



INDIAN NOTICES TO MARINERS FOR 2009

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

EDITION No. 15 DATED 01 AUG 2009

(CONTAINS NOTICES 255 TO 272)

REACH US 24 HOURS A DAY



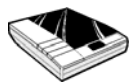
E-mail to

in角度@dataone.in
in角度_navwarnings@dataone.in
in角度_marinesafety@dataone.in
in角度_helpdesk@dataone.in



Write to

National Hydrographic Office
107-A, Rajpur Road
Dehradun – 248 001
INDIA



Fax to

+91- 135 - 2748373



Contact Person

Joint Director of
Hydrography (JDOH)
Maritime Safety Services
+91- 135 - 2747360-65



visit

www.hydrobharat.nic.in

CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	06
II.	Permanent Notices	07
III.	Temporary and Preliminary Notices	12
IV.	Marine Information	15
V.	Radio Navigational Warnings in force	16
VI.	Corrections to Sailing Directions	19
VII.	Corrections to List of Lights	20
VIII.	Corrections to List of Radio Signals	21
IX.	Reporting of Navigational Dangers.	22

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
Post Box No. 75
Dehradun 248 001
India**

Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.



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 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 IX.

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

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

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

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

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

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

Radio Navigational Warnings.

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

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

- (a) The positions of Hydrographic objects shown on 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 PUBLICATION**

<i>Sl. No.</i>	<i>INP</i>	<i>Title</i>	<i>Publication Date</i>	<i>Price</i>
01.	INP 11	NAUTICAL ALMANAC 2010	Jun 2009	Rs. 2633.00*

(b) **NEW EDITION INDIAN CHART**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2005	15-06-2009	APPROACHES TO GODIA CREEK <i>Limits</i> 23° 02'.80N; 68° 16'.30E. 23° 19'.90N; 68° 45'.00E.	50,000	2	Rs. 1527.00*
2058	30-06-2009	KANNUR(CANNANORE) AND TELLICHERRY ANCHORAGE <i>Limits</i> 11° 42'.20N; 75° 15'.80E. 11° 52'.50N; 75° 32'.00E.	30,000	3	Rs. 1527.00*

(c) **INDIAN CHARTS PERMANENTLY WITHDRAWN**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2005	15-04-2006	APPROACHES TO GODIA CREEK	2005	15-06-2009
2058	31-08-2003	KANNUR(CANNANORE) AND TELLICHERRY ANCHORAGE	2058	30-06-2009

(d) **FORTHCOMING CHARTS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
352 (INT 7416)	GOPALPUR TO PARADIP	3,00,000	New Edition
353 (INT 7413)	KALINGAPATNAM TO GOPALPUR	3,00,000	New Edition
2072	APPROACHES TO SHIRALI AND BHATKAL	37,500	New Edition

(e) **NEW INDIAN ELECTRONIC NAVIGATIONAL CHART**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN52008K	2008	KARWAR HARBOUR AND APPROACHES	30-06-2008
2	IN52051S	2051	SALAYA HARBOUR	30-04-2009

(f) **ELECTRONIC NAVIGATIONAL CHART PERMANENTLY WITHDRAWN**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	<i>IN52008K</i>	2008	KARWAR HARBOUR AND APPROACHES	30-11-2006
2	<i>IN52051S</i>	2051	SALAYA HARBOUR	15-07-2004

* Indicates revised rates w.e.f 01 Aug 2009. For more details please visit our website www.hydrobharat.nic.in .

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 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: incho@dataone.in Website: www.hydrobharat.nic.in	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	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: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk
--	--	--

SECTION – I**List of charts affected by****The Notices 255 to 272 contained in this Edition**

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	271(T)
22(INT 752)	3	271(T)
41	6	269
203(INT 7319)	2	257
207	2	258
211	3	263, 264
217	3	262
220	3	265
245	1	267, 272(P)
253(INT 7328)	2	271(T)
254	2	258
255(INT 7334)	3	271(T)
258(INT 7348)	3	259, 261, 262
259(INT 7356)	3	265
260(INT 7362)	3	265
272	4	261, 262
289	1	267, 272(P)
290	1	267, 272(P)
291	2	256
292(INT 7021)	2	263, 271(T)
293(INT 7022)	3	259, 260, 262, 263, 264, 271(T)
471	6	269
2004(INT 7359)	3	265
2013	2	256
2029(INT 7358)	3	265
2031	2	256
2050	2	268
2052(INT 7350)	3	262
2068	2	256
2080	2	257
7072(INT 72)	1	255
7204(INT 204)	1	266
7508(INT 508)	7	270
7705(INT 705)	1	255, 260, 261, 271(T)
7706(INT 706)	1	260, 261
8004	1	267, 272(P)

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***255/(15/09) ARABIAN SEA – Suqutra (Socotra)-Abd-al-Kuri – Eastward and Southward – Depth.**

Source: BA Chart 4705 (INT 705)

(HJ/1032/17)

Chart 7072 (INT 72) [previous update 247/09]

Substitute  for  11° 53'·5N, 52° 35'·5E

Chart 7705 (INT 705) [previous update 192/09]

Substitute  for  11° 53'·5N, 52° 35'·5E

*** 256/(15/09) INDIA -WEST COAST – Okha Harbour – Pilot boarding place. Wreck. Depths.**

Source: NHO Dehradun, INM 329 & 374/04.

(HJ/1131/20)

Chart 2013 [previous update 169/09]

Move  from: 22° 30'·49N, 69° 04'·55E
to: 22° 30'·64N, 69° 04'·69E

Chart 2031 [previous update 169/09]

Substitute  for  PA 22° 29'·11N, 69° 05'·66E
Delete depth 20₄ 22° 30'·38N, 68° 49'·00E

Chart 2068 [previous update 206/09]

Substitute  for  22° 29'·11N, 69° 05'·66E

Chart 291 [previous update 236/09]

Delete depth 19₈ enclosed by 20 m contour 22° 30'·5N, 68° 48'·9E

*** 257/(15/09) INDIA -WEST COAST – Rozi Anchorage – Light.**

Source: NHO Dehradun (IN Chart 2027)

(HJ/1130/29)

Indian List of Light Vol F&K (2003): F0377

Chart 203 (INT 7319) [previous update 169/09]

Delete  L Fl.15s10m8M 22° 33'·11N, 70° 02'·82E

Chart 2080 [previous update 136/09]

Delete  L Fl.15s10m8M 22° 33'·11N, 70° 02'·82E

*** 258/(15/09) INDIA -WEST COAST – Malacca Banks – Buoy.**

Source: Hydrographic Note - MV British Ruby & DLL Jamnagar
(HJ/1130/07)

Chart 254 [previous update 239/09]

Amend buoy to : Fl(9)15s 20° 56′.37N, 72° 06′.95E

Chart 207 [previous update 239/09]

Amend buoy to : Fl(9)15s 20° 56′.37N, 72° 06′.95E

*** 259/(15/09) INDIA -WEST COAST – Kundapura (Coondapoor) to Badagara – Wrecks.**

Source: NHO Dehradun (IN Chart 2071)
(HJ/1030/35)

Chart 293(INT 7022) [previous update 213/09]


Delete  PA 13° 13′.00N, 74° 37′.00E

Chart 258(INT 7348) [previous update 504/08]

Delete  PA 13° 13′.00N, 74° 37′.00E

 13° 14′.50N, 74° 40′.20E

*** 260/(15/09) INDIA – WEST COAST – Mumbai to New Mangalore – Wreck.**

Source: INS Nirdeshak ROS C(N) – 451, INM 401/03 and INM 131/04.
(HJ/1030/77)

Chart 293(INT 7022) [previous update 259/09]

Delete  PA 17° 16′.94N, 72° 58′.04E

Chart 7705(INT 705) [previous update 255/09]

Delete  PA 17° 16′.94N, 72° 58′.04E

Chart 7706(INT 706) [previous update 196/09]

Delete  PA 17° 16′.94N, 72° 58′.04E

*** 261/(15/09) INDIA -WEST COAST – Approaches to Port of New Mangalore – Wreck.**

Source: NHO Dehradun (IN Chart 217)
(HJ/1030/25)

Chart 272 [previous update 529/08]

Delete  PA 12° 58′.00N, 74° 25′.00E

Chart 258 [previous update 259/09]

Delete  PA 12° 58′.00N, 74° 25′.00E

Chart 7705 (INT 705) [previous update 260/09]

Delete  12° 58′.00N, 74° 25′.00E

Chart 7706 (INT 706) [previous update 260/09]

Delete  12° 58′.00N, 74° 25′.00E

* 262/(15/09) INDIA – WEST COAST – Approaches to Port of New Mangalore – Wreck.

Source: DG Comcentre & NAVAREA VIII Warning - 338/09

(HJ/1030/25)

Wreck of MV Asian Forest

Chart 293 [previous update 260/09]

Insert  12° 48'·30N, 74° 44'·30E

Chart 272 [previous update 261/09]

Insert  12° 48'·30N, 74° 44'·30E

Chart 258 [previous update 261/09]

Insert  12° 48'·30N, 74° 44'·30E

Chart 217 [previous update 143/09]

Insert  12° 48'·30N, 74° 44'·30E

Chart 2052(INT 7350) [previous update 504/08]

Insert  12° 48'·30N, 74° 44'·30E

* 263/(15/09) INDIA -WEST COAST – Satpati to Murud Janjira – Wreck.

Source: INS Investigator ROS C(N) – 443 & INM 132/04

(HJ/1030/87)

Chart 293(INT 7022) [previous update 262/09]

Insert  18° 37'·40N, 72° 33'·60E

Chart 292(INT 7021) [previous update 239/09]


Insert  18° 37'·40N, 72° 33'·60E

Chart 211 [previous update 240/09]

Insert  18° 37'·40N, 72° 33'·60E

* 264/(15/09) INDIA -WEST COAST – Inner Approaches to Mumbai – Wreck.


Source: Mumbai Port Trust & INM 283/04

(HJ/1030/87)

Chart 293(INT 7022) [previous update 263/09]

Insert  18° 52'·00N, 72° 37'·00E

Chart 211 [previous update 263/09]

Substitute  for  18° 52'·00N, 72° 37'·00E

* 265/(15/09) INDIA – WEST COAST – Kochi (Cochin) Harbour – depths, obstructions.

Source: INS Sarvekshak ROS G(N) – 197

(HJ/930/93)

Chart 259(INT 7356) [previous update 241/09]

Delete	●	Pile (3)	09° 58′.74N, 76° 12′.88E
	●	Pile (9)	09° 59′.55N, 76° 11′.92E

Chart 260(INT 7362) [previous update 227/08]

Delete	●	Pile (3)	09° 58′.74N, 76° 12′.88E
	●	Pile (9)	09° 59′.55N, 76° 11′.92E

Chart 220 [previous update 624/07]

Delete	●	Pile (3)	09° 58′.74N, 76° 12′.88E
	●	Pile (9)	09° 59′.55N, 76° 11′.92E

Chart 2029(INT 7358) [previous update 176/09]

Delete	⊥	Wooden Pile (3)	09° 58′.74N, 76° 12′.88E
	⊥	Concrete Pile (9)	09° 59′.55N, 76° 11′.92E

depth 9 ₆ enclosed by 10m contour	09° 57′.40N, 76° 10′.13E
depth 10 enclosed by 10m contour	09° 56′.38N, 76° 10′.40E
depth 5 enclosed by 5m contour	09° 56′.20N, 76° 13′.07E
depth 5 enclosed by 5m contour	09° 56′.10N, 76° 13′.20E
depth 5 enclosed by 5m contour	09° 55′.75N, 76° 13′.45E
depth 5 enclosed by 5m contour	10° 02′.18N, 76° 11′.05E

Chart 2004(INT 7359) [previous update 624/07]

Delete	⊙	Wooden Pile (3)	09° 58′.74N, 76° 12′.88E
	⊙	Concrete Pile (9)	09° 59′.55N, 76° 11′.92E

depth 9 ₆ enclosed by 10m contour	09° 57′.40N, 76° 10′.13E
depth 9 ₆ enclosed by 10m contour	09° 57′.00N, 76° 10′.44E
depth 10 enclosed by 10m contour	09° 56′.38N, 76° 10′.40E
depth 5 enclosed by 5m contour	09° 56′.20N, 76° 13′.07E
depth 5 enclosed by 5m contour	09° 56′.10N, 76° 13′.20E
depth 5 enclosed by 5m contour	09° 55′.75N, 76° 13′.45E
depth 5 enclosed by 5m contour	09° 57′.53N, 76° 12′.30E
depth 5 enclosed by 5m contour	10° 02′.18N, 76° 11′.05E

266/(15/09) SOUTH AFRICA - South Coast - Agulhas Ridge - Depth.

Source: BA Notice – 3853/09

(HJ/536/06)

Chart 7204(INT 204) [previous update NC 31 Aug 2002]

Insert



39° 50′.7S, 13° 25′.3E

267/(15/09) GULF OF OMAN - United Arab Emirates - Approaches to Fujairah (Fujayrah) and Khawr Fakkan - Legend.

Source: BA Notice 3900/09

(HJ/1132/53)

Chart 245 [previous update 203/09]

Amend legend, See INM 272(P)/09, centered on:

25° 18′.0N., 56° 34′.0E.

Chart 289 [previous update 246/09]

Amend legend, See INM 272(P)/09, centered on:

25° 18′.0N., 56° 34′.0E.

Chart 290 [previous update 203/09]

Amend legend, See INM 272(P)/09, centered on:

25° 18′.0N., 56° 34′.0E.

Chart 8004 [previous update 246/09]

Amend legend, See INM 272(P)/09, centered on:

25° 18′.0N., 56° 34′.0E.

268/(15/09) PAKISTAN - Approaches to Karachi - Buoy.

Source: BA Notice – 4018/09

(HJ/1131/43)

Chart 2050 [previous update 070/09]

Insert



Fl.G.5s S-3A

24° 46′.61N, 66° 59′.14E

269/(15/09) INDONESIA - Sumatera - North West Coast - Pulau Breueh - Menara Suar Guapeu - Light.

Source: BA Notice – 3845/09

Indian Light List of light Vol. F&K (2003):F-1302

(HJ/928/54)

Chart 41 [previous update 233/09]

Amend range of light to, 20M

5° 45′.0N., 95° 03′.2E.

Chart 471 [previous update 233/09]

Amend light to, Fl(2)20M & F.R.18M

5° 45′.0N., 95° 03′.2E.

270/(15/09) INDONESIA – Kalimantan, South Coast – T. Pandan – Light.

Source: BA Notice – 3799/09

(HJ/826/78)

Chart 7508 (INT 508) [previous update 234/09]

Insert



T. Pandan

2° 56′.5S., 111° 40′.7E

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

271(T)/(15/09) India West Coast – Dwarka to Mumbai – Cable laying operation.

Source: NAVAREA VIII Warning – 337/09

(HJ/1030/99)

1. Cable laying operation is in progress by MV Cable Innovator till 30 Sep 09 within the following coordinates:
 - a) 19° 01′.32N., 70° 48′.23E.
 - b) 19° 09′.44N., 69° 54′.00E.
 - c) 20° 15′.89N., 66° 59′.15E.
2. All vessels operating in vicinity to give wide berth at least 01NM all around the vessel.
3. Mariners to exercise caution.
4. **Cancel this notice on 01 Oct 09.**

Charts affected – 21 – 22(INT752) – 253(INT7328) – 255(INT7334) – 292(INT7021) – 293(INT7022) – 7705(INT 705).

272(P)/(15/09) GULF OF OMAN - United Arab Emirates - Fujairah (Fujayrah) and Khawr Fakkan – Anchorage areas. Breakwater. Buoyage. Restricted area.Works.

Source: BA Notice 3899(P)/09

(HJ/1132/53)

1. The Fujairah Offshore Anchorage Areas have been amended and extended as follows:
 - a) Anchorage Area 'A' (vessels awaiting orders), is now bounded by the following positions:
 - 25° 18′.00N., 56° 26′.00E.
 - 25° 18′.00N., 56° 35′.00E.
 - 25° 16′.50N., 56° 35′.00E.
 - 25° 16′.50N., 56° 28′.00E.
 - 25° 15′.60N., 56° 28′.00E.
 - 25° 15′.60N., 56° 26′.00E.
 - b) Anchorage Area 'B' (vessels requiring bunkering or lubricating oil), has been extended eastwards and is now bounded by the following positions:
 - 25° 16′.50N., 56° 28′.00E.
 - 25° 16′.50N., 56° 35′.00E.
 - 25° 12′.00N., 56° 35′.00E.
 - 25° 12′.00N., 56° 28′.00E.
 - c) Anchorage Area 'D' (vessels carrying hazardous cargoes or explosives and LNG/LPG tankers), has been extended eastwards and is now bounded by the following positions:
 - 25° 19′.40N., 56° 28′.40E.
 - 25° 19′.40N., 56° 35′.00E.
 - 25° 18′.20N., 56° 35′.00E.
 - 25° 18′.20N., 56° 28′.40E.

272(P)/(15/09) GULF OF OMAN - United Arab Emirates - Fujairah (Fujayrah) and Khawr Fakkan – Anchorage areas. Breakwater. Buoyage. Restricted area.Works. (Continued)

- d) Anchorage Area 'S' (tankers for Ship to Ship operations), has been extended eastwards to include the former Naval Anchorage, and is now bounded by the following positions:
- 25° 12' 00N., 56° 28' 00E.
- 25° 12' 00N., 56° 35' 00E.
- 25° 10' 00N., 56° 35' 00E.
- 25° 10' 00N., 56° 28' 00E.
- e) Anchorage Area 'N' (naval vessels only, entry prohibited), has been moved, and is now bounded by the following positions:
- 25° 19' 40N., 56° 26' 00E.
- 25° 19' 40N., 56° 28' 00E.
- 25° 18' 00N., 56° 28' 00E.
- 25° 18' 00N., 56° 26' 00E.
- f) The Anchorage Areas 'C', 'V' and 'W' are unaffected and remain as charted.
2. Expansion of the port of Khawr Fakkan is in progress. This consists of construction of a new breakwater seaward of the existing port. This breakwater is expected to be completed in 2007. A further berth, No 5, has been reclaimed to the east of Berths 2 & 3, and is now operational. In addition to the construction, changes to the navigational aids and anchorage areas have also been implemented.
- a) Four new light-buoys have been laid and some of the existing light-buoys have been re-numbered as follows:
- | | | | |
|--------------|---------------------|-------------------|----------------------------|
| <i>No 1</i> | starboard-hand buoy | <i>Q.G</i> | 25° 22' 57N., 56° 22' 08E. |
| <i>No 2</i> | starboard-hand buoy | <i>Fl(4)G.10s</i> | 25° 22' 34N., 56° 21' 96E. |
| <i>No 3</i> | starboard-hand buoy | <i>Fl(2)G.5s</i> | 25° 22' 10N., 56° 21' 83E. |
| <i>No 4</i> | starboard-hand buoy | <i>Fl.G.2s</i> | 25° 21' 86N., 56° 21' 70E. |
| <i>No 5</i> | starboard-hand buoy | <i>Q.G</i> | 25° 21' 59N., 56° 21' 55E. |
| <i>No 6</i> | starboard-hand buoy | <i>Fl(4)G.10s</i> | 25° 21' 37N., 56° 21' 64E. |
| <i>No 7</i> | starboard-hand buoy | <i>Q.G</i> | 25° 21' 05N., 56° 21' 83E. |
| <i>No 8</i> | starboard-hand buoy | <i>Q.G</i> | 25° 21' 57N., 56° 22' 01E. |
| <i>No 9</i> | port-hand buoy | <i>Q.R</i> | 25° 21' 48N., 56° 21' 78E. |
| <i>No 11</i> | port-hand buoy | <i>Q.R</i> | 25° 21' 28N., 56° 22' 40E. |
- b) Anchoring is prohibited within the area bounded by the following positions, except within the designated Anchorage Areas 'A', 'B' and 'C' listed in 2c. below:
- 25° 24' 75N., 56° 23' 00E.
- 25° 24' 75N., 56° 36' 00E.
- 25° 19' 50N., 56° 36' 00E.
- 25° 19' 50N., 56° 23' 00E.

272(P)/(15/09) GULF OF OMAN - United Arab Emirates - Fujairah (Fujayrah) and Khawr Fakkan – Anchorage areas. Breakwater. Buoyage. Restricted area.Works. (Continued)

- c) Three new Anchorage Areas have been established. These replace the existing Khawr Fakkan 'A', 'B' and 'C' Anchorages. Prior permission must be obtained from Khawr Fakkan Port Control before using any of the following anchorages:

- i) Anchorage Area 'A', bounded by the following positions:

25° 22'·00N., 56° 25'·00E.

25° 22'·00N., 56° 27'·00E.

25° 20'·00N., 56° 27'·00E.

25° 20'·00N., 56° 25'·00E.

For all vessels waiting to berth within the Port of Khawr Fakkan and vessels of less than 120 metres in length requiring bunkering and offshore services.

- ii) Anchorage Area 'B', bounded by the following positions:

25° 24'·00N., 56° 27'·00E.

25° 24'·00N., 56° 30'·00E.

25° 20'·00N., 56° 30'·00E.

25° 20'·00N., 56° 27'·00E.

For vessels 120 to 240 metres in length requiring bunkering and offshore services.

- iii) Anchorage Area 'C', bounded by the following positions:

25° 24'·00N., 56° 30'·00E.

25° 24'·00N., 56° 33'·00E.

25° 20'·00N., 56° 33'·00E.

25° 20'·00N., 56° 30'·00E.

For vessels of length greater than 240 metres requiring bunkering and offshore services.

3. * Works are in progress to construct three SPM's and associated pipelines to the North-east of the Vopak ENOC Terminal. A restricted area, for which entry is prohibited to vessels not engaged in the construction work, has been established. This area is marked by yellow light-buoys (Fl.R) and is bounded by the following positions:

25° 15'·16N., 56° 21'·95E.(shore)

Buoy B 25° 15'·19N., 56° 23'·01E.

Buoy C 25° 15'·19N., 56° 24'·48E.

Buoy D 25° 15'·18N., 56° 25'·28E.

Buoy E 25° 13'·43N., 56° 25'·28E.

Buoy F 25° 12'·05N., 56° 25'·28E.

Buoy G 25° 12'·02N., 56° 25'·08E.

Buoy H 25° 12'·42N., 56° 24'·12E.

Buoy I 25° 13'·18N., 56° 23'·20E.

25° 13'·18N., 56° 21'·65E.(shore)

4. For further information mariners are advised to contact the local Port Authority.

5. Former Notice 498(P)/08 is cancelled.

(All positions are referred to WGS84 Datum).

* Indicates new entry.

Charts affected - 245 – 289 – 290 – 8004.

SECTION – IV: MARINE INFORMATION

MUMBAI NAVTEX COAST STATION

MSI Promulgation by Mumbai NAVTEX Coast Station position 19° 05'00 N, 072° 50'00 E is closed for maintenance.

(Source - NAVAREA VIII Warning 305/08)

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>*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</p>	<p>*JEPPESEN MARINE Jeppesen Norway AS P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: info@c-map.no Site: www.c-map.no</p>	<p>C-Map US Commercial 133 Falmouth Road, Building 2, Postal Code: 02649, Mashpee, MA, America Ph: +1 (508) 477 8010 Fax: +1 (508) 539 4381 Email: info@c-map.com</p>
<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>	<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
<p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p>	<p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p>	
<p>* Indicates C Map Norway AS has changed name to Jeppesen Marine Norway AS. Indicates C Map India has changed name to Jeppesen India.</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

1. For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.
2. **NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 30 Jul 09, 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	196	2007 Series: 019. 2008 Series: 341 377 387. 2009 Series: 055 129 146 150 153 156 157 159 162 169 170 172 175 179 180 185 186 187 188 189 196.
II	E. Atlantic	170	2009 Series: 030 104 150 167 168 169 170.
III	Mediterranean	285	2008 Series: 412 512. 2009 Series: 176 186 217 223 231 250 251 252 262 263 264 266 270 271 272 276 278 280 281 282 283 284 285.
IV	N.W. Atlantic	281	2009 Series: Nil
V	W. Atlantic	1562	2009 Series: 876.
VI	S.W. Atlantic	165	2009 Series: Nil.
VII	S.E. Atlantic	138	2009 Series: 028 101 122 125 126 128 131 136 138.
VIII	Indian Ocean	350	2009 Series: - 279 280 282 301 314 328 331 337 338 339 340 341 342 343 344 346 347 348 349 351.

3. NAVAREA Warnings issued during the period from 15 Jul 09 to 30 Jul 09 (both dates inclusive) are as tabulated below:-

332 to 336. Cancelled.
337. India West Coast- Arabian Sea. Charts 21 22 253 255 292 INT 705. Cable laying operation is in progress by MV cable innovator till 30 Sep 2009 under mentioned co - ordinates (a) 19-01.32N 070-48.23E (b) 19-09.44N 069-54.00E (c) 20-15.89N 066-59.15E
2. All vessels operating in vicinity to give wide berth at least 01 NM all around the vessel and exercise caution.
3. Cancel this message on 01 Oct 2009.
338. Cancel Navarea VIII Message 336 of 2009. India West Coast-Off Manglore. Charts 22 217 258 272 INT 705. MV Asian Forest call sign VRCM 9 Hongkong registered with 411 MT of oil capsized and sunk in position 12-48.30N 074-44.30E
2. Mariners to exercise caution.
339. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 24 Jul 28 Jul and 31 Jul 2009 respectively. Danger area bounded by (a) 09-57.50N 075-59.50E (b) 09-57.70N 076-14.20E (c) 09-44.00N 076-17.50E (d) 09-42.50N 076-09.50E
2. Safe flying height 10000 meters.
3. Cancel this message on 01 Aug 2009.

<p>340. Indian Ocean – Bay of Bengal - Off Pondicherry. Charts 32 33 357 3003 INT 706. FRP mechanised ventured fishing boat Diviya sky blue colour with 03 crew missing north east off Pondicherry</p> <p>2. All vessels operating in vicinity to keep sharp lookout and render assistance under intimation to MRCC Chennai Tel +91 44 25395017/23460405 Fax + 91 44 25395018 INM C – 441907510 e-mail: isareast at dataone.</p>								
<p>341. Refer NAVAREA VIII message 280 of 2009. India East Coast- Bay of Bengal. Charts 31 32 355 357 INT 706 (.) Present positions of drill ships as follows</p> <table> <tr> <td>Discoverer-534</td> <td>11-31.00N</td> <td>080-09.8E</td> </tr> <tr> <td>Deepwater Frontier</td> <td>16-41.58N</td> <td>82-41.58E</td> </tr> </table> <p>2. Wide Berth Requested.</p>	Discoverer-534	11-31.00N	080-09.8E	Deepwater Frontier	16-41.58N	82-41.58E		
Discoverer-534	11-31.00N	080-09.8E						
Deepwater Frontier	16-41.58N	82-41.58E						
<p>342. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery from position 13-07.17N 080-18.70E between 0530 UTC to 0730 UTC on 31 Jul 2009.</p> <p>2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position.</p> <p>3. Safe flying height 12800 meters.</p> <p>4. Cancel this message on 01 Aug 2009.</p>								
<p>343. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 01 Aug to 07 Aug 2009. Danger area bounded by</p> <table> <tr> <td>(a) 15-13.00N</td> <td>073-57.00E</td> <td>(b) 15-13.00N</td> <td>073-52.00E</td> </tr> <tr> <td>(c) 15-11.00N</td> <td>073-57.00E</td> <td>(d) 15-11.00N</td> <td>073-52.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 08 Aug 2009.</p>	(a) 15-13.00N	073-57.00E	(b) 15-13.00N	073-52.00E	(c) 15-11.00N	073-57.00E	(d) 15-11.00N	073-52.00E
(a) 15-13.00N	073-57.00E	(b) 15-13.00N	073-52.00E					
(c) 15-11.00N	073-57.00E	(d) 15-11.00N	073-52.00E					
<p>344. India West Coast – Off Dwarka. Charts 21 204 252 271 291 292 INT 705. MT Bhartidasan call sign VVSB MMSI No. 419126000 reported loss of one in number life raft in approximate position 22-03.00N 068-56.00E</p> <p>2. Mariners to exercise caution.</p>								
<p>345. Cancelled.</p>								
<p>346. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 04 Aug 2009. Danger area bounded by</p> <table> <tr> <td>(a) 09-57.50N</td> <td>075-59.50E</td> <td>(b) 09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c) 09-44.00N</td> <td>076-17.50E</td> <td>(d) 09-42.50N</td> <td>076-09.50E</td> </tr> </table> <p>2. Safe flying height 10000 meters.</p> <p>3. Cancel this message on 05 Aug 2009.</p>	(a) 09-57.50N	075-59.50E	(b) 09-57.70N	076-14.20E	(c) 09-44.00N	076-17.50E	(d) 09-42.50N	076-09.50E
(a) 09-57.50N	075-59.50E	(b) 09-57.70N	076-14.20E					
(c) 09-44.00N	076-17.50E	(d) 09-42.50N	076-09.50E					
<p>347. India West Coast – Pigeon Island. Charts 22 216 257 272 293 2072 INT 706. Firing practice by Naval Ships and air craft on Pigeon Island between 0230 UTC to 0930 UTC from 01 Aug to 07 Aug and 15 Aug to 21 Aug 2009. Danger area 05 NM around pigeon island</p> <p>2. Safe flying height 12000 metres.</p> <p>3. Cancel this message on 22 Aug 2009.</p>								
<p>348. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval Coast Battery Okha between 1030 UTC to 1230 UTC on 06 Aug 2009. Danger area bounded by</p> <table> <tr> <td>(a) 22-22.0N</td> <td>068-50.0E</td> <td>(b) 22-37.0N</td> <td>068-53.0E</td> </tr> <tr> <td>(c) 22-42.0N</td> <td>069-08.0E</td> <td>(d) 22-29.0N</td> <td>069-04.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 07 Aug 2009.</p>	(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
(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					
<p>349. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Seaward firing exercise by Naval Coast Battery from 0001 UTC to 0200 UTC and from 1500 UTC to 1700 UTC on 05 Aug 2009. Danger area bounded by</p> <table> <tr> <td>(a) 17-42.0N</td> <td>083-18.0E</td> <td>(b) 17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c) 17-34.0N</td> <td>083-30.0E</td> <td>(d) 17-28.0N</td> <td>083-18.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 06 Aug 2009.</p>	(a) 17-42.0N	083-18.0E	(b) 17-47.0N	083-32.0E	(c) 17-34.0N	083-30.0E	(d) 17-28.0N	083-18.0E
(a) 17-42.0N	083-18.0E	(b) 17-47.0N	083-32.0E					
(c) 17-34.0N	083-30.0E	(d) 17-28.0N	083-18.0E					
<p>350. Cancelled.</p>								
<p>351. Cancel Navarea VIII Message 350 of 2009. India East Coast – Bay of Bengal. Charts 31 351 352 INT 706. Firing practice by naval ships between 0930 UTC to 1630 UTC on 05 Aug and 06 Aug 2009 respectively. Danger area bounded by</p> <table> <tr> <td>(a) 20-50.0N</td> <td>088-03.0E</td> <td>(b) 20-26.0N</td> <td>088-23.0E</td> </tr> <tr> <td>(c) 20-00.0N</td> <td>087-50.0E</td> <td>(d) 20-24.0N</td> <td>087-30.0E</td> </tr> </table> <p>2. Safe flying height 22000 meters.</p> <p>3. Cancel this message on 07 Aug 2009.</p>	(a) 20-50.0N	088-03.0E	(b) 20-26.0N	088-23.0E	(c) 20-00.0N	087-50.0E	(d) 20-24.0N	087-30.0E
(a) 20-50.0N	088-03.0E	(b) 20-26.0N	088-23.0E					
(c) 20-00.0N	087-50.0E	(d) 20-24.0N	087-30.0E					

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	105	2007 Series: 022 027 062 092 095 106 155 168 172 200 212 263 264 274 278. 2008 Series: 002 006 007 021 022 027 044 045 046 051 061 065 066 069 070 076 077 086 087 088 089 094 095 099 100 101 102 104 105 106 107 108 128 176 179 182 191 202 207 211 213 216. 2009 Series: 001 002 010 024 035 040 062 077 086 087 091 092 095 099 100 101 102 103 104 105.
X	Australia, New Guinea	010	2009 Series: 009 010.
XI	Malacca Strait, China Sea, N. Pacific	0460	2001 Series: 0775. 2003 Series: 0106. 2004 Series: 0361. 2005 Series: 0307. 2007 Series: 0002 0093 0133 0309 0344 0366 0513 0519 0523 0557. 2008 Series: 0054 0113 0160 0210 0219 0322 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0475 0618 0675 0677. 2009 Series: 0120 0125 0171 0244 0251 0259 0265 0281 0311 0322 0369 0374 0400 0401 0402 0403 0426 0441 0447 0452 0453 0455 0456 0457 0458 0459 0460.
XII	N.E. Pacific	321	2009 Series: Nil
XIII	N.W. Pacific	025	2009 Series: Nil
XIV	S.W. Pacific	028	2009 Series: Nil.
XV	S.E. Pacific	066	2009 Series: Nil
XVI	E. Pacific	041	2009 Series: Nil
Hydropacs	Pacific, Indian Ocean	1337	2008 Series: 1140 1141 1473. 2009 Series: 687
Hydroplants	Atlantic, Mediterranean	1388	2009 Series: Nil

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1)

Chapter 7 (Page-224)

Article 7.147, Delete para 2 and replace by:

2 A recommended route (safety fairway) passing east of Neelam Heera and Ratna oilfields development area is within following coordinates:

- a 18° 49'.20N 72° 32'.78E
- b 18° 30'.02N 72° 28'.87E
- c 17° 30'.00N 72° 39'.23E
- d 17° 30'.00N 72° 42'.15E
- e 18° 29'.78N 72° 31'.62E
- f 18° 48'.62N 72° 35'.47E
- g 18° 49'.20N 72° 32'.78E

Source: NHO Dehradun INM - 381 (14/08)

Chapter 8 (Page-256)

Article 8.143a, para 15, line 4:

Delete Range 20M and replace by Range 11 M

Source: NHO Dehradun

Chapter 9 (Page-271)

Article 9.46, Para 1, line 4:

Delete position (20° 30'.49N, 69° 04'.53E) and
Replace by (22° 30'.64N, 69° 04'.69E)

Source: NHO Dehradun

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 07 dated 01 Apr 2009)

NIL

INP 31(2), 2007

(Last correction: Edition No. 14 dated 16 Jul 2009)

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. 07 dated 01 Apr 09)

NIL

INP 31(6), 2005

(Last correction: Edition No. 14 dated 16 Jul 2009)

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: - inho@dataone.in; inho_marinesafety@dataone.in
 in角度_navwarnings@dataone.in; inho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.nic.in

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

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

Position Reporting

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

Depth Reporting

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

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

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

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

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