



# INDIAN NOTICES TO MARINERS FOR 2007

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

EDITION No. 24 DATED 16 DEC 2007

(CONTAINS NOTICES 651 TO 669)

REACH US 24 HOURS A DAY



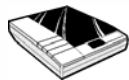
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**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are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

**Chief Hydrographer  
to the Government of India**

**National Hydrographic Office  
Post Box No. 75  
Dehradun 248 001  
India**

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

## EXPLANATORY NOTES

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

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

**Temporary and Preliminary Notices.** These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. 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, PUBLICATIONS AND ENC'S NOW PUBLISHED AND AVAILABLE**

(a) **FORTHCOMING CHARTS AND PUBLICATIONS**

Chart No	Title	Scale	Remarks
2042	Approaches to Malvan	50 000	New Edition
4005	Nancowry Harbour and Approaches	12 500	New Chart

(b) **NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS**

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN64039C	4039	Campbell Bay	31-05-2007
2	IN62007P	2007	Plan of Androth Jetty	30-04-2007

(c) **NEW EDITION ELECTRONIC NAVIGATIONAL CHARTS:**

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN52007A	2007	Androth Island	30-04-2007

(d) **ENC'S PERMANENTLY WITHDRAWN:**

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN52007A	2007	Androth Island	16-04-2001

**AVAILABILITY OF ENC'S:**

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

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: inho@dataone.in Web site: www.hydrobharat.nic.in</p>	OR	<p>Director JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>
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**SECTION – I**  
**List of charts affected by**  
**The Notices 651 to 669 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>
31	5	655,662	7	32	668(P)
33	5	657	817 (INT 7430)	43	662
41	6	657	866	36	659
256 (INT 7340)	3	652	941A	46	664
321	7	662	1312	46	664
322	7	662	1353	45	663
354 (INT 7408)	5	655	2403	45	666
371	7	662	3176 (INT 7216)	40	660
409	6	657	3310 (INT 7690)	36	659
436	7	669(P)	3361 (INT 7700)	36	659
471	6	657	3660	32	668(P)
472 (INT 7032)	6	657	3739 (INT 7220)	40	660
2008	3	653,667(P)	3758	46	664
2023	4	654	3831	45	666
2056	2	651	3947	45	665
2081	2	651	4042	45	666
2091	2	661	4043	45	666
2100	2	651			
3009	5	655			
4006	6	656			
4036	6	657			
4039	6	658			

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







**\*651/(24/07) INDIA - WEST COAST – Pipavav West Channel – Transit mark. Fairway Buoy. Channel Buoys.**

Source: NHO Dehradun and INS Jamuna  
 (HJ/1131/08)

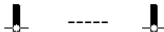
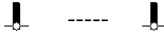
**Chart 2081** [previous update 492/07]

Delete				20° 54' 00N., 71° 30' 00E.	
				20° 54' 22N., 71° 30' 09E	
				20° 54' 90N., 71° 30' 80E	
				20° 54' 60N., 71° 30' 49E	
Insert		Fairway LFl.10s.10M		20° 52' 80N., 71° 29' 90E	
		Fl.R 2s.10M No. 2		20° 53' 53N., 71° 29' 80E	
		Fl(2).R.5s.10M No. 4		20° 53' 88N., 71° 29' 91E	
		Fl.R 5s.10M No. 6		20° 54' 22N., 71° 30' 00E	
		Fl(3).R.10s.3M No. 8		20° 54' 71N., 71° 30' 28E	
		Fl.G.10M No. 1		20° 53' 50N., 71° 30' 20E	
		Fl.G.5s.3M No. 7		20° 54' 53N., 71° 30' 51E	
		Fl(3).G.10s.3M No. 9		20° 54' 85N., 71° 30' 93E	
		Fl.G.3M No. 11		20° 55' 08N., 71° 31' 20E	
		-----  Fl.2s Transit No. 1		20° 55' 10N., 71° 30' 29E 20° 55' 21N., 71° 30' 31E	
		-----  Fl.2s Transit No. 2		20° 55' 46N., 71° 31' 01E 20° 55' 59N., 71° 31' 10E	
Substitute		No. 3 Fl.G.2s.10M	for		20° 54' 04N., 71° 30' 21E
		No. 5 Fl(2)G.5s.10M	for		20° 54' 19N., 71° 30' 23E

**Chart 2056** [previous update 449/06]







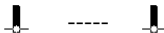

Insert		Fairway LFl.10s.10M		20° 52' 80N., 71° 29' 90E
		Fl(3).R.10s.3M No. 8		20° 54' 71N., 71° 30' 28E
		Fl.G.10M No. 1		20° 53' 50N., 71° 30' 20E
		Fl.G.3M No. 11		20° 55' 08N., 71° 31' 20E
		Lead Front Fl.Y 2s.3M		20° 55' 33N., 71° 31' 18E
		Lead Rear Oc.Y 3s.3M		20° 55' 39N., 71° 31' 27E

**\*651/(24/07) INDIA - WEST COAST – Pipavav West Channel – Transit mark. Fairway Buoy. Channel Buoys. (Continued)**

	Fl.2s Transit No. 1	(a)	20° 55′.105N., 71° 30′.293E
		(b)	20° 55′.218N., 71° 30′.315E
	Fl.2s Transit No. 2	(c)	20° 55′.461N., 71° 31′.010E
		(d)	20° 55′.591N., 71° 31′.108E
Legend, (009° 30′ - 189° 30′) centered on;			20° 54′.070N., 71° 30′.100E
Firm line joining			20° 53′.455N., 71° 30′.000E
		(e)	20° 54′.418N., 71° 30′.180E
Pecked line joining			(a), (b) and (e) above
Legend, (037° 00′ - 217° 00′) centered on;			20° 55′.280N., 71° 30′.830E
Firm line joining			(c) and (e) above
Pecked line joining			(c) and (d) above

**Chart 2100 [previous update 449/06]**

Insert

	Fairway LFL.10s.10M		20° 52′.80N., 71° 29′.90E
	Fl(3).R.10s.3M No. 8		20° 54′.71N., 71° 30′.28E
	Fl.G.10M No. 1		20° 53′.50N., 71° 30′.20E
	Fl.G.3M No. 11		20° 55′.08N., 71° 31′.20E
	Lead Front Fl.Y 2s.3M		20° 55′.33N., 71° 31′.18E
	Lead Rear Oc. Y 3s.3M		20° 55′.39N., 71° 31′.27E
	Fl.2s Transit No. 1	(a)	20° 55′.105N., 71° 30′.293E
		(b)	20° 55′.218N., 71° 30′.315E
	Fl.2s Transit No. 2	(c)	20° 55′.461N., 71° 31′.010E
		(d)	20° 55′.591N., 71° 31′.108E
Legend, (009° 30′ - 189° 30′) centered on;			20° 54′.070N., 71° 30′.100E
Firm line joining			20° 53′.455N., 71° 30′.000E
		(e)	20° 54′.418N., 71° 30′.180E
Pecked line joining			(a), (b) and (e) above
Legend, (037° 00′ - 217° 00′) centered on;			20° 55′.000N., 71° 30′.635E
Firm line joining			(c) and (e) above
Pecked line joining			(c) and (d) above

**Cancel former INM 407(T)/01.**

**\*652/(24/07) INDIA - WEST COAST – Murud Janjira Harbour to Malvan – Mooring Buoy.**

Source: NHO Dehradun

(HJ/1030/67)

**Chart 256 (INT 7340) [previous update 47/06]**

Delete



16° 28′.3N., 72° 04′.8E.

**Cancel former INM 075(T)/98.**

**\*653/(24/07) INDIA - WEST COAST – Karwar Harbour and Approaches – Buoys.**

Source: PIWT Karwar

(HJ/1030/45)

**Chart 2008** [previous update 595/07] WGS 84 Datum


Delete		14° 48′.73N., 74° 05′.77E.
		14° 48′.67N., 74° 05′.77E.
		14° 48′.73N., 74° 06′.47E.
		14° 48′.67N., 74° 06′.47E.
		14° 48′.61N., 74° 07′.01E.
		14° 48′.57N., 74° 06′.86E.
		14° 48′.53N., 74° 07′.18E.
		14° 48′.50N., 74° 06′.96E.
		14° 48′.43N., 74° 07′.22E.

**Cancel former INM 270(P)/00.****\*654/(24/07) INDIA - LAKSHADWEEP – Kiltan Island – Wreck.**

Source: INS Sutlej ROS D(N) - 185

(HJ/1030/16)

**Chart 2023** [previous update NC 31 Dec 05]

Delete	 PA	11° 30′.00N., 73° 00′.05E.
Insert		11° 29′.97N., 72° 59′.99E.

**\*655/(24/07) INDIA - EAST COAST – Kakinada Port - Light.**

Indian List of Light Vol F &amp; K 2003; F 0964

Source: DLL Visakhapatnam

(HJ/1029/77)

**Chart 31** [previous update 556/07]

Insert	Racon G at light	17° 00′.8N., 82° 17′.1E.
Substitute	Fl(3)15s20M for Gp Fl(3)15Sec20M(15M)	17° 02′.0N., 82° 04′.0E.

**Chart 354 (INT 7408)** [previous update 427/07]

Substitute	Fl(3)15s45m20M for Fl(3)15s28m20M SS (Storm)	17° 01′.0N., 82° 15′.5E.
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**Chart 3009** [previous update 51/06]

Substitute	Fl(3)15s45m20M for Fl(3)15s28m20M SS (Storm) (Tel stn)	17° 00′.80N., 82° 16′.70E.
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**Chart 3009 (Plan Kakinada Anchorage)** [previous update 51/06]

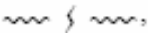
Substitute	Fl(3)15s45m20M for Fl(3)15s28m20M SS (Storm) FS	17° 00′.82N., 82° 16′.91E.
------------	---	----------------------------

**\*656(24/07) ANDAMAN SEA - INDIA ANDAMAN ISLANDS – Port Blair – Power cable – Height.**

Source: INS Nirupak

(HJ/1028/17)

**Chart 4006** [previous update NE 30 Jun 07] (WGS 84 DATUM)

Insert	Over head power cable  joining	11° 39′.97N., 92° 41′.90E.
		11° 39′.85N., 92° 41′.87E.
Substitute	(4) for (14) at position (Height of Bird Island)	11° 38′.88N., 92° 40′.87E.



**\*657/(24/07) ANDAMAN SEA - INDIA – NICOBAR ISLANDS – Approaches to Pulo Millow – Off Meroe Island -Wreck.**

Source: NHO Dehradun

(HJ/928/76)

*This is the Wreck of MV MAC*

**Chart 33** [previous update 251/07]

Insert  07° 31′.6N., 93° 31′.4E.

**Chart 41** [previous update 636/07]

Insert  07° 31′.6N., 93° 31′.4E.

**Chart 471** [previous update 636/07]

Insert  07° 31′.6N., 93° 31′.4E.

**Chart 472(INT 7032)** [previous update 531/07]

Insert  07° 31′.6N., 93° 31′.4E.

**Chart 409** [previous update 327/07]

Insert  07° 31′.6N., 93° 31′.4E.

**Chart 4036** [previous update NC 31 Dec 02]

Insert  07° 31′.6N., 93° 31′.4E.

**Cancel former INM 443(P)/06.**

**\*658/(24/07) ANDAMAN SEA - INDIA – NICOBAR ISLANDS – Campbell Bay – Cautionary Note.**

Source: NHO Dehradun

(HJ/928/66)

**Chart 4039** [previous update NC 31May 07]



Insert accompanying note “Caution – Foreshore Rocks / Coral Reefs” centred on : 06° 58′.39N., 93° 54′.37E.

**659/(24/07) KENYA - Wasin Island Southwards - Marine Reserve. Legend. Cautionary note.**

Source: BA Notice 5353 /07



(HJ/834/50)

**BA Chart 866 (plan, Moa or Gomani Bay to Funzi Bay)** [previous update 432/06]

Insert limit of marine reserve,  **MR**  joining: (a) 4° 44′.04S., 39° 19′.79E (S border)  
 (b) 4° 42′.88S., 39° 19′.84E.  
 (c) 4° 41′.08S., 39° 23′.68E.  
 (d) 4° 42′.97S., 39° 24′.24E.  
 (e) 4° 43′.62S., 39° 22′.94E.  
 (f) 4° 43′.90S., 39° 22′.06E. (S border)

legend, *Kisiti Marine National Park (see Note)*, within: (a)-(f) above  
 the accompanying note, **MARINE RESERVE**, centred on: 4° 38′.50S., 39° 12′.70E.



**BA Chart 3310 (INT 7690)** [previous update 269/05]

Insert limit of marine reserve,  **MR**  joining: (a) 4° 41′.1S., 39° 23′.4E.  
 (b) 4° 43′.0S., 39° 24′.1E.  
 (c) 4° 43′.6S., 39° 22′.7E.  
 (d) 4° 44′.6S., 39° 19′.5E.  
 (e) 4° 43′.0S., 39° 19′.5E.

legend, *Marine Reserve (see Note)*, close SE of: (a)-(e) above  
 the accompanying note, **MARINE RESERVE**, centred on: 7° 12′.0S., 38° 45′.7E.

**659/(24/07) KENYA - Wasin Island Southwards - Marine Reserve. Legend. Cautionary note. (continued)**

**BA Chart 3361 (INT 7700) [previous update 370/05]**





Insert	limit of marine reserve,  MR  joining:	(a) 4° 41′.1S., 39° 23′.4E. (b) 4° 43′.0S., 39° 24′.1E. (c) 4° 43′.6S., 39° 22′.7E. (d) 4° 44′.6S., 39° 19′.5E. (e) 4° 43′.0S., 39° 19′.5E.
Substitute	legend, <i>Marine Reserves</i> (see Note), Close SE of: the accompanying note, MARINE RESERVE, for existing note, centred on:	(a)-(e) above 2° 56′.0S., 39° 06′.3E.

**660/(24/07) UNITED ARAB EMIRATES - Jebel Ali (Mina' Jabal .Ali) - Palm Jumeirah North-westwards and South- westwards - Restricted area. Buoyage.**





Source: BA Notice 5371 /07

(HJ/1132/54)

**BA Chart 3176 (INT 7216) [previous update 627/07]**

Insert	limit of restricted area, entry prohibited, pecked line, joining:	25° 04′.25N., 55° 07′.45E. (shore) (a) 25° 04′.80N., 55° 06′.80E. (b) 25° 03′.25N., 55° 05′.25E. 25° 02′.73N., 55° 05′.90E. (shore) 25° 10′.32N., 55° 04′.18E.
	 <i>FLY.5s (5 Buoys)</i>	(a) above
	 <i>Q</i>	25° 03′.80N., 55° 05′.80E.
	 <i>FL.G</i>	(b) above
	 <i>Q(9)15s</i>	

**BA Chart 3739 (INT 7220) [previous update NE 07 Jun 07]**


Insert	limit of restricted area, entry prohibited, pecked line, joining:	25° 04′.25N., 55° 07′.45E. (shore) (a) 25° 04′.80N., 55° 06′.80E. (b) 25° 03′.25N., 55° 05′.25E. 25° 02′.73N., 55° 05′.90E. (shore) 25° 10′.32N., 55° 04′.18E.
	 <i>FLY.5s (5 Buoys)</i>	(a) above
	 <i>QB</i>	25° 03′.80N., 55° 05′.80E.
	 <i>FL.G.5s A</i>	(b) above
	 <i>Q(9)15s C</i>	

**661/(24/07) PAKISTAN - Approaches to Port Muhammad Bin Qasim - Buoyage. Legends. Mooring buoys.**

Source: BA Notice 5406/07

(HJ/1131/42)

**Chart 2091 (plan, Approaches to Phitti Creek) [previous update 564/07]**

Amend  No 12 light-buoy to, *Fl.R.5s* 24° 38'·20N., 67° 07'·30E.  
 legend to, *Maintained depth 12.5m*, centred on: 24° 41'·30N., 67° 08'·55E.

**Chart 2091 [previous update 564/07]**

Insert  *Fl.G.7s K3* 24° 46'·89N., 67° 14'·34E.

Amend legend to, *Maintained depth 12.5m*, centred on: 24° 39'·53N., 67° 08'·00E.

24° 41'·28N., 67° 08'·55E.

24° 44'·35N., 67° 10'·20E.



24° 46'·28N., 67° 12'·85E.

24° 46'·98N., 67° 17'·13E.

24° 46'·50N., 67° 18'·09E.

24° 46'·04N., 67° 18'·81E.

24° 46'·95N., 67° 13'·90E.

Substitute  for  (*2 buoys*) 24° 46'·29N., 67° 20'·57E.

Delete  24° 46'·28N., 67° 20'·47E.

**662/(24/07) BURMA - Approaches to Combermere Bay - Boronga Point Southwards - Wreck.**

Source: BA Notice 5229/07

(HJ/1028/96)

**Chart 31 [previous update 655/07] (WGS84 DATUM)**

Insert  19° 37'·2N., 93° 05'·5E.

**Chart 371 [previous update 293/03] (WGS84 DATUM)**

Insert  19° 37'·2N., 93° 05'·5E.

**Chart 321 [previous update 318/94] (WGS84 DATUM)**

Insert  19° 37'·2N., 93° 05'·5E.

**Chart 322 [previous update 379/84] (WGS84 DATUM)**

Insert  19° 37'·2N., 93° 05'·5E.

**BA Chart 817 (INT 7430) [previous update 63/07]**

Insert  19° 37'·2N., 93° 05'·5E.

**663/(24/07) MALACCA STRAIT - Tanjung Jamoaye to Permatang Sedepa (One Fathom Bank) - Magnetic Variation.**

Source: BA Notice 5370/07

(HJ/928/51)

**BA Chart 1353 [previous update NE 13 Sep 07]**

Amend legend to, 0°40.W 2007 (3.W), centred on: 5° 21'·3N., 98° 00'·0E.

legend to, 0°35.W 2007 (2.W), centred on: 3° 42'·4N., 98° 21'·0E.


legend to, 0°25.W 2007 (3.W), centred on: 5° 04'·6N., 99° 42'·0E.

legend to, 0°20.W 2007 (2.W), centred on: 3° 30'·3N., 100° 27'·5E.

**664/(24/07) INDONESIA - Kalimantan - South West Coast - Karimata South-westwards - Depth.**

Source: BA Notice 5349/07

(HJ/827/81)

**BA Chart 941A** [previous update 646/07]Insert  Rep (2007)PA 1° 53'·2S., 108° 12'·7E.**BA Chart 1312** [previous update 643/07]Insert  Rep (2007)PA 1° 53'·2S., 108° 12'·7E.**BA Chart 3758** [previous update 642/07]Insert  Rep (2007)PA 1° 53'·20S., 108° 12'·70E.**665/(24/07) INDONESIA - Sumatera - East Coast - Selat Rupat - Leading light. Beacon.**

Source: BA Notice 5321 /07

(HJ/927/18)

**BA Chart 3947** [previous update NE 25 Oct 07]Move  Q.11M, from: 1° 41'·50N., 101° 47'·88E.

to: 1° 41'·49N., 101° 47'·17E.

Delete  ED 1° 41'·23N., 101° 48'·27E.**666/(24/07) MALAYSIA - Peninsular Malaysia, East Coast - Johor - Karang Si Ajar and Tanjung Setapa - Lights. Beacon.**

Indian List of Light Volume F and K, 2003 F - 1737, F - 1738

Source: BA Notice 5366/07

(HJ/927/15)

**BA Chart 2403** [previous update 638/07]

Amend range of light to, 18M 1° 20'·57N., 104° 08'·13E.

**BA Chart 3831** [previous update 571/07]

Amend light to, Fl(3)20s42m18M 1° 20'·57N., 104° 08'·13E.

**BA Chart 4042** [previous update 608/07]

Amend light to, Fl(3)20s42m18M 1° 20'·57N., 104° 08'·13E.

**BA Chart 4043** [previous update 608/07]Substitute  Fl.3s8m18M for  1° 25'·54N., 104° 05'·04E.

Amend light to, Fl(3)20s42m18M 1° 20'·57N., 104° 08'·13E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****667(P)/(24/07) INDIA WEST COAST - Karwar Harbour – Construction Work.**

Source: PIWT Karwar

*(HJ/1030/87)*

1. Breakwater is under construction in position from: 14° 48'·25N., 074° 06'·80E. to 14° 48'·38N., 074° 06'·85E.

2. Mariners to exercise caution.

**Charts affected – 2008****668(P)/(24/07) YEMEN - Gulf of Aden - Aden Inner Harbour - Buoyage.**

Source: BA Notice 5452(P)/07

*(HJ/1033/35)*

1. The buoyage in Aden Inner Harbour is in the process of being changed.

2. Buoys may not be as charted.

3. Mariners are advised to exercise caution and consult the local port authorities for the latest information.

**BA Charts affected -7 - 3660****669(P)/(24/07) MALAYSIA - Peninsular Malaysia, West Coast -Selat Manjung and Sungai Manjung – Dredged area.**

Source: BA Notice 5398(P)/07

*(HJ/927/49)*

1. A new dredged channel with a minimum depth of 10m and width of 1 cable has been established joining the following approximate positions (all positions are referred to Revised Kertau Datum):

4° 12'·70N., 100° 34'·98E.

4° 14'·46N., 100° 34'·70E.

4° 14'·61N., 100° 34'·70E.

4° 14'·72N., 100° 34'·73E.

4° 14'·80N., 100° 34'·77E.

4° 14'·89N., 100° 34'·84E.

4° 14'·97N., 100° 34'·95E.

4° 15'·01N., 100° 35'·06E.

4° 15'·09N., 100° 35'·55E.

4° 14'·29N., 100° 37'·31E.

4° 14'·61N., 100° 38'·70E.

4° 14'·79N., 100° 39'·01E.

4° 15'·66N., 100° 39'·61E.

**Charts affected - 436**

## 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 12 Dec 07, covering the entire world are listed below against the respective NAVAREA.

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
I	N.E. Atlantic	331	<b>2005 series:</b> 402. <b>2007 series:</b> 019 035 050 199 232 247 251 279 293 295 300 308 309 314 317 324 327 329 331.
II	E. Atlantic	437	<b>2007 series:</b> 103 295 313 375 415 430 433 434 435 436 437.
III	Mediterranean	486	<b>2007 series:</b> 440 450 454 462 464 466 467 468 469 471 472 473 475 476 477 478 480 481 482 483 484 485 486.
IV	N.W. Atlantic	372	<b>2007 series:</b> 196.
V	W. Atlantic	1015	<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	661	<b>2007 series -</b> 201 257 366 367 371 373 380 383 388 389 396 406 418 440 504 509 510 511 512 515 538 540 572 574 592 594 601 602 604 612 619 623 624 625 627 628 631 637 638 639 640 641 644 646 647 650 651 652 653 655 656 658 659 660 661

<b>642 to 643. Cancelled.</b>																																				
<p><b>644. India West Coast – Mormugao.</b> Chart 22 214 215 257 2020 2022 2078 INT 706. Firing exercise by Naval Coast Battery from position 15-24.6N.,073-47.1E between 0430 UTC and 0730 UTC on 14 Dec 2007. Danger area in sector of 20 NM radius between 200 degree and 260 degree from the position.</p> <ol style="list-style-type: none"> <li>Safe flying height 6500 metres.</li> <li>Cancel this message on 15 Dec 2007.</li> </ol>																																				
<b>645. Cancelled.</b>																																				
<p><b>646. Cancel Navarea Eight Message 593 605 606 and 636 of 2007 . India East Coast– Bay of Bengal.</b> Charts 31 32 33 301 351 352 353 354 355 356 357 3009 INT 706. Present position of Oil rigs / Drill ships as follows</p> <table> <tbody> <tr> <td>RIG-31</td> <td>16-25.00N</td> <td>082-08.00E</td> </tr> <tr> <td>ATWOOD BEACON</td> <td>16-41.00N</td> <td>082-26.20E</td> </tr> <tr> <td>PERRO NEGRO III</td> <td>16-40.17N</td> <td>082-25.70E</td> </tr> <tr> <td>DEEP WATER FRONTIER</td> <td>19-07.00N</td> <td>085-48.20E</td> </tr> <tr> <td>DISCOVERER SEVEN SEAS</td> <td>19-47.50N</td> <td>087-23.30E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-35.70N</td> <td>082-27.20E</td> </tr> <tr> <td>C KIRK RHEIN JR</td> <td>16-30.80N</td> <td>082-33.80E</td> </tr> <tr> <td>DEEP DRILLER I</td> <td>16-42.90N</td> <td>082-28.80E</td> </tr> <tr> <td>ABAN II</td> <td>16-23.70N</td> <td>081-59.00E</td> </tr> <tr> <td>ACTINIA</td> <td>11-34.00N</td> <td>079-59.00E</td> </tr> <tr> <td>DEEPSEA MATDRILL</td> <td>16-16.30N</td> <td>081-54.80E</td> </tr> <tr> <td>DEEP DRILLER – 4</td> <td>20-47.50N</td> <td>087-58.50E</td> </tr> </tbody> </table> <ol style="list-style-type: none"> <li>Wide berth requested.</li> </ol>	RIG-31	16-25.00N	082-08.00E	ATWOOD BEACON	16-41.00N	082-26.20E	PERRO NEGRO III	16-40.17N	082-25.70E	DEEP WATER FRONTIER	19-07.00N	085-48.20E	DISCOVERER SEVEN SEAS	19-47.50N	087-23.30E	SAGAR VIJAY	16-35.70N	082-27.20E	C KIRK RHEIN JR	16-30.80N	082-33.80E	DEEP DRILLER I	16-42.90N	082-28.80E	ABAN II	16-23.70N	081-59.00E	ACTINIA	11-34.00N	079-59.00E	DEEPSEA MATDRILL	16-16.30N	081-54.80E	DEEP DRILLER – 4	20-47.50N	087-58.50E
RIG-31	16-25.00N	082-08.00E																																		
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ACTINIA	11-34.00N	079-59.00E																																		
DEEPSEA MATDRILL	16-16.30N	081-54.80E																																		
DEEP DRILLER – 4	20-47.50N	087-58.50E																																		
<p><b>647. India East Coast – Off Sacramento Shoal.</b> Charts 31 32 355 INT 706. Sub sea construction activities including installation of sub sea structures and umbilical is in progress by vessel Express in area bounded by</p> <table> <tbody> <tr> <td>(a) 16-36.5N.,</td> <td>082-32.2E</td> <td>(b) 16-29.9N.,</td> <td>082-37.5E</td> </tr> <tr> <td>(c) 16-28.5N.,</td> <td>082-30.1E</td> <td>(d) 16-34.9N.,</td> <td>082-27.7E</td> </tr> </tbody> </table> <ol style="list-style-type: none"> <li>All vessels operating in vicinity are to maintain a clearance of 01 NM and exercise caution.</li> </ol>	(a) 16-36.5N.,	082-32.2E	(b) 16-29.9N.,	082-37.5E	(c) 16-28.5N.,	082-30.1E	(d) 16-34.9N.,	082-27.7E																												
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<b>648 to 649. Cancelled.</b>																																				



<p><b>650. India East Coast – Off Pondicherry.</b> Charts 32 33 357 3003 INT 706. Firing practice by Naval Ships from 1100 UTC to 1230 UTC on 13 Dec 2007. Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>11-54.90N.,</td> <td>079-50.00E</td> <td>(c)</td> <td>11-56.52N.,</td> <td>079-53.83E</td> </tr> <tr> <td>(b)</td> <td>11-54-90N.,</td> <td>079-52.97E</td> <td>(d)</td> <td>11-56.52N.,</td> <td>079-50.33E</td> </tr> </table> <p>2. Safe flying height 5000 meters. 3. Cancel this message on 14 Dec 2007.</p>	(a)	11-54.90N.,	079-50.00E	(c)	11-56.52N.,	079-53.83E	(b)	11-54-90N.,	079-52.97E	(d)	11-56.52N.,	079-50.33E						
(a)	11-54.90N.,	079-50.00E	(c)	11-56.52N.,	079-53.83E													
(b)	11-54-90N.,	079-52.97E	(d)	11-56.52N.,	079-50.33E													
<p><b>651. India East Coast – Approaches to Chennai.</b> Charts 32 33 313 356 357 3001 INT 706. Firing practice by Naval Ships from 1100 UTC to 1230 UTC on 15 Dec and 16 Dec 2007. Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>13-01.45N.,</td> <td>080-16.90E</td> <td>(c)</td> <td>13-01.30N.,</td> <td>080-22.97E</td> </tr> <tr> <td>(b)</td> <td>12-59.50N.,</td> <td>080-22.25E</td> <td>(d)</td> <td>13-03.40N.,</td> <td>080-17.20E</td> </tr> </table> <p>2. Safe flying height 5000 meters. 3. Cancel this message on 17 Dec 2007.</p>	(a)	13-01.45N.,	080-16.90E	(c)	13-01.30N.,	080-22.97E	(b)	12-59.50N.,	080-22.25E	(d)	13-03.40N.,	080-17.20E						
(a)	13-01.45N.,	080-16.90E	(c)	13-01.30N.,	080-22.97E													
(b)	12-59.50N.,	080-22.25E	(d)	13-03.40N.,	080-17.20E													
<p><b>652. Arabian Sea.</b> Charts 22 265 293 INT 705. The position of Argo floats in Indian EEZ.</p> <table> <thead> <tr> <th>Float Id</th> <th colspan="2">Position</th> </tr> </thead> <tbody> <tr> <td>2900090</td> <td>12-49.8N.,</td> <td>071-19.8E</td> </tr> <tr> <td>2900552</td> <td>12-21.6N.,</td> <td>070-39.0E</td> </tr> <tr> <td>2900778</td> <td>12-01.2N.,</td> <td>070-34.2E</td> </tr> <tr> <td>2900779</td> <td>07-06.0N.,</td> <td>072-53.4E</td> </tr> <tr> <td>2900095</td> <td>06-56.4N.,</td> <td>070-17.4E</td> </tr> </tbody> </table> <p>2. Mariners to exercise caution.</p>	Float Id	Position		2900090	12-49.8N.,	071-19.8E	2900552	12-21.6N.,	070-39.0E	2900778	12-01.2N.,	070-34.2E	2900779	07-06.0N.,	072-53.4E	2900095	06-56.4N.,	070-17.4E
Float Id	Position																	
2900090	12-49.8N.,	071-19.8E																
2900552	12-21.6N.,	070-39.0E																
2900778	12-01.2N.,	070-34.2E																
2900779	07-06.0N.,	072-53.4E																
2900095	06-56.4N.,	070-17.4E																
<p><b>653. Bay of Bengal.</b> Charts 33 41 357 473 INT 706. The Position of Argo floats in Indian EEZ.</p> <table> <thead> <tr> <th>Float Id</th> <th colspan="2">Position</th> </tr> </thead> <tbody> <tr> <td>4900672</td> <td>13-10.2N.,</td> <td>091-51.0E</td> </tr> <tr> <td>4900671</td> <td>12-59.4N.,</td> <td>090-54.6E</td> </tr> <tr> <td>2900766</td> <td>10-45.0N.,</td> <td>089-50.4E</td> </tr> <tr> <td>2900532</td> <td>04-58.2N.,</td> <td>091-55.2E</td> </tr> <tr> <td>2900106</td> <td>11-24.0N.,</td> <td>081-10.2E</td> </tr> </tbody> </table> <p>2. Mariners to exercise caution.</p>	Float Id	Position		4900672	13-10.2N.,	091-51.0E	4900671	12-59.4N.,	090-54.6E	2900766	10-45.0N.,	089-50.4E	2900532	04-58.2N.,	091-55.2E	2900106	11-24.0N.,	081-10.2E
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2900532	04-58.2N.,	091-55.2E																
2900106	11-24.0N.,	081-10.2E																
<p><b>654. Cancelled.</b></p>																		
<p><b>655. India West Coast- Kachhh Basin.</b> Charts 21 202 204 205 251 252 253 271 291 INT 705. Seismic Survey in progress by MV Munin Explorer in area bounded by:</p> <table> <tr> <td>(a)</td> <td>21-02.03N.,</td> <td>068-06.0E</td> <td>(b)</td> <td>21-02.03N.,</td> <td>069-14.0E</td> </tr> <tr> <td>(c)</td> <td>22-19.07N.,</td> <td>68-51.04E</td> <td>(d)</td> <td>22-08.03N.,</td> <td>068-03.04E</td> </tr> </table> <p>2. Vessel towing a single 12000 metre digital fluid field streamer marked by yellow tail buoy with flashing light and GPS tracker with 02 metre mast height. 3. All vessels operating in vicinity to exercise caution and give wide berth.</p>	(a)	21-02.03N.,	068-06.0E	(b)	21-02.03N.,	069-14.0E	(c)	22-19.07N.,	68-51.04E	(d)	22-08.03N.,	068-03.04E						
(a)	21-02.03N.,	068-06.0E	(b)	21-02.03N.,	069-14.0E													
(c)	22-19.07N.,	68-51.04E	(d)	22-08.03N.,	068-03.04E													
<p><b>656. India West Coast – Off Mumbai.</b> Charts 21 22 211 255 292 293 2016 INT 706. Gas leak from under water pipeline gushing upto 10 feet reported in position 18-44.60N., 072-42.4E. 2. Mariners to exercise caution.</p>																		
<p><b>657. Cancelled.</b></p>																		
<p><b>658. India West Coast- Arabian Sea.</b> Charts 22 256 293 INT 705 INT 706. Anti Aircraft firing by Naval Ships from 0730 UTC to 1230 UTC on 13 Dec 2007 and from 0030 UTC to 0730 UTC on 14 Dec . Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>17-48.0N.,</td> <td>071-52.0E</td> <td>(b)</td> <td>17-48.0N.,</td> <td>072-10.0E</td> </tr> <tr> <td>(c)</td> <td>17-28.0N.,</td> <td>072-10.0E</td> <td>(d)</td> <td>17-28.0N.,</td> <td>071-52.0E</td> </tr> </table> <p>2. Safe flying height 6000 metres. 3. Cancel this message on 15 Dec 2007.</p>	(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						
(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													
<p><b>659. Self Cancelling. Cancel Navarea Eight Message 445 of 2007.</b></p>																		
<p><b>660. Refer Navarea Eight Message 646 of 2007. India East Coast- Bay of Bengal.</b> Charts 31 32 355 INT 706. Rig Actina moved to new position 15-53.10N., 081-21.30E. 2. Wide berth requested.</p>																		
<p><b>661. Refer Navarea Eight Message 646 of 2007. India East Coast – Bay of Bengal.</b> Charts 31 32 355 INT 706. Rig Aban – II moved to new position 16-21.00N., 082-03.70E. 2. Wide berth requested.</p>																		

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	264	<b>2006 series:</b> 106 116 147 177 200 216. <b>2007 series:</b> 006 018 022 027 042 062 092 095 106 108 136 145 152 155 156 159 168 172 176 200 201 202 203 209 212 214 215 226 229 237 239 251 256 260 261 262 263 264.
X	Australia, New Guinea	320	<b>2007 series:</b> 235 244 274 280 281 282 284 294 295 311 313 314 316 317 320.
XI	Malacca Strait, China Sea, N. Pacific	0572	<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 0457 0459 0462 0497 0498 0505 0513 0519 0523 0545 0546 0548 0549 0550 0551 0552 0553 0554 0557 0562 0563 0565 0567 0568 0569 0570 0571 0572.
XII	N.E. Pacific	353	<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	208	<b>2007 series:</b> Nil
XVI	E. Pacific	191	<b>2007 series:</b> Nil
Hydropacs	Pacific, Indian Ocean	2172	<b>2006 series:</b> 524. <b>2007 series:</b> 1602 2049.
Hydrolants	Atlantic, Mediterranean	2047	<b>2007 series:</b> Nil

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

**INP 1 West Coast of India Pilot (Second Edition 2003) – INDIA  
WEST COAST – Pavas Bay - Port Information.**

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*Article 7.90*



*Delete Para 2 & 3 and*

*Replace by*

- 2 **Ranpar Port** is situated on the E side of the Arabian Gulf in the state of Maharashtra at position (16° 53'.42 N, 073° 16'.92E) in Pavas Bay. The jetty is operated by Finolex Industries Limited (FIL) and provides a single berth for ships of 20,000 tons displacement and maximum draught of 9.5m. A ¾ mile navigable channel serves the jetty. The berthing face of the jetty is 50m long with two berthing/ four mooring dolphins. The berth is aligned 090° - 270° and connected to dry land by 180m x 13m long trestle bridge running NS on concrete pile supports and rubble bund. Two solid rubble fenders protect face of the jetty.
  
- 3 **Tugs:** Two Tugs giving a combined bollard pull of 50 tons are available for berthing / unberthing operations.
  
- 4 **Pilotage:** Experienced Pilots with good local knowledge berth / unberth the ships at the terminal. Pilot stays onboard in order to be available in case of emergency.
  
- 5 **Arrival Information:** The owner, Master or their agents should furnish at least 72 hours notice prior to arrival at Finolex Sea Terminal on channel 72 of MMB. The following details are to be furnished:
  - (a) Length overall
  - (b) Beam
  - (c) Freeboard
  - (d) Arrival Draft Fwd and Aft.
  - (e) Last Port of Call
  - (f) Type and Quantity of Cargo
  - (g) Confirmation of Flange Type and size of Liquid Cargo.
 Incoming Vessel to establish VHF contact with FIL terminal three hours prior arrival.
  
- 6 **Anchorage:** Can be obtained at a depth of about 13m, about 2 miles from Pavas Point with the same bearing 059° from the ship. Small craft can obtain anchorage in the bay, with shelter from NW wind 7 cables ESE of Pavas Point in depth of about 8.5m mud and Sand

**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>D7313-95</b>	Remove from list						
<b>D7318-171</b>	<b>-LNG Terminal.</b> Fisherman's Warning Light	22 39-89 N 59 24-13 E	Fl W 8s	22	<b>25</b>	..	Vis 153°-291°(138°). Occas. Vessels to stop fishing and clear the area, imminent tanker movement at LNG terminal
	---	..	<i>By day</i>	..	6	..	
	---	..	Fl G 8s	22	10	..	Vis 153°-291°(138°). Occas.
	---	..	<i>By day</i>	..	1		Vessels to stay clear of area, tanker movement in progress
*	*	*	*	*	*	*	*
<b>E6017</b>	<b>Birket Misallât.</b> Southwards	29 54-44 N 32 35-60 E	Fl W 3s	42	<b>18</b>	White daymark on framework tower 39	
	-	..	Racon	..	..	..	ALRS Vol 2 Station 75400. <b>TR 2007</b> *
<b>E6021-55</b>	<i>No I Lt F</i>	29 39-49 N 32 32-42 E	LFl W 10s	6	9	Red O on red and white striped float	
	-	..	Racon	..	..	..	ALRS Vol 2 Station 74920. <b>TR 2007</b> *
<b>E6035</b>	<b>Shag Rock.</b> Gûbâl Island. Bluff Point	27 40-80 N 33 48-42 E	Fl W 5s	24	<b>15</b>	White GRP tower 10	
	---	..	Racon	..	..	..	ALRS Vol 2 Station 74390. <b>TR 2007</b> *
<b>E6037</b>	<b>Shaker Island.</b> SE Point (Shadwân)	27 27-17 N 34 02-25 E	Fl(2)W 20s	37	<b>22</b>	White round stone tower, black stripe, white dwelling, black stripes	Vis 187°-100°(273°)
	--	..	Racon	..	..	..	ALRS Vol 2 Station 74330. <b>TR 2007</b> *
<b>F 0964</b>	<b>Vakalapudi</b>	17 00-80 N 82 17-10 E	Fl(3)W 15s	54	<b>20</b>	Circular RCC tower Red & White bands 45	Racon (G)
				*		*	*

<b>F1054</b>	<b>Kutubdia Island</b>	21 51.92 N 91 50.54 E	Fl(3)W 10s	39	<b>17</b>	Red and white  on metal framework tower	<b>TE 2007</b>
-		..	Racon	..	..	..	ALRS Vol 2 Station 79300 *
<b>F1316.5</b>	Remove from list						
<b>F1317</b>	Kruengraya (Malahayati)	5 35.83 N 95 31.42 E	Fl W 3s	15	9	White metal framework structure 15	<i>fl 0.5</i>  *
<b>F1694.2</b>	<i>-Takong Kecil. Off S end. Takong (I)</i>	1 05.90 N 103 43.24 E	Q(6)+LFl W 15s	8	9	 on black buoyant beacon, yellow top	<i>(fl 0.5, ec 0.5) x 6, fl 2, ec 7</i>  ALRS Vol 2 Station 86270. <b>TR 2007</b> *
----		..	Racon	..	..	..	
<b>F1726.2</b>	- S Kallang	1 16.81 N 103 52.58 E	Fl Y 6s	5	4	Yellow x on yellow beacon	*
<b>F1726.4</b>	- S Marina	1 16.72 N 103 52.36 E	Fl Y 6s	5	4	Yellow x on yellow beacon	*
<b>F1821</b>	<b>Ramunia Shoals.</b> Tompok Utara	1 27.76 N 104 27.02 E	Fl(3)W 15s	25	<b>15</b>	White round GRP tower on piled platform	MMSI : 5330110 *
*	--	..	AIS	..	..	..	
<b>F9522.019</b>	- DULANG OILFIELD. A	5 49.52 N 104 11.74 E	Lit	..	..	Platform	Numerous installations some marked by lights and fog signals, exist in this field *
*	*	*	*	*	*	*	
<b>F9522.03</b>	- SELIGI FIELD. A	5 27.05 N 105 22.82 E	Lit	..	..	Platform	Numerous installations some marked by lights and fog signals, exist in this field *
*	*	*	*	*	*	*	
<b>K0922.2</b>	Remove from list. Replaced by light buoy						
<b>K1267.4</b>	Remove from list.						
<b>K1267.5</b>	Remove from list.						

**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**

**INP 31(1), 2005**

*(Last correction: Edition No. 23 dated 01 Dec 2007)*

NIL

**INP 31(2), 2007**

*(Last correction: Edition No. 23 dated 01 Dec 2007)*

NIL

**BA, VOLUME 3 Part 1, NP 283(1), 2006/07**

*(Last correction: Edition No. 15 dated 01Aug 2006)*

NIL

**INP 31(5), 1997**

*(Last correction: Edition No.23 dated 01 Dec 2007)*

NIL

**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

**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 658/07*

*Chart 4039*

"Caution – Foreshore Rocks / Coral reefs"

The nearshore is fully or partially covered with foreshore rocks/coral reefs. Therefore mariners are advised to exercise particular caution when navigating close to the shore or in the vicinity of danger.

*To accompany Indian Notice to Mariners 659/07*

*BA Chart 866*

**MARINE RESERVE**

Entry into the Kisiti Marine National Park (4°42'.9S., 39°22'.1E.) is affected by numerous restrictions and prohibitions. Mariners should consult local authorities for further information.

*To accompany Indian Notice to Mariners 659/07*

*BA Chart 3310*

**MARINE RESERVE**

Entry into the Ksite Marine National Park (4°43'.1S., 39°21'.5E.) is affected by numerous restrictions and prohibitions. Mariners should consult local authorities for further information.

*To accompany Indian Notice to Mariners 659/07*

*BA Chart 3361*

**MARINE RESERVES**

Entry into the Malindi Marine National Reserve (3° 20'.0S., 40° 05'.0E.), Watamu Marine National Park (3° 22'.7S., 39° 59'.5E.) and Ksite Marine National Park (4° 43'.1S., 39° 21'.5E.) is affected by numerous restrictions and prohibitions. Mariners should consult local authorities for further information.