



# INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 21 DATED 01 NOV 2008

(CONTAINS NOTICES 557 TO 584)

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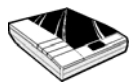
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**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are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

**Chief Hydrographer  
to the Government of India**

**National Hydrographic Office  
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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  $000^{\circ}$  to  $359^{\circ}$ . 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 IX.

**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 most of the 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. 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 INDIAN CHART**

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

**(b) 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>2022 (INT 7345)</b>	15-10-2008	<b>APPROACHES TO MORMUGAO</b>  <u>Limits</u> 15° 16'.20N; 73° 22'.00E. 15° 36'.90N; 73° 55'.00E.	60 000	3	Rs. 1360.00
<b>3030</b>	30-09-2008	<b>BHIMUNIPATNAM ANCHORAGE</b>  <u>Limits</u> 17° 50'.00N; 83° 24'.80E. 17° 53'.50N; 83° 29'.40E.  <b>APPROACHES TO BHIMUNIPATNAM</b>  <u>Limits</u> 17° 48'.00N; 83° 24'.40E. 17° 54'.80N; 83° 33'.60E.	12 500  25 000	5	Rs. 1360.00
<b>4018</b>	15-09-2008	<b>PORT ANSON</b>  <u>Limits</u> 12° 10'.75N; 92° 38'.60E. 12° 19'.45N; 92° 45'.00E.	25 000	6	Rs. 1360.00

**(c) INDIAN CHARTS PERMANENTLY WITHDRAWN:**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
<b>2022 (INT 7345)</b>	15-11-2003	<b>APPROACHES TO MORMUGAO</b>	<b>2022(NE)</b>	15-10-2008
<b>3030</b>	15-07-2004	<b>BHIMUNIPATNAM ANCHORAGE</b>  <b>APPROACHES TO BHIMUNIPATNAM</b>	<b>3030 (NE)</b>	30-09-2008
<b>4018</b>	30-04-2003	<b>PORT ANSON</b>	<b>4018 (NE)</b>	15-09-2008

**(d) NEW ELECTRONIC NAVIGATIONAL CHARTS:**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN53006K	3006	<b>KUKRAHATTI REACH TO ROYAPUR CROSSING</b>	30-09-2006
2	IN53006R	3006	<b>ROYAPUR CROSSING TO CALCUTTA DOCKS</b>	30-09-2006

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

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN42042M	2042	<b>APPROACHES TO MALVAN</b>	31-10-2007

**(f) ENCs PERMANENTLY WITHDRAWN:**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN42042M	2042	<b>APPROACHES TO MALVAN</b>	30-09-2002

**(g) FORTHCOMING CHARTS AND PUBLICATIONS**

<b>Chart No</b>	<b>Title</b>	<b>Scale</b>	<b>Remarks</b>
<b>308</b>	<b>OUTER APPROACHES TO VISHAKHAPATNAM</b>	150 000	New Edition
<b>3010</b>	<b>APPROACHES TO PARADIP &amp; PARADIP PORT</b>	60 000 15 000	New Edition

**AVAILABILITY OF ENCs:**

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP) and UKHO. UKHO distributes Indian ENCs through the world wide net work of their agents and distributors. Details of UKHO agents / distributors may be obtained from UKHO web site [www.ukho.gov.uk](http://www.ukho.gov.uk) Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: <a href="mailto:incho@dataone.in">incho@dataone.in</a> Website: <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>	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: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>	United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>
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**SECTION – I**  
**List of charts affected by**  
**The Notices 557 to 584 contained in this Edition**

<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>	<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
20	1	568	646	36	563
22(INT 752)	3	560,581(T)	666	36	564
23	4	581(T)	918	60	580
31	5	581(T)	1358	45	573
32(INT 754)	5	581(T)	1881	38	562
33	5	581(T)	2056	46	579
41	6	581(T)	2153	45	584(T)
203(INT 7319)	2	557	2441	40	569
256(INT 7340)	3	560	2523(INT 7250)	40	568
268(INT 7353)	4	581(T)	2599	32	565
272	4	581(T)	2658	32	565
273	4	581(T)	2760	46	578
288	1	568	2779	46	578
289	1	568,569	2882(INT 7264)	40	570
292(INT 7021)	2	581(T)	2883(INT 7260)	40	568
293(INT 7022)	3	560, 581(T)	2884(INT 7278)	40	570
356(INT 7400)	5	581(T)	2886(INT 7243)	40	568
404	6	561	2887(INT 7232)	40	569
405	6	561	3713	40	566
407	6	581(T)	3715	40	566
435	7	571	3721	46	577
472(INT 7032)	6	581(T)	3782	40	567, 583(P)
473(INT 7031)	6	561, 581(T)	3787(INT 7245)	40	567, 583(P)
2027	2	557	3833	45	574
2036	3	559	3945	45	572
2080	2	557	3947	45	573,575,576
3028	5	582(P)			
4002	6	561			
7070(INT 70)	1	562			
7071(INT 71)	1	562, 581(T)			
7072(INT 72)	1	562, 581(T)			
7073(INT 73)	1	562, 581(T)			
7702(INT 702)	1	562			
7705(INT 705)	1	581(T)			
8004	1	569			

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

**\*557/(21/08) INDIA – WEST COAST – Gulf of Kachchh – Rozi Anchorage – Wreck. Foul. Beacon. Mooring Buoy. Depth.**

Source: INS Sarvekshak ROS A(N)-242

(HJ/1130/29)

**Chart 203(INT 7319) [previous update 381/08 ]**

Insert	#	22° 36′.83N, 70° 03′.48E. 22° 36′.89N, 70° 03′.18E. 22° 37′.98N, 70° 04′.03E.
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depth 12		22° 38′.43N, 70° 03′.76E.
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Delete	#	22° 37′.20N, 70° 03′.00E. 22° 37′.20N, 70° 03′.60E.
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22° 36′.52N, 70° 03′.50E.  
22° 36′.35N, 70° 03′.48E.



22° 35′.90N, 70° 03′.18E.

**Chart 2080 [previous update 289/08 ]**

Insert	⊕	22° 37′.74N, 70° 03′.34E. 22° 35′.94N, 70° 03′.23E. 22° 37′.06N, 70° 04′.61E. 22° 38′.16N, 70° 03′.13E. 22° 38′.16N, 70° 03′.79E. 22° 37′.49N, 70° 04′.41E. 22° 36′.96N, 70° 04′.39E. 22° 37′.03N, 70° 03′.63E. 22° 36′.79N, 70° 03′.53E. 22° 36′.44N, 70° 04′.08E.
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22° 36′.89N, 70° 03′.18E.  
22° 37′.98N, 70° 04′.03E.

depth 12		22° 38′.43N, 70° 03′.76E.
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**\*557/(21/08) INDIA – WEST COAST – Gulf of Kachchh – Rozi Anchorage – Wreck. Foul. Beacon. Mooring  
Buoy. Depth. (Continued)**

Substitute  *for*  22° 35′.44N, 70° 03′.63E.

Delete  22° 37′.15N, 70° 03′.02E.  
22° 37′.12N, 70° 03′.62E.



22° 36′.52N, 70° 03′.50E.

22° 36′.35N, 70° 03′.48E.



22° 35′.16N, 70° 03′.44E.



22° 35′.90N, 70° 03′.18E.

**Chart 2027 [previous update 145/08 ]**

Insert  22° 37′.74N, 70° 03′.34E.

22° 35′.94N, 70° 03′.23E.

22° 37′.06N, 70° 04′.61E.

22° 38′.16N, 70° 03′.13E.

22° 38′.16N, 70° 03′.79E.

22° 37′.49N, 70° 04′.41E.

22° 36′.96N, 70° 04′.39E.

22° 37′.03N, 70° 03′.63E.

22° 36′.79N, 70° 03′.53E.

22° 37′.41N, 70° 03′.71E.

22° 36′.44N, 70° 04′.08E.



22° 34′.11N, 70° 02′.74E.

22° 34′.21N, 70° 02′.61E.



22° 34′.29N, 70° 02′.69E.



22° 36′.83N, 70° 03′.48E.

22° 36′.89N, 70° 03′.18E.

22° 37′.98N, 70° 04′.03E.

depth 12

22° 38′.43N, 70° 03′.76E.



**\*557/(21/08) INDIA – WEST COAST – Gulf of Kachchh – Rozi Anchorage – Wreck. Foul. Beacon. Mooring Buoy. Depth. (Continued)**

Delete		22° 37′.27N, 70° 03′.07E. 22° 37′.10N, 70° 03′.50E.
		22° 36′.52N, 70° 03′.50E.
		22° 34′.14N, 70° 02′.23E.
		22° 35′.16N, 70° 03′.44E.
		22° 35′.90N, 70° 03′.18E.

**\*558/(21/08) INDIA – WEST COAST – Gulf of Khambhat – Buoy.**

Source: DLL Jamnagar

(HJ/1130/17)

*Refer to INM 512(T)/07 and 242(T)/08*

1. Buoy No.5 at Position 21° 37′.42N, 72° 32′.40E, Re-laid in charted Position after maintenance and working normal.
2. Buoy No.7 at Position 20° 56′.37N, 72° 06′.95E, Re-laid in charted Position after maintenance and working normal.

*Cancel Former INM 512(T)/07 and 242(T)/08.*

**\*559/(21/08) INDIA – WEST COAST – Murud Janjira Harbour – Light. Beacons.**

Indian List of Light Vol F&K 2003; F-0560

Source: INS Jamuna ROS C(N)-503

(HJ/1030/87)



**Chart 2036** [previous update 426/03 ]

Insert		18° 17′.81N, 72° 57′.99E. 18° 19′.13N.,72° 57′.43E
Delete	 F.R (Sep to May)	18° 17′.92N, 72° 57′.87E.

**\*560/(21/08) INDIA – WEST COAST – Murud – Janjira Harbour to Malvan-Wreck.**

Source: INS Investigator ROS C(D)-502

(HJ/1030/67)

**Chart 22 (INT 752)** [previous update 529/08 ]Substitute  for  16° 27'·4N, 72° 04'·3E.**Chart 293 (INT 7022)** [previous update 526/08 ]Substitute  for  16° 27'·4N, 72° 04'·3E.**Chart 256 (INT 7340)** [previous update 482/08 ]Substitute  for  16° 27'·4N, 72° 04'·3E.**\*561/(21/08) INDIA – Andaman Islands –Port Mout and Approaches –Anchorage Area. Depths.**

Source: INS Nirupak ROS M(N)-172

(HJ/1028/17)

**Chart 473(INT 7031)** [previous update 363/08] (WGS 84 Datum)Delete depth  Rep(1946)PA 11° 39'·02N, 92° 33'·39E.depth 5<sub>5</sub> 11° 37'·90N, 92° 34'·11E.**Chart 404** [previous update 535/05] (WGS 84 DATUM)Delete depth  Rep(1946)PA 11° 39'·02N, 92° 33'·39E.

11° 37'·90N., 92° 34'·11E

**Chart 405**[previous update 363/08] (WGS 84 Datum)Delete depth  Rep(1946)PA 11° 39'·02N, 92° 33'·39E.

11° 37'·90N., 92° 34'·11E

**Chart 4002(Plan Port Mout and Approaches)** [previous update NC-31 Jul 2001] (WGS 84 Datum)Insert  11° 36'·50N., 92° 35'·27E

11° 39'·64N., 92° 34'·57E

Delete Depth  Rep(1946)PA 11° 39'·02N, 92° 33'·39E.

11° 37'·90N., 92° 34'·11E

**562/(21/08) INDIAN OCEAN - Cargados Carajos Shoals - Albatross Island - Light. Islet.**

Source: BA Notice 5603/08

(HJ/732/30)

**Chart 7070 (INT 70)** [previous update 320/08]

Insert islet 16° 15'·0S, 59° 35'·0E.

**Chart 7071 (INT 71)** [previous update 320/08]

Insert islet 16° 15'·0S, 59° 35'·0E.

**562/(21/08) INDIAN OCEAN - Cargados Carajos Shoals - Albatross Island - Light. Islet.(Continued)****Chart 7072 (INT 72)** [previous update 320/08]

Insert islet 16° 15′.0S, 59° 35′.0E.

**Chart 7073 (INT 73)** [previous update 320/08]

Insert islet 16° 15′.0S, 59° 35′.0E.

**Chart 7702 (INT 702)** [previous update 320/08]



Insert islet 16° 15′.0S, 59° 35′.0E.

**BA Chart 1881** [previous update 447/06]Delete  Gp.Fl(2)20sec.30ft12M 16° 15′.0S, 59° 35′.4E.**563/(21/08) MOZAMBIQUE - Maputo - Rio Espírito Santo - Canal da Matola - Light. Legend.**

Indian List of Light Vol D &amp; E 2003; D- 6518

Source: BA Notice 5429/08

(HJ/634/47)

**BA Chart 646 (continuation, Canal da Matola)**[previous update 386/07]Amend legend to, Bn & Lt  $\neq$  070°, centred on: 25° 57′.48S, 32° 30′.63E.Delete  Iso.G.4s12m10M and associated sector 25° 57′.14S, 32° 31′.71E.**BA Chart 646** [previous update 386/07]Amend legend to, Bn & Lt  $\neq$  070°, centred on: 25° 57′.47S, 32° 30′.65E.Delete  Iso.G.4s12m10M and associated sector 25° 57′.14S, 32° 31′.71E.**564/(21/08) KENYA - Port Mombasa -Port Kilindini - Landmark.**

Source: BA Notice 5376/08

(HJ/834/50)

**BA Chart 666** [previous update 125/08]Insert  Port Control Tr (86) 4° 03′.624S, 39° 38′.886E.

**565/(21/08) SAUDI ARABIA - Red Sea Coast - Jeddah (Mina. Al Jeddah) - Coastline. Works.**

Source: BA Notice 5636/08

*(HJ/1134/10)***BA Chart 2599***[previous update 396/08]*

Insert	coastline, single firm line, joining:	(a)	21° 29′.04N, 39° 09′.48E.
		(b)	21° 29′.50N, 39° 09′.39E.
		(c)	21° 29′.59N, 39° 09′.89E.
		(d)	21° 29′.51N, 39° 10′.01E.
		(e)	21° 29′.20N, 39° 10′.10E.
		(f)	21° 29′.17N, 39° 10′.12E.
Delete	legend, Works in progress (2008), centred on: former coastline, joining:		21° 29′.30N, 39° 09′.30E.
		(a)	above
		(f)	above
	charted detail, within:		(a)-(f)above

**BA Chart 2658***[previous update 385/08]*

Insert	coastline, single firm line, joining:	(a)	21° 29′.04N, 39° 09′.47E.
		(b)	21° 29′.50N, 39° 09′.38E.
		(c)	21° 29′.59N, 39° 09′.96E.
		(d)	21° 29′.18N, 39° 10′.09E.
Delete	former coastline, joining:	(a)	above
		(d)	above
	charted detail, within:		(a)-(d)above

**566/(21/08) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zaby) - Municipality Port - Dredged area.**

Source: BA Notice 5608/08

*(HJ/1132/45)***BA Chart 3713** *[previous update 536/08]*

Insert	limit of dredged area, pecked line, joining:		24° 32′.02N, 54° 21′.77E.
			(shore)
			24° 32′.05N, 54° 21′.92E.
			(shore)
	legend, 6-0m, centred on:		24° 31′.90N, 54° 21′.86E.

**566/(21/08) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zaby) - Municipality Port - Dredged area.(Continued)****BA Chart 3715** [previous update 488/08]

Insert	limit of dredged area, pecked line, joining:	24° 32′.02N, 54° 21′.77E. (shore)
		24° 32′.05N, 54° 21′.92E. (shore)
	legend, 6.0m, centred on:	24° 31′.90N, 54° 21′.86E.

**567/(21/08) QATAR - Approaches to Doha (Ad Dawhah) - Legends.**

Source: BA Notice 5420/08

(HJ/1132/58)

**BA Chart 3782**[previous update 422/08]

Amend	legend to, <i>See INM 583(P)/08</i> , centred on:	25° 18′.50N, 51° 38′.70E. 25° 18′.40N, 51° 33′.90E.
	legend to, <i>See INM 056(P)/06 and INM 583(P)/08</i> , centred on:	25° 16′.80N, 51° 44′.50E

**BA Chart 3787(INT 7245)** [previous update 059/07]

Amend	legend to, <i>See INM 583(P)/08</i> , centred on:	25° 16′.60N, 51° 42′.70E.
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**568/(21/08) ARABIA - South Pars Gas Field West-north-westwards and Rase Nay Band Eastwards - Platforms.**

Source: BA Notice 5728/08

(HJ/1132/78)

**Chart 20** [previous update 536/08](WGS 84 DATUM)

Insert	  Rep	27° 16′.0N, 51° 23′.0E.
Delete	 	26° 49′.3N, 51° 54′.5E.

**Chart 288** [previous update 421/08](WGS 84 DATUM)

Insert	  Rep(2008) PA	27° 16′.0N, 51° 23′.0E.
Delete	 	26° 49′.3N, 51° 54′.5E.

**Chart 289** [previous update 536/08](WGS 84 DATUM)


Insert	  Rep(2008) PA	27° 16′.0N, 51° 23′.0E.
Delete	 	26° 49′.3N, 51° 54′.5E.

**568/(21/08) ARABIA - South Pars Gas Field West-north-westwards and Rase Nay Band Eastwards - Platforms.(Continued)**

**BA Chart 2523(INT 7250)** [previous update 539/08]

Delete  *Rep(2006)* 26° 49'·4N, 51° 54'·5E.

**BA Chart 2883(INT 7260)** [previous update NE-10 Jul 08]

Insert  *Rep(2008) PA* 27° 16'·0N, 51° 23'·0E.

Delete  *Rep(2006)* 26° 49'·3N, 51° 54'·5E.

**BA Chart 2886(INT 7243)** [previous update 539/08]

Delete  *Rep(2006)* 26° 49'·4N, 51° 54'·5E.


**569/(21/08) IRAN - Strait of Hormuz and Approaches - Jazirehye Forur South-eastwards - Buoyage.**

Source: BA Notice 5544/08

(HJ/1132/65)

**Chart 289** [previous update 568/08]

Delete  *VQ(6)+LFl.10s* (a) 26° 10'·5N., 54° 45'·8E.

 *Q(6)+LFl.15s, adjacent to:* (a) above

**Chart 8004** [previous update 516/08]

Delete  *VQ(6)+LFl.10s* (a) 26° 10'·5N., 54° 45'·8E.

 *Q(6)+LFl.15s, close E of:* (a) above

**BA Chart 2441** [previous update 391/08]

Delete  *VQ(6)+LFl.10s* (a) 26° 10'·47N., 54° 45'·82E.

 *Q(6)+LFl.15s, close E of:* (a) above

**BA Chart 2887 (INT 7232)** [previous update 536/08]

Delete  *VQ(6)+LFl.10s* (a) 26° 10'·5N., 54° 45'·8E.

 *Q(6)+LFl.15s, close E of:* (a) above

**570/(21/08) IRAN - Aboozar Oilfield South-westwards - Depths.**

Source: BA Notice 5609/08

*(HJ/1133/90)***BA Chart 2882 (INT 7264) [previous update 514/08]**

Insert	depth 33	29° 13′.5N., 49° 28′.9E.
Delete	depth 33	29° 15′.1N., 49° 27′.6E.

**BA Chart 2884 (INT 7278) [previous update 538/08]**

Insert	depth 33	29° 13′.5N., 49° 28′.9E.
Delete	depth 33	29° 15′.1N., 49° 27′.6E.

**571/(21/08) MALAYSIA - Peninsular Malaysia, West Coast - Kuala Kedah Northwards - Light-beacon.**

Indian List of Light Vol F &amp; K 2003; F - 1475

Source: BA Notice 5507/08

*(HJ/927/69)***Chart 435 [previous update 565/07]**

Insert	 Fl.G.3s10m5M	6° 12′.40N., 100° 14′.08E.
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**572/(21/08) MALAYSIA - Peninsular Malaysia, West Coast - Northern approaches to Pelabuhan Klang - Channel. Restricted area.**

Source: BA Notice 5635/08

*(HJ/927/38)***BA Chart 3945 [previous update 541/08]**

Insert	limit of channel, pecked line, joining:	3° 11′.5N., 101° 13′.5E.
		(a) 3° 10′.5N., 101° 14′.6E.
		(existing limit)
		and
		3° 11′.7N., 101° 13′.6E.
		(b) 3° 09′.6N., 101° 15′.9E.
		(existing limit)
Delete	former limit of channel, joining:	(a) above
		3° 10′.7N., 101° 14′.2E.
		and
		(b) above
		3° 09′.6N., 101° 15′.6E.
		3° 10′.9N., 101° 14′.4E.

**573/(21/08) MALAYSIA - Peninsular Malaysia, West Coast - Malacca Strait - Permatang Panjang North-westwards - Light. Buoy.**


Indian List of Light Vol F & K 2003; F- 1654

Source: BA Notice 5417/08

(HJ/927/17)


**BA Chart 1358** [previous update 492/08]

Insert  Fl(2)10s28m16M (a) 1° 35′.47N., 102° 46′.80E.

Delete  Fl(2)10s, close N of: (a) above

**BA Chart 3947** [previous update 430/08]

Insert  Fl(2)10s28m16M (a) 1° 35′.47N., 102° 46′.80E.

Delete  Fl(2)10s, close NNW of: (a) above

**574/(21/08) SINGAPORE STRAIT - Jong Fairway and Kent Rocks - Depth. Obstruction. Wrecks.**

Source: BA Notice 5441/08

(HJ/927/16)

**BA Chart 3833** [previous update 521/08]

Insert depth 9<sub>s</sub> enclosed by 10m contour 1° 08′.07N., 103° 41′.08E.

Substitute  14<sub>s</sub> Wk for  13<sub>i</sub> Obstn 1° 12′.08N., 103° 48′.22E.

Delete  26<sub>s</sub> Wks 1° 13′.05N., 103° 48′.55E.

**575/(21/08) INDONESIA - Sumatera - East Coast - Sungai Siak - Light.**

Indian List of Light Vol F & K 2003; F – 1413.1

Source: BA Notice 5584/08

(HJ/927/17)

**BA Chart 3947** [previous update 573/08]

Amend light to, Fl.3s13m10M 1° 11′.72N, 102° 09′.43E.







**576/(21/08) INDONESIA - Sumatera - Pelabuhan Sungaipakning - Wrecks. Buoyage. Jetty.**

Source: BA Notice 5416/08

(HJ/927/17)

**BA Chart 3947 (plan A, Pelabuhan Sungaipakning) [previous update 575/08]**

Insert		(a)	1° 21′.73N, 102° 10′.94E.
	 close N of:	(a)	above
	jetty, single firm line, joining:		1° 21′.03N, 102° 09′.42E.(shore)
		(b)	1° 21′.03N, 102° 09′.58E.
		and	
			1° 21′.06N, 102° 09′.58E.
		(b)	above
			1° 21′.00N, 102° 09′.58E.
	 <i>Fl.7s</i>		1° 20′.94N, 102° 10′.10E.
Delete			1° 21′.67N, 102° 11′.15E.

**BA Chart 3947 [previous update 575/08]**

Insert		(a)	1° 21′.73N, 102° 10′.94E.
	 close N of:	(a)	above
	 <i>Fl.7s</i>		1° 20′.94N, 102° 10′.10E.
Delete		(a)	above

**577/(21/08) INDONESIA - Kalimantan - West Coast - Sungai Kapuas Kecil Entrance - Light-beacon.**

Indian List of Light Vol F &amp; K 2003; F – 1872

Source: BA Notice 5569/08

(HJ/927/00)

**BA Chart 3721(plan A, Approaches to Pontianak) [previous update 544/08]**

Amend light-beacon to, Q.16m10M &amp; Fl.R.2s 0° 04′.37N., 109° 10′.22E.

**BA Chart 3721 [previous update 544/08]**

Amend light-beacon to, Q.10M &amp; Fl.R.2s 0° 04′.4N., 109° 10′.2E.

**578/(21/08) INDONESIA - Sumatera - South Coast - Teluk Bayur and Approaches - Lights.**

Indian List of Light Vol F & K 2003; K- 0850.5, 0851, 0851.5, 0852, 0852.5, 0853, 0861, 0864, 0868, 0870.2

Source: BA Notice 5354/08

(HJ/827/89)

*Former Notice 426(P)/05 is cancelled.*

**BA Chart 2760**[previous update 494/08]

Amend light to, Fl(3)26M 1° 02′.0S., 100° 23′.0E.

**BA Chart 2779** [previous update 494/08]

Amend light to, Fl.5s10M 0° 59′.6S., 100° 20′.2E.

light to, Fl(3)20s528ft26M 1° 02′.5S., 100° 22′.7E.

**579/(21/08) INDONESIA - Jawa - North Coast - T. Awuran North-westwards - Light.**

Indian List of Light Vol F & K 2003; K 1053.96

Source: BA Notice 5705/08

(HJ/827/43)

**BA Chart 2056** [previous update 549/08]

Insert ☆ Fl.5s15m10M 5° 54′.51S., 106° 05′.65E.

**580/(21/08) INDONESIA - Jawa - North Coast - Semarang - Light-beacons.**

Indian List of Light Vol F & K 2003; K 1133.1, 1133.3

Source: BA Notice 5720/08

(HJ/826/39)

**BA Chart 918 (plan E, Semarang)** [previous update 523/08]

Amend light-beacon to, Iso.2s23m11M 6° 57′.36S., 110° 25′.26E.

light-beacon to, LFl.R.10s14m10M 6° 55′.33S., 110° 25′.32E.

**BA Chart 918 (plan D, Approaches to Semarang)**[previous update 523/08]

Amend light to, Iso.2s23m11M 6° 57′.36S., 110° 25′.26E.

light to, LFl.R.10s14m10M 6° 55′.32S., 110° 25′.31E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*581(T)/(21/08) INDIA-WEST AND EAST COAST – Arabian Sea – Bay of Bengal - Andaman Sea – Data Buoys.**

Source: NIOT Chennai  
(HJ/1031/50)

1. Following yellow coloured data buoys with 2.2 m dia and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions.

S No.	Buoy No.	Position	Characteristics	Chart affected
a)	DS 1	15° 28'·62N 69° 14'·18E	Fl(4) Y15s4M	22(INT 752) -7705(INT 705)
b)	DS3	12° 11'·35N 90° 43'·53E	Fl(4) 15s4M	33
c)	DS4	18° 23'·38N 87° 33'·25E	Fl(4) 15s4M	31
d)	DS5	14° 00'·71N 83° 15'·91E	Fl(4) 15s4M	31 - 32(INT 754) - 33
e)	DS7	08° 18'·90N 72° 39'·67E	Fl 5s4M	23-273
f)	SW2	17° 21'·71N 70° 41'·87E	Fl(4)Y 15s4M	22(INT 752)- 293 (INT 7022)
g)	OB 3	12° 28'·55N 72° 04'·27E	Fl(4) 15s4M	22(INT 752) – 272
h)	OB 8	11° 30'·80N 81° 28'·15E	Fl(4) 15s4M	32(INT 754) -33
j)	OB 09	12° 08'·92N 83° 46'·95E	Fl(4)Y 15s4M	33
*k)	OB 10	12° 08'·92N 90° 46'·95E	Fl(5)Y 20s4M	33
*l)	OB 11	18° 22'·87N 87° 34'·03E	Fl(5)Y 20s4M	31
*m)	OB 12	19° 58'·30N 89° 02'·25E	Fl(5)Y 20s4M	31
n)	MB 01	13° 24'·52N 80° 24'·57E	---	33 -356(INT 7400)
p)	MB 02	12° 31'·08N 84° 57'·48E	---	33
q)	MB 03	10° 01'·22N 87° 31'·28E	---	33
r)	MB 04	10° 31'·67N 91° 40'·50E	Fl(4)Y 15s4M	33 – 472(INT 7032)
s)	MB 05	11° 59'·50N 92° 00'·50E	Fl(4)Y 15s4M	33 - 473(INT 7031)
t)	MB 06	14° 53'·10N 87° 36'·68E	Fl(4)Y 15s4M	31
*u)	MB 09	09° 59'·52N 86° 59'·67E	Fl(5)Y 20s4M	33
v)	MB 10	12° 32'·25N 84° 59'·30E	Fl(4) 15s4M	33
*w)	MB 11	14° 57'·73N 87° 32'·48E	Fl(5)Y 20s4M	31
*x)	MB 12	18° 09'·18N 90° 04'·73E	Fl(5)Y 20s4M	31
y)	MB 20	05° 58'·72N 70° 05'·13E	Fl(4)Y 15s4M	23 – 7071 (INT 71) – 7072(INT 72) – 7073(INT 73)
z)	MB 21	14° 00'·97N 66° 58'·32E	Fl(4)Y 15s4M	7071 (INT 71) – 7072(INT 72) – 7073(INT 73) – 7705 (INT 705)
aa)	MB 22	11° 06'·15N 66° 59'·18E	Fl(4)Y 15s4M	7071 (INT 71) – 7072(INT 72) – 7073(INT 73) – 7705 (INT 705)
ab)	MB 23	08° 19'·00N 72° 38'·88E	Fl(4)Y 15s4M	22(INT 752)- 23 – 7071 (INT 71) – 7073 (INT 73) – 7705 (INT 705)
ac)	MB 24	10° 37'·87N 72° 24'·58E	Fl(4)Y 15s4M	22(INT 752)- 268 (INT 7353) – 7071 (INT 71)–7073 (INT 73)–7705(INT 705)
ad)	MB 25	11° 01'·28N 69° 58'·88E	Fl(4)Y 15s4M	22(INT 752) - 7071 (INT 71) – 7072 (INT 72)–7073(INT 73) -7705 (INT 705)
ae)	MB 26	06° 59'·02N 74° 59'·07E	Fl(4)Y 15s4M	22(INT 752) – 23 - 7071 (INT 71) – 7072 (INT 72) – 7073(INT 73)

**\*581(T)/(21/08) INDIA-WEST AND EAST COAST – Arabian Sea – Bay of Bengal - Andaman Sea – Data Buoys. (Continued)**

af)	MB 27	07° 58'·72N	68° 58'·38E	Fl(4)Y 15s4M	7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73)
ag)	MB 30	11° 59'·52N	67° 50'·33E	Fl(5) 20s4M	7071(INT 71) - 7072(INT72) - 7073(INT73) - 7705(INT 705)
ah)	MB 31	20° 01'·50N	67° 32'·87E	Fl(5) 20s4M	292(INT 7021) – 7073(INT 73)
aj)	AN 4	13° 25'·80N	93° 33'·60E	Fl. 5s4M	33 - 41 - 473(INT 7031)
ak)	AN 5	09° 29'·88N	93° 14'·78E	Fl. 5s4M	33 – 41 – 407 - 472(INT 7032)
al)	CAL-VAL	10° 37'·32N	72° 25'·80E	Fl(5) 20s4M	22(INT 752) – 273 - 268 (INT 7353)
am)	TB4 - MET	09° 17'·45N	89° 22'·05E	---	33

2. All vessels operating in vicinity are to maintain a clearance of 1000 meters off the moored buoys.
3. \* indicates new or revised entry.
4. **Cancel former INM 496(T)/08.**

**\*582(P)/(21/08) INDIA – EAST COAST – Ports of Ennore – Jetty. Construction Work.**

Source: Ennore Port Limited

(HJ/1029/39)

1. The following Jetty/Berth are under construction at Ennore port for the purpose of loading/unloading of iron ore, coal and multipurpose liquid cargo such as chemical, carbon black and POL etc.

Sl.	Description	Coordinates	Present Status	Remarks
*1.	A Permanent jetty under construction for the purpose of Multi Liquid cargo handling. Length 360m, width 25m	13° 16'·027N, 80° 21'·040E.	Under Construction	Expected to complete in Dec 2008.
		13° 16'·029N, 80° 21'·054E.		
		13° 16'·223N, 80° 21'·036E.		
		13° 16'·222N, 80° 21'·022E.		
		13° 16'·191N, 80° 21'·039E.		
		13° 16'·197N, 80° 21'·108E.		
		13° 16'·188N, 80° 21'·109E.		
		13° 16'·182N, 80° 21'·040E.		
2.	A Temporary barge jetty has been constructed for the purpose of iron ore loading. Head alignment is in direction 015°-195°. Length 7m and width 21m	13° 16'·11N, 80° 20'·51E.	Existence	Will be in place till Mar 2009.
		13° 16'·10N, 80° 20'·65E.		
3.	A Permanent jetty under construction for the purpose of coal handling. Length 360m, width 24m	13° 15'·684N, 80° 20'·560E.	Under Construction	Expected to complete in Aug 2010.
		13° 15'·683N, 80° 20'·346E.		
		13° 15'·696N, 80° 20'·346E.		
		13° 15'·697N, 80° 20'·560E.		
4.	A Permanent jetty under construction for the purpose of iron ore handling. Length 560m, width 32m	13° 15'·702N, 80° 20'·667E.	Under Construction	Expected to complete in Aug 2010.
		13° 15'·701N, 80° 20'·346E.		
		13° 15'·719N, 80° 20'·346E.		
		13° 15'·720N, 80° 20'·667E.		

2. Mariners are advised to navigate with caution in this area.
3. \* **Indicates new or revised entry.**
4. **Cancel former INM 316(P)/08.**
5. **Charts affected: 3028**

**583(P)/(21/08) QATAR - Approaches to Doha (Ad Dawhah) -Depths. Buoyage. Light-beacons. Lights.**

Source: BA Notice 5419(P)/08

(HJ/1132/58)

1. \* Numerous shoal depths in the approaches to Doha (Ad Dawhah) Port exist. The most significant of these are as follows:

<i>Depth</i>	<i>Position</i>
5 <sub>3</sub> m	25° 17'·74N, 51° 41'·16E.
9 <sub>7</sub> m	25° 18'·67N, 51° 40'·13E.
4 <sub>6</sub> m	25° 18'·17N, 51° 39'·23E.
4 <sub>8</sub> m	25° 18'·34N, 51° 38'·73E.
4 <sub>7</sub> m	25° 18'·17N, 51° 38'·73E.
3 <sub>6</sub> m	25° 18'·40N, 51° 38'·16E.
3 <sub>7</sub> m	25° 18'·53N, 51° 37'·78E.
3 <sub>7</sub> m	25° 18'·80N, 51° 37'·27E.
6 <sub>7</sub> m	25° 18'·44N, 51° 34'·50E.
6 <sub>3</sub> m	25° 18'·71N, 51° 34'·21E.
5 <sub>9</sub> m	25° 18'·47N, 51° 33'·69E.
11 <sub>6</sub> m	25° 18'·19N, 51° 33'·45E. (Berth No 11)
11 <sub>6</sub> m	25° 18'·32N, 51° 33'·39E. (Berth No 10)
7 <sub>3</sub> m	25° 18'·21N, 51° 33'·15E. (Berth No 5)
7 <sub>9</sub> m	25° 18'·38N, 51° 32'·73E.
7 <sub>7</sub> m	25° 18'·10N, 51° 32'·86E.

2. \* Some of the navigational aids in the approaches to Doha (Ad Dawhah) Port have been reported as missing or changed. Mariners are advised to contact the local port authority for the latest information.

3. **Former Notice 292(P)/06 is cancelled.**

\* Indicates new or revised entry.

**BA Charts affected – 3782 – 3787 (INT 7245).**

**584(T)/(21/08) MALAYSIA - Peninsular Malaysia, West Coast - Pelabuhan Klang - Selat Klang Selatan - Selat Mahang - Buoy. Light-beacon.**

Source: BA Notice 5411(T)/08

(HJ/927/28)

A port-hand light-buoy, Fl(2)R.15s, has been temporarily established in position 2° 58'·41N., 101° 18'·70E. to mark light-beacon No 25 (2° 58'·43N., 101° 18'·54E.) that has collapsed.

**BA Charts affected – 2153.**

## 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 NOTICE

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.

**SECTION – V: RADIO 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 29 Oct 08, 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	337	<b>2007 Series:</b> 019 035 050 247 279 293 329. <b>2008 Series:</b> 176 200 206 297 319 321 324 327 328 330 331 337.
II	E. Atlantic	305	<b>2008 Series:</b> 017 254 277 286 292 301 303 304 305
III	Mediterranean	439	<b>2008 Series:</b> 352 372 373 374 376 377 379 381 383 385 387 388 392 393 398 399 408 409 412 415 419 420 425 426 429 430 431 432 433 434 435 438 439.
IV	N.W. Atlantic	439	<b>2007 Series:</b> 196. <b>2008 Series:</b> 425 426 427 428 429 430 431 432 433 434 435 436 437 439..
V	W. Atlantic	529	<b>2007 Series:</b> 1078. <b>2008 Series:</b> Nil.
VI	S.W. Atlantic	194	<b>2008 Series:</b> Nil.
VII	S.E. Atlantic	170	<b>2008 Series:</b> 055 072 102 148 149 159 161 170
VIII	Indian Ocean	447	<b>2008 Series –</b> 326 353 358 394 429 430 431 435 439 440 441 442 443 444 445 446 447

- NAVAREA Warnings issued during the period from 16 Oct 08 to 29 Oct 08 (both dates inclusive) are as tabulated below:-

<b>425 to 428. Cancelled.</b>																																							
<b>429. India West Coast – Arabian Sea.</b> Charts 22 256 293 INT 705. Oceanographic Observation in progress by RV Yokosuka from 22 Oct to 02 Nov 2008 in position 17-33.8N 071-08.0E. 2. All vessels operating in vicinity are to keep a safe distance of 4 nm from the vessel and exercise caution. 3. Cancel this message on 03 Nov 2008.																																							
<b>430. Cancel NAVAREA VIII message 400 and 423 of 2008. 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:-																																							
<table> <tbody> <tr> <td>ATWOOD BEACON</td> <td>16-41.55N</td> <td>082-26.56E</td> </tr> <tr> <td>DEEP WATER FRONTIER</td> <td>16-30.70N</td> <td>082-33.60E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-35.68N</td> <td>082-27.22E</td> </tr> <tr> <td>HERCULES 260</td> <td>16-22.20N</td> <td>081-53.12E</td> </tr> <tr> <td>DEEP DRILLER I</td> <td>16-41.96N</td> <td>082-28.76E</td> </tr> <tr> <td>ABAN II</td> <td>09-27.92N</td> <td>078-59.33E</td> </tr> <tr> <td>PERRO NEGRO III</td> <td>16-40.16N</td> <td>082-25.72E</td> </tr> <tr> <td>DISCOVERER 534</td> <td>16-29.99N</td> <td>082-34.08E</td> </tr> <tr> <td>HERCULES 258</td> <td>16-37.13N</td> <td>082-22.27E</td> </tr> <tr> <td>SAGAR JYOTI</td> <td>16-16.30N</td> <td>081-54.80E</td> </tr> <tr> <td>DISCOVERER SEVEN SEAS</td> <td>07-56.30N</td> <td>078-38.80E</td> </tr> <tr> <td>ENERGY DRILLER</td> <td>16-15.67N</td> <td>082-11.10E</td> </tr> <tr> <td>DEEPWATER EXPEDITION</td> <td>16-30.40N</td> <td>082-30.10E</td> </tr> </tbody> </table>	ATWOOD BEACON	16-41.55N	082-26.56E	DEEP WATER FRONTIER	16-30.70N	082-33.60E	SAGAR VIJAY	16-35.68N	082-27.22E	HERCULES 260	16-22.20N	081-53.12E	DEEP DRILLER I	16-41.96N	082-28.76E	ABAN II	09-27.92N	078-59.33E	PERRO NEGRO III	16-40.16N	082-25.72E	DISCOVERER 534	16-29.99N	082-34.08E	HERCULES 258	16-37.13N	082-22.27E	SAGAR JYOTI	16-16.30N	081-54.80E	DISCOVERER SEVEN SEAS	07-56.30N	078-38.80E	ENERGY DRILLER	16-15.67N	082-11.10E	DEEPWATER EXPEDITION	16-30.40N	082-30.10E
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2. Wide berth requested.																																							

**431. Cancel NAVAREA Eight Message 401 of 2008. India West Coast – Arabian Sea.** Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present position of Oil Rigs / Drill Ships as follows:-

ABAN III	19-28.40N	071-12.62E
ABAN IV	18-36.16N	071-01.65E
ABAN V	20-43.00N	072-19.06E
BADRINATH	19-22.01N	071-36.43E
DISCOVERY – 1	20-20.16N	072-01.35E
FRONTIER ICE	19-54.20N	071-18.95E
JT ANGEL	18-38.26N	072-14.03E
KEDARNATH	19-11.75N	072-13.25E
NOBLE CHARLIE YESTER	19-17.78N	071-20.67E
NOBLE ED HOLT	19-29.72N	071-22.89E
PRIDE PENNSYLVANIA	19-19.43N	071-14.10E
PRIDE HAWAI	18-31.88N	072-16.74E
RON TAPMEYER	19-11.99N	072-11.00E
RANDOLPH YOST	19-05.33N	072-06.88E
SAGAR GAURAV	19-40.42N	071-19.37E
SAGAR LAXMI	18-36.16N	071-01.64E
SAGAR PRAGATI	18-41.47N	072-20.89E
SAGER RATNA	19-40.14N	072-00.33E
SAGAR SAMRAT	19-32.13N	071-18.82E
SAGAR SHAKTI	17-45.39N	071-31.43E
SAGAR UDAY	19-16.26N	071-29.06E
SAGAR KIRAN	19-35.93N	072-27.37E
TRIDENT – 2	19-26.07N	071-24.27E
TRIDENT – 12	19-27.80N	071-16.83E
DEEP DRILLER 4	19-19.28N	072-00.29E
ENSCO-50	19-18.23N	072-02.75E

2. Wide berth requested.

**432. Cancelled.**

**433. Self Cancelling. Cancel NAVAREA VIII message 358 of 2008.**

**434. Self Cancelling. Cancel NAVAREA VIII message 415 of 2008.**

**435. India West Coast – Mormugao.** Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 01 Nov to 07 Nov and 14 Nov to 21 Nov 2008. Danger area bounded by:

(a) 15-13.0N	073-57.0E	(b) 15-13.0N	073-52.0E
(c) 15-11.0N	073-57.0E	(d) 15-11.0N	073-52.0E

2. Safe flying height 3500 metres.

3. Cancel this message on 22 Nov 2008.

**436 to 438. . Cancelled.**

**439. Bay of Bengal – Southern Portion.** Charts 31 354 355 INT 706. Firing practice by Naval Ships from 0230 UTC to 0730 UTC on 03 Nov and 04 Nov 2008 in area bounded by:-

(a) 16-09.0N	085-04.0E	(b) 16-36.0N	085-32.0E
(c) 17-05.0N	085-05.0E	(d) 16-37.0N	084-35.0E

2. Safe flying height 10000 metres.

3. Cancel this message on 05 Nov 2008.

**440. India West Coast – Pigeon Island.** Charts 22 216 257 2072 INT 706. Firing practice by Naval ships and aircraft on Pigeon island between 0430 UTC to 0700 UTC on 01 Nov to 07 Nov and 15 Nov to 21 Nov 2008. Danger area 10 nm around Pigeon island.

2. Safe flying height 3500 metres.

3. Cancel this message on 22 Nov 2008

**441. India West Coast- Okha.** Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval Coast Battery between 1030 UTC to 1230 UTC on 03 Nov 2008. Danger area bounded by:-

(a) 22-22.0N	068-50.0E	(b) 22-37.0N	068-53.0E
(c) 22-42.0N	069-08.0E	(d) 22-29.0N	069-04.0E

2. Safe flying height 13000 metres.

3. Cancel this message on 04 Nov 2008

**442. India East Coast- Visakhapatnam.** Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by Naval Coast Battery from 0001 UTC to 0200 UTC and from 1500 UTC to 1700 UTC on 05 Nov and 19 Nov 2008. Danger area bounded by:-

(a) 17-42.0N	083-18.0E	(b) 17-47.0N	083-32.0E
(c) 17-34.0N	083-30.0E	(d) 17-28.0N	083-18.0E

2. Safe flying height 13000 metres.

3. Cancel this message on 20 Nov 2008.



<p><b>443. India West Coast-off Mumbai.</b> Charts 21 22 253 255 292 INT 705. Man overboard reported from MV Sea Melody in position 19-34.7N 071-26.4E.</p> <p>2. All vessels operating in vicinity to keep a sharp lookout and render assistance.</p>
<p><b>444. Self Cancelling. Cancel NAVAREA VIII message 437 of 2008.</b></p>
<p><b>445. Andaman Sea – India Andaman Islands.</b> Charts 41 405 472 473 4030 INT 706. Firing practice by Naval Ships on two meter rock near passage island between 0430 UTC to 0930 UTC on 01 Nov 2008.</p> <p>2. Danger area seaward from passage island.</p> <p>(a) Sector of 15 nm radius between 067 degree and 110 degree.</p> <p>(b) Sector of 15 nm radius between 210 degree and 252 degree.</p> <p>3. Safe flying height 10000 metres.</p> <p>4. Cancel this message on 02 Nov 2008.</p>
<p><b>446. India East Coast – Bay of Bengal.</b> Charts 31 353 INT 706. Seismic survey is in progress by MV Ramform Explorer till 15 Nov 2008 in area bounded By:-</p> <p>(a) 18-04.0N 086-30.0E (b) 18-09.0N 086-41.0E</p> <p>(c) 17-39.0N 086-55.0E (d) 17-35.0N 086-44.0E</p> <p>2. Vessel towing 8 in number 8000 metres long streamer cable attached to yellow coloured tail buoy fitted with white flashing light</p> <p>3. All vessels operating in vicinity are to give wide berth and exercise caution</p> <p>4. Cancel this message on 16 Nov 2008.</p>
<p><b>447. India East Coast –Bay of Bengal.</b> Charts 31 32 354 355 INT 706. Drilling operation is progress by drill ship Essar Wild cat in position 16-40.0N082-31.0E</p> <p>2. Wide berth requested</p>

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	207	<b>2007 Series:</b> 022 027 062 095 106 155 172 200 212. <b>2008 Series:</b> 006 022 027 044 045 046 051 061 069 089 105 107 128 157 160 173 176 179 180 182 184 189 190 191 199 201 202 203 204 205 206 207.
X	Australia, New Guinea	315	<b>2008 Series:</b> 270 276 280 289 290 293 294 295 303 304 305 310 314 315.
XI	Malacca Strait, China Sea, N. Pacific	0563	<b>1996 Series:</b> 0925. <b>1998 Series:</b> 0655. <b>1999 Series:</b> 0053 0187 0310. <b>2001 Series:</b> 0182 0775. <b>2003 Series:</b> 0106 0304. <b>2004 Series:</b> 0361. <b>2005 Series:</b> 0271 0307. <b>2006 Series:</b> 0005 0250 0303 0561. <b>2007 Series:</b> 0002 0093 0133 0309 0344 0366 0457 0513 0519 0523 0546 0557. <b>2008 Series:</b> 0004 0006 0011 0014 0018 0020 0054 0091 0113 0160 0210 0219 0322 0326 0336 0347 0348 0349 0350 0352 0362 0375 0380 0384 0398 0411 0412 0439 0442 0464 0469 0536 0541 0548 0549 0550 0551 0558 0573 0592 0602 0610 0613 0616 618 0620 0621 0622 0623 0624 0627 0628 0629 0631 0632 0633 0634 0635 0636 0637 0638 0639 0640 0641.
XII	N.E. Pacific	447	<b>2008 Series:</b> Nil
XIII	N.W. Pacific	053	<b>2008 Series:</b> Nil
XIV	S.W. Pacific	077	<b>2008 Series:</b> 073 077.
XV	S.E. Pacific	121	<b>2008 Series:</b> Nil
XVI	E. Pacific	168	<b>2008 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	2096	<b>2008 Series:</b> 1140 1141 1473 1656 1982.
Hydroplants	Atlantic, Mediterranean	1800	<b>2008 Series:</b> 300.

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

**West Coast of India Pilot (INP – 1)**

**Chapter – 2, (Page – 90)**

**North Male Atoll – General Information**

*Article 2.255*

*Para 1, Delete Line 3 to 4 and Insert as Para 2*



**Wreck South West of Nakachchafushi Island**



**Wreck North West Thulusdhoo Island (Sailing Boat)**

2 Two partially visual wrecks at positions ( $4^{\circ} 22'.53$  N,  $73^{\circ} 38'.70$  E) and ( $4^{\circ} 21'.16$  N,  $73^{\circ} 20'.58$  E) are in the NW of Thulusdhoo Island and SW of Nakachchafushi Island respectively.

Article 2.260  
 Insert text as Para 2



2 A new beacon exists NW of Ziyaaraiyfushi Island in position (4° 22'.53 N, 73° 38'.70 E) with characteristics of FL (4) 20s.

*INS Nirdeshak ROS [O(N) – 164 21/08*

**West Coast of India Pilot (INP – 1)**  
**Chapter – 7, (Page – 225)**  
**Murud Janjira Harbour - Directions**

Article 7.150, Insert Dighi Port Jetty photograph after para 5



**Dighi Port Jetty**

Article 7.153, Delete Para 3 and replace by

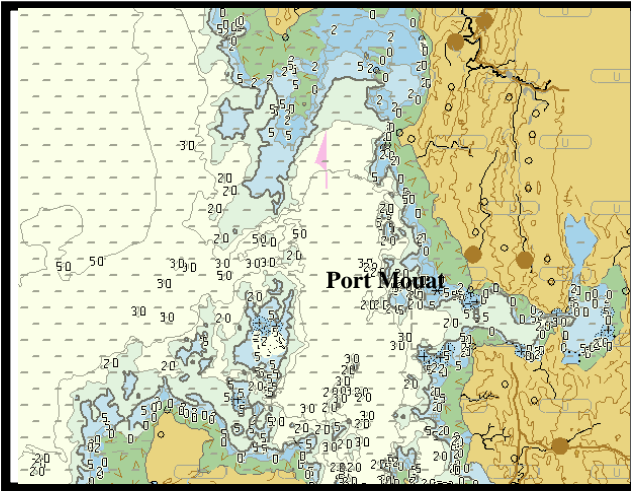
3 Alter course keeping Janjira Fort on the starboard bows to proceed to anchorage at position (18°18'.3N, 72°54'.8E) NW of Nanwell point.

*INS Jamuna ROS [C(N) –503 21/08*

**Bay of Bengal Pilot (Chapter-8, Page-280)**  
**Port Mouat – General Information**

*Article 8.30*

*Insert photograph before Para 1*



*Extract of Chart 4002 (Port Mouat & Approaches)*

*Article 8.30*

*Delete Para 1 and replace by:*

1 Low wooded hills lie close ENE of Perseus Point. No port facilities exist here. Wandoor, a small township lies about 2 nm south of Andromeda point, has been developed into a tourist destination. It has a wooden jetty for berthing small tourist crafts and can be approached by the channel leading from NE of Alexandra Island. The channel provides good anchoring for small crafts and fishing boats. Regular bus service to Port Blair is available from Wandoor jetty. A helipad also exist about 2 Km north of Wandoor jetty.

*Article 8.31*

*Insert Palmer Point photograph after Para 1:*



**Palmer Point**

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

No	Name & Location	Position (Lat-Long)	Characteris tics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>D7311-29</b>	Balhāf LNG Terminal. Loading platform. SW end. MD1 -----	13 58.70 N 48 10.10 E  ..	Fl W 4s  Horn 20s	..	5	..	<b>(P) 2009</b>  *
<b>D7311-3</b>	Balhāf LNG Terminal. Loading platform	13 58.79 N 48 10.16 E	Fl Vi 4s	..	5	..	<b>(P) 2009</b>  *
<b>D7311-31</b>	Balhāf LNG Terminal. Loading platform. NE end. MD6	13 58.86 N 48 10.25 E	Fl W 4s	..	3	..	<b>(P) 2009</b>  *
<b>F0560</b>	Remove from list						
<b>F0735-8</b>	Tuticorin. Ldg Lts 244°. Front *	8 44.60N 78 12.94 E	Q W	..	3	..	
<b>F0735-9</b>	Tuticorin. Ldg Lts 244°. Rear. 65m from front *	8 44.59 N 78 12.91 E	Oc W 5s	..	..	..	
<b>F0916</b>	Karikal. Near Arasalar River Entrance	10 54.90 N 79 51.20 E	Fl(2)W 10s	18	13	White stone tower	<i>fl 1, ec 2, fl 1, ec 6</i>  *
<b>F1252</b>	- Lahewa	1 24.62 N 97 10.68 E *	Fl W 3s	13	12	White beacon	<i>fl 0.5. Ra refl</i>  *
<b>F1411-9</b>	Remove from list						
<b>F1412</b>	Remove from list						
<b>F1412-1</b>	Remove from list						

<b>F1412-6</b>	Selat Lalang	1 11-21 N 102 13-04E	LF1 W 15s *	13 *	11 *	Yellow × on yellow beacon	<i>fl 3-5</i>	
<b>F1413-1</b>	- Ldg Lts 196-5°. Rear. 1M from front	1 11-50 N 102 09-50E	Fl W 3s *	13 *	10 *	White △ on white beacon *	<i>fl 0-3</i>	*
<b>F1413-2</b>	- Pulau Tengah	1 09-00 N 102 09-57E	Fl G 3s *	13 *	10 *	Green △ on green beacon *	<i>fl 0-5</i>	
<b>F1413-28</b>	Selat Lalang (I) * *	0 58-87 N 102 14-37E *	Fl Y 3s *	13 *	11 *	Yellow × on yellow beacon *	<i>fl 0-5</i>	*
<b>F1413-4</b>	Selat Lalang (I) * *	1 02-70 N 102 13-53E *	Fl Y 3s *	13 *	11 *	Yellow × on yellow beacon *	<i>fl 1</i>	*
<b>F1413-42</b>	Selat Lalang (I) * *	1 02-86 N 102 15-56E *	Fl Y 2s *	13 *	1 *	Yellow × on yellow beacon *	<i>fl 0-5</i>	*
<b>F1413-81</b>	Selat Lalang (I) * *	0 54-90 N 102 23-99E *	Fl Y 2s *	13 *	12 *	Yellow × on yellow beacon *	<i>fl 0-5</i>	*
<b>F1413-814</b>	Selat Lalang (I) * *	0 55-44 N 102 25-21E *	Fl Y 3s *	13 *	11 *	Yellow × on yellow beacon *	<i>fl 1</i>	*
<b>F1413-816</b>	Selat Lalang (I) * *	0 54-96 N 102 25-84E *	Fl Y 3-5s *	13 *	11 *	Yellow × on yellow beacon *	<i>fl 1</i>	*
<b>F1413-82</b>	Selat Lalang (I) * *	0 52-40 N 102 24-38E *	Fl Y 3s *	13 *	11 *	Yellow × on yellow beacon *	<i>fl 0-5</i>	*
<b>F1413-825</b>	Selat Lalang (I) * *	0 52-07 N 102 23-34E *	Q Y *	13 *	11 *	Yellow × on yellow beacon *		*
<b>F1618</b>	Gosong Pasir Selatan (I)	2 40-75 N 101 06-50E	Q W	12	11	△ on yellow beacon, black top 10	Ra refl. <b>TE 2008</b>	*

<b>K1044-96</b>	WHP-C (I)	4 27.50 S 106 42.75E	Lit	..	..	Platform	<b>(P) 2008.</b> Numerous installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
<b>K1044-962</b>	- WHP-D (I)	4 24.60 S 106 38.50E	Lit	..	..	Platform	<b>(P) 2008.</b> Numerous installations, some marked by lights and fog signals, exist within this field
*	*	*	*	*	*	*	*
<b>K1054</b>	<b>Pulau Tunda.</b> S side (I)	5 48.92 S 106 16.93E	LF1 W 6s	32	15	White metal framework tower 30	<i>fl 2.</i> Vis 273°-100°(187°). <b>TE 2008</b>
							*
<b>K1064</b>	Karang Nirwana (I)	6 01.83 S 106 51.07E *	F1 G 5s	13	12	△ on green beacon 10	<i>fl 0.5</i>
							*
<b>K1066</b>	Karang Pasir (I)	6 03.83 S 106 49.29E	F1 W 4s	12	12	White GRP beacon 10	<i>fl 0.5</i>
							*
<b>K1263-1</b>	- Ldg Lts 064°29'. Rear. 35m from front (I)	8 11.38 S 110 47.86E	Iso W 4s	25	12	White ▽ on white beacon	
			*				
<b>K1263-8</b>	Remove from list						

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

**INP 31(1), 2005**

*(Last correction: Edition No. 02 dated 16 Jan 2008)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 19 dated 01 Oct 2008)*

**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. 10 dated 16 May 2008)*

**NIL**

**INP 31(6), 2005**

*(Last correction: Edition No. 20 dated 16 Oct 2008)*

**NIL**



## **SECTION – IX: 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.