tr><td>Sagar Shakti</td><td>19-26.65N., 071-20.60E</td></tr> <tr><td>Sagar Uday</td><td>19-33.23N., 071-19.75E</td></tr> <tr><td>Trident – 2</td><td>19-38.31N., 071-19.83E</td></tr> <tr><td>Trident – 12</td><td>19-26.83N., 071-15.45E</td></tr> <tr><td>Ensco-50</td><td>19-23.16N., 071-57.16E</td></tr> <tr><td>Ensco-53</td><td>20-44.00N., 071-55.96E</td></tr> </table> 2. Wide berth requested.	Aban III	19-20.63N., 071-25.68E	Aban V	19-33.50N., 071-23.33E	Ce Thronton	19-51.33N., 071-39.50E	Fg Mc Clintok	19-19.61N., 071-16.66E	Frontier Ice	20-10.37N., 069-40.33E	Hitdrill	19-32.27N., 071-24.08E	Jt Angel	18-38.16N., 072-14.03E	Kedarnath	22-52.13N., 068-31.38E	Noble Charlie	19-38.90N., 071-20.95E	Noble Ed Holt	19-34.25N., 071-17.87E	Pride Pennsylvania	19-15.18N., 072-02.17E	Pride Hawai	18-31.88N., 072-16.73E	Ron Topmeyer	19-05.33N., 072-06.88E	Rondolf Yost	19-11.99N., 072-11.00E	Sagar Gaurav	19-35.38N., 071-59.08E	Sagar Laxmi	18-36.15N., 071-01.63E	Sagar Pragati	18-32.27N., 072-15.43E	Sagar Ratna	18-54.88N., 072-16.92E	Sagar Samrat	19-32.13N., 071-18.81E	Sagar Shakti	19-26.65N., 071-20.60E	Sagar Uday	19-33.23N., 071-19.75E	Trident – 2	19-38.31N., 071-19.83E	Trident – 12	19-26.83N., 071-15.45E	Ensco-50	19-23.16N., 071-57.16E	Ensco-53	20-44.00N., 071-55.96E
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<b>498. Cancelled.</b>																																																		
<b>499. India West Coast - Trivandrum.</b> Charts 22 32 222 260 INT 706. Rocket Launching from Thumba equatorial rocket launching station 08-31.98N., 076-52.05E between 0930 UTC and 1100 UTC on 19 Sep, 20 Sep, 26 Sep and 27 Sep 2007. 2. Danger zones (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this message on 28 Sep 2007																																																		
<b>500. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery between 0330 UTC and 1530 UTC on 18 Sep, 21 Sep, 25 Sep, 28 Sep and 05 Oct 2007. Danger area bounded by: <table border="0" style="width: 100%;"> <tr><td>(a) 09-57.5N</td><td>075-59.5E</td><td>(b) 09-57.7N</td><td>076-14.2E</td></tr> <tr><td>(c) 09-44.0N</td><td>076-17.5E</td><td>(d) 09-42.5N</td><td>076-09.5E</td></tr> </table> 2. Safe flying height 10000 metres. 3. Cancel this message on 06 Oct 2007.	(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																																										
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(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E																																															
<b>501. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2080 INT 705. Drilling operation in progress by rig offshore courageous in position 22-38.00N., 070-04.00E. 2. Wide berth requested																																																		



<b>502. India East coast – Bay of Bengal.</b> Charts 32 33 357 INT 706. Electromagnetic seabed survey in progress by S/V Sasha in area bounded by (a) 11-38.0N., 080-04.5E (b) 11-38.0N., 080-48.0E (c) 11-01.5N., 080-48.0E (d) 11-01.5N., 080-04.5E 2. Vessel towing one 3000 meters long submerged cable just above the seabed. 3. All vessels operating in vicinity are to maintain a clearance of 03 nm off the vessel and exercise caution 4. Cancel this message on 21 Sep 2007.
<b>503. Refer Navarea Eight Message 489 of 2007. India East Coast- Bay of Bengal.</b> Charts 31 32 355 INT 706. Rig Actina moved to new position 16-00.0N, 081-27.0E. 2. Wide berth requested

<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	<b>2006 series:</b> 106 116 147 177 200 216. <b>2007 series:</b> 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	224	<b>2007 series:</b> 174 178 181 186 187 188 191 203 204 208 211 215 217 218 219 221 223 224.
XI	Malacca Strait, China Sea, N. Pacific	404	<b>1996 series:</b> 0925 <b>1998 series:</b> 0655 <b>1999 series:</b> 0053 0187 0310 <b>2000 series:</b> 0677 <b>2001 series:</b> 0182 0775 <b>2003 series:</b> 0106 0303 0304 <b>2004 series:</b> 0246 0271 0361 0571 <b>2005 series:</b> 0271 0307 <b>2006 series:</b> 0005 0050 0052 0083 0090 0123 0224 0250 0251 0276 0303 0343 0561 0580. <b>2007 series:</b> -0002 0003 0004 0008 0009 0093 0098 0133 0155 0187 0189 0246 0248 0253 0269 0305 0309 0338 0344 0345 0354 0355 0356 0366 0373 0376 0377 0378 0379 0380 0381 0382 0384 0386 0389 0395 0398 0401 0402 0403 0404
XII	N.E. Pacific	222	<b>2007 series:</b> Nil
XIII	N.W. Pacific	057	<b>2007 series:</b> Nil
XIV	S.W. Pacific	033	<b>2007 series:</b> 010 026.
XV	S.E. Pacific	143	<b>2007 series:</b> Nil
XVI	E. Pacific	191	<b>2007 series:</b> Nil
Hydropacs	Pacific, Indian Ocean	1553	<b>2006 series:</b> 524 1049 1812. <b>2007 series:</b> 1536
Hydrolants	Atlantic, Mediterranean	1564	<b>2006 series:</b> 1394. <b>2007 series:</b> Nil

**SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)**

**NIL**

**SECTION – VII: CORRECTIONS TO INDIAN LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Charact- eristics	Ht. mts.	Range miles	Structure & Height (mts)	Remarks
<b>D7422</b>	- <i>Shutaya</i> (MENAS)	26 42.78 N 50 50.43 E	LF1 W 10s	..	..	Red○ on red and white striped buoy 8	Safe Water Mark. <b>Missing (T) 2007</b>
--	--	..	Racon	..	..	..	ALRS Vol 2 Station 77680 *
<b>D7680-5</b> *	Ra's-e Nāy Band.Southeastwards *	27 07.60 N 53 00.00 E *	Fl(2)W 10s *	.. *	10 *	*	*
<b>F0957</b>	Narasapur. Antervedi	16 19.04 N 81 43.53 E	Fl(2)W 15s	29	<b>27</b>	White square masonry tower, red bands 26	<i>fl 0-4, ec 3-4, fl 0-4, ec 10-8</i>
*	-- *	.. *	Racon *	.. *	.. *	.. *	ALRS Vol 2 Station 79173 *
<b>F1674-1</b>	PULAU KARIMUN BESAR (I)	1 08.73 N 103 19.13 E *	Q(9)W 15s	6	4	∑ on yellow beacon, black band	<i>(fl 0-3, ec 0-7) x 8, fl 0-3, ec 6-7</i> *
<b>F1689</b>	Remove from list						
<b>F1689-1</b>	Remove from list						

**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS****INP 31(1), 2005***(Last correction: Edition No. 17 dated 01 Sep 2007)*

NIL

**INP 31(2), 1995***(Last correction: Edition No. 17 dated 01 Sep 2007)***PAGE 37, INDIA section.**

Insert:

**Narasapur Point Lt Racon**     16°19'·00N., 81°43'·60E     **79173****BA 34/07****18/07****PAGE 40, Replace Bengkalis Straits Lt Racon (86210) by****INDONESIA (Sumatera) section.****Selat Rupert Lt Racon**     1°39'·51N 101°50'·59E     **D**     **86210**

30s                             185°--117° 5nmiles

**BA 35/07****18/07****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)***PAGE 76, IRAQ, after GENERAL NOTES section. Insert new entry:****AL BASRAH TERMINAL (AL BAKR TERMINAL) 29°41'N 48°49'E****Pilots and Terminal****CONTACT DETAILS:****Pilots**

VHF Frequency: Ch 16; 12 14

**Terminal**

VHF Frequency: Ch 16; 12 14

**Operators**

E-mail: newsomo@hotmail.com newsomo@yahoo.com

**HOURS:** H24**PROCEDURE:**(1) **Pilotage is compulsory** for all vessels over 15·85m draft.(2) **Notice of ETA:** Vessels should send ETA to the Terminal 72h, 48h and 24h prior to arrival stating the following information:

- a) Vessel's name and call sign
- b) Port of registry
- c) Flag
- d) IMO No and Official No
- e) NRT and GT
- f) LOA and beam
- g) Master's name
- h) Crew list
- i) Destination
- j) Purpose of voyage
- k) ISPS level
- l) ISSG No

(3) Vessels must contact the Maritime Security Forces (MSF) on VHF Ch 16 within a 5 nm radius of the Checkpoint (29°35'00N 48°53'00E). See GENERAL NOTES.

(4) Vessels should contact the Terminal on VHF Ch 16, 5h before arrival at the Fairway Lt buoy (see also NOTES).

(5) **Pilot boards** in position 29°20'00N 49°03'00E (in the vicinity of the Fairway Lt buoy).

**NOTES:**

(1) Vessels unable to contact the Terminal by VHF at the stated time may contact the Terminal when approaching the pilot boarding position.

(2) It has been reported that pilot boards in the vicinity of buoy 14 (29°38'32N 48°50'18E) unless specifically requested to board elsewhere by the vessel's Master.

**IRAQ, after AL BAŞRAH TERMINAL (AL BAKR TERMINAL)  
29°41'N 48°49'E**

Insert new entry:

**KHAWR AL AMAYA TERMINAL 29°47'N 48°48'E**

**Pilots and Terminal**

**CONTACT DETAILS:**

VHF Frequency: Ch 16; 12 14

**Operators**

E-mail: newsomo@hotmail.com

newsomo@yahoo.com

**HOURS:** H24

**PROCEDURE:**

(1) **Pilotage is compulsory for all vessels.**

(2) **Notice of ETA:** Vessels should send ETA to the Terminal 72h, 48h and 24h prior to arrival stating the following information:

- a) Vessel's name and call sign
- b) Port of registry
- c) Flag
- d) IMO No and Official No
- e) NRT and GT
- f) LOA and beam
- g) Master's name
- h) Crew list
- i) Destination
- j) Purpose of voyage
- k) ISPS level
- l) ISSG No

(3) Vessels must contact the Maritime Security Forces (MSF) on VHF Ch 16 within a 5 NM radius of the Checkpoint (29°35'00N 48°53'00E). See GENERAL NOTES.

(4) **Pilot boards** in position 29°20'00N 49°03'00E.

**PAGE 80, IRAN, KHORR AMSHAHR, Pilots.**

Delete **PROCEDURE** section and replace by:

**PROCEDURE:**

- (1) **Pilotage is compulsory** for all vessels.
- (2) **Notice of ETA:** Vessels should send ETA 24h prior to arrival at the pilot boarding position.
- (3) Vessels should contact Khorramshahr CRS on VHF Ch 16 on arrival at the pilot boarding position to obtain berthing information.
- (4) **Pilot boards** in position 29°50'21N 48°47'10E.

**BA 34/07**

**18/07**

**BA, VOLUME 7, 1999/00-PART 2**

*(Last correction: Edition No. 16 dated 16 Aug 2000)*

**NIL**

**INP 31(8), 1999**

*(Last correction: Edition No. 05 dated 01 Mar 2006)*

**NIL**

**SECTION – IX: PLOTTING OF GPS POSITIONS IN INDIAN CHARTS**

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

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

## **SECTION – X: REPORTING OF NAVIGATIONAL DANGERS**

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

### **Appeal to all Mariners:**

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

National Hydrographic Office  
107-A, Rajpur Road,  
Post Box No. 75, Dehradun - 248 001  
(UTTARAKHAND), INDIA  
e-mail: - [incho@dataone.in](mailto:incho@dataone.in); [incho\\_marinesafety@dataone.in](mailto:incho_marinesafety@dataone.in)  
[incho\\_navwarnings@dataone.in](mailto:incho_navwarnings@dataone.in); [incho\\_helpdesk@dataone.in](mailto:incho_helpdesk@dataone.in)  
Fax No.: (0135) 2748373  
WEB: [www.hydrobharat.nic.in](http://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 471/07*  
*BA Chart 1312*

CHARTS 1336, 2403, 2868 AND 2869:

POSITIONS

Positions on chart 1312 differ from those on charts 1336, 2403, 2868 and 2869 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

*To accompany Indian Notice to Mariners 471/07*  
*BA Chart 3949*

CHARTS 2403, 2869 AND 3831: POSITIONS

To agree with the smaller scale charts 2403 and 2869 and the larger scale chart 3831 which are referred to WGS84 Datum, positions read from chart 3949 must be adjusted by 0.03 minutes SOUTHWARD and 0.11 minutes EASTWARD.