



# INDIAN NOTICES TO MARINERS FOR 2007

(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

EDITION No. 23 DATED 01 DEC 2007

(CONTAINS NOTICES 622 TO 650)

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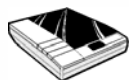
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**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are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

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to the Government of India**

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

## EXPLANATORY NOTES

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

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

**Temporary and Preliminary Notices.** These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. SI 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>201</b>	31-10-2007	<b>GORA CHAN CREEK TO GODIA CREEK</b> <u>Limits</u> 23° 11'.00N; 67° 17'.70E. 24° 00'.00N; 68° 40'.50E.	150 000	2	Rs. 1360.00
<b>2057</b>	31-10-2007	<b>PLANS ON THE GUJARAT COAST</b>  <b>SIMAR ANCHORAGE</b> <u>Limits</u> 20° 45'.00N; 71° 08'.11E. 20° 47'.70N; 71° 12'.00E. <b>MAHUVA BANDAR</b> <u>Limits</u> 20° 59'.00N; 71° 45'.00E. 21° 05'.25N; 71° 51'.50E.	25 000  25 000	2	Rs. 1360.00
<b>3008</b>	31-10-2007	<b>VADAREVU ANCHORAGE</b> <u>Limits</u> 15° 41'.00N; 80° 21'.00E. 15° 49'.50N; 80° 27'.80E. <b>NIZAMPATNAM ANCHORAGE</b> <u>Limits</u> 15° 45'.00N; 80° 35'.00E. 15° 54'.35N; 80° 42'.60E.	25 000  27 500	5	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>201</b>	15-10-2004	<b>GORA CHAN CREEK TO GODIA CREEK</b>	<b>201</b>	31-10-2007
<b>2057</b>	30-06-2005	<b>PLANS ON THE GUJARAT COAST; SIMAR ANCHORAGE, MAHUVA BANDAR</b>	<b>2057</b>	31-10-2007
<b>3008</b>	15-10-2004	<b>VADAREVU ANCHORAGE, NIZAMPATNAM ANCHORAGE</b>	<b>3008</b>	31-10-2007

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

NIL

**(d) FORTHCOMING CHARTS AND PUBLICATIONS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>2042</b>	Approaches to Malvan	50 000	New Edition
<b>4005</b>	Nancowry Harbour and Approaches	12 500	New Chart

**SECTION – I**  
**List of charts affected by**  
**The Notices 622 to 650 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>
21	2	647(T),648(T)	233	32	625,649(P)
22(INT 752)	3	624,648(T)	827	42	636
41	6	636	941A	46	638,642,643,646
203(INT 7319)	2	647(T)	1066	60	646
211	3	648(T)	1228	40	630,631,632,633,634
220	3	624	1265(INT 7291)	40	629
255(INT 7334)	3	648(T)	1312	46	638,640,642,643
259(INT 7356)	3	624	2133(INT 7139)	32	625,649(P)
260(INT 7362)	3	624	2403	45	638
289	1	627	2760	46	636,641,645
292(INT 7021)	2	648(T)	2777	45	636
293(INT 7022)	3	648(T)	2779	46	641
471	6	636	2780	46	645
2004(INT 7359)	3	624	2887(INT 7232)	40	627
2013	2	623	2889(INT 7211)	40	627
2015(INT 7337)	3	648(T)	2917	45	636
2016(INT 7336)	3	648(T)	3175(INT 7212)	40	627
2029(INT 7358)	3	624	3176(INT 7216)	40	627
2031	2	623	3214	32	625,649(P)
2033	2	647(T)	3471	46	644
2061	4	622	3758	46	642
2076	3	648(T)	3791	40	628
2079	2	647(T)	3933	45	637
2080	2	647(T)	4035	45	639
2083	2	647(T)	4036	45	639
2097	1	626	4039	45	639
4019	7	635,650(P)	4040	45	639
7707(INT 707)	1	641	4041	45	639
8004	1	627			

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


<b>*622(23/07)</b>		<b>Miscellaneous updates to charts</b>	
Source: NHO Dehradun			
<b>Chart No.</b>	<b>Previous Updates</b>	<b>Details</b>	
<b>Chart 2061</b>	292/07	Plan in Chart 2061(MALE ANCHORAGE AND APPROACHES) is withdrawn on publication of new chart 2099.	
		Delete magenta limit of PLAN, at the following Geographical co-ordinates:	
		LL_LAT: 04° 08'65N.	LL_LONG: 73° 28'80E.
		UR_LAT: 04° 17'38N.	UR_LONG: 73° 35'00E.
<b>Chart 2061</b>	292/07	Insert magenta limit and Chart 2099, at the following Geographical co-ordinates:	
		LL_LAT: 04° 08'70N.	LL_LONG: 73° 21'70E.
		UR_LAT: 04° 17'50N.	UR_LONG: 73° 35'00E.

**\*623(23/07) INDIA - WEST COAST – Gulf of Kachchh – Okha Harbour – Buoys.**

Source: GMB, Okha Port and Navarea VIII 613/07

(HJ/1131/20)

**Chart 2031** [previous update 591/07]

Delete  No. 2 22° 29'46N., 69°05'66E.

Insert  No. 2 22° 29'42N., 69°05'66E.

**Chart 2013** [previous update 591/07]

Delete  No. 2 22° 29'46N., 69°05'69E.


Insert  No. 2 22° 29'42N., 69°05'66E.

**\*624(23/07) INDIA - WEST COAST – Kochi (Cochin harbour) - SPM- Pipe line.**

Source: Bharat Petroleum Corporation Limited - Kochi

(HJ/930/93)

**Chart 22 (INT 752)** [previous update 592/07]


Insert offshore pipeline , joining (a) 09° 59'82N., 076°02'50E.

09° 59'76N., 076°13'14E.

 SPM (a) above

legend, Pipeline (See Note), centered on 16° 00'00N., 077°00'00E.

**Chart 259 (INT 7356)** [previous update 472/07]

Insert offshore pipeline , joining (a) 09° 59'82N., 076°02'50E.


09° 59'76N., 076°13'14E.

 SPM (a) above

legend, Pipeline (See Note), centered on 09° 59'90N., 076°05'00E.

the accompanying note , OIL GAS AND PIPELINE , centered on 11° 02'00N., 076°18'00E.

**Chart 260 (INT 7362)** [previous update 472/07]

Insert offshore pipeline , joining (a) 09° 59'82N., 076°02'50E.

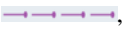
09° 59'76N., 076°13'14E.

 SPM (a) above

legend, Pipeline (See Note), centered on 09° 59'50N., 076°05'00E.

the accompanying note , OIL GAS AND PIPELINE , centered on 09° 25'00N., 077°15'00E.


**\*624(23/07) INDIA - WEST COAST – Kochi (Cochin harbour)- SPM- Pipe line. (Continued)****Chart 220** [previous update 473/07]

Insert offshore pipeline , joining (a) 09° 59′.82N., 076°02′.50E.  
09° 59′.76N., 076°13′.14E.

 SPM (a) above

legend, *Pipeline (See Note)*, centered on 09° 59′.90N., 076°08′.00E.  
the accompanying note , OIL GAS AND PIPELINE ,  
centered on 10° 40′.50N., 076°16′.00E.


**Chart 2029 (INT 7358)** [previous update 473/07]

Insert offshore pipeline , joining (a) 09° 59′.82N., 076°02′.50E.  
09° 59′.76N., 076°13′.14E.

 SPM (a) above

legend, *Pipeline (See Note)*, centered on 09° 59′.90N., 076°08′.00E.  
the accompanying note , OIL GAS AND PIPELINE ,  
centered on 10° 08′.80N., 076°15′.50E.

**Chart 2004 (INT 7359)** [previous update 473/07]

Insert offshore pipeline , joining 09° 59′.80N., 076°04′.60E.  
(W Border)

legend, *Pipeline (See Note)*, centered on 09° 59′.76N., 076°13′.14E.  
the accompanying note , OIL GAS AND PIPELINE ,  
centered on 09° 59′.90N., 076°09′.00E.  
09° 59′.80N., 076°17′.20E.

**Cancel former INM 307(P)/07****625/(23/07) EGYPT - Suez Canal - Port Said (Bûr Sa'îd) to Suez Bay - Legend.**

Source: BA Notice 5191 /07

(HJ/1234/17)

**BA Chart 233 (plan A, Port Said (Bûr Sa'îd) to Km 52)** [previous update 604/07]Amend legend to, *See INM 649(P)/07*, centred on: 31° 19′.80N., 32° 21′.70E.**BA Chart 233 (plan D, Great Bitter Lake (El Buheiret el Murra el Kubra) to Suez Bay (Bahr el Qulzum) (Km 95 to Km 162))** [previous update 604/07]Amend legend to, *See INM 649(P)/07*, centred on: 29° 54′.10N., 32° 32′.50E.**BA Chart 2133 (INT 7139)** [previous update 604/07]Amend legend to, *See INM 649(P)/07*, centred on: 29° 50′.20N., 32° 32′.80E.**BA Chart 3214** [previous update 604/07]Amend legend to, *See INM 649(P)/07*, centred on: 29° 51′.40N., 32° 33′.20E.**626/(23/07) OMAN - North East Coast - Muscat- Buoy.**

Source: BA Notice 5111 /07

**Note: Former INM 487(T)/07 is cancelled.**

(HJ/1132/31)

**Chart 2097 (plan, Masqat to Mina – al Fah, I)** [previous update 560/07] (WGS 84 Datum)

Move  *Fl(3)R.10s,* from: 23° 37′.57N., 58° 35′.10E.  
to: 23° 37′.64N., 58° 35′.09E.

**Chart 2097 (plan, Masqat Matrah and Marsa Darsayt)** [previous update 560/07] (WGS 84 Datum)Delete  *Fl(2)R.10s, Ras Kalbuh* 23° 37′.57N., 58° 35′.08E.Insert  *Fl(3)R.10s, Ras Kalbuh* 23° 37′.64N., 58° 35′.09E.

**627(23/07) UNITED ARAB EMIRATES - Dubai (Dubayy) North-westwards - Anchorage area. Legends.**  
**Cautionary note.**

Source: BA Notice 5026/07

(HJ/1132/54)

**Chart 289** [previous update 562/07] (WGS 84 DATUM)

Insert	limit of anchorage area, pecked line, joining:	25° 27'·00N., 55° 01'·00E.
		25° 27'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 01'·00E.

**Chart 8004** [previous update 606/07] (WGS 84 DATUM)

Insert	limit of anchorage area, pecked line, joining:	25° 27'·00N., 55° 01'·00E.
		25° 27'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 01'·00E.

**BA Chart 2887(INT 7232)** [previous update 563/07]

Insert	limit of anchorage area, pecked line, joining:	25° 27'·00N., 55° 01'·00E.
		25° 27'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 01'·00E.
Delete	legend, <i>Anchoring</i> (see Note), centred on: note, ANCHORING, centred on:	25° 25'·70N., 55° 05'·70E. 26° 50'·20N., 55° 32'·50E.

**BA Chart 2889 (INT 7211)** [previous update 561/07]

Insert	limit of anchorage area, pecked line, joining:	25° 27'·00N., 55° 01'·00E.
		25° 27'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 05'·00E.
		25° 19'·00N., 55° 01'·00E.

**BA Chart 3175 (INT 7212)** [previous update 561/07]

Insert	limit of anchorage area, pecked line, joining:	(a) 25° 27'·00N., 55° 01'·00E.
		(b) 25° 27'·00N., 55° 05'·00E.
		(c) 25° 19'·00N., 55° 05'·00E.
		(d) 25° 19'·00N., 55° 01'·00E.
Delete	legend, <i>Port Rashid/Dubai Dry Docks</i> , within: legend, <i>Anchoring</i> (see Note), centred on: note, ANCHORING, centred on:	(a)-(d) above 25° 26'·10N., 55° 06'·20E. 25° 17'·60N., 55° 33'·40E.

**BA Chart 3176 (INT 7216)** [previous update 409/07]

Insert	limit of anchorage area, pecked line, joining:	(a) 25° 27'·00N., 55° 01'·00E.
		(b) 25° 27'·00N., 55° 05'·00E.
		(c) 25° 19'·00N., 55° 05'·00E.
		(d) 25° 19'·00N., 55° 01'·00E.
Delete	legend, <i>Port Rashid/Dubai Dry Docks</i> , within: legend, <i>Anchoring</i> (see Note), centred on: note, ANCHORING, centred on:	(a)-(d) above 25° 26'·18N., 55° 06'·20E. 24° 51'·40N., 55° 17'·00E.

**628(23/07) QATAR - Approaches to Ra's Laffan - Fairway Buoy Westwards - Buoy.**

Source: BA Notice 5044/07

(HJ/1132/58)

**BA Chart 3791** [previous update 477/07]

Insert	 <i>Fl.Y.4s CMI</i>	25° 55'·11N., 51° 40'·06E.
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**629(23/07) ARABIA - Approaches to ShaṭṭAl'Arab - Khawr Al Amaya Eastwards - Depth.**

Source: BA Notice 5042/07

(HJ/1133/90)

**BA Chart 1265(INT 7291)** [previous update 364/07]

Substitute	depth 15 <sub>2</sub> for depth 5 <sub>2</sub>	29° 32'·50N., 49° 00'·12E.
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**630/(23/07) IRAQ - Khawr Az Zubayr - Wreck**

Source: BA Notice 3831/06

(HJ/1233/02)

**BA Chart 1228** [previous update NE 27 Jul 06]Insert  *Rep (2006) (buoyed)*

30° 04'·73N., 47° 57'·24E.

**631/(23/07) IRAQ - Khawr Umm Qaşr - Umm Qaşr North-eastwards - Khawr Al Kafka - Al Başrah (Al Bakr) Terminal South-eastwards - Buoyage.**

Source: BA Notice 1640/07

(HJ/1233/02)

**BA Chart 1228** [previous update 630/07]Insert  *Fl.G*

30° 02'·35N., 47° 57'·13E.

**632/(23/07) IRAQ - Umm Qaşr - Umm Qaşr Container Terminal South-eastwards - Depth.**

Source: BA Notice 4968/07

(HJ/1233/02)

**BA Chart 1228** [previous update 631/07]

Insert depth 6

30° 03'·42N., 47° 55'·89E.

**633/(23/07) IRAQ - Khawr Az Zubayr - Port of Az Zubayr Southwards - Depths.**

Source: BA Notice 4969/07

(HJ/1233/02)


**BA Chart 1228 (Continuation to Az Zubayr)** [previous update 632/07]Insert depth 4<sub>1</sub> and extend 5m contour W to enclose (a) 30° 11'·04N., 47° 53'·86E  
depth 6<sub>1</sub> and extend 10m contour E to enclose 30° 09'·67N., 47° 53'·80E.

Delete depth 7, adjacent to: (a) above

**634/(23/07) IRAQ - Az Zubayr - Port of Az Zubayr -Wrecks.**

Source: BA Notice 5204/07

(HJ/1233/02)

**BA Chart 1228 (Continuation to Az Zubayr)** [previous update 633/07]Insert  30° 12'·23N., 47° 52'·58E. *(Masts) Rep (2004)* (a) 30° 12'·15N., 47° 53'·10E. *(Mast)* (b) 30° 12'·36N., 47° 52'·86E.Move  *from:* 30° 12'·33N., 47° 52'·76E.*to:* 30° 12'·26N., 47° 52'·80E. *from:* 30° 12'·29N., 47° 52'·80E.*to:* 30° 12'·23N., 47° 52'·84E.Delete  *adjacent to:* (a) above *(Masts), adjacent to:* (b) above**635/(23/07) BURMA - Rangoon River - Western Channel - Legend.**

Source: BA Notice 5165/07

(HJ/1028/63)

**Chart 4019** [previous update 473/02] (INDIAN DATUM)

Insert legend, Channel Depths (see INM 650(P)/07), centred on:

16° 22'·6N., 96° 20'·7E.

**636/(23/07) INDONESIA - Sumatera - North Coast Westwards, P. Rondo and Pulau We - Lights. Rock. Depth. Wrecks.**

Indian List of Light Vol. F and K, 2003, F - 1300, F - 1313, F - 1314.3, F - 1316.5

Source: BA Notice 5160 /07

(HJ/928/64)

**Chart 41** [previous update 458/07]

Amend range of light to, 24M 6° 04'·5N., 95° 06'·9E.

**Chart 471** [previous update 327/07]

Amend range of light to, 24M 6° 04'·5N., 95° 06'·9E.

**BA Chart 827** [previous update 335/07]

Amend range of light to, 24M 6° 04'·5N., 95° 06'·9E.



**BA Chart 2760** [previous update 540/07]

Amend range of light to, 24M 6° 04'·5N., 95° 07'·5E.

**BA Chart 2777** [previous update 436/07]

Insert ★ F.R.18M 5° 33'·9N., 95° 17'·0E.

Amend range of light to, 24M 6° 04'·5N., 95° 06'·9E.

Substitute  for  enclosed by danger line 5° 35'·1N., 95° 10'·0E.**BA Chart 2917 (plan A, Selat Benggala and Alur Pelayaran Malaka)** [previous update 613/07]

Insert ★ F.R.18M 5° 33'·86N., 95° 16'·98E.

★ Fl.3s15m9M 5° 35'·80N., 95° 31'·46E.

 5° 35'·08N., 95° 10'·00E.

5° 35'·70N., 95° 10'·28E.

depth 3 enclosed by 5m contour 5° 40'·00N., 95° 06'·62E.

Amend range of light to, 24M 6° 04'·50N., 95° 06'·90E.

light to, F.R.12M 5° 53'·65N., 95° 18'·60E.

Substitute  for  5° 35'·31N., 95° 10'·00E.**BA Chart 2917 (plan B, Sabang)** [previous update 613/07]

Amend light to, F.R.12M 5° 53'·630N., 95° 18'·605E.

**637/(23/07) INDONESIA - Sumatera - East Coast - Dumai North-eastwards - Buoy.**

Source: BA Notice 5166/07

(HJ/927/18)

**BA Chart 3933** [previous update 616/07]Delete legend, *Rep sunk* (2007), at No 22 light-buoy 1° 41'·83N., 101° 29'·00E.**BA Chart 3933 (plan A, Dumai)** [previous update 616/07]Delete legend, *Rep sunk* (2007), at No 22 light-buoy 1° 41'·83N., 101° 29'·00E.**638/(23/07) SOUTH CHINA SEA - Eastern Approaches to the Singapore Strait - Wreck. Depth.**

Source: BA Notice 5155/07

(HJ/927/15)

**BA Chart 941A** [previous update 581/07]Insert  (a) 1° 25'·7N., 104° 39'·0E.

Delete depth 16, adjacent to: (a) above

**BA Chart 1312** [previous update 539/07]Insert  1° 25'·7N., 104° 39'·0E.**BA Chart 2403** [previous update 506/07]Insert  1° 25'·73N., 104° 39'·05E.

**639/(23/07) SINGAPORE - Pulau Sebarok South-westwards - Depths.**

Source: BA Notice 5039/07

(HJ/927/16)

**BA Chart 4035** [previous update 611/07]

Insert	depth 9 <sub>7</sub>	(a)	1° 12′.084N., 103° 47′.623E.
	depth 24 <sub>6</sub>	(b)	1° 11′.712N., 103° 47′.395E. 1° 11′.589N., 103° 47′.250E.
	depth 25 <sub>6</sub>	(c)	1° 11′.598N., 103° 47′.476E.
	depth 24 <sub>7</sub>	(d)	1° 11′.587N., 103° 47′.319E.
Substitute	depth 25 <sub>5</sub> for depth 25 <sub>8</sub>		1° 11′.453N., 103° 47′.164E.
	depth 28 <sub>1</sub> for depth 27 <sub>7</sub>		1° 11′.417N., 103° 47′.470E.
Delete	depth 10, close NW of:	(a)	above
	depth 27 <sub>7</sub> , close SE of:	(b)	above
	depth 24 <sub>9</sub> , close NNE of:	(c)	above
	depth 24 <sub>3</sub> , close NW of:	(d)	above

**BA Chart 4036** [previous update 579/07]

Insert	depth 9 <sub>7</sub>	(a)	1° 12′.084N., 103° 47′.623E.
	depth 24 <sub>6</sub>	(b)	1° 11′.712N., 103° 47′.395E. 1° 11′.589N., 103° 47′.250E.
	depth 25 <sub>6</sub>	(c)	1° 11′.598N., 103° 47′.476E.
	depth 24 <sub>7</sub>	(d)	1° 11′.587N., 103° 47′.319E.
Substitute	depth 25 <sub>5</sub> for depth 25 <sub>8</sub>		1° 11′.453N., 103° 47′.164E.
	depth 28 <sub>1</sub> for depth 27 <sub>7</sub>		1° 11′.417N., 103° 47′.470E.
Delete	depth 10, close NW of:	(a)	above
	depth 27 <sub>7</sub> , close SE of:	(b)	above
	depth 24 <sub>9</sub> , close NE of:	(c)	above
	depth 24 <sub>3</sub> , close NW of:	(d)	above

**BA Chart 4039** [previous update 580/07]

Insert	depth 9 <sub>7</sub>	(a)	1° 12′.08N., 103° 47′.62E.
	depth 25 <sub>6</sub>		1° 11′.60N., 103° 47′.48E.
	depth 24 <sub>6</sub>		1° 11′.59N., 103° 47′.25E.
Delete	depth 24 <sub>9</sub> , close N of:		(a) above

**BA Chart 4040** [previous update 611/07]

Insert	depth 9 <sub>7</sub>	(a)	1° 12′.08N., 103° 47′.62E.
	depth 25 <sub>6</sub>		1° 11′.60N., 103° 47′.48E.
	depth 24 <sub>6</sub>		1° 11′.59N., 103° 47′.25E.
Delete	depth 10, adjacent to: depth 24 <sub>9</sub> , close N of:		(a) above (b) above

**BA Chart 4041** [previous update 608/07]

Insert	depth 9 <sub>7</sub>	(a)	1° 12′.08N., 103° 47′.62E.
	depth 25 <sub>6</sub>		1° 11′.60N., 103° 47′.48E.
	depth 24 <sub>6</sub>		1° 11′.59N., 103° 47′.25E.
Delete	depth 24 <sub>9</sub> , close N of:		(a) above

**640/(23/07) INDONESIA - Kalimantan - West Coast - Sungai Kapuas Kecil - Light-beacon.**

Indian List of Light Vol. F and K, 2003, F - 1872.1

Source: BA Notice 5156/07

(HJ/927/00)

**BA Chart 1312** [previous update 638/07]

Amend	light to, Iso.4s10M		0° 04′.00N., 109° 11′.25E.
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**641/(23/07) INDONESIA - Sumatera - West Coast - Pulau Siberut Westwards - Depths.**

Source: BA Notice 5161 /07

(HJ/828/81)

**Chart 7707 (INT 707) [previous update 508/07] (WGS84 DATUM)**

Insert depth 210 enclosed by 1000m contour 1° 13'·9S., 98° 15'·0E.

**BA Chart 2760 [previous update 636/07]**

Insert depth 115 (a) 1° 13'·9S., 98° 15'·0E.

Delete depth 915, close NE of: (a) above

**BA Chart 2779 [previous update 463/07]**

Insert depth 115 1° 13'·9S., 98° 15'·0E.

**642/(23/07) INDONESIA - Kalimantan - West Coast - P. Lemanbudi - Light.**

Indian List of Light Vol. F and K, 2003, K - 1407

Source: BA Notice 5157/07

(HJ/827/81)

**BA Chart 941A [previous update 638/07]**

Delete legend, (exting), at light 1° 16'·5S., 108° 52'·1E.

**BA Chart 1312 [previous update 640/07]**

Delete legend, (exting), at light 1° 16'·50S., 108° 52'·10E.


**BA Chart 3758 [previous update 368/07]**

Delete legend, (exting), at light 1° 16'·40S., 108° 52'·40E.

**643/(23/07) INDONESIA - Sumatera - East Coast - Selat Bangka North-westwards - Wreck.**

Source: BA Notice 5158/07

(HJ/827/85)

**BA Chart 941A [previous update 642/07]**Insert  1° 32'·0S., 104° 39'·1E.**BA Chart 1312 [previous update 642/07]**Insert  1° 32'·0S., 104° 39'·1E.**644/(23/07) INDONESIA - Sumatera - East Coast - T.Selokan North-westwards - Depth.**

Source: BA Notice 5163/07

(HJ/827/74)

**BA Chart 3471 [previous update 171/06]**Insert depth 9<sub>3</sub> enclosed by 10m contour 2° 15'·30S., 105° 32'·50E.**645/(23/07) INDONESIA - Sumatera - West Coast - Bengkulu North-westward - Serangai - Light.**

Indian List of Light Vol. F and K, 2003, K - 0883.8

Source: BA Notice 5159/07

(HJ/827/68)

**BA Chart 2760 [previous update 641/07]**

Amend range of light to, 24M 3° 25'·4S., 101° 53'·6E.

**BA Chart 2780 [previous update 540/07]**

Amend range of light to, 24M 3° 25'·0S., 101° 53'·8E.

**646/(23/07) INDONESIA - Java Sea - Kalimantan - T. Sambar Southwards - Obstruction.**

Source: BA Notice 5154/07

(HJ/826/59)

**BA Chart 941A [previous update 643/07]**Insert  Explosives 4° 37'·4S., 110° 25'·0E.**BA Chart 1066 [previous update 616/07]**Insert  Explosives 4° 37'·4S., 110° 25'·0E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*647(T)/(23/07) INDIA – WEST COAST – Gulf of Kachhh – Construction Work.**

Source: Reliance Ports and Terminals Limited and Navarea 618/07

*(HJ/1131/20)*

1. Expansion and modernization of marine facilities including sub sea pipelines near existing single point moorings at Sikka Port is in progress within the area bounded by following coordinates(WGS 84 Datum):
  - (a) 22°27′.00N., 69° 54′.00E
  - (b) 22°27′.00N., 69° 45′.00E
  - (c) 22°38′.00N., 69° 54′.00E
  - (d) 22°38′.00N., 69° 45′.00E
2. The construction activity is expected to be completed by mid 2008.
2. Mariners to exercise caution and to keep clear of construction site.

**Charts affected – 21 – 203(INT 7319) – 2079 – 2080 – 2083 – 2033.****\*648(T)/(23/07) INDIA – WEST COAST – Mumbai Harbour – Pay Loader.**

Source: DG Shipping and Navarea 434/07

*(HJ/1030/87)*

1. A Pay loader of approximate length 10m and Breadth 04m was suspected to have fallen overboard in following position (approx).
  - (a) 18°54′.22N., 72° 52′.46E
  - (b) 18°55′.08N., 72° 52′.68E
  - (c) 18°54′.50N., 72° 52′.48E
  - (d) 18°53′.89N., 72° 52′.06E
  - (e) 18°53′.74N., 72° 52′.28E
  - (f) 18°53′.81N., 72° 52′.30E
2. Mariners to exercise caution while anchoring and trawling in the above area.

**Charts affected – 21 – 22(INT 752) – 211 – 255(INT 7334) – 292(INT 7021) – 293(INT 7022) – 2016(INT 7336) – 2015(INT 7337) – 2076.****649(P)/(23/07) EGYPT - Suez Canal - Port Said (Bûr Sa'îd) to Suez Bay - Channel depths.**

Source: BA Notice 5190(P)/07

*(HJ/1233/17)*

1. The Suez Canal Authority has confirmed that the maintained centreline depth of the Suez Canal between Hm 00 (31° 14′.88N., 32° 21′.07E.) and Km 149.4 (30° 01′.78N., 32° 34′.60E.) is 22.5m.
2. Sections of the Suez Canal which have depths that differ from 22.5m are still shown in the table of "MAINTAINED DEPTHS IN THE SUEZ CANAL" located in position 29° 59′.00N., 32° 26′.50E. on plan D, Chart 233. The only sections known to be less than charted are between Km 95.5 and Km 114.1 (West Branch) which has a depth of 14.5m, and between Km 99.0 and Km 115.32 (East Branch) which has a depth of 21.5m.
3. Mariners are advised to consult the Suez Canal Authority for further information.
4. **Former INM 620(P)/07 is cancelled.**

**BA Charts affected -233 - 2133 (INT 7139) - 3214**

**650(P)/(23/07) BURMA - Rangoon River - Channel depths. Depths. Wreck. Port developments. Coastline. Bridge. Drying contour. Recommended route. Buoyage.**

Source: BA Notice 5164(P)/07

(HJ/1028/63)

1. The Western Channel has moved up to 1 mile westwards from its charted position. Numerous depths less than charted now exist in this area. The most significant are as follows:

*1 <sub>5</sub> m	16° 22'·65N., 96° 21'·13E.
*0 <sub>2</sub> m	16° 23'·14N., 96° 21'·42E.
*0 <sub>2</sub> m	16° 23'·86N., 96° 21'·61E.
*1 <sub>7</sub> m	16° 23'·90N., 96° 21'·15E.
*0 <sub>4</sub> m	16° 24'·02N., 96° 21'·81E.
*2 <sub>5</sub> m	16° 24'·10N., 96° 21'·41E.
*2 <sub>5</sub> m	16° 24'·49E., 96° 21'·53E.
*4 <sub>3</sub> m	16° 24'·73N., 96° 21'·54E.

2. The recommended route in the Western Channel joins the following positions:

16° 20'·00N., 96° 18'·61E.
16° 24'·56N., 96° 20'·34E.
16° 27'·20N., 96° 20'·87E.

The least depth along this route is 4·7 m in position 16° 28'·81N., 96° 20'·84E. The channel between 16° 24'·0N. and 16° 26'·8N. is marked by red and green light-buoys.

3. Depths less than charted exist throughout Rangoon River. The most significant are as follows:

*1 <sub>4</sub> m	16° 46'·55N., 96° 12'·97E.
*7 <sub>8</sub> m	16° 43'·97N., 96° 13'·52E.
*7 <sub>3</sub> m	16° 42'·98N., 96° 13'·65E.
*8 <sub>2</sub> m	16° 42'·68N., 96° 13'·59E.
*7 <sub>4</sub> m	16° 42'·30N., 96° 13'·52E.
*4 <sub>3</sub> m	16° 40'·59N., 96° 14'·07E.
1 <sub>2</sub> m (ED)	16° 40'·40N., 96° 14'·33E.
6 <sub>4</sub> m	16° 40'·15N., 96° 14'·60E.
4 <sub>6</sub> m	16° 39'·70N., 96° 14'·79E.
*5 m	16° 39'·59N., 96° 14'·66E.
7 m	16° 39'·65N., 96° 15'·09E.
4 <sub>9</sub> m	16° 39'·56N., 96° 14'·75E.
12 <sub>8</sub> m	16° 37'·96N., 96° 15'·72E.
15 <sub>2</sub> m	16° 37'·32N., 96° 15'·59E.
10 <sub>7</sub> m	16° 36'·33N., 96° 15'·33E.
6 <sub>4</sub> m	16° 35'·99N., 96° 15'·44E.
4 <sub>6</sub> m	16° 35'·28N., 96° 15'·21E.
0 <sub>9</sub> m	16° 35'·28N., 96° 15'·70E.
*3 <sub>2</sub> m	16° 32'·36N., 96° 15'·85E.
*3 <sub>4</sub> m	16° 28'·85N., 96° 18'·49E.

4. A wreck is reported to exist in position 16° 40'·12N., 96° 14'·42E.

5. Myanmar International Terminal Thilawa (MITT) has been developed on the eastern bank of the Rangoon River near Thilawa (16° 39'·58N., 96° 15'·85E.). The new MITT wharf has been constructed between positions 16° 40'·03N., 96° 14'·95E. and 16° 39'·55N., 96° 15'·40E.

6. The east bank of the Pegu River (16° 46'·30N., 96° 13'·70E.) has extended about 4 cables seawards from its charted position.

7. A new wharf for container ships has been constructed between positions 16° 46'·37N., 96° 07'·90N. and 16° 46'·33N., 96° 08'·06E.

8. The bridge under construction in position 16° 46'·55N., 96° 11'·14E. is now complete.

9. The coastline between Tazaung (16° 20'·20N., 96° 10'·20E.) & Elephant Point (16° 27'·90N., 96° 19'·40E.) has extended up to one mile seawards.

10. A new island has been formed on Middle Bank. It extends from position 16° 31'·60N., 96° 17'·10E. to position 16° 33'·10N., 96° 16'·10E. and is about six cables wide.

11. North East Middle Bank (16° 30'·40N., 96° 20'·00E.) is extending south-eastwards.

12. Mariners are advised to navigate with caution and consult the local authorities for the latest information.

13. **Former INM 364(P)/05 is cancelled.**

\* Indicates new or revised entry.

**Chart affected - 4019**

## 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>*JEPPESEN MARINE</b>  <b>Jeppesen 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>*JEPPESEN MARINE</b>  <b>Jeppesen Norway AS</b>            P.O. 212,            N-4379, Egersund, Norway            Ph: 0047 51 464700            Fax: 0047 51 464701            Email: <a href="mailto:info@c-map.no">info@c-map.no</a>            Site: <a href="http://www.c-map.no">www.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>	<p><b>C-Map Holland</b>            Paleiskade100            PO Box 7            1781 AR Den Helder,            Holland            Ph: +31 223 616 700            E Mail: CorMallie  <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></p>	
<p>* Indicates C Map Norway AS has changed name to <b>Jeppesen Marine Norway AS</b>.            Indicates C Map India has changed name to <b>Jeppesen India</b>.</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 28 Nov 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	319	<b>2005 series:</b> 402. <b>2007 series:</b> 019 035 050 199 232 247 251 279 284 287 291 293 295 300 308 309 314 317 318 319.
II	E. Atlantic	420	<b>2007 series:</b> 103 258 295 313 328 375 413 415 417 419 420.
III	Mediterranean	456	<b>2007 series:</b> 423 424 425 433 435 440 448 450 452 453 454 455 456.
IV	N.W. Atlantic	353	<b>2007 series:</b> 196.
V	W. Atlantic	963	<b>2007 series:</b> Nil.
VI	S.W. Atlantic	374	<b>2007 series:</b> Nil
VII	S.E. Atlantic	169	<b>2007 series:</b> 142 165 166 168.
VIII	Indian Ocean	641	<b>2007 series -</b> 201 257 366 367 371 373 380 383 388 389 396 406 413 417 418 430 434 440 445 504 509 510 511 512 515 538 540 551 559 565 572 574 578 592 593 594 599 601 602 604 605 606 607 608 612 613 615 618 619 621 623 624 625 627 628 629 631 632 633 634 635 636 637 638 639 640 641.

<b>617. Cancelled.</b>
<b>618. India West Coast – Gulf of Kachchh.</b> Charts 21 203 2079 INT 705. Expansion and modernization of marine facilities sub sag Pipelines in area bounded by: (a) 22-38.00N., 069-45.00E (b) 22-27.00N., 069-45.00E (c) 22-27.00N., 069-54.00E (d) 22-38.00N., 069-54.00E 2. All vessels operating in vicinity of construction site to keep clear of the area.
<b>619. Cancel Navarea Eight Message 595 of 2007. India West Coast – Arabian Sea .</b> Charts 21 22 255 292 293 INT 705 INT 706. Seismic survey in progress by ‘Geco Topaz’ in area bounded by: (a) 19-54.0N., 071-10.0E (b) 19-16.0N., 071-10.0E (c) 19-16.0N., 072-06.0E (d) 19-54.0N., 072-06.0E 2. The vessel is towing six seismic cables each 4 NM long with white strobe light at the end of the cables. 3. All vessels operating in vicinity are to keep clear and maintain 6 NM distance.
<b>620. Cancelled.</b>
<b>621. Bay of Bengal – Southern Portion.</b> Charts 33 INT 73 INT 706. Fishing boat drifted and tilted in position, 06-08.9N., 089-26.5E. 2. All vessels operating in vicinity to keep sharp lookout and render assistance.
<b>622. Cancelled.</b>
<b>623. India West Coast – Mumbai Harbour.</b> Charts 21 22 211 255 292 293 2001 2015 2016 2076 INT 705 INT 706. South West Prongs buoy position 18-51.35N., 072-47.35E; unlit 2. Mariners to exercise caution
<b>624. India East Coast – Off Visakhapatnam.</b> Charts 31 32 308 354 INT 706. Seismic survey in progress by Geco Searcher in area bounded by: (a) 17-44.27N., 083-52.05E (b) 17-10.06N., 083-52.06E (c) 17-41.50N., 084-23.03E (d) 17-54.53N., 084-08.53E 2. Vessel towing eight in number 7000 meters long streamer cable attached to a yellow coloured tail buoy with white flashing light. 3. All vessels operating in vicinity are to keep a safe distance of 05 NM and exercise caution.
<b>625. Indian Ocean – Mafia Island.</b> Charts INT 70 INT 71 INT 72 INT 701. Seismic survey in progress by ‘Geo Mariner’ in following area: (a) 07-07.0S., 039-53.0E (b) 06-29.0S., 039-53.0E (c) 06-29.0S., 041-47.0E (d) 07-07.0S., 041-47.0E 2. Vessel is towing 4 NM seismic cable in length attached with yellow tail buoy with white flashing light. 3. All vessels operating in vicinity are to keep a safe distance of 06 NM from the vessel and exercise caution.

<b>626. Cancelled.</b>
<b>627. India East Coast – Off Suryalanka.</b> Charts 31 32 355 3026 INT 706. Firing exercise by IAF aircrafts from firing point 15-50.5N., 080-29.5E between 0130 UTC to 1630 UTC on 29 Nov, 30 Nov, 06 Dec, 07 Dec, 08 Dec, 11 Dec and 12 Dec 2007 . Danger area an arc of 60 NM radius between 100 degree and 210 degree from firing point: 2. No over flight permissible over the danger area. 3. Cancel this message on 13 Dec 2007.
<b>628. 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 Dec to 07 Dec and 14 Dec to 21 Dec 2007. Danger area bounded by: (a) 15-13.0N., 073-57.0E (b) 15-13.0N., 073-52.0E (c) 15-11.0N., 073-52.0E (d) 15-11.0N., 073-57.0E 2. Safe flying height 3500 meters. 3. Cancel this message on 22 Dec 2007.
<b>629. India East Coast- Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery 13-07.17N., 080-18.70e between 0530 UTC and 0730 UTC on 28 Nov 2007. 2. Danger zone: Sector of radius 11 NM from gun position between 045 degree and 075 degree. 3. Safe flying height 12800 meters. 4. Cancel this message on 29 Nov 2007.
<b>630. Cancelled.</b>
<b>631. India Andaman Sea – Off Nicobar Island.</b> Charts 33 41 INT 706.A Floating object sighted at 06-12.0N., 091-30.0E. Dangerous for navigation 2. All vessels transiting through above area are to exercise caution
<b>632. Cancel Navarea Eight Message 626 of 2007. India East Coast- Bay of Bengal.</b> Charts 31 301 351 352 3017 3031 INT 706. Experimental Flight vehicle launching scheduled from ITR launch complex between 0330 UTC and 1030 UTC from 02 Dec to 08 Dec 2007. Danger zone: 2. Area bound by following points (a) 21-22.05N. 086-56.36E (b) 21-09.75N. 086-50.58E (c) 20-11.83N. 087-17.11E (d) 20-43.23N. 088-23.88E (e) 21-20.13N. 088-17.43E (f) 21-38.36N. 087-57.71E 3. No over flight and shipping activity is permissible within the above mentioned sector. 4. Cancel this message on 09 Dec 2007.
<b>633. Self Cancelling. Cancel Navarea Eight Message 617 of 2007. India West Coast – Approaches to Mormugao.</b> Charts 22 214 257 293 2020 2022 2078 INT 706. Break water north head 15-25.06N. 073-47.54E relit.
<b>634. India East Coast – Bay of Bengal.</b> Charts 31 32 308 354 3002 3012 INT 706. Firing practice by Naval Ships from 0730 UTC to 1330 UTC on 29 Nov, 30 Nov, 02 Dec and 04 Dec 2007. Danger area bounded by: (a) 17-42.00N. 083-18.40E (c) 17-39.60N. 083-29.80E (b) 17-46.25N. 083-25.50E (d) 17-35.25N. 083-22.80E 2. Safe flying height 10000 meters. 3. Cancel this message on 05 Dec 2007.
<b>635. India West Coast- Arabian Sea.</b> Charts 22 256 293 INT 705 INT 706. Anti aircraft firing by Naval Ships from 0230 UTC to 0830 UTC on 29 Nov 2007. Danger area bounded by: (a) 17-48.0N. 071-52.0E (b) 17-48.0N. 072-10.0E (c) 17-28.0N. 072-10.0E (d) 17-28.0N. 071-52.0E 2. Safe flying height 6000 metres. 3. Cancel this message on 30 Nov 2007.
<b>636. Refer Navarea Eight Message 594 of 2007. India East Coast- Bay of Bengal.</b> Charts 31 32 355 INT 706. Rig C Kirk Rhein moved to new position 16-31.90N., 082-33.70E. 2. Wide berth requested.
<b>637. India East Coast – Off Sacramento Shoal.</b> Charts 31 32 355 INT 706. Geophysical survey is in progress by MFV Sanskriti in area bounded by: (a) 16-40.0N. 082-28.0E (b) 16-40.0N. 082-36.0E (c) 16-45.0N. 082-36.0E (d) 16-45.0N. 082-28.0E 2. Vessel towing one 800 meter long submerged cable just above the sea bed. 3. All vessels operating in vicinity are to maintain safe distance and give wide berth.

<p><b>638. India East Coast – Bay of Bengal.</b> Charts 31 32 355 INT 706. Seismic survey is in progress by ‘Western Spirit’ in area bounded by:</p> <p>(a) 14-25.0N. 081-58.0E (b) 14-42.0N. 082-32.0E  (c) 15-58.0N. 082-31.0E (d) 15-39.0N. 081-58.0E</p> <p>2. Vessel towing 08 in number 8000 metre long streamer cables attached to yellow coloured tail buoy with flashing light.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 06 NM from the vessel and exercise caution.</p>
<p><b>639. 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 UTC and from 1230 UTC to 1430 UTC on 05 Dec and 19 Dec 2007 . Danger area bounded by:</p> <p>(a) 17-42.0N. 083-18.0E (b) 17-47.0N. 083-32.0E  (c) 17-34.0N. 083-30.0E (d) 17-28.0N. 083-18.0E</p> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 20 Dec 2007.</p>
<p><b>640. 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 04 Dec, 07 Dec, 11 Dec, 14 Dec, 18 Dec and 28 Dec 2007. Danger area bounded by:</p> <p>(a) 09-57.5N. 075-59.5E (b) 09-57.7N. 076-14.2E  (c) 09-44.0N. 076-17.5E (d) 09-42.5N. 076-09.5E</p> <p>2 Safe flying height 10000 metres.</p> <p>3 Cancel this message on 29 Dec 2007.</p>
<p><b>641. India West Coast – Mumbai High North.</b> Charts 21 253 292 293 INT 705. Fishing boat Khodiar Devi sank in position 19-39.7N. 071-24.68E.</p> <p>2. Mariners to exercise caution.</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	222	<b>2006 series:</b> 106 116 147 177 200 216. <b>2007 series:</b> 006 018 022 027 042 062 092 095 106 108 132 136 145 152 155 156 158 159 160 168 172 176 186 189 195 198 199 200 201 202 203 209 212 214 215 216 218 219 221 222.
X	Australia, New Guinea	298	<b>2007 series:</b> 235 244 270 274 280 281 282 283 284 290 291 293 294 295 298.
XI	Malacca Strait, China Sea, N. Pacific	0542	<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 0248 0253 0269 0305 0309 0338 0344 0355 0366 0445 0450 0453 0454 0457 0459 0462 0472 0475 0483 0484 0486 0488 0489 0490 0491 0492 0493 0497 0498 0502 0504 0505 0513 0519 0523 0528 0532 0534 0537 0538 0539 0540 0541 0542.
XII	N.E. Pacific	329	<b>2007 series:</b> Nil
XIII	N.W. Pacific	074	<b>2007 series:</b> Nil
XIV	S.W. Pacific	050	<b>2007 series:</b> 010 026.
XV	S.E. Pacific	195	<b>2007 series:</b> Nil
XVI	E. Pacific	191	<b>2007 series:</b> Nil
Hydropacs	Pacific, Indian Ocean	2076	<b>2006 series:</b> 524. <b>2007 series:</b> 1602 2049.
Hydrolants	Atlantic, Mediterranean	1960	<b>2006 series:</b> 1394. <b>2007 series:</b> Nil

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

**INP 2 Bay of Bengal Pilot (2007 Edition) – INDIA EAST  
COAST – Cuddalore Anchorage – Transits Marks.**

**103**

*Article 2.36, Para 2*

*Delete Line 1 to Line 8 containing text*

The entrance channel ----- Changes in the channel.

**Hydrographic Note INS Darshak**

**23/07**



**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>D7324</b>	<b>Juzor Ad Daymāniyāt</b> (AMNAS)	23 51.34 N 58 03.95 E	Fl W 10s	31	<b>15</b>	Metal framework tower	<b>Range 9M (T) 2007</b>
-	-	..	Racon	..	..	..	ALRS Vol 2 Station 76410 *
<b>E6021</b>	<b>Rās Muhaggara</b>	29 48.61 N 32 28.18 E	Fl(4)W 15s	43	<b>18</b>	White daymark on framework tower 39	<b>TE 2007</b>
-	-	..	Racon	..	..	..	ALRS Vol 2 Station 74980. <b>TR 2007</b> *
<b>E6021.2</b>	<b>Qādd el Tawīla</b>	29 47.81 N 32 38.42 E	Fl W 10s	47	<b>18</b>	White daymark on framework tower 39	<b>TE 2007</b>
-	-	..	Racon	..	..	..	ALRS Vol 2 Station 75430. <b>TR 2007</b> *
<b>E6021.5</b>	<b>Lahāta</b>	29 40.38 N 32 41.23 E	Fl(3)W 15s	47	<b>18</b>	White daymark on framework tower 39	<b>TE 2007</b>
-	-	..	Racon	..	....	..	ALRS Vol 2 Station 75460. <b>TR 2007</b> *
<b>E6023.6</b>	<b>Rās Ruahmi</b>	28 43.20 N 32 49.41 E	Fl(3)W 20s	22	<b>15</b>	Black GRP tower 10	<b>TE 2007</b>
-	-	..	Racon	..	....	..	ALRS Vol 2 Station 74740. <b>TR 2007</b> *
<b>E6029.5</b>	<i>Rās Shukheir Lt F</i>	28 09.54 N 33 20.39 E	Mo(A)W 10s	..	12	Red ○ on red and white striped float 14	<b>TE 2007</b>
-	-	..	Racon	..	..	..	ALRS Vol 2 Station 74530. <b>TR 2007</b> * * *
<b>F0549.5</b>	- Elephanta Patch	18 58.40 N 72 55.30 E	Fl W2s	7	..	Black metal framework tower	<i>fl 0.5, ec 1.5</i> *
<b>F 0906</b>	-New Rameshwaram	09 19.10 N 79 19.78 E	Fl(2)W 20s	16.5	13	CC Block Masonry Rectangular tower Red and white spiral bands 15	<i>fl 0.75, ec 2.0, fl 0.75, ec 16.5</i> * *

<b>F1159</b>	Ranong. Custom Pier	9 58-98 N 98 35-85 E	Fl W 4s	49	10	White 8-sided concrete tower, orange roof 50	<i>fl 1-2</i>
*	*	*	*	*	*	*	*
<b>F1186</b>	Laem Yongsata. Entrance N side	7 06-93 N 99 40-02 E	Fl W 5s	50	10	White metal framework tower 18	<i>fl 0-5</i>
					*		
<b>F1314-3</b>	Remove from list						
<b>F1383</b>	- Ldg Lts 356°41'. Front	3 03-26 N 99 51-63 E	Q(2)W 4s	13	12	△ on beacon 9	
			*				
<b>F1408</b>	Remove from list. Replaced by Lt buoy						
<b>F1414-4</b>	Remove from list. Replaced by light buoy						
<b>F1614-5</b>	Kuala Langat	2 48-08 N 101 24-18 E	Fl G 4s	9	5	White concrete column	
							*
<b>F1697-5</b>	- Pulau Batam (I)	1 08-51 N 103 54-98 E	Q(2)W 6s	8	6	Black Ⓞ on black beacon, red band	<i>fl 0-5, ec 0-7, fl 0-5, ec 4-3. Ra refl</i>
		*	*				*
<b>F1737</b>	<b>Tg Stapa</b> (M)	1 20-57 N 104 08-13 E	Fl(3)W 20s	42	18	Metal framework tower	
	*	*		*	*	*	*
<b>F1738</b>	<b>Karang Si Ajar</b>	1 25-54 N 104 05-04 E	Fl W 3s	8	18	White concrete tower	
*	*	*	*	*	*	*	*
<b>K0883-8</b>	<b>Serangai</b> (I)	3 25-03 S 101 53-67 E	Fl W 5s	21	24	White beacon	<i>fl 0-5</i>
					*		
<b>K0922</b>	Panjang (I)	5 27-53 S 105 18-85 E	LFl WR 5s	11	8	White metal framework tower	<i>fl 2. R052°-057°(5°), W057°-067°(10°), R067°-072°(5°)</i>
		*	*	*	*	*	*
<b>K0978</b>	Remove from list. Replaced by light buoy						

**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS****INP 31(1), 2005***(Last correction: Edition No. 21 dated 01 Nov 2007)***PAGE 12, EGYPT (Mediterranean Coast), EL ISKANDARIYA (ALEXANDRIA) (SUH).**

Delete and replace by:

<b>EL ISKANDARIYA (ALEXANDRIA) (SUH).</b>			
31° 12' N 29° 54' E		MMSI 006221111	
		DSC VHF MF HF	
	+20(0)3 4801266, 4809500 & 4810202		 +20(0)3 4810201
CALL: Alexandria Radio			
TELEX: +91 55544 SUH UN			

**VHF**

Baltim	Ch 16 70 84 86 88	31°33'N 31°05'E
Burg Rashid	Ch 16 24 28 70 85	31°27'N 30°22'E
El' Alamein	Ch 16 28 70 84 86	30°51'N 28°56'E
El Dab'a	Ch 16 24 70 85 87	31°02'N 28°26'E
El Iskandariya (Alexandria)	Ch 05 16 70	31°12'N 29°54'E
Mersa Matrûh	Ch 16 26 70 83 88	31°21'N 27°14'E
Râs el çekma	Ch 16 23 25 27 70	31°07'N 27°49'E
Sidi Kerir	Ch 16 26 70 83 88	31°01'N 29°38'E
HOURS: H24		



	Transmits	Receives	Hours of Watch
<b>RT (MF)</b>			
	2182	2182	H24
<b>RT (HF)</b>			
	4408 (Ch 418)	4116	H24
	8767 (Ch 817)	8243	
	17269 (Ch 1610)	16387	
	22771 (Ch 2226)	22075	

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**PAGE 13, EGYPT (Mediterranean Coast), EL ISKANDARIYA(ALEXANDRIA) &MIDDLE EAST SEARCH AND RESCUE CENTRE (JRCC CAIRO)**

Insert before Egypt (Red Sea Coast)

<b>EGYPT (Mediterranean Coast), EL ISKANDARIYA(ALEXANDRIA) &amp;MIDDLE EAST SEARCH AND RESCUE CENTRE (JRCC CAIRO)</b>			
31° 12' N 29° 54' E			
	MRCC El Iskandariya +20 3 4842058, 4842119 , 4878983 JRCC Cairo +20 2 24184537		MRCC El Iskandariya: +20 3 4832240 JRCC Cairo +20 2 24184531
TELEX: JRCC Cairo +91 21095 RCCCR UN MRCC El Iskandariya +91 54642 APA UN Inmarsat C (IOR or AOR--E) 462299910=RCCE X (JRCC Cairo) Inmarsat mini--M (IOR) 762007997 (Tel - JRCC Cairo) Inmarsat mini--M (IOR) 762007999 (Fax - JRCC Cairo)			
A network of Maritime Radio Stations maintains a continuous listening watch on international distress frequencies, including DSC.			

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**INP 31(2), 2007***(Last correction: Edition No. 18 dated 16 Sep 2007)***PAGE 85, IRAN.**

Delete entry and replace by:

<b>IRAN</b>	<b>-03½</b>	<b>-04½</b>	<b>21 March each year 0001h LT</b>	<b>21 Sept each year 2359h LT</b>
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**BA 46/07****23/07****BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01Aug 2006)***NIL****INP 31(5), 1997***(Last correction: Edition No.20 dated 16 Oct 2007)***PAGE 169, EGYPT, JRCC CAIRO**

Delete and replace by:

JRCC CAIRO	2 24184537	2 24184531	<b>Telex +91 21095 RCCCR UN</b> <b>Inmarsat C (IOR or AOR-E) 462299910 RCCE X</b> <b>(to be used in distress cases)</b>
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**BA 43/07****23/07****INP 31, VOLUME 6, 2005***(Last correction: Edition No. 22 dated 16 Nov 2007)***NIL****BA, VOLUME 7, 1999/00-PART 2***(Last correction: Edition No. 16 dated 16 Aug 2000)***NIL****Note:** INP 31(8), 1999 is withdrawn as the contents of INP 31(8) are included in INP 31(2), 2007 edition.



**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 624/07  
Chart 259 (INT 7356)*

**OIL AND GAS PIPELINES**

Oil and Gas Pipelines contain flammable materials under high Pressure.  
Any Ship damaging a line could face an immediate fire hazard. Mariners  
are strongly advised not to anchor or trawl in the vicinity of Pipelines.

*To accompany Indian Notice to Mariners 624/07  
Chart 260 (INT 7362)*

**OIL AND GAS PIPELINES**

Oil and Gas Pipelines contain flammable materials under high Pressure.  
Any Ship damaging a line could face an immediate fire hazard. Mariners  
are strongly advised not to anchor or trawl in the vicinity of Pipelines.

*To accompany Indian Notice to Mariners 624/07  
Chart 220*

**OIL AND GAS PIPELINES**

Oil and Gas Pipelines contain flammable materials under high Pressure.  
Any Ship damaging a line could face an immediate fire hazard. Mariners  
are strongly advised not to anchor or trawl in the vicinity of Pipelines.

*To accompany Indian Notice to Mariners 624/07  
Chart 2029 (INT 7358)*

**OIL AND GAS PIPELINES**

Oil and Gas Pipelines contain flammable materials under high Pressure.  
Any Ship damaging a line could face an immediate fire hazard. Mariners  
are strongly advised not to anchor or trawl in the vicinity of Pipelines.

*To accompany Indian Notice to Mariners 624/07  
Chart 2004 (INT 7359)*

**OIL AND GAS PIPELINES**

Oil and Gas Pipelines contain flammable materials under high Pressure.  
Any Ship damaging a line could face an immediate fire hazard. Mariners  
are strongly advised not to anchor or trawl in the vicinity of Pipelines.