



# INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 03 DATED 01 FEB 2008

(CONTAINS NOTICES 086 TO 110)

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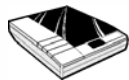
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## CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	05
II.	Permanent Notices	06
III.	Temporary and Preliminary Notices	13
IV.	Marine Information	15
V.	Radio Navigational Warnings in force	17
VI.	Corrections to Sailing Directions	21
VII.	Corrections to List of Lights	23
VIII.	Corrections to List of Radio Signals	25
IX.	Plotting of GPS Positions on Indian Charts in Everest Datum	29
X.	Reporting of Navigational Dangers.	30

**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 X with N to M editions 1, 7, 13 and 19.

**Chief Hydrographer  
to the Government of India**

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

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

## **EXPLANATORY NOTES**

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

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

**Temporary and Preliminary Notices.** These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. 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 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>
4005	31-12-2007	NANCOWRY HARBOUR AND APPROACHES <u>Limits</u> 07° 58'.85N; 93° 28'.90E. 08° 03'.16N; 93° 35'.60E.	12 500	6	Rs. 1360.00

**(b) INDIAN CHARTS PERMANENTLY WITHDRAWN**

<i>Chart to be withdrawn</i>	<i>Date of Publication</i>	<i>Main Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
4005	30-11-2003	NANCOWRY HARBOUR AND APPROACHES	4005(NC)	31-12-2007

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>
4017	31-08-2003	REVELLO AND BERESFORD CHANNELS <u>Limits</u> 07° 54'.40N; 93° 22'.75E. 08° 08'.60N; 93° 39'.95E.	15 000	6
		EXPEDITION AND GRAND HARBOURS <u>Limits</u> 08° 02'.10N; 93° 27'.25E. 08° 05'.20N; 93° 31'.58E.	12 500	

**(d) FORTHCOMING CHARTS AND PUBLICATIONS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2010	KARWAR NAVAL HARBOUR	12 500	New Edition
2011	JAIGARH HARBOUR; PORT DABHOL	25 000 25 000	New Edition
2028	APPROACHES TO RATNAGIRI MIRYA AND RATNAGIRI BAYS	60 000 15 000	New Edition
3003	PONDICHERRY ANCHORAGE CUDDALORE ANCHORAGE	25 000 25 000	New Edition

**AVAILABILITY OF ENCs:**

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

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: inho@dataone.in Web site: www.hydrobharat.nic.in	OR	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
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**SECTION – I**  
**List of charts affected by**  
**The Notices 086 to 110 contained in this Edition**

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	91	143(INT 7005)	32	100
22 (INT 752)	3	91,94,99,108(P),110(T)	453(INT 7116)	32	100
23	4	99,110(T)	AUS 608	46	106
31	5	99,110(T)	1229	40	101
32 (INT 754)	5	94,95,110(T)	1235	40	101
33	5	99,110(T)	1312	46	105
41	6	110(T)	1925	32	100
201	2	87	4032	45	104
203 (INT 7319)	2	88	4043	45	102
207	2	90	4044	45	103
211	3	107(T)			
214	3	99,108(P),110(T)			
217	3	99,110(T)			
222	3	94			
223	4	94			
224	4	99,110(T)			
255 (INT 7334)	3	91,92,107(T)			
257 (INT 7343)	3	108(P)			
258 (INT 7348)	3	99,110(T)			
260 (INT 7362)	3	94			
261	4	94			
262	4	110(T)			
268 (INT 7353)	4	99,110(T)			
272	4	110(T)			
273	4	99,110(T)			
292 (INT 7021)	2	91,110(T)			
293 (INT 7022)	3	91,108(P)			
301	5	109(T)			
313	5	110(T)			
351	5	109(T)			
356 (INT 7400)	5	110(T)			
357 (INT 7397)	5	95,110(T)			
407	6	110(T)			
471	6	110(T)			
472 (INT 7032)	6	110(T)			
473 (INT 7031)	6	110(T)			
2002 (INT 7351)	3	99,110(T)			
2012	3	94			
2013	2	89			
2015 (INT 7337)	3	107(T)			
2016 (INT 7336)	3	92,93,107(T)			
2020	3	108(P),110(T)			
2022 (INT 7345)	3	99,108(P),110(T)			
2031	2	89			
2052 (INT 7350)	3	99,110(T)			
2068	2	88			
2075 (INT 7366)	4	99			
2078 (INT 7346)	3	108(P),110(T)			
3001 (INT 7402)	5	110(T)			
3003	5	110(T)			
3006 (INT 7423)	5	109(T)			
3011 (INT 7421)	5	109(T)			
3012 (INT 7411)	5	96			
3013	5	109(T)			
3025	5	95			
4008	6	97			
4017	6	86			
4039	6	98			
7705 (INT 705)	1	91,110(T)			
7706 (INT 706)	1	91,94,95			

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

<b>086(03/08)</b>	<b>Miscellaneous updates to charts</b>	
Source: NHO Dehradun		
<b>Chart No.</b>	<b>Previous Updates</b>	<b>Details</b>
<b>Chart 4017</b>	159/06	Delete magenta limit and chart 4005 at the following Geographical Co-ordinates.
		LL_LAT: 07° 58′.85N.      LL_LONG: 93° 27′.62E.
		UR_LAT: 08° 03′.16N.      UR_LONG: 93° 35′.62E.
		Insert magenta limit and chart 4005 at the following Geographical Co-ordinates.
		LL_LAT: 07° 58′.85N.      LL_LONG: 93° 28′.90E.
		UR_LAT: 08° 03′.16N.      UR_LONG: 93° 35′.60E.

**\*087/(03/08) COASTS OF PAKISTAN AND INDIA – Gora Chan Greek to Godia Creek – Wreck.**

Source: NHO Dehradun

(HJ/1131/31)

**Chart 201** [previous update NE 31 Oct 07]

Delete



PA

23° 27′.84N., 68° 04′.00E.

**\*088/(03/08) INDIA – WEST COAST – Gulf of Kachchh – Deep Water Route – Buoy.**

Source: INS Investigator and DLL Jamnagar

(HJ/1131/20)

**Chart 203 (INT 7319)** [previous update 060/08 ]

Delete



Paga VQ(3)5s

22° 35′.40N., 69° 14′.40E.

**Chart 2068** [previous update 60/08 ]

Delete



Paga VQ(3)5s

22° 35′.40N., 69° 14′.40E.

**Cancel former INM 511(T)/07**

**\*089/(03/08) INDIA – WEST COAST – Gulf of Kachchh – Port of Okha – Buoy.**

Source: GMB, Port of Okha and Hydrographic Note INS Sutlej

(HJ/1131/20)

**Chart 2031** [previous update 060/08 ]

Delete



No.4

22° 28′.815N., 69° 05′.459E.

**Chart 2013** [previous update 060/08]

Delete



No.4

22° 28′.815N., 69° 05′.459E.

**Cancel former INM 275(T)/07**

**\*090/(03/08) INDIA – WEST COAST – Diu Head to Gopnath Point – Buoy.**

Source: DLL Jamnagar

(HJ/1130/07)

**Chart 207** [previous update 062/08 ]

Move



Fl  
No.6      From:

20° 52′.86N., 72° 06′.03E.

To:

20° 52′.87 N., 72° 05′.93E.

**\*091/(03/08) INDIA – WEST COAST – Approaches to Mumbai – Wreck.**

Source: MRCC (MB)

(HJ/1030/98)

Wreck of Supply Boat “Sea Panther”.

**Chart 21** [previous update 592/07 ]Insert  19° 22′.00N., 71° 21′.00E.**Chart 22 (INT 752)** [previous update 624/07 ]Insert  19° 22′.00N., 71° 21′.00E.**Chart 292 (INT 7021)** [previous update 594/07 ]Insert  19° 22′.00N., 71° 21′.00E.**Chart 293 (INT 7022)** [previous update 597/07 ]Insert  19° 22′.00N., 71° 21′.00E.**Chart 255 (INT 7334)** [previous update 594/07 ]Insert  19° 22′.00N., 71° 21′.00E.**Chart 7705 (INT 705)** [previous update 71/08 ]Insert  19° 22′.00N., 71° 21′.00E.**Chart 7706 (INT 706)** [previous update 293/07 ]Insert  19° 22′.00N., 71° 21′.00E.**Cancel former INM 595(T)/06****\*092/(03/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Buoy.**

Source: Hydrographic Note, INS Investigator

(HJ/1030/87)

**Chart 255 (INT 7334)** [previous update 91/08]Delete  Fl.8s 18° 53′.20N., 72° 41′.50E.**Chart 2016 (INT 7336)** [previous update 594/07]Delete  Fl.8s 18° 52′.70N., 72° 41′.90E.**Cancel former INM 349(T)/07****\*093/(03/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Buoy.**

Source: Hydrographic Note, INS Investigator

(HJ/1030/87)

**Chart 2016 (INT 7336)** [previous update 092/08 ]Delete  18° 46′.50N., 72° 48′.25E.**Cancel former INM 350(T)/07****\*094/(03/08) INDIA – WEST COAST – Vilinjam Anchorage – Racon.**

Indian List of Light, Vol. F and K 2003, F - 0718

Source: DLL Chennai

(HJ/930/83)

**Chart 7706 (INT 706)** [previous update 091/08]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.82E.**Chart 22 (INT 752)** [previous update 91/08]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.82E.**Chart 32 (INT 754)** [previous update 63/08]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.82E.

**\*094/(03/08) INDIA – WEST COAST – Vilinjam Anchorage – Racon. (Continued)****Chart 260 (INT 7362)** [previous update 624/07 ]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.82E.**Chart 261** [previous update 062/07 ]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.82E.**Chart 222** [previous update 062/07 ]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.89E.**Chart 223** [previous update 063/08 ]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.82E.**Chart 2012** [previous update 118/01 ]Insert  Racon (O), at light 08° 22′.89N., 76° 58′.82E.**\*095/(03/08) INDIA – EAST COAST – Portonovo Anchorage – Racon.**

Indian List of Light, Vol. F and K, 2003, F - 0919

Source: DLL Chennai

(HJ/1030/10)

**Chart 32 (INT 754)** [previous update 094/08 ]Insert  Racon (B), at light 11° 30′.18N., 79° 46′.33E.**Chart 357 (INT 7397)** [previous update 065/08 ]Insert  Racon (B), at light 11° 30′.18N., 79° 46′.33E.**Chart 3025** [previous update 283/01 ]Insert  Racon (B), at light 11° 30′.18N., 79° 46′.33E.**Chart 7706 (INT 706)** [previous update 094/08 ]Insert  Racon (B), at light 11° 30′.18N., 79° 46′.33E.**\*096/(03/08) INDIA – EAST COAST – Visakhapatnam Harbour – Mooring Buoy.**

Source: Visakhapatnam Port Trust

(HJ/1029/76)

**Chart 3012 (INT 7411)** [previous update 405/07]Delete  17° 41′.59N., 83° 17′.11E.

Cancel former INM 169(T)/07

**\*097/(03/08) INDIA – Andaman Islands – Stewart Sound – Light Beacon.**

Source: NHO Dehradun

(HJ/1028/27)

**Chart 4008** [previous update 490/07]Substitute  Fl.G.1s for  12° 56′.13N., 92° 54′.45E.Delete  (5) 12° 55′.60N., 92° 54′.50E. (3) 12° 55′.87N., 92° 53′.75E.Insert  Fl.R.1s5m 12° 55′.57N., 92° 54′.58E. Fl.G.3s 12° 55′.84N., 92° 53′.79E.**\*098/(03/08) INDIA – ANDAMAN SEA – Nicobar Island – Campbell Bay – Anchorage.**

Source: NHO Dehradun

(HJ/929/76)

**Chart 4039** [previous update 039/08 ] WGS 84 DatumInsert Anchorage  in position 06° 59′.01N., 93° 56′.01E.






**\*099/(03/08) INDIA – EAST AND WEST COAST – Lakshadweep Sea – Bay of Bengal – Data Buoys.**

Source: NIOT Chennai

(HJ/930/87)

**Chart 22 (INT 752) [previous update 094/08]**

Delete	DS 7A		ODAS Fl(5)15s4M	08° 19′.00N., 72° 39′.00E.
	DS 6		ODAS Fl(5)15s4M	08° 18′.50N., 72° 46′.00E.
	DS 2		ODAS Q(5)6M	10° 41′.00N., 72° 31′.00E.

**Chart 23 [previous update 553/07]**

Delete	DS 7		Fl.5s	08° 20′.00N., 72° 40′.00E.
	DS 6		ODAS Fl.4M	08° 18′.00N., 72° 45′.00E.






**Chart 31 [previous update 074/08]**

Delete	MB 12		Fl.3s4M	17° 29′.50N., 89° 55′.00E.
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**Chart 33 [previous update 657/07]**

Delete	DS 3		ODAS Fl.2s	13° 02′.00N., 86° 55′.00E.
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**Chart 273 [previous update 325/05]**

Delete	DS 7A		ODAS Fl(5)15s4M	08° 18′.20N., 72° 39′.00E.
	DS 7		Fl.5s	08° 18′.90N., 72° 39′.30E.
	DS 6A		ODAS Fl.4s4M	08° 21′.32N., 72° 42′.77E.
	DS 6		ODAS Fl.3s4M	08° 59′.45N., 74° 00′.35E.
	DS 2		ODAS Q(5)20s6M	10° 37′.55N., 72° 30′.82E.

**Chart 258 (INT 7348) [previous update 597/07]**

Delete	SW 4		Fl.5s	12° 57′.40N., 74° 44′.20E.
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**Chart 268 (INT 7353) [previous update 034/08]**

Delete	SW 2		ODAS Fl(2)5s5M	10° 37′.50N., 72° 30′.50E.
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**Chart 214 [previous update 450/06]**

Delete	SW 3		ODAS Fl(5)15s	15° 24′.40N., 73° 45′.30E.
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**\*099/(03/08) INDIA – EAST AND WEST COAST – Lakshadweep Sea – Bay of Bengal – Data Buoy. (Continued)**  
**Chart 217** [previous update 597/07]

Delete SW 4  ODAS Fl.5s 12° 57′.40N., 74° 44′.00E.

**Chart 224** [previous update 063/08]

Delete OT 1  ODAS Fl(5)20s4M 08° 12′.20N., 78° 33′.30E.

SW 5  ODAS Fl(5)20s4M 08° 47′.40N., 78° 21′.00E.

**Chart 2022 (INT 7345)** [previous update 528/07]

Delete SW 3  Fl(5)15s4M 15° 24′.30N., 73° 45′.30E.

**Chart 2075 (INT 7366)** [previous update 035/08]

Delete SW 5  ODAS Fl(5)20s6M 08° 42′.00N., 78° 20′.35E.

SW 5  ODAS Fl(5)20s4M 08° 47′.40N., 78° 21′.00E.

**Chart 2052 (INT 7350)** [previous update 337/06]

Delete SW 4  ODAS Fl.5s 12° 57′.38N., 74° 44′.00E.

**Chart 2002 (INT 7351)** [previous update 174/07]

Delete SW 4  Fl.5s 12° 57′.40N., 74° 44′.00E.

**100/(03/08) RED SEA - Yemen -Hanish aş Şughrá Eastwards - Low Island Southwards - Wreck.**

Source: BA Notice 189/08

(HJ/1033/37)


**BA Chart 143 (INT 7005)** [previous update 177/07]

Insert  13° 51′.7N., 42° 49′.4E.

**BA Chart 453 (INT 7116)** [previous update 69/05]

Insert  PA 13° 51′.7N., 42° 49′.4E.

**BA Chart 1925** [previous update 56/07]

Insert  PA 13° 51′.7N., 42° 49′.4E.

**101/(03/08) KUWAIT – Khawr’Abd Allah -Buoyage.**


Source: BA Notice 113/08

(HJ/1133/91)


**BA Chart 1229** [previous update NC Jul 06]

Insert  Fl.G No 7 29° 45′.80N., 48° 34′.80E.

 Fl(4)G.15s No13 29° 50′.37N., 48° 25′.79E.






Move  Fl.3s No 11, from: 29° 48′.82N., 48° 28′.93E.

to: 29° 48′.72N., 48° 28′.79E.

Delete  Fl(4)G.15s No13 (Rep missing 2004) 29° 50′.01N., 48° 26′.33E.

 Fl.Y Wk PD 29° 54′.30N., 48° 18′.60E.

**101/(03/08) KUWAIT – Khawr’Abd Allah -Buoyage. (Continued)**  
**BA Chart 1235 (INT 7289) [previous update 533/07]**

Insert		<i>Fl.G No 7</i>	29° 45′.80N., 48° 34′.80E.
		<i>Fl(4)G No 13</i>	29° 50′.37N., 48° 25′.79E.
Move		<i>Fl No 11, from:</i>	29° 48′.82N., 48° 28′.93E.
	to:		29° 48′.72N., 48° 28′.79E.
Delete		<i>Fl(4)G No 13 (Rep missing 2004)</i>	29° 50′.01N., 48° 26′.33E.
		<i>Fl.Y</i>	29° 54′.30N., 48° 18′.60E.

**102/(03/08) MALAYSIA - Peninsular Malaysia, East Coast -Johor - Karang Si Ajar - Light. Beacon.**  
 Indian List of Light, Vol. F and K, 2003, F - 1738

Source: BA Notice 160/08  
 (HJ/927/15)

**BA Chart 4043 [previous update 044/08]**

Substitute  Fl.3s8m18M for  1° 25′.54N., 104° 05′.04E.

**103/(03/08) SINGAPORE - Johor Strait - Eastern Part - Bethlehem Shipyard and Pulau Punggol Timor - Depths. Jetty. Pontoon.**

Source: BA Notice 210/08  
 (HJ/927/16)

**BA Chart 4044 [previous update 044/08]**

Insert	depth $12_8$	1° 25′.42N., 103° 53′.62E.
	depth 5 enclosed by 5m contour	1° 28′.05N., 103° 49′.39E.
Substitute	depth $8_2$ enclosed by 10m contour for depth $8_5$ enclosed by 10m contour	1° 25′.60N., 103° 53′.41E.
Delete	jetty, double firm line, joining:	1° 27′.99N., 103° 49′.33E. (shore)
		1° 28′.12N., 103° 49′.44E.

**BA Chart 4044 (plan C, Sembawang) [previous update 044/08]**

Insert	depth 5 enclosed by 5m contour	1° 28′.049N., 103° 49′.385E.
Delete	jetty and pontoon, double firm line, and associated legend, Pontoon, joining:	1° 27′.989N., 103° 49′.330E. (shore)
		1° 28′.121N., 103° 49′.433E.

**BA Chart 4044 (plan B, Pelabuhan Johor (Johor Port)) [previous update 044/08]**

Substitute	depth $8_2$ for depth $8_5$	1° 25′.60N., 103° 53′.41E.
	depth $12_8$ for depth $15_6$ and associated 15m contour	1° 25′.42N., 103° 53′.63E.

**104/(03/08) SINGAPORE - Sinki Fairway - Banyan Basin - Sakra Basin - Fairway.**

Source: BA Notice 209/08

*Note:* Chart BA 4032 is to be deleted from the list of charts affected by Notice 057(P)/08.*(HJ/927/16)***BA Chart 4032** [*previous update 611/07*]

Insert limit of fairway, pecked line, joining:

(a) 1° 15'·391N., 103° 45'·677E.

(existing limit)

1° 15'·692N., 103° 46'·130E.

(E border)

and

(b) 1° 14'·521N., 103° 45'·809E.

(existing limit)

1° 14'·478N., 103° 46'·130E.

(E border)

Delete former limit of fairway, pecked line, joining:

(a) above

1° 15'·493N., 103° 46'·130E.

(E border)

and

(b) above



1° 14'·646N., 103° 46'·130E.

(E border)

**105/(03/08) INDONESIA -Sumatera - Pulau Bangka Westwards -Moored storage tanker.**

Indian List of Light, Vol. F and K, 2003, F - 1000.5

Source: BA Notice 240/08

*(HJ/827/84)***BA Chart 1312** [*previous update 664/07*]Substitute  *Bangka Marine Terminal* for  *Exspan Marine Terminal*, centred on:

1° 51'·2S., 105° 08'·6E.

**106/(03/08) INDIAN OCEAN - Christmas Island - Aeronautical radiobeacon.**

Source: BA Notice 152 /08

*(HJ/727/94)***BA Chart Aus 608** [*previous update NE 06 Jul 07*]

Delete symbol, aero radiobeacon, Aero RC

10° 26'·00S., 105° 41'·100E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****107(T)/(03/08) INDIA - WEST COAST – Port of Mumbai – Light.**

Source: Fleet Office (MB) and Navarea 201/07

(HJ/1030/87)

1. Sunk Rock light 18° 53′.30N., 072° 50′.00E Unlit.
2. Mariners to exercise caution.

**Charts affected -255(INT 7334) – 211 – 2016(INT 7336) – 2015(INT 7337)****Cancel former INM 90(T)/07****108(P)/(03/08) INDIA - WEST COAST – Approaches to Mormugao - Construction Work.**

Source: Mormugao Port Trust and Navarea 699/07

(HJ/1030/56)

1. Construction of additional Mooring Dolphins in progress in following positions:

<b>Dolphin</b>	<b>Latitude</b>	<b>Longitude</b>
1.	15° 24′.59N	73° 48′.83E
2.	15° 25′.03N	73° 48′.16E
3.	15° 25′.17N	73° 48′.05E

2. Construction Pontoons and obstructions at site will exhibit Red Flashing light every 2 second.
3. Mariners are advised to reduce speed, navigate with caution in the vicinity of construction site and not to close the construction site less than 100 metres.

**Charts affected – 22(INT 752)– 214 – 257(INT 7343) – 293(INT 7022) – 2020 – 2022(INT 7345) – 2078(INT 7346).****\*109(T)(03/08) INDIA - EAST COAST – Hugli River -Haldia to Kukrahatti Reach – Depths.**

Source: Kolkata Port Trust

(HJ/1129/21)

1. The maximum & minimum sounding reports for Kolkata & Haldia channels are appended below:-

<b><u>Month</u></b>	<b><u>Kolkata</u></b>		<b><u>Haldia</u></b>	
	<b><u>Max Depth</u></b>	<b><u>Min Depth</u></b>	<b><u>Max Depth</u></b>	<b><u>Min Depth</u></b>
Sep 07	10.2 m	6.9m	10.8 m	8.4 m

2. The above depths are considering maximum and minimum high water height recorded.
3. Mariners are to exercise caution.
4. **Cancel former INM 513(T)/07.**

**Chart affected – 301- 351 - 3011(INT 7421) – 3013 - 3006(INT 7423)**

**\*110(T) (03/08) INDIA EAST AND WEST COAST- ARABIAN SEA – ANDAMAN SEA – Data Buoys.**

Source: NIOT.

(HJ/1031/50)

1. Following yellow coloured data buoys with radar reflector &amp; mast carrying sensor laid in following positions.

Sl No	Buoy No.	Position	Size	Characteristics	Chart affected
a)	DS 1	15° 28'.62N 69° 14'.18E	03m dia & 03m height mast	Fl(5) 20s4M	22(INT 752) 7705(INT 705)
b)	DS2	10° 37'.57N 72° 25'.02E	2.2m dia & 3.5m height mast	Fl(5) 20s4M	22(INT 752)- 273- 268 (INT 7353)
c)	DS3	12° 11'.35N 90° 43'.53E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
d)	DS4	18° 23'.38N 87° 33'.25E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
e)	DS5	14° 00'.71N 83° 15'.91E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31-32(INT 754)-33
f)	DS7	08° 18'.90N 72° 39'.67E	2.2m dia & 3.5m height mast	Fl 5s4M	23-273
g)	SW3	15° 23'.63N 73° 45'.40E	03m dia & 03m height mast	Fl(5) 20s4M	22(INT 752)-214-257 (INT 7343)-293 (INT 7022) -2022(INT 7345)-2020-2078(INT 7346)
h)	SW4	12° 56'.15N 74° 46'.56E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	22(INT 752)-258(INT 7348)- 217-272-293 (INT 7022) 2052(INT 7350)-2002 (INT 7351)
j)	SW6	13° 10'.05N 80° 41'.52E	03m dia & 3.5m height mast	Fl. 5s4M	356(INT 7400)-313-3001(INT 7402)
k)	SW7	11° 52'.42N 79° 54'.28E	2.2m dia & 3.5m height mast fitted with radar reflector	Fl. Y5s4M	357(INT 7397)-3003
l)	OB 3	12° 28'.55N 72° 04'.27E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	22(INT 752) - 272
m)	OB 7	08° 15'.93N 78° 36'.45E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	224 - 262
n)	OB 8	11° 30'.80N 81° 28'.15E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	32(INT 754) -33
o)	MB1	20° 01'.50N 67° 32'.87E	03m dia & 3.5m height mast	Fl(5) 20s4M	292(INT 7021)
p)	MB2	11° 59'.52N 67° 50'.33E	2.2m dia & 3.5m height mast	Fl(5) 20s4M	7705(INT 705)
q)	MB9	09° 58'.60N 86° 59'.42E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
r)	MB10	12° 37'.10N 85° 06'.70E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
r)	MB11	14° 58'.63N 87° 29'.63E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
s)	MB 12	18° 09'.18N 90° 04'.73E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
t)	AN 2	11° 59'.23N 91° 59'.93E	----	Fl. 5s4M	33 – 41-473(INT 7031)
u)	AN 3	10° 30'.78N 91° 39'.98E	----	Fl. 5s4M	33 – 41- 472(INT 7032)
v)	AN 4	13° 25'.80N 93° 33'.60E	----	Fl. 5s4M	41 - 473
w)	AN 5	09° 29'.88N 93° 14'.78E	----	Fl. 5s4M	33 – 41 – 407 - 472
x)	AN 6	06° 54'.91N 94° 19'.85E	----	Fl. 5s4M	41 – 471 - 472

2. All vessels operating in vicinity are to maintain a clearance of 1000 meters off the buoys.

3. Cancel former INM 195(T)/04, 59(T)/06,75 (T)/06, 137(T)/06, 180(T)/06, 258(T)/06, 512(T)/06,50(T)/07, 187(T)/07, 276(T)/07,351(T)/07, 444(T)/07 and 486(T)/07.

## SECTION – IV: MARINE INFORMATION

### Distribution of Indian Paper Charts and Nautical Publications

Indian Nautical Charts and Publications from National Hydrographic Office, India are now available globally. Details of overseas chart agents are as follows:

<p><b>*JEPPESEN MARINE</b>  <b>Jeppesen India Pvt. Ltd.</b>            505, Raheja Arcade,            Sector-11, CBD Belapur,            Navi Mumbai 400 614            Ph: 91 22 65103668            Fax: 91 22 67939504            Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a></p>	<p><b>*JEPPESEN MARINE</b>  <b>Jeppesen Norway AS</b>            P.O. 212,            N-4379, Egersund, Norway            Ph: 0047 51 464700            Fax: 0047 51 464701            Email: <a href="mailto:info@c-map.no">info@c-map.no</a>            Site: <a href="http://www.c-map.no">www.c-map.no</a></p>	<p><b>C-Map US Commercial</b>            133 Falmouth Road,            Building 2, Postal Code: 02649,            Mashpee, MA, America            Ph: +1 (508) 477 8010            Fax: +1 (508) 539 4381            Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>
<p><b>C-Map (UK) Ltd.</b>            Systems House            Delta Business Park            Salterns Lane, Fareham,            PO16 0QS, United Kingdom,            Ph: +44 (0) 1329 517777            Fax: +44 (0) 1329 517778            Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>	<p><b>Mari-Sys Pte Ltd.</b>            20 Ayer Rajah Crescent,            08-21, SE 139964,            Republic of Singapore            Ph: +65 6776 1898            Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b>            Oude Leeuwenrui 37            2000 Antwerp, Belgium            Ph: +32 (3) 2134170            Fax: +32 (3) 2326167            Email: <a href="mailto:sales@martin.be">sales@martin.be</a>            Site: <a href="http://www.martin.be">www.martin.be</a></p>
<p><b>Bogerd Martin Tianjin(China Branch)</b>            2-B101 FTZ Hi-Tech            Development Centre 131            Haibin 9 Road 300461            Tianjin China            Ph: +86 22 257 62 721            Fax: +86 22 257 62 722            Email: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a></p>	<p><b>C-Map Holland</b>            Paleiskade100            PO Box 7            1781 AR Den Helder,            Holland            Ph: +31 223 616 700            E Mail: CorMallie  <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></p>	
<p>* Indicates C Map Norway AS has changed name to <b>Jeppesen Marine Norway AS</b>.            Indicates C Map India has changed name to <b>Jeppesen India</b>.</p>		

### Tsunami Notices

#### **52 (T) (01/05) INDIAN OCEAN, BAY OF BENGAL – Changes in bathymetry and Coastline.**

Source: NHO, Dehradun  
 (HJ/NM/Gen)

Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

**Charts affected: All Indian charts of Andaman & Nicobar Islands, coast of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka**

**\*88 (T) (03/05) INDIA – Nicobar Islands – Katchall Island – Approaches to East Bay – Beacon.**

Source: PMB A &amp; N Islands

(HJ/928/76)

1. It is informed that all the three sets of beacons/buoys in East Bay including the jetty and approach has been totally damaged and sunk.
2. Mariners are advised to exercise caution and contact local port authorities for the latest information.
3. Former INM 339 (P)/04 is cancelled.

**Charts affected: 4011 - 4017****\*105 (T) (04/05) INDIA – Andaman Sea – Nicobar Islands – Approaches to East Bay – Jetty..**

Source: Hydrographic Note, INS Sandhayak

(HJ/928/76)

It is reported that East Bay Jetty at approx position 07° 58'.68N., 93° 23'.73E. is destroyed due to Tsunami disaster.

**Charts affected: 4011****\*106 (T) (04/05) INDIA – Andaman Sea – Andaman and Nicobar Islands – Beacon. Buoy.**

Source: Port Management Board, Andaman and Nicobar &amp; Hydrographic Note, INS Sandhayak

(HJ/928/86)

1. Following buoys/beacons were reported totally damaged and sunk post Tsunami disaster:

**Nancowry Island**

- |                               |                            |
|-------------------------------|----------------------------|
| (d) North east lighted beacon | 08° 01'.60N., 93° 33'.80E. |
| (e) Reid Point beacon         | 08° 01'.48N., 93° 33'.35E. |
| (f) Mayo Point beacon         | 08° 01'.60N., 93° 32'.53E. |

**Mayabundar Island**

- |                       |                            |
|-----------------------|----------------------------|
| (g) Takla west beacon | 12° 55'.53N., 92° 53'.46E. |
|-----------------------|----------------------------|

**Port Blair**

- |                        |                            |
|------------------------|----------------------------|
| (h) Bamboo flat beacon | 11° 41'.33N., 92° 43'.20E. |
| (i) Range flat beacon  | 11° 41'.21N., 92° 43'.06E. |

2. Mariners to exercise caution while navigating through this area.

**Charts affected: 4005 – 4006 – 4008 – 4012 – 4016****\*135 (T) (05/05) ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Coast line. Jetty. Light.**

Source: INS Sandhayak

(HJ/1028/07)

1. It is reported that the coastline in the area had undergone drastic changes. The Hut Bay breakwater has been breached at several places. The entire approach road and breakwater light at position 10° 35'.81N., 92° 33'.83E. has been destroyed. The passenger jetty is not safe to approach as the wreck of the fallen crane is a hazard to navigation.
2. Mariners are to exercise caution while navigating through this area.

**Charts affected: 4010**



**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 28 Jan 08, covering the entire world are listed below against the respective NAVAREA.

<b><u>NAVAREA No.</u></b>	<b><u>LOCATION</u></b>	<b><u>LAST NAVAREA</u></b>	<b><u>NAVAREA IN FORCE</u></b>
I	N.E. Atlantic	018	<b>2005 series:</b> 402. <b>2007 series:</b> 019 035 050 199 247 251 279 293 329 338 344 345. <b>2008 Series:</b> 004 005 012 015 017 018.
II	E. Atlantic	030	<b>2008 Series:</b> 009 011 013 015 017 025 029 030.
III	Mediterranean	036	<b>2007 series:</b> 511 512 519 521. <b>2008 Series:</b> 003 004 005 007 014 015 022 023 027 028 029 030 032 033 036.
IV	N.W. Atlantic	027	<b>2007 series:</b> 196. <b>2008 series:</b> Nil.
V	W. Atlantic	055	<b>2007 series:</b> 1078. <b>2008 series:</b> Nil.
VI	S.W. Atlantic	020	<b>2007 series:</b> Nil <b>2008 series:</b> Nil.
VII	S.E. Atlantic	021	<b>2007 series:</b> 533 588 633 643 656 658 685 687 698. <b>2008 series:</b> 008 010 011 012 013 017 021.
VIII	Indian Ocean	043	<b>2007 series -</b> 201 366 367 371 373 380 388 389 396 418 440 511 512 538 540 572 574 601 602 604 612 624 637 638 641 647 652 653 656 662 664 668 675 681 690 697 699 701 <b>2008 Series-</b> 002 004 005 008 009 013 014 016 017 019 023 024 026 029 030 031 032 033 034 035 036 037 038 039 040 041 042.

**019. Cancel Navarea Eight Message 677 of 2007. India West Coast – Arabian Sea.** Charts 21 22 202 211 251 253 255 271 291 292 293 INT 705 INT 706. Present position of Oil Rigs / Drill Ships as follows:

Aban III	18-44.08N	072-18.46E
Aban V	19-19.41N	071-23.43E
Badrinath	17-30.30N	072-23.55E
CE Thronton	20-14.35N	071-55.33E
FG MC Clintok	19-10.40N	072-09.16E
Frontier Ice	17-21.90N	072-15.16E
Hitdrill	18-45.25N	072-18.00E
JT Angel	19-17.85N	071-18.51E
Kedarnath	19-58.75N	071-08.65E
Noble Charlie	19-17.78N	071-20.66E
Noble Ed Holt	19-25.21N	071-11.56E
Pride Pennsylvania	19-15.18N	072-02.17E
Pride Hawaii	18-31.88N	072-16.73E
Ron Topmeyer	19-13.86N	071-25.23E
Rondolf Yost	19-32.20N	071-17.80E
Sagar Gaurav	19-40.41N	071-19.36E
Sagar Laxmi	18-36.15N	071-01.63E
Sagar Pragati	18-32.27N	072-15.43E
Sagar Ratna	19-02.96N	072-11.11E
Sagar Samrat	19-32.13N	071-18.81E
Sagar Shakti	19-26.15N	071-18.63E
Sagar Uday	19-34.71N	071-20.64E
Trident – 2	19-25.35N	071-19.55E
Trident – 12	19-26.65N	071-20.61E
EnSCO-50	19-16.31N	071-59.98E
EnSCO-53	19-21.45N	071-50.13E
Offshore Courageous	21-06.20N	072-30.98E

2. Wide berth requested.

<b>020 – 022 Cancelled.</b>
<b>023. Refer Navarea eight message 002 of 2008. India East Coast- Bay of Bengal.</b> Charts 31 352 INT 706. Rig Actina moved to new position 20-08.6 N., 087-33.6E. 2. Wide berth requested.
<b>024. Refer Navarea Eight Message 002 of 2008. India East Coast- Bay of Bengal.</b> Charts 31 32 33 355 INT 706. Drill Ship Discoverer-534 shifted to new position 16-30.7N., 082-33.6E 2. Wide berth requested.
<b>025. Cancelled.</b>
<b>026. Indian Ocean – Arabian Basin.</b> Charts INT 71 INT 705. Yatch Pamelou of length 13.20 meter white coloured abandoned by crew in position 11-21.0N., 059-44.73E. 2. All vessels operating in vicinity to exercise caution.
<b>027 – 028 Cancelled.</b>
<b>029. India East Coast – Bay of Bengal.</b> Charts 31 32 354 INT 71 INT 73 INT 706. Firing practice by Naval Ships from 0430 UTC to 0830 UTC on 27 Jan and 28 Jan 2008. Danger area bounded by: (a) 17-44.0N 083-53.0E (b) 18-11.0N 084-25.0E (c) 17-57.0N 085-04.0E (d) 17-34.0N 084-33.0E 2. Safe flying height 10000 meters. 3. Cancel this message on 29 Jan 2008.
<b>030. India West Coast - Trivandrum.</b> Charts 22 32 222 260 INT 706. Rocket launching from Thumba Equatorial rocket launching station 08-31.98N., 076-52.05E between 1500 UTC and 1830 UTC from 28 Jan to 31 Jan 2008. 2. Danger zones: (a) Sector of radius 05 Nm from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radii 40 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this message on 01 Feb 2008.
<b>031. Andaman Sea – India Andaman Islands.</b> Charts 33 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery at Ross Island between 0630 UTC to 1030 UTC on 30 Jan 2008. Danger area 15 nm seaward around 11-40.6N., 092-46.0E. 2. Safe flying height 9100 Metres. 3. Cancel this message on 31 Jan 2008.
<b>32. India West Coast- Kachchh Basin.</b> Charts 21 251 252 271 291 292 INT 705. Seismic survey in progress by MV Munin Explorer till 30 Jan 2008 in area bounded by: Block-1: (a) 22-31.00N 067-32.01E (b) 23-21.01N 068-03.00E (c) 22-26.00N 068-49.01E (d) 22-07.00N 067-54.01E Block-2: (a) 21-02.00N 068-06.00E (b) 21-02.00N 069-14.00E (c) 22-19.01N 068-51.00E (d) 22-08.00N 068-03.00E 2. Vessel towing a single 12000 metre digital fluid field streamer marked by yellow tail buoy with flashing light and GPS tracker with 02 metre mast height. 3. All vessels operating in vicinity to exercise caution and give wide berth. 4. Cancel this message on 31 Jan 2008.
<b>33. India West Coast – Approaches Pipavav Port.</b> Charts 21 207 253 254 292 2056 2081 2100 INT 705 . Hydrographic survey in progress by Naval Survey Vessel and three Survey Motor Boats till 14 Feb 2008 in area bounded by: (a) 20-40.00N 071-20.50E (b) 20-40.00N 071-35.00E (c) 20-59.00N 071-35.00E (d) 20-59.00N 071-20.50E 2. All vessels operating in vicinity are to keep a safe distance and exercise caution. 3. Cancel this message on 15 Feb 2008.
<b>34. India West Coast - Trivandrum.</b> Charts 22 32 222 260 INT 706. Rocket launching from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 1500 UTC and 2330 UTC from 31 Jan to 08 Feb 2008 2. Danger zones: (a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree. (b) Sector of radii 40 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree. 3. Cancel this message on 09 Feb 2008.

<p><b>35. India West Coast – Mormugao.</b> Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC and 1230 UTC from 01 Feb to 07 Feb and 14 Feb to 21 Feb 2008. danger area bounded by:</p> <table> <tr> <td>(a) 15-13.0N</td> <td>073-57.0E</td> <td>(b) 15-13.0N</td> <td>073-52.0E</td> </tr> <tr> <td>(c) 15-11.0N</td> <td>073-52.0E</td> <td>(d) 15-11.0N</td> <td>073-57.0E</td> </tr> </table> <p>2. Safe flying height 3500 meters. 3. Cancel this message on 22 Feb 2008.</p>	(a) 15-13.0N	073-57.0E	(b) 15-13.0N	073-52.0E	(c) 15-11.0N	073-52.0E	(d) 15-11.0N	073-57.0E				
(a) 15-13.0N	073-57.0E	(b) 15-13.0N	073-52.0E									
(c) 15-11.0N	073-52.0E	(d) 15-11.0N	073-57.0E									
<p><b>36. Cancel Navarea Eight Message 625 of 2007. Indian Ocean – Songo Songo and Mafia Islands.</b> Charts 8008 INT 70 int 71 INT 72 INT 701 INT 702 . Seismic Survey in progress by ‘Geo Mariner’ in area bounded by:</p> <table> <tr> <td>(a) 07-57.0S</td> <td>039-49.0E</td> <td>(b) 09-04.0S</td> <td>039-47.0E</td> </tr> <tr> <td>(c) 09-04.0S</td> <td>040-48.0E</td> <td>(d) 07-57.0S</td> <td>040-48.0E</td> </tr> </table> <p>2. Vessel is towing 04 NM seismic cable attached with yellow tail buoy with white flashing light at the end of the cables. 3. All vessels operating in vicinity are to keep a safe distance of 06 NM from the vessel and exercise caution.</p>	(a) 07-57.0S	039-49.0E	(b) 09-04.0S	039-47.0E	(c) 09-04.0S	040-48.0E	(d) 07-57.0S	040-48.0E				
(a) 07-57.0S	039-49.0E	(b) 09-04.0S	039-47.0E									
(c) 09-04.0S	040-48.0E	(d) 07-57.0S	040-48.0E									
<p><b>37. India East Coast – Off Suryalanka.</b> Charts 31 32 355 3026 INT 706 . Firing Exercise by IAF Aircrafts from Firing point 15-50.5N 080-29.5E between 0130 UTC to 1630 UTC on 01 Feb and 02 Feb, 07 Feb to 09 Feb, 14 Feb to 16 Feb, 21 Feb to 23 Feb, 28 Feb to 01 Mar, 06 Mar to 08 Mar 2008 . Danger area an arc of 60 NM radius between 100 degree and 210 degree from Firing Point:</p> <p>2. No over flight permissible over the Danger Area. 3. Cancel this message on 09 Mar 2008.</p>												
<p><b>38. India East Coast- Chennai.</b> Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery 13-07.17N 080-18.70E between 0530 UTC and 0730 UTC on 30 Jan 2008.</p> <p>2. Danger zone: Sector of radius 11 NM from gun position between 045 degree and 075 degree. 3. Safe flying height 12800 meters. 4. Cancel this message on 31 Jan 2008.</p>												
<p><b>39. Bay of Bengal – Northern Portion.</b> Charts 31 32 353 355 INT 706. Firing Practice by Naval Ships from 2230 UTC to 0430 UTC and from 1130 UTC to 1530 UTC from 29 Jan to 31 Jan 2008 in area bounded by:</p> <table> <tr> <td>(a) 16-28.0N</td> <td>083-25.0E</td> <td>(b) 17-25.0N</td> <td>084-25.0E</td> </tr> <tr> <td>(c) 16-28.0N</td> <td>085-05.0E</td> <td>(d) 15-52.0N</td> <td>084-06.0E</td> </tr> </table> <p>3. Safe flying height 22000 metres. 4. Cancel this message on 01 Feb 2008.</p>	(a) 16-28.0N	083-25.0E	(b) 17-25.0N	084-25.0E	(c) 16-28.0N	085-05.0E	(d) 15-52.0N	084-06.0E				
(a) 16-28.0N	083-25.0E	(b) 17-25.0N	084-25.0E									
(c) 16-28.0N	085-05.0E	(d) 15-52.0N	084-06.0E									
<p><b>40. India West Coast – Off Kandla.</b> Charts 21 203 INT 705. MSV Faizale Ravhi sunk in approximate position 22-47.90N., 069-57.10E.</p> <p>2. Mariners to exercise caution.</p>												
<p><b>41. India East Coast-Bay of Bengal.</b> Charts 31 352 INT 706. Seismic Survey is in progress by Nordic explorer in area bounded by:</p> <table> <tr> <td>(a) 20-15.3N</td> <td>087-20.6E</td> <td>(b) 20-06.3N</td> <td>087-35.6E</td> </tr> <tr> <td>(c) 19-59.4N</td> <td>087-30.9E</td> <td>(d) 19-58.0N</td> <td>087-27.6E</td> </tr> <tr> <td>(e) 20-00.0N</td> <td>087-24.1E</td> <td>(f) 20-12.0N</td> <td>087-18.4E</td> </tr> </table> <p>Vessel towing 06 in number 6000 metres long streamer cable attached to a yellow coloured tail buoy fitted with white flashing light. 3. All vessels operating in vicinity are to maintain a clearance of 06 NM and exercise caution.</p>	(a) 20-15.3N	087-20.6E	(b) 20-06.3N	087-35.6E	(c) 19-59.4N	087-30.9E	(d) 19-58.0N	087-27.6E	(e) 20-00.0N	087-24.1E	(f) 20-12.0N	087-18.4E
(a) 20-15.3N	087-20.6E	(b) 20-06.3N	087-35.6E									
(c) 19-59.4N	087-30.9E	(d) 19-58.0N	087-27.6E									
(e) 20-00.0N	087-24.1E	(f) 20-12.0N	087-18.4E									
<p><b>42. Cancel Navarea eight 698 of 2007. India West Coast – Arabian Sea.</b> Charts 21 22 253 254 255 292 INT 705 . Seismic Survey in progress by Sagar Sandhani till 31 Mar 2008 in area bounded by:</p> <table> <tr> <td>(a) 19-42.0N</td> <td>070-44.0E</td> <td>(b) 19-59.0N</td> <td>071-35.0E</td> </tr> <tr> <td>(c) 19-43.0N</td> <td>071-42.0E</td> <td>(d) 19-17.5N</td> <td>071-21.5E</td> </tr> <tr> <td>(e) 19-17.0N</td> <td>070-43.0E.</td> <td></td> <td></td> </tr> </table> <p>2. Vessel towing two seismic cables of length 5000 meters each with green and yellow buoys with flashing light to mark the tail end of the cables. 3. All vessels operating in vicinity are to maintain a clearance of 06 NM all around the vessel and exercise caution. 4. Cancel this message on 01 Apr 2008.</p>	(a) 19-42.0N	070-44.0E	(b) 19-59.0N	071-35.0E	(c) 19-43.0N	071-42.0E	(d) 19-17.5N	071-21.5E	(e) 19-17.0N	070-43.0E.		
(a) 19-42.0N	070-44.0E	(b) 19-59.0N	071-35.0E									
(c) 19-43.0N	071-42.0E	(d) 19-17.5N	071-21.5E									
(e) 19-17.0N	070-43.0E.											
<p><b>43. Cancelled.</b></p>												

<b><u>NAVAREA No.</u></b>	<b><u>LOCATION</u></b>	<b><u>LAST NAVAREA</u></b>	<b><u>NAVAREA IN FORCE</u></b>
IX	Persian Gulf, Red Sea, NW Arabian Sea	028	<b>2007 series:</b> 022 027 062 092 095 106 108 155 168 172 176 200 202 203 212 214 237 239 251 263 264 273 274 278. <b>2008 series:</b> 002 005 006 007 008 013 014 017 019 021 022 023 024 027 028.
X	Australia, New Guinea	002	<b>2007 series:</b> 235 280 320 321 325 326 330 332 333 338 342 344 349 353 354. <b>2008 series:</b> 001 002
XI	Malacca Strait, China Sea, N. Pacific	0022	<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> 0246 0361 <b>2005 series:</b> 0271 0307 <b>2006 series:</b> 0005 0123 0250 0303 0561 <b>2007 series:</b> 0002 0093 0098 0133 0248 0253 0269 0309 0338 0344 0366 0457 0505 0513 0519 0523 0546 0557 0593 0594 0595 0596 0597 0598 0599 0600 0601 0607 <b>2008 series:</b> 0004 0006 0009 0011 0014 0018 0019 0020 0021 0022
XII	N.E. Pacific	017	<b>2007 series:</b> Nil <b>2008 series:</b> Nil
XIII	N.W. Pacific	076	<b>2007 series:</b> Nil <b>2008 series:</b> Nil
XIV	S.W. Pacific	003	<b>2007 series:</b> Nil. <b>2008 Series:</b> 001 002 003
XV	S.E. Pacific	003	<b>2007 series:</b> Nil <b>2008 Series:</b> 001 002 003
XVI	E. Pacific	191 of 2007	<b>2007 series:</b> Nil <b>2008 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	115	<b>2006 series:</b> 524. <b>2007 series:</b> 1602. <b>2008 Series:</b> Nil
Hydrolants	Atlantic, Mediterranean	153	<b>2007 series:</b> Nil <b>2008 Series:</b> Nil

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

<b>INP 1 West Coast of India Pilot (Second Edition 2003) – INDIA WEST COAST – Hazira - Hazira (Surat) Port.</b>	
<b>245</b>	
<i>Article 8.54</i>	
<i>Delete Para 1 an Insert</i>	
<i>Chart – 2034, 2101</i>	
1	<b>Hazira (Surat) Port.</b> (21° 06' N, 72° 37' E) is situated on the W side of Hazira Peninsula. The harbour contains a LNG terminal with 02 nos. storage tanks.
2	<b>Approach Channel.</b> The entrance channel connects the port with the deep water of the Sutherland Channel. The dredged depth 12m reduced to the Chart Datum allows for arrival and departure of LNG carriers up to a draft of 11.5m. The straight approach channel has a clear width of 400m at the seaside tapering off to a width of 300m between the breakwaters to allow unobstructed easy entrance/departure of ships. The orientation of the approach channel is 070°-250°.
3	<b>Controlling Depth.</b> The entrance channel dredged upto 12m.
4	<b>Maximum Size of Vessel Handled.</b> LNG Carriers of 110,000 tons; length 295m; beam 50m; draught 11.5m.
5	<b>Pilotage.</b> Pilotage is compulsory and Pilot boards in position (21° 05'.8 N, 72° 34'.3 E)
6	<b>Port Control.</b> Hazira Port Control VHF Channels are 16 & 69. Magdalla Port Control VHF Channels are 16 & 09.
7	<b>Tugs.</b> Four in nos. tugs are available and it is compulsory to use tugs for berthing and unberthing.
8	<b>Traffic Regulation.</b> Anchoring is prohibited within the port limits. Only one vessel at a time is allowed to be underway in the approach corridor.
9	<b>Harbour Layout.</b> Open WSW, is protected by a N and S breakwater, from the heads of which lights (lateral) are exhibited. Swinging Circle of 1½ cables radius situated within breakwater heads.
10	<b>Tidal Streams.</b> Attain a rate in excess of 4½ kn. at springs.

11	<p><b>Directions for Port Approaches.</b> The LNG carrier approaches the Hazira (Surat) Port through the Magdalla port waters. Ships bound for Hazira will have to report to Magdalla Port Control 2 miles S of the Magdalla Port Limits. The Hazira (Surat) Port pilot will board the ship just outside the Magdalla Port waters. The whole route from Pilot Station to Hazira Port dredged approach channel is 7 nm long. Strong tidal currents are present in the channel in N and S directions. There are no cross-currents. The Malacca Banks act as a natural breakwater for waves and swells during low water but at high water waves and swell pass unrestricted over these banks. During strong SW monsoon conditions and at high water the waves in the Hazira approach can be as high as 2mts coming from a 250° direction.</p>
12	<p><b>Leading Lights.</b> The alignment (070°) of lights, lead through the entrance channel, 6½ cables long and 2 cables wide, towards the harbour entrance. The entrance channel is marked at its seaward end by one pair of buoys (lateral).</p>
13	<p><b>Anchorage.</b> Tanker Anchorage area lies 2 miles W of the harbour in following limits:-</p> <p>(a) 21° 06'.0 N, 72° 35'.0 E  (b) 21° 06'.0 N, 72° 33'.5 E  (c) 21° 05'.0 N, 72° 33'.5 E  (d) 21° 05'.0 N, 72° 35'.0 E</p> <p>Anchorage within Magdalla Port limits will only occur in case of an emergency and with permission of Magdalla Port Control.</p>
14	<p><b>LNG Jetty.</b> The LNG berth at the jetty consists of; four breasting and five mooring dolphins, an unloading platform and a trestle.</p>
15	<p><b>Port Authority.</b>  Hazira Port Private Limited  101 – 103, Abhijeet – II  Mithakali Circle  Ahmedabad – 380 006  Gujarat (India)  Tel : +91 (079) 26470100  Fax : +91 (079) 26470101  Email : hlpl-haz-portcontrol@shell.com</p>
<p><b>HPPL Port Information Book 2007</b> <span style="float: right;"><b>03/08</b></span></p>	

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

<u>No</u>	<u>Name &amp; Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure &amp; Height (mts)</u>	<u>Remarks</u>
<b>D6483-2</b>	- Ldg Lts 290°15'. Front	28 47-49 S 32 02-16 E	Oc(2)R 6s	54	..	Framework tower	ec 1, lt 1, ec 1, lt 3
---	---	..	By dayF R	47	W4-8	..	G287-95°-
---	---	..	Dir F WRG		R3-2 G3-1		288-95°(1°).A1 WG288-95°- 290-05°(1-1°),W290-0 5°-290-45°(0-4°).A1 WR290-45°- 291-55°(1-1°),R291-55 °-292-55°(1°).
*	*	*	*	*	*	*	<b>On trial; liable to move, be intermittent and subject to change (T) 2007</b>
<b>F0437-7</b>	Pipavav Port. No 1 Lts in line 009-5°. Front	20 55-11 N 71 30-29 E	F1 W 2s	35	10	Metal framework structure 35	
	*		*				
<b>F0437-71</b>	Pipavav Port. No 1 Lts in line 009-5°. Rear	20 55-22 N 71 30-32 E	F1 W 2s	45	10	Metal framework tower 45	
	*		*				*
<b>F0437-9</b>	Pipavav Port. No 2 Lts in line 037°. Front	20 55-46 N 71 31-01 E	F1 W 2s				
	*	*	*				
<b>F0437-91</b>	Pipavav Port. No 2 Lts in line 037°. Rear	20 55-59 N 71 31-11 E	F1 W 2s				
	*	*	*				
<b>F0718</b>	<b>-Vilinjam</b>	8 22.9 N 76 58.8 E	F1 W 15s	57	31	White round masonry tower, red bands 36	F1 0.5 Racon (O)  *
<b>F0919</b>	<b>Porto Novo</b>	11 30-2 N 79 46-2 E	F1 W 15s	36	26	White Round Concrete Tower, red bands 37	<i>fl 0.4 Racon (B)</i>  *
<b>F0964</b>	<b>Vākalapūdi</b>	17 00-80 N 82 17-10 E	F1(3)W 15s	54	20	Circular RCC tower Red & White bands 45	ALRS Vol 2 Station 79175 *
			Racon				

<b>F1054</b>	<b>Kutubdia Island</b>	21 51-92 N 91 50-54 E	Fl(3)W 10s	39	17	Red and white □ on metal framework tower	<b>TE 2007</b> ALRS Vol 2 Station 79300
-	-	..	Racon	..	..	..	*
<b>F1202-53</b>	Mayabandar Harbour. NE Shoal	12 55-69 N 92 54-38 E	Q R	..	5		
*	*	*	*	*	*	*	*
<b>F1614-5</b>	Kuala Langat	2 48-08 N 101 24-18 E	Fl G 4s	9	5	White concrete column	<b>TE; Light buoy in situ (T) 2007</b> *
<b>K0972-8</b>	-FSO Federal 1 (I)	0 55-08 S 104 05-00 E	Lit	..	..	Storage Tanker	
*	*	*	*	*	*	*	*
<b>K1000-5</b>	-FSO (I)	1 50-01 S 105 08-15 E	Lit	..	..	Storage Tanker	
*	*	*	*	*	*	*	*
<b>K1144-9</b>	-Tanjung Awarawar. SPM (I)	6 42-83 S 111 57-72 E	Fl Y 3s	..	5	Superbuoy	
*	---	..	Horn Mo(U) 30s	*	*	*	*
<b>K1156-5</b>	-FSO Cinta Natomas (I)	6 43-85 S 112 09-32 E	2 F W	..	5	Storage tanker	One forward and one aft
*	--	..	Horn	*	*	*	*
<b>K1411-4</b>	Tg Siamok	3 26-77 S 112 34-03 E	Q(2)W 5s	20	9	White metal framework tower 15	<i>fl 0-5, ec 0-5, fl 0-5, ec 3-5</i> *



**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. 02 dated 16 Jan 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. 02 dated 16 Jan 2008)*

NIL

**INP 31(6), 2005***(Last correction: Edition No. 02 dated 16 Jan 2008)***PAGE 142, INDONESIA, before UJUNG PADANG, Sulawesi  
(MAKASSAR).**

Insert new entry:

**TIAKA MARINE TERMINAL, Sulawesi** 1°49'S 121°59'E

Pilots and Terminal

**CONTACT DETAILS:****Terminal**

VHF Frequency: Ch 16; 12

E-mail: tiaka.production@medcoenergi.com

**Operators**

Telephone: +62(0)21 83991010

Fax: +62(0)21 83793101

E-mail: salamun.rusdonio@medcoenergi.com

yudha.syahputra@medcoenergi.com

**HOURS:**Berthing: HJ

Unberthing: H24

**PROCEDURE:**

- (1) **Pilotage by the Mooring Master is compulsory.**
- (2) **Notice of ETA:** Vessels should advise ETA to operators by fax or e-mail 72h and 48h prior to arrival.
- (3) Further ETA messages should be advised 24h and 6h prior to arrival, and when appreciable changes in ETA occur.
- (4) **Pilot ordering:** Vessels should request pilotage 2h before arrival on VHF Ch 16.
- (5) Vessels should make initial contact with the Terminal on VHF Ch 16 when in range, and maintain a continuous listening watch on this channel.
- (6) **Mooring Master boards** between 2-3 n miles SW of the Terminal.

NOTE:

Terminal is operated by JOB Pertamina - Medco E&amp;P Tomori Sulawesi.

**BA 02/08****03/08**

**PAGE 147, INDONESIA, before PALEMBANG, Sumatera entry.**

Insert new entry:

PAGERUNGAN MARINE TERMINAL, 6°58'S 115°57'E

Java Sea

Pilots and Terminal

**CONTACT DETAILS:****Terminal**

VHF Frequency: Ch 10 16

**Shore Office**

VHF Frequency: Ch 16

**HOURS:** H24**PROCEDURE:****(1) Pilotage by the Loading Master/Mooring Master is compulsory.**

(2) Berthing takes place HJ only.

(3) Notice of ETA: Vessels should advise ETA via agent 7 days, 72h, 48h, 24h and 12h prior to arrival.

(4) Any variations in ETA of more than 2h must be advised immediately.

(5) Vessels must commence a continuous listening watch on VHF Chs 16 and 10 when not less than 12h from the Terminal, and maintain listening watch when at anchor.

**(6) Pilot boards** in the following positions:

(a) SPM: 2 n miles S of the SPM

(b) Loading Berth: 7°01'00S 115°56'00E

**NOTE:**

Terminal is operated by EMP Kangean Ltd.

**BA 03/08****03/08****PAGE 142, INDONESIA, after PAREPARE, Sulawesi entry.**

Insert new entry:

**PETROCHINA MARINE TERMINAL,** 0°55'S 104°05'E**Jambi, Sumatera****Pilots and Terminal****LOCAT ION:** FSO Federal 1**CONTACT DETAILS:****Terminal**

VHF Frequency: Ch 71

**HOURS:** H24**PROCEDURE:****(1) Pilotage by the Mooring Master is compulsory** in the terminal area, except when proceeding to anchor.

(2) Berthing is available HJ only and subject to prevailing weather.

(3) A circular restricted area of radius 1000m has been established centred on position 0°55'50S 104°04'00E.

**(4) Notice of ETA:** Vessels should advise ETA in LT via agent 72h, 48h and 24h prior to arrival. The first message should include the following information:

(a) Vessel's name and call sign

(b) Master's name

(c) Cargo requirement

(d) Maximum loading rate

(e) Arrival draught

(f) Last port of call

(g) Confirm that vessel has clean bill of health

(h) LOA

(i) DWT

(5) Changes of ETA of more than 2h should be advised.

(6) Vessels should maintain a continuous listening watch on VHF Chs 16 and 71.

**(7) Mooring Master boards** in the following positions:

(a) At the anchorage (0°53'00S 104°06'05E)

(b) In a position agreed by prior arrangement

**NOTE:**

Terminal is operated by BPMIGAS-PetroChina International Jabung Ltd.

**BA 03/08****03/08**

**PAGE 155, INDONESIA, before SIBUKO BAY TERMINAL, Kalimantan.**

Insert new entry:

**SEPANJANG MARINE TERMINAL, 7°11'S 115°47'E**  
**Pulau Sepanjang**

**Pilots and Terminal****CONTACT DETAILS:**

Call: Sepanjang Marine Terminal

VHF Frequency: Ch 16; 10

Telephone: +62(0)21 25507600

+62(0)31 8475291

+62(0)31 8475292

+62(0)31 8475293

+62(0)813 57379777 (Mobile - SMS only)

Fax: +62(0)21 25507620

**HOURS: HJ****PROCEDURE:**

- (1) **Pilotage by the Mooring Master is compulsory.**
- (2) **Notice of ETA:** Vessels should advise ETA via agent 7 days in advance and then 72h, 48h and 24h prior to arrival.
- (3) Vessels will receive instructions from the pilot with regard to approach procedure.
- (4) Vessels arriving after sunset will be directed to the anchorage area, bounded by the following positions:
  - (a) 7°03'00S 115°44'00E
  - (b) 7°03'00S 115°45'00E
  - (c) 7°04'00S 115°45'00E
  - (d) 7°04'00S 115°44'00E
- (5) **Pilot boards** in a position agreed with the Mooring Master.

**NOTE:**

Terminal is operated by Kangean Energy Indonesia, Jakarta.

**BA 03/08****03/08****PAGE 136, INDONESIA, after TANAH MERAH, Teluk Adang, Kalimantan**

entry. Insert new entry:

**TANJUNG AWARAWAR, Jawa 6°46'S 111°57'E**

**Pilots and Port****CONTACT DETAILS:****Pilots**

VHF Frequency: Ch 72

**Operators** Telephone: +62(0)356 491357

Fax: +62(0)356 491357

**HOURS: H24****PROCEDURE:**

- (1) **Pilotage is compulsory.**
- (2) **Pilot ordering:** Vessels must order pilots via agent 48h prior to arrival.
- (3) Vessels should confirm pilot 3h prior to arrival and 6h prior to departure.
- (4) **Pilot boards** in the following positions:
  - (a) 6°38'42S 111°56'00E
  - (b) At the anchorage

**NOTE:**

Port is operated by Trans Pacific Petrochemical Indotama (TPPI).

**BA 03/08****03/08**

**PAGE 142, INDONESIA, before UJUNG PADANG, Sulawesi (MAKASSAR) entry.**

Insert new entry.

**TUBAN MARINE TERMINAL, Java Sea** **6°44'S 112°09'E**

**Pilots and Terminal**

**LOCATION:** FSO Cinta Natomas

**CONTACT DETAILS:**

**Terminal**

Call: Tuban Marine Terminal

VHF Frequency: Ch 16

RT Frequency (kHz): 10530

**Operators**

Telephone: +62(0)21 2500222

Fax: +62(0)21 5210110

Telex: +73 60574

+73 60575

+73 60578

**HOURS:** H24

**PROCEDURE:**

(1) **Pilotage, by the Mooring Master, is compulsory** within the Terminal area for all vessels, except those proceeding to anchor.

(2) An exclusion zone has been created of radius 2 n miles centred on the FSO. All activities which could endanger the FSO or pipelines are forbidden.

(3) Berthing is available HJ, unberthing H24.

(4) **Notice of ETA:** Vessels should advise ETA (LT) to the Operators 72h, 48h and 24h prior to arrival. Subsequent changes of ETA of more than 2h should be advised immediately.

(5) In addition to ETA, the first message should include the following information:

(a) Vessel's name and call sign

(b) Cargo requirements

(c) Deballast time

(d) Maximum loading rate

(e) Arrival draught (forward and aft)

(f) Last port of call

(g) Confirmation that vessel has clean bill of health

(h) If any sickness on board give all available information as to the possible type of sickness

(i) Distance in feet from the bow to the tankers loading manifold (maximum allowable distance is 425 feet)

(j) Confirmation that the minimum standards of acceptance have been complied with

(6) If communication with the operators cannot be established, messages may be relayed via the Pertamina CRS at Jakarta (see ALRS Volume 1(2)).

(7) Vessels should establish contact with the Terminal on VHF Chs 16 or 71, 3h-2h prior to arrival.

(8) Vessels must maintain a continuous listening watch on VHF Chs 16 and 71.

(9) **Pilot boards** in the following positions:

(a) At the anchorage (a circular area of radius 1 n mile centred on position 6°39'00S 112°09'37E)

(b) At a position agreed between the vessel and the Mooring Master

**NOTE:**

Terminal is operated by JOB Pertamina - PetroChina East Java, Jakarta.

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

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

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

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

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

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

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

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

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

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

#### **Position Reporting**

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

#### **Depth Reporting**

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

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

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

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

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