



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 05 DATED 01 MAR 2008

(CONTAINS NOTICES 143 TO 171)

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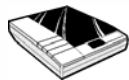
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested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

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
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Dehradun 248 001
India**

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

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

- (a) The positions of Hydrographic objects shown on 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

FORTHCOMING CHARTS AND PUBLICATIONS

Chart No	Title	Scale	Remarks
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 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:

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: inho@dataone.in Website: www.hydrobharat.nic.in</p>	<p>Director JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>	<p>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</p>
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SECTION – I
List of charts affected by
The Notices 143 to 171 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
21	2	143,149,169(T)	668	36	153
31	5	155,169(T)	1066	60	168
33	5	169(T)	3361 (INT 7700)	36	153
203 (INT 7319)	2	143,144,145,146,147,170(T)	3362 (INT 7705)	36	153
204	2	148	3833	45	156
205	2	148	3933	45	166,167
210	2	149	3937	45	156
252 (INT 7325)	2	148	3949	46	156
255 (INT 7334)	3	149	4032	45	157
271	2	169(T)	4034	45	160,163,164
292 (INT 7021)	2	149,169(T)	4035	45	158,161,163
301	5	151	4036	45	157,158
351	5	151	4037	45	162
357 (INT 7397)	5	150	4038	45	165
360	7	155	4039	45	157,158
2027	2	145	4040	45	157,158,163
2033	2	146	4041	45	158,162,163
2040	2	148,171(T)	4043	45	159
2060	2	147,170(T)	4044	45	159
2068	2	144,147,170(T)			
2079	2	146,170(T)			
2080	2	143,145,146,147			
2083	2	146			
3003	5	150			
3011 (INT 7421)	5	151			
3018	7	155			
3021	7	154			
4006	6	152			
4012	6	152			

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***143/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Gulf of Kachchh Eastern Portion – Wreck.**

Source: ICGS, Vadinar & NAVAREA VIII 040/08

(HJ/1131/20)

Wreck of Vessel MSV FAZALE RABHI

Chart 21 [previous update 117/08]


Insert  22° 47′.92N., 69° 56′.99E

Chart 203 (INT 7319) [previous update 088/08]

Insert  22° 47′.92N., 69° 56′.99E

Chart 2080 [previous update 590/07]


Insert  22° 47′.92N., 69° 56′.99E.

***144/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Mundra Port – Submarine Pipeline. Legend.**

Source: GMB, Mundra Port


(HJ/1131/20)

Chart 203 (INT 7319) [previous update 143/08]

Insert submarine pipeline,  joining: (a) 22° 40′.65N., 69° 39′.28E.
(SPM)
(b) 22° 45′.04N., 69° 40′.92E.
22° 45′.27N., 69° 40′.94E.
22° 46′.15N., 69° 40′.85E.
22° 46′.96N., 69° 40′.95E.

legend, Oil and Gas (see Note), along: (a)-(b) above

Chart 2068 [previous update 112/08]

Insert submarine pipeline,  joining: (a) 22° 40′.65N., 69° 39′.28E.
(SPM)
(b) 22° 45′.04N., 69° 40′.92E.
22° 45′.27N., 69° 40′.94E.
22° 46′.15N., 69° 40′.85E.
22° 46′.87N., 69° 40′.84E.
22° 46′.96N., 69° 40′.95E.

legend, Oil and Gas (see Note), along: (a)-(b) above

Cancel former INM 085(P)/05

***145/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Rozi Anchorage – Wreck. Light Beacon. Legend.**

Indian List of Light, Vol. F and K 2003, F – 0374

Source: INS Sarvekshak

(HJ/1130/29)



Chart 203 (INT 7319) [previous update 144/08]

Insert			22° 35′.53N., 70° 03′.26E
Delete		Fl.8s9m8M	22° 35′.63N., 70° 02′.77E

Chart 2080 [previous update 143/08]

Insert			22° 35′.53N., 70° 03′.26E
Delete		Fl.8s9m8M	22° 35′.63N., 70° 02′.77E

Chart 2027 [previous update 133/06]






Insert			22° 35′.53N., 70° 03′.26E
Delete		Fl.8s9m8M and associated legend, <i>Bn</i>	22° 35′.63N., 70° 02′.77E

***146/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Sikka – Anchorage Area. Fairway Buoy. Pilot Boarding Ground. Legend.**

Source: Gujarat Maritime Board.


(HJ/1131/20)

Chart 203 (INT 7319) [previous update 145/08]

Insert	Limit of anchorage area		joining:	22° 30′.50N., 69° 44′.80E
				22° 33′.00N., 69° 44′.80E
				22° 33′.00N., 69° 45′.80E
				22° 30′.50N., 69° 45′.80E
		RPL Jetty		22° 32′.50N., 69° 45′.80E
	Limit of anchorage area		for Crude	
			Vessels joining:	(a) 22° 38′.98N., 69° 53′.45E
				(existing limit)
				(b) 22° 41′.77N., 69° 58′.32E
				(c) 22° 40′.03N., 69° 58′.32E
				(d) 22° 37′.35N., 69° 53′.45E
				(existing limit)
	Limit of anchorage area		for Product	
			Vessels joining:	(c) above
				(d) above
				22° 36′.18N., 69° 53′.45E
				22° 38′.98N., 69° 58′.32E
	Legend, CRUDE VESSELS, centred on:			22° 39′.60N., 69° 56′.00E
	Legend, PRODUCT VESSELS, centred on:			22° 38′.40N., 69° 56′.00E
Move		Fairway LFL.10s	from:	22° 31′.99N., 69° 45′.54E
			to:	22° 32′.00N., 69° 45′.75E

***146/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Sikka – Anchorage Area. Fairway Buoy. Pilot Boarding Ground. Legend. (continued)**

Delete  *RPL Jetty* 22° 32′.40N., 69° 46′.70E

Anchorage Limit  *joining:* (a) above

22° 37′.10N., 69° 50′.20E

and

22° 35′.50N., 69° 50′.20E

(d) above

and

22° 38′.20N., 69° 55′.00E

22° 39′.90N., 69° 55′.00E

22° 37′.80N., 69° 52′.60E

Legend, VLCC  centred on:

Chart 2080 [previous update 145/08]

Insert *Limit of anchorage area*  *joining:* 22° 32′.00N., 69° 44′.80E
(S Border)

22° 33′.00N., 69° 44′.80E

22° 33′.00N., 69° 45′.80E

22° 32′.00N., 69° 45′.80E

(S Border)

22° 32′.50N., 69° 45′.80E

 *RPL Jetty*

Limit of anchorage area  *for Crude*
Vessels joining: (a)

22° 38′.98N., 69° 53′.45E
(existing limit)

(b) 22° 41′.77N., 69° 58′.32E

(c) 22° 40′.03N., 69° 58′.32E

(d) 22° 37′.30N., 69° 53′.45E
(existing limit)

Limit of anchorage area  *for Product*
Vessels joining:

(c) above

(d) above

22° 36′.18N., 69° 53′.45E

22° 38′.98N., 69° 58′.32E

22° 39′.60N., 69° 56′.00E

22° 38′.40N., 69° 56′.00E

Delete *Anchorage Limit*  *joining:*

(a) above

22° 37′.10N., 69° 50′.20E

22° 35′.50N., 69° 50′.20E

(d) above

and

22° 38′.18N., 69° 55′.00E

22° 39′.85N., 69° 55′.00E

22° 37′.65N., 69° 52′.20E

22° 32′.40N., 69° 46′.70E

Legend, VLCC  centred on:



***146/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Sikka – Anchorage Area. Fairway Buoy. Pilot Boarding Ground. Legend. (continued)**

Chart 2079 [previous update 589/07]



Delete *Anchorage Limit*  *joining:* 22° 37′.42N., 69° 50′.70E
 (E Border)
 22° 37′.11N., 69° 50′.15E
 22° 35′.50N., 69° 50′.15E
 22° 35′.80N., 69° 50′.70E
 (E Border)

Chart 2083 [previous update 590/07]

Insert *Limit of anchorage area*  *joining:* 22° 30′.50N., 69° 44′.80E
 (existing limit)
 22° 33′.00N., 69° 44′.80E
 22° 33′.00N., 69° 45′.80E
 22° 30′.50N., 69° 45′.80E
 (existing limit)
 22° 32′.50N., 69° 45′.80E



(Reliance Jetty)
Limit of anchorage area  *for Crude*



Vessels joining: (a) 22° 38′.98N., 69° 53′.45E
 (existing limit)
 (b) 22° 41′.77N., 69° 58′.32E
 (c) 22° 40′.03N., 69° 58′.32E
 (d) 22° 37′.30N., 69° 53′.45E
 (existing limit)

Limit of anchorage area  *for Product*
Vessels joining:

(c) above
 (d) above
 22° 36′.18N., 69° 53′.45E
 22° 38′.98N., 69° 58′.32E
 22° 39′.60N., 69° 56′.00E
 22° 38′.40N., 69° 56′.00E

Legend, *CRUDE VESSELS*, centred on:
 Legend, *PRODUCT VESSELS*, centred on:

Move  *Fairway LFl.10s* *from:* 22° 31′.99N., 69° 45′.54E
 to: 22° 32′.00N., 69° 45′.75E

Delete  (Reliance Jetty)
Anchorage Limit  *joining:* 22° 32′.40N., 69° 46′.70E
 22° 30′.50N., 69° 44′.80E
 22° 32′.00N., 69° 45′.00E
 22° 32′.00N., 69° 46′.00E
 22° 30′.50N., 69° 47′.00E
 22° 30′.50N., 69° 45′.80E
 22° 31′.25N., 69° 45′.70E

Legend, *OTHER TANKERS*, centred on:
Anchorage Limit  *joining:*

(a) above
 22° 37′.10N., 69° 50′.20E
 22° 35′.50N., 69° 50′.20E
 (d) above
 and
 22° 38′.18N., 69° 55′.00E
 22° 39′.85N., 69° 55′.00E
 22° 37′.75N., 69° 52′.50E

Legend, *VLCC*  centred on:

***146/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Sikka – Anchorage Area. Fairway Buoy. Pilot Boarding Ground. Legend. (continued)**

Chart 2033 [previous update 518/07]

Insert	Limit of anchorage area		joining:	(a)	22° 30′.50N., 69° 45′.80E (Existing Limit) 22° 32′.40N., 69° 45′.80E (N Border)
Move	Fairway			from:	22° 31′.99N., 69° 45′.54E
	LFl.10s			to:	22° 32′.00N., 69° 45′.75E
Delete	Anchorage Limit		joining:	(a) above	22° 30′.50N., 69° 47′.00E 22° 31′.66N., 69° 46′.27E and 22° 31′.94N., 69° 46′.10E 22° 32′.10N., 69° 46′.00E 22° 32′.10N., 69° 45′.30E (W Border) 22° 31′.27N., 69° 45′.64E 22° 32′.38N., 69° 46′.70E
	Legend, OTHER TANKERS, centred on:				

Cancel former INM 201(T)/00.

***147/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Salaya and Pathfinder Inlet – Transit Marks. Buoy. SBM**

Source: Hydrographi Note INS Investigator

(HJ/1131/20)

Chart 203 (INT 7319) [previous update 146/08]

Insert			22° 25′.86N., 69° 40′.18E 22° 25′.46N., 69° 40′.24E
		Fl (2) R..6s	22° 27′.38N., 69° 40′.23E
		Fl G.8s	22° 27′.33N., 69° 39′.88E
		Fl G.5s	22° 27′.13N., 69° 39′.89E
		ESSAR SBM Fl.R.15s	22° 30′.04N., 69° 32′.16E
		IOC 1 SBM Fl(3).15s	22° 34′.56N., 69° 41′.21E

***147/(05/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Salaya and Pathfinder Inlet – Transit. Buoy. SBM.(continued)**

Chart 2068 [previous update 144/08]

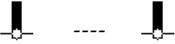





Insert			22° 25′.86N., 69° 40′.18E 22° 25′.46N., 69° 40′.24E
		<i>Fl (2) R..6s</i>	22° 27′.38N., 69° 40′.23E
		<i>Fl G.8s</i>	22° 27′.33N., 69° 39′.88E
		<i>Fl G.5s</i>	22° 27′.13N., 69° 39′.89E
		<i>ESSAR SBM Fl.R.15s</i>	22° 30′.04N., 69° 32′.16E
		<i>IOC 1 SBM Fl(3).15s</i>	22° 34′.56N., 69° 41′.21E


Chart 2080 [previous update 146/08]

Insert		<i>IOC 1 SBM Fl(3).15s</i>	22° 34′.56N., 69° 41′.21E
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Chart 2060 [previous update 064/04]


Insert		<i>Fl (2) R..6s</i>	22° 27′.38N., 69° 40′.23E
		<i>Fl G.8s</i>	22° 27′.33N., 69° 39′.88E
		<i>Fl G.5s</i>	22° 27′.13N., 69° 39′.89E
		<i>ESSAR SBM Fl.R.15s</i>	22° 30′.04N., 69° 32′.16E
		<i>IOC 1 SBM Fl(3).15s</i>	22° 34′.56N., 69° 41′.21E

Chart 2060 (Plan Pathfinder Inlet)[previous update 064/04]

Insert			22° 25′.86N., 69° 40′.18E
		<i>Fl (2) R..6s</i>	22° 27′.38N., 69° 40′.23E
		<i>Fl G.8s</i>	22° 27′.33N., 69° 39′.88E
		<i>Fl G.5s</i>	22° 27′.13N., 69° 39′.89E

***148/(05/08) INDIA – WEST COAST – Porbandar Anchorage – Wreck.**

Source: Gujarat Maritime Board, Porbandar Port

*(HJ/1131/10)***Chart 252 (INT 7325)** [*previous update 114/08*]Delete  (*mast*) 21° 37′.54N., 69° 35′.63E**Chart 204** [*previous update 114/08*]Delete  (*mast*) 21° 37′.54N., 69° 35′.63E**Chart 205** [*previous update 114/08*]Delete  (*mast*) 21° 37′.54N., 69° 35′.63E**Chart 2040** [*previous update 113/08*]Delete  (*mast*) 21° 37′.54N., 69° 35′.63E**Cancel former INM 484 (T)/02*****149/(05/08) INDIA – WEST COAST – Umargam to Satpati – Wreck.**

Source: DG COMMCENTRE & NAVAREA VIII 396/07






*(HJ/1030/97)***Wreck of OSV SAMUDRIKA - 10****Chart 21** [*previous update 143/08*]Insert  19° 37′.96N., 72° 06′.32E**Chart 292 (INT 7021)** [*previous update 117/08*]Insert  19° 37′.96N., 72° 06′.32E**Chart 255 (INT 7334)** [*previous update 117/08*]Insert  19° 37′.96N., 72° 06′.32E**Chart 210** [*previous update 340/04*]Insert  19° 37′.96N., 72° 06′.32E***150/(05/08) INDIA – EAST COAST – Cuddalore Anchorage – Foul Ground. Anchorage Area. Landmarks. Legend.**

Source: INS Darshak ROS I(N) - 115

*(HJ/1029/10)***Chart 357 (INT 7397)** [*previous update 132/08*]Insert  11° 41′.88N., 79° 48′.28EDelete  11° 41′.98N., 79° 47′.65E PILLAR
(9) 11° 41′.10N., 79° 46′.50E

***150/(05/08) INDIA – EAST COAST – Cuddalore Anchorage – Foul Ground. Anchorage Area. Landmarks. Legend. (continued)**

Chart 3003 (Cuddalore Anchorage) [previous update 035/07]

Insert	<i>Limit of Foul Ground area, Pecked line Joining:</i>		11° 41′.26N., 79° 46′.89E 11° 41′.26N., 79° 47′.16E 11° 41′.63N., 79° 47′.16E 11° 41′.63N., 79° 46′.89E 11° 41′.48N., 79° 47′.00E 11° 41′.41N., 79° 47′.79E 11° 41′.41N., 79° 48′.79E 11° 42′.35N., 79° 48′.79E 11° 42′.35N., 79° 47′.79E
	Legend, <i>Foul Ground</i> , centered on: <i>Limit of anchorage area</i>    <i>joining:</i>		
Delete	 S. BOUNDARY PILLAR (9) 		11° 41′.14N., 79° 46′.48E 11° 41′.98N., 79° 47′.65E

***151/(05/08) INDIA – EAST COAST – Hugli River – Gasper Channel to Haldia – Port limit. Navigable Channel limit. Legend.**

Source: Kolkata Port Trust

(HJ/1029/21)

Chart 351 [previous update 434/07]

Insert	<i>Port limit, pecked line, Joining</i>	(a)	21° 42′.60N., 87° 48′.28E (Shore) 21° 36′.95N., 88° 02′.95E
		(b)	21° 33′.50N., 87° 15′.70E (Shore)
	Legend, <i>Southern limit of Kolkata Port, along:</i> <i>Limit of Navigable Channel, pecked line, joining</i>	(c)	21° 38′.70N., 87° 40′.00E (Shore)
		(d)	20° 45′.00N., 87° 40′.00E
		(e)	20° 45′.00N., 88° 40′.00E
		(f)	21° 57′.00N., 88° 40′.00E (Shore)
	Legend, <i>Western Limit of Navigable Channel, leading to Kolkata Port, along:</i>	(c) – (d) above	
	Legend, <i>Southern limit of Navigable Channel, leading to Kolkata Port, along:</i>	(d) – (e) above	
	Legend, <i>Eastern limit of Navigable Channel, leading to Kolkata Port along:</i>	(e) – (f) above	

Chart 301 [previous update NC 31Jan 07]

Insert	<i>Port limit, pecked line, Joining</i>	(a)	21° 42′.60N., 87° 48′.28E (Shore) 21° 36′.95N., 88° 02′.95E
		(b)	21° 33′.50N., 87° 15′.70E (Shore)
	Legend, <i>Southern limit of Kolkata Port, along:</i>	(a) – (b) above	

Chart 3011 (INT 7421) [previous update 283/07]

Insert	<i>Port limit, pecked line, Joining</i>	(a)	21° 42′.60N., 87° 48′.28E (Shore) 21° 36′.95N., 88° 02′.95E
		(b)	21° 33′.70N., 87° 15′.00E (E Border)
	Legend, <i>Southern limit of Kolkata Port, along:</i>	(a) – (b) above	

***152/(05/08) ANDAMAN SEA – INDIA – ANDAMAN ISLANDS – Port Blair –Inner Harbour – Legend.**

Source: NHO Dehradun

(HJ/1028/17)

Chart 4006 [previous update 656/07] (WGS 84 Datum)Insert Legend, *Under Construction*(2005), centred on: 11° 40′.505N., 92° 43′.975E**Chart 4012** [previous update NC 30 Jun 07] (WGS 84 Datum)Insert Legend, *Under Construction*(2005), centred on: 11° 40′.505N., 92° 43′.975E**153/(05/08) KENYA - Lamu - Lamu Island Southwards and Manda Island South-eastwards and North-eastwards to Simambaya I. Southwards - Depths. Drying height.**

Source: BA Notice 791/08

(HJ/834/79)


BA Chart 668 (plan, Lamu Harbour and Approaches) [previous update 366/01]Insert depth 9₂ enclosed by 10m contour 2° 21′.83S., 40° 54′.45E.**BA Chart 668** [previous update 366/01]Insert depth 10₆ (a) 2° 12′.94S., 40° 59′.36E.depth 9₈ and extend 10m contour SW to enclose (b) 2° 14′.02S., 41° 00′.76E.depth 9₆ and extend 10m contour NE to enclose 2° 17′.52S., 41° 00′.68E.depth 9₆ enclosed by 10m contour 2° 17′.95S., 41° 01′.75E.depth 9₂ enclosed by 10m contour 2° 18′.48S., 41° 02′.15E.depth 9₂ and extend 10m contour SW to enclose (c) 2° 21′.83S., 40° 54′.45E.depth 14₃ enclosed by 15m contour 2° 23′.57S., 40° 54′.82E.depth 11₅ and extend 15m contour N to enclose (d) 2° 24′.97S., 40° 52′.90E.Delete depth 13₇ , close NW of: (a) abovedepth 13₄ , close NW of: (b) abovedepth 11₉ , close SW of: (c) abovedepth 12₂ , adjacent to: (d) above**BA Chart 3361 (INT 7700)** [previous update 659/07]Insert depth 10₆ (a) 2° 12′.95S., 40° 59′.35E.Substitute depth 11₅ for depth 12₂ 2° 24′.90S., 40° 52′.80E.Delete depth 13₇ , adjacent to: (a) above**BA Chart 3362 (INT 7705)** [previous update 370/05]Insert drying height 0₉ enclosed by drying contour (a) 1° 59′.50S., 41° 20′.60E.depth 8₃ enclosed by 10m contour (b) 2° 01′.60S., 41° 18′.15E.depth 10₆ (c) 2° 12′.95S., 40° 59′.35E.Substitute depth 5₆ for depth 6₁ 1° 54′.10S., 41° 25′.00E.depth 11₅ for depth 12₂ 2° 24′.90S., 40° 52′.80E.Delete depth 4₆ and associated 5m contour, close NW of: (a) abovedepth 15₅ , close NE of: (b) abovedepth 13₇ , adjacent to: (c) above

154/(05/08) BANGLADESH – Approaches to Chittagong - Submarine pipeline. Legend.

Source: BA Notice 862/08

(HJ/1128/28)

Chart 3021 [previous update 155/07]

Insert submarine pipeline, , joining: (a) 22° 14'·27N., 91° 49'·16E. (shore)
 (b) 22° 14'·09N., 91° 49'·71E.
 legend, Gas (see Note), along: (a)-(b) above

155/(05/08) BAY OF BENGAL - BANGLADESH - Pussur River and Approaches - Buoy.

Source: BA Notice 863/08

(HJ/1129/10)

Chart 31 [previous update 123/08]

Amend light-buoy to, Fl(2)15s 21° 27'·9N., 89° 34'·0E.

Chart 360 [previous update 074/08]

Amend Mongla Fairway light-buoy to, Fl(2)15s 21° 26'·9N., 89° 34'·4E.

Chart 3018 (plan 1, Approaches to Pussur River) [previous update 434/07]

Amend Mongla Fairway light-buoy to, Fl(2)15s 21° 26'·90N., 89° 34'·40E.

156/(05/08) SINGAPORE STRAIT - Pulau Batam Northwards - Submarine cable.

Source: BA Notice 848/08

Note: Charts 3949, 3833 and 3937 are to be deleted from the list of charts affected by INM 446(P)/07.

(HJ/927/16)

BA Chart 3833 [previous update 136/08]

Insert submarine cable, , joining: 1° 08'·59N., 103° 55'·33E. (shore)
 1° 09'·48N., 103° 55'·41E.
 1° 09'·78N., 103° 55'·27E.
 1° 09'·87N., 103° 55'·13E.
 1° 10'·15N., 103° 55'·06E.
 1° 10'·81N., 103° 54'·58E.
 1° 11'·08N., 103° 54'·66E.
 1° 12'·97N., 103° 58'·25E.
 1° 13'·34N., 104° 00'·58E.
 1° 13'·47N., 104° 01'·52E.
 1° 13'·62N., 104° 02'·40E. (E border)

BA Chart 3937 (plan A, Sambu and Sekupang) [previous update 136/08]

Insert submarine cable, , joining: 1° 08'·64N., 103° 55'·22E. (shore)
 1° 08'·74N., 103° 55'·21E.
 1° 09'·12N., 103° 55'·31E.
 1° 09'·51N., 103° 55'·30E.
 1° 09'·73N., 103° 55'·22E.
 1° 09'·79N., 103° 55'·17E. (N border)

156/(05/08) SINGAPORE STRAIT - Pulau Batam Northwards - Submarine cable. (continued)**BA Chart 3949** [previous update 471/07]

Insert	submarine cable, 	joining:	1° 13′.83N., 104° 04′.50E (W border)
			1° 13′.58N., 104° 05′.38E.
			1° 13′.27N., 104° 06′.02E.
			1° 12′.62N., 104° 10′.09E..
			1° 13′.63N., 104° 10′.90E.
			1° 14′.60N., 104° 11′.82E.
			1° 14′.68N., 104° 12′.89E.
			1° 15′.00N., 104° 13′.17E. (N border)

157/(05/08) SINGAPORE - Sinki Fairway -Pulau Busing North-westwards and Selat Pauh - Mooring buoys. Buoyage.


Source: BA Notice 849/08

(HJ/927/16)

BA Chart 4032 [previous update 104/08]

Insert	 Selat Pauh East	1° 12′.870N., 103° 44′.483E.
	 Selat Pauh West	1° 12′.893N., 103° 44′.395E.
Delete		1° 12′.891N., 103° 44′.221E.
	 Fl.Y.2s Buoy A	1° 14′.326N., 103° 44′.168E.
	 Fl.Y.4s Buoy B	1° 14′.227N., 103° 44′.175E.
	 Fl.Y.6s Buoy C	1° 14′.128N., 103° 44′.182E.

BA Chart 4036 [previous update 639/07]

Insert	 Selat Pauh East	1° 12′.870N., 103° 44′.483E.
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BA Chart 4039 [previous update 050/08]

Insert		1° 12′.87N., 103° 44′.48E.
		1° 12′.89N., 103° 44′.40E.
Delete		1° 12′.89N., 103° 44′.22E.

BA Chart 4040 [previous update 047/08]

Insert		1° 12′.87N., 103° 44′.48E.
		1° 12′.89N., 103° 44′.40E.
Delete		1° 12′.89N., 103° 44′.22E.
	 Fl.Y.2s	1° 14′.33N., 103° 44′.17E.
	 Fl.Y.4s	1° 14′.23N., 103° 44′.18E.
	 Fl.Y.6s	1° 14′.13N., 103° 44′.18E.


158/(05/08) SINGAPORE - Main Strait - Pulau Sebarok Southwards - Light-beacon.

Indian List of Light Vol. F and K 2003, F – 1694.8

Source: BA Notice 850/08

(HJ/927/16)

BA Chart 4035 [previous update 639/07]

Move  Fl(3)G.10s6m4M Gusong, from: 1° 11′.080N., 103° 47′.640E.
to: 1° 11′.119N., 103° 47′.645E.

BA Chart 4036 [previous update 157/08]

Move  Fl(3)G.10s6m4M Gusong, from: 1° 11′.080N., 103° 47′.640E.
to: 1° 11′.119N., 103° 47′.645E.

BA Chart 4039 [previous update 157/08]

Move  Fl(3)G.10s6m4M Gusong, from: 1° 11′.08N., 103° 47′.64E.
to: 1° 11′.12N., 103° 47′.65E.

BA Chart 4040 [previous update 157/08]

Move  Fl(3)G.10s6m4M Gusong, from: 1° 11′.08N., 103° 47′.64E.
to: 1° 11′.12N., 103° 47′.65E.

BA Chart 4041 [previous update 136/08]


Move  Fl(3)G.10s6m4M Gusong, from: 1° 11′.08N., 103° 47′.64E.
to: 1° 11′.12N., 103° 47′.65E.

159/(05/08) SINGAPORE - Serangoon Harbour - Pulau Ubin Eastwards - Restricted area. Legend. Cautionary note.


Source: BA Notice 851/08

(HJ/927/16)


BA Chart 4043 [previous update 102/08]

Insert limit of restricted area,  joining: 1° 25′.11N., 103° 59′.32E.
(shore)
1° 24′.70N., 104° 00′.00E.
1° 24′.10N., 103° 59′.34E.
1° 24′.42N., 103° 58′.60E.
(shore)
legend, *Chek Jawa Wetlands* (see Note), centred on: 1° 24′.70N., 103° 59′.68E.
the accompanying note, CHEK JAWA WETLANDS,
centred on: 1° 26′.39N., 104° 08′.22E.

BA Chart 4044 [previous update 103/08]

Insert limit of restricted area,  joining: 1° 25′.11N., 103° 59′.32E.
(shore)
1° 24′.70N., 104° 00′.00E.
1° 24′.10N., 103° 59′.34E.
1° 24′.42N., 103° 58′.60E.
(shore)
legend, *Chek Jawa Wetlands* (see Note), centred on: 1° 24′.70N., 103° 59′.68E.
the accompanying note, CHEK JAWA WETLANDS,
centred on: 1° 30′.75N., 103° 50′.48E.

BA Chart 4044 (plan A, Serangoon Harbour) [previous update 103/08]

Insert limit of restricted area,  joining: 1° 24′.338N., 103° 59′.600E.
(E Border)
1° 24′.102N., 103° 59′.338E.
1° 24′.420N., 103° 58′.600E.
(shore)
legend, *Chek Jawa Wetlands* (see Note), centred on: 1° 24′.354N., 103° 59′.470E.

160/(05/08) SINGAPORE - Jurong Island - Jurong Port - Sungei Jurong - Maritime limit. Works.

Source: BA Notice 852/08

(HJ/927/16)

BA Chart 4034 [previous update 080/08]

Insert	maritime limit, pecked line, joining:	1° 18′.042N., 103° 43′.602E. (shore)
		1° 18′.008N., 103° 43′.585E.
		1° 17′.963N., 103° 43′.676E.
		1° 18′.004N., 103° 43′.716E.
		1° 18′.121N., 103° 43′.677E.
		1° 18′.112N., 103° 43′.651E. (shore)
	legend, <i>Works in progress</i> (2007), centred on:	1° 18′.038N., 103° 43′.666E.

161/(05/08) SINGAPORE - Sentosa Northwards - Cruise Bay - Maritime limit. Works.

Source: BA Notice 853/08

(HJ/927/16)

BA Chart 4035 [previous update 158/08]

Insert	maritime limit, pecked line, joining:	1° 15′.597N., 103° 49′.095E. (shore)
		1° 15′.627N., 103° 49′.099E.
		1° 15′.591N., 103° 49′.285E.
		1° 15′.527N., 103° 49′.419E. (Brani Bridge)
	legend, <i>Works in progress</i> (2007), centred on:	1° 15′.520N., 103° 49′.266E.

162/(05/08) SINGAPORE - Marina South Eastwards - Mooring buoy.

Source: BA Notice 854/08

(HJ/927/16)

BA Chart 4037 [previous update 135/08]

Move	 MS 33,	from:	1° 16′.374N., 103° 52′.218E.
		to:	1° 16′.342N., 103° 52′.400E.

BA Chart 4041 [previous update 158/08]



Move		from:	1° 16′.37N., 103° 52′.20E.
		to:	1° 16′.34N., 103° 52′.40E.

163/(05/08) SINGAPORE - Pasir Panjang Terminal South-eastwards -Buoyage. Depths.



Source: BA Notice 855/08

(HJ/927/16)

BA Chart 4034 [previous update 160/08]

Delete	 <i>Fl.R.5s West Panjang Approach</i>	1° 16′.230N., 103° 47′.113E.
	 <i>Fl.G.5s East Panjang Approach:</i>	1° 16′.011N., 103° 47′.438E.

BA Chart 4035 [previous update 161/08]

Delete	 <i>Fl.R.5s West Panjang Approach</i>	1° 16′.230N., 103° 47′.113E.
	 <i>Fl.G.5s East Panjang Approach:</i>	1° 16′.011N., 103° 47′.438E.

BA Chart 4040 [previous update 158/08]Substitute depth 14_4 enclosed by 15m contour for depth 14_6 enclosed by 15m contour

Delete	 <i>Fl.R.5s</i>	1° 16′.23N., 103° 47′.11E.
	 <i>Fl.G.5s EPA</i>	1° 16′.01N., 103° 47′.44E.

BA Chart 4041 [previous update 162/08]

Delete	 <i>Fl.R.5s</i>	1° 16′.23N., 103° 47′.11E.
	 <i>Fl.G.5s EPA</i>	1° 16′.01N., 103° 47′.44E.

164/(05/08) SINGAPORE - Pasir Panjang Terminal Northwards - Mooring buoy.

Source: BA Notice 856/08

(HJ/927/16)

BA Chart 4034 [previous update 163/08]

Insert	 <i>No.14</i>	1° 17′.601N., 103° 44′.995E.
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165/(05/08) MALAYSIA - Peninsular Malaysia, West Coast - Pelabuhan Tanjung Pelepas - Tanjung Bin - Lights.Jetty.

Indian List of Light, Vol. F and K 2003, F – 1677.299 , 1677.3

Source: BA Notice 877/08

(HJ/927/16)

BA Chart 4038 (plan B, Pelabuhan Tanjung Pelepas) [previous update 046/08]

Insert	 Q.R	(a)	1° 19′.93N., 103° 32′.96E.
	 Q.G	(b)	1° 20′.13N., 103° 32′.89E.
	jetty, single firm line, joining:	(a)	above
		(b)	above

BA Chart 4038 [previous update 046/08]

Insert	 Q.R	(a)	1° 19′.93N., 103° 32′.96E.
	 Q.G	(b)	1° 20′.13N., 103° 32′.89E.
	jetty, single firm line, joining:	(a)	above
		(b)	above

166/(05/08) INDONESIA - Sumatera - East Coast - Selat Rupert - Dumai Northwards - Buoyage. Mooring buoy.

Source: BA Notice 704/08

(HJ/927/18)

BA Chart 3933 [previous update 637/07]Insert  Fl.Y.5s 1° 42'·79N., 101° 27'·01E.**BA Chart 3933 (Plan A , Dumai** [previous update 637/07]Insert  1° 41'·52N., 101° 26'·03E.

1° 43'·73N., 101° 25'·56E.

167/(05/08) INDONESIA - Sumatera - East Coast - Selat Rupert - Dumai North-westwards - Light-beacons.

Indian List of Light Vol. F and K 2003, F – 1401.052, 1401.054

Source: BA Notice 705/08

(HJ/927/18)

BA Chart 3933 (Plan A, Dumai)[previous update 166/08]

Amend light-beacon to, Fl.Y.5s8m5M 1° 41'·61N., 101° 25'·75E.

light-beacon to, Fl.Y.4s8m5M 1° 41'·45N., 101° 25'·91E.

BA Chart 3933 [previous update 166/08]

Amend light-beacon to, Fl.Y.5s8m5M 1° 41'·61N., 101° 25'·75E.

light-beacon to, Fl.Y.4s8m5M 1° 41'·45N., 101° 25'·91E.

168/(05/08) INDONESIA - Jawa - North Coast - T. Awarawar - Recommended anchorage. Pilot boarding place. Submarine pipeline. Legend.

Source: BA Notice 620/08

(HJ/826/38)

BA Chart 1066 [previous update 137/08]Insert  6° 38'·0S., 111° 58'·5E.

6° 38'·0S., 111° 57'·0E.

submarine pipeline,  joining: 6° 42'·8S., 111° 57'·7E. ()

6° 46'·0S., 111° 58'·0E.

(shore)

legend, TPPI Port, centred on: 6° 45'·7S., 112° 02'·0E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***169(T) (05/08) INDIA EAST AND WEST COAST– ARABIAN SEA – ANDAMAN SEA – Tsunami Data Buoys.**

Source: NIOT Chennai.

(HJ/1031/50)

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

SI No	Buoy No.	Position	Size	Characteristics	Chart affected
a)	TB 4M	09° 17'·45N 89° 22'·05E	2.2m dia & 3.5m mast with metrological sensor	Fl(4) 15s4M	33
b)	TB 3	06° 46'·96N 89° 50'·00E	2.2m dia & 3.5m height mast	Fl(4)Y.15s4M	33
c)	TB 4	09° 17'·72N 89° 23'·58E	2.2m dia & 3.5m mast	Fl(4) 15s4M	33
d)	TB 5	12° 25'·53N 88° 59'·92E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
*e)	TB 6	15° 01'·60N 90° 03'·65E	2.2m dia & 3.5m height mast with Radar Reflector	Fl(4) 15s4M	31
f)	TB 7	09° 31'·07N 85° 30'·05E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
g)	TB 8	12° 31'·20N 85° 30'·55E	2.2m dia & 3.5m height mast with Radar Reflector	Fl(4) 15s4M	33
h)	TB 10	07° 00'·91N 87° 03'·30E	2.2m dia & 3.5m mast with metrological sensor	Fl(4) 15s4M	33
j)	TB 10A	07° 06'·28N 87° 02'·18E	2.2m dia & 3.5m height mast	Fl(4) Y.15s4M	33
k)	TB 11	21° 32'·92N 66° 26'·92E	2.2m dia & 3.5m height mast	Fl(4)Y 15s4M	21 – 292(INT 7021)-271
l)	TB 12	21° 00'·30N 66° 00'·50E	2.2m dia & 3.5m height mast	Fl(4)Y.15s4M	21 - 271

* indicates revised entry.

2. Mariners are strongly advised not to anchor or trawl in operation circle of 03NM of moored Tsunami buoys.

3. Cancel former INM 083(T)/08.

***170(T)(05/08) INDIA - WEST COAST –Gulf of Kachchh – Deep Water Route. Buoys.**

Source: DLL Jamnagar

(HJ/1131/20)

1. Following Buoys are reported unlit:
 - (a) Chandri Buoy 22°37′.17N., 69°07′.49E
 - (b) Kachchh Buoy 22°38′.05N., 69°12′.80E
 - (c) Gurur Buoy 22°35′.40N., 68°58′.04E
2. Narara Buoy in position 22°35′.92N., 69°36′.10E retrieved for maintenance.
3. Mariners to exercise caution.
4. **Cancel former INM 139(T)/08**

Charts affected – 203(INT 7319) –2068 – 2060 – 2079***171(T)(05/08) INDIA - WEST COAST – Porbandar Anchorage – Depth.**

Source: GMB, Porbandar Port

(HJ/1131/10)

1. The draft alongside GMB and SCL Jetty at Porbandar Port has been increased to 9.5m.
2. Maximum length overall is restricted to 200m and loaded vessels may berth/unberth only on daylight high water with a minimum tide of 1.8m.
4. **Cancel former INM 209(T)/03.**

Charts affected – 2040

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>*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 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 & 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 & 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

1. For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.

2. **NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 25 Feb 08, covering the entire world are listed below against the respective NAVAREA.

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
I	N.E. Atlantic	043	2005 series: 402. 2007 series: 019 035 050 199 247 251 279 293 329. 2008 Series: 004 012 015 042 043.
II	E. Atlantic	063	2008 Series: 015 017 041 047 062 063.
III	Mediterranean	113	2008 Series: 004 005 023 028 033 039 040 041 042 044 045 046 047 048 049 050 051 052 053 054 055 059 065 074 075 076 077 078 079 080 081 082 085 086 087 094 095 100 101 102 105 107 108 109 110 111 112 113.
IV	N.W. Atlantic	069	2007 series: 196. 2008 series: Nil.
V	W. Atlantic	099	2007 series: 1078. 2008 series: Nil.
VI	S.W. Atlantic	040	2008 series: Nil.
VII	S.E. Atlantic	021	2007 series: 183 185 2008 series: 005 012 013 014 020.
VIII	Indian Ocean	087	2007 SERIES - 366 367 371 373 380 388 389 396 418 440 538 540 574 601 602 604 612 624 637 638 641 647 652 653 656 662 664 668 675 690 697 701 2008 SERIES- 008 009 017 026 037 040 041 042 046 047 055 056 059 062 063 069 070 072 073 074 075 076 077 078 079 080 083 084 085 086 087

3. NAVAREA Warnings issued during the period from 15 Feb 08 to 25 Feb 08(both dates inclusive) are as tabulated below:-

067 to 068. Cancelled.
069. Bay of Bengal – Southern Portion. Charts 33 INT 706 INT 707. Yellow colour buoy Fl 4 floating in position 09-17.5N., 089-22.1E. 2. Mariners to exercise caution.
070. Cancel Navarea Eight Message 036 of 2008. Indian Ocean – Songo Songo and Mafia Islands. Charts 8008 INT 70 INT 71 INT 72 INT 701 INT 702. Seismic survey in progress by 'Geo Mariner' in area bounded by: (a) 07-32.0S 039-18.0E (b) 07-37.0S 040-17.0E (c) 06-22.0S 039-50.0E (d) 06-35.0S 039-09.0E 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.
071. Cancelled.

<p>072. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC from 24 Feb to 27 Feb 05 Mar to 08 Mar 23 Mar to 26 Mar and 29 Mar to 01 Apr 2008. Danger area bounded by</p> <p>(a) 19-14.60N., 084-53.70E (b) 19-37.05N., 085-27.85E (c) 18-46.05N., 085-22.86E</p> <p>And arc of 42 NM radius joining point (b) and (c)</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Cancel this message on 02 Apr 2008.</p>	
<p>073. India East Coast- Bay of Bengal. Charts 31 32 33 353 354 3002 INT71 INT 73 INT 706. Experimental Flight Vehicle launch scheduled from launch pad between 0330 UTC and 1030 UTC from 26 Feb to 28 Feb 2008. in area bounded by:</p> <p>(a)17-40.78N., 083-34.67E (b) 18-31.98N., 085-11.97E (c) 15-54.03N., 090-08.08E (d) 15-41.63N., 083-30.78E (e) 13-01.47N., 088-21.28E</p> <p>3. No over flight and shipping activity is permissible within the above mentioned sector</p> <p>4. Cancel this message on 29 Feb 2008</p>	
<p>074. Refer Navarea Eight Message 059 of 2008. India West Coast – Arabian Sea. Charts 21 22 208 254 292 293 2101 INT 705. Following rigs have been moved to new positions as listed below:</p> <p>(a) CE THORONTON 19-39.72N., 072-02.92E (b) NOBLE CHARLIE YESTER 19-16.42N., 071-26.87E (c) RON TAPMEYER 19-11.99N., 072-11.00E (d) TRIDENT-12 19-22.07N., 071-26.07E (e) OFFSHORE COURAGEOUS 21-01.93N., 072-33.05E</p> <p>2. Wide berth requested.</p>	
<p>075. India West Coast- Kachchh Basin. Charts 21 204 252 271 291 292 INT 705. Seismic Survey in progress by MV Munin explorer till 29 Feb 2008 in area bounded by:</p> <p>Block-1</p> <p>(a) 21-35.00N., 068-05.00E (b) 21-48.00N., 068-53.00E (c) 21-48.00N., 068-05.00E (d) 21-58.00N., 068-52.00E</p> <p>Block-2</p> <p>(a) 21-48.00N., 068-05.00E (b) 21-58.00N., 068-52.00E (c) 22-01.00N., 068-05.00E (d) 22-11.01N., 068-50.00E</p> <p>2. Vessel towing a single 12000 metre digital fluid filled streamer marked by yellow tail buoy with flashing light and GPS tracker with 02 metre mast height.</p> <p>3. All vessels operating in vicinity to exercise caution and give wide berth.</p> <p>4. Cancel this message on 01 Mar 2008.</p>	
<p>076. Cancel Navarea Eight Message 048 of 2008.India Andaman Islands – Andaman Sea. Charts 33 41 401 402 403 404 473 INT 706. Seismic Survey in progress by vessel Geco Topaz till 30 Apr 2008 in area bounded by:</p> <p>(a) 13-24.0N., 093-10.0E (b) 13-24.0N., 094-00.0E (c) 12-05.0N., 094-00.0E (d) 12-05.0N., 093-10.0E</p> <p>2. Vessel towing 08 in number 6000 metres long streamer cable attached to a yellow colour tail buoy with white flashing light.</p> <p>3. All vessels operating in vicinity to keep a safe distance of 06 Nm and exercise caution.</p> <p>4. Cancel this message on 01 May 2008.</p>	
<p>077. Japan Ocean. Chart BA 4052 BA 4053. Cambodia Registered MV Captain Uskov length overall 98.66 metres IMO No-8203830 Cambodian flag with dark blue hull and white superstructure / accommodation missing on passage from Russia to Hong Kong . last known position 31-40.0N., 125-28.0E.</p> <p>2. Vessels transiting in area to keep a sharp look out and render necessary assistance.</p>	
<p>078. India East Coast – Approaches to Sandheads. Charts 31 301 351 352 INT 706. Hydrographic Survey will be carried out by Naval Survey Vessel Sandhayak and survey motor boats from 22 Feb to 15 Mar 2008 in the area bounded by:</p> <p>(a) 20-44.5N., 087-43.5E (b) 20-44.5N., 088-38.5E (c) 20-54.5N., 088-38.5E (d) 20-54.5N., 087-43.5E</p> <p>2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution.</p> <p>3. Cancel this message on 16 Mar 2008.</p>	

<p>079. India East Coast- Chennai. 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 29 Feb 2008.</p> <p>2. Danger zone: Sector of radius 11 NM from gun position between 045 degree and 075 degree.</p> <p>3. Safe flying height 12800 metres.</p> <p>4. Cancel this message on 01 Mar 2008.</p>
<p>080. India West Coast – Mormugao. Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC and 1230 UTC from 01 Mar to 07 Mar and 14 Mar to 21 Mar 2008. Danger area bounded by:</p> <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</p> <p>2. Safe flying height 3500 meters.</p> <p>3. Cancel this message on 22 Mar 2008.</p>
<p>081 to 082. Cancelled.</p>
<p>083. India Lakshadweep Island- Off Minicoy. Charts 22 23 273 INT 705. Srilankan Fishing Vessel Jayakan adrift in position 08-05.0N., 073-46.0E.</p> <p>2. All vessels operating in vicinity are to keep a sharp lookout and render assistance.</p>
<p>084. India West Coast – Approaches to Shirali and Bhatkal. Charts 22 216 257 259 272 2072 2073 INT 705. Hydrographic Survey in progress by Naval Hydrographic Vessel Nirdeshak till 25 Mar 2008 in the following area</p> <p>(a) 13-52.0N., 074-15.0E (b) 13-52.0N., 074-36.0E (c) 14-06.0N., 074-36.0E (d) 14-06.0N., 074-15.0E</p> <p>2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution.</p> <p>3. Cancel this message on 26 Mar 2008.</p>
<p>085. Refer Navarea Eight Message 056 of 2008. India East Coast- Bay of Bengal. Charts 31 32 33 355 INT 706. Drill ship Discoverer-534 moved to new position 16-29.6N., 082-32.2E</p> <p>2. Wide berth requested.</p>
<p>086. Self Canceling. Refer Navarea Eight Message 056 of 2008. Rig Deepsea Matdrill completed its work and has been demobilised from area of operation.</p>
<p>087. Refer Navarea Eight Message 056 of 2008. India East Coast- Bay of Bengal. Charts 31 352 INT 706. Rig Actinia moved to new position 20-22.0 N., 087-45.0E</p> <p>2. Wide berth requested</p>

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	051	2007 series: 022 027 062 092 095 106 108 155 168 172 176 200 202 203 212 214 237 239 251 263 264 273 274 278. 2008 series: 002 005 006 007 008 013 014 017 019 021 022 023 024 027 028 033 034 035 040 045 046 048 049 050 051.
X	Australia, New Guinea	027	2007 series: 235 280 326 333 344 349 353. 2008 series: 003 007 009 010 012 013 014 016 019 020 021 023 024 025 026 027.
XI	Malacca Strait, China Sea, N. Pacific	0067	1996 series: 0925 1998 series: 0655 1999 series: 0053 0187 0310 2001 series: 0182 0775 2003 series: 0106 0304 2004 series: 0246 0361 2005 series: 0271 0307 2006 series: 0005 0123 0250 0303 0561 2007 series: 0002 0093 0098 0133 0248 0253 0269 0309 0344 0366 0457 0505 0513 0519 0523 0546 0557 2008 series: 0004 0006 0011 0014 0018 0020 0025 0026 0027 0028 0029 0030 0032 0033 0034 0038 0040 0043 0054 0056 0059 0061 0065 0066 0067.
XII	N.E. Pacific	053	2008 series: Nil
XIII	N.W. Pacific	076	2008 series: Nil
XIV	S.W. Pacific	003	2008 Series: 001
XV	S.E. Pacific	012	2008 Series: Nil
XVI	E. Pacific	023	2008 Series: Nil
Hydropacs	Pacific, Indian Ocean	300	2006 series: 524. 2008 Series: 240
Hydrolants	Atlantic, Mediterranean	323	2008 Series: 300

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Nil

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

<u>No</u>	<u>Name & Location</u>	<u>Position (Lat-Long)</u>	<u>Charact- eristics</u>	<u>Ht. mts.</u>	<u>Range miles</u>	<u>Structure & Height (mts)</u>	<u>Remarks</u>
D7260	Remove from list						
D7260-1	Remove from list						
D7261	Remove from list						
E6044-2	-	29 31-28 N 35 00-02 E	Aero Fl R	..	..	Flagstaff 135	Obstruction. PA
*	*	*	*	*	*	*	*
E6044-78	Royal Jordanian Naval Base. Wave Barrier. N end	29 23-85 N 34 57-84 E	Fl R 2s	3			
*	*	*	*	*	*	*	*
E6044-785	Royal Jordanian Naval Base. Wave Barrier. S end	29 23-82 N 34 57-83 E	Fl R 2s	3			
*	*	*	*	*	*	*	*
E6044-79	Royal Jordanian Naval Base. Internal Berth. Entrance. E Side	29 23-79 N 34 57-91 E	Fl R 2s	9			
*	*	*	*	*	*	*	*
F 0374	Remove from list						
F0730	Manappād Point -	8 22-37 N 78 03-97 E.	Fl(2)W 10s Racon	45	23	White round masonry tower, red diagonal stripes	<i>fl 0-3, ec 1-5, fl 0-2, ec 8-1. Vis 115°-070° (315°)</i>
	-	..	Racon	..	..	..	ALRS Vol 2 Station 79098 *
F0735-1	- Ldg Lts 311°30'. Rear. 1-47M from front	8 46-34 N 78 11-97 E	Oc W 10s	59	12	White metal framework tower, black bands	
	*	*	*				
F0764-91	Remove from list						

F0765-035	- Male'. Inter Atoll Harbour. Breakwater. No 5. N end	4 10-73 N 73 30-89 E	FI R	*	*	*	*	*
F0765-04	- Male'. Inter Atoll Harbour. Breakwater. No 2. N end	4 10-86 N 73 30-53 E	FI R	*	*	*	*	*
F0765-045	- Male'. Inter Atoll Harbour. Breakwater. No 1. E end	4 10-86 N 73 30-50 E	FI G	*	*	*	*	*
F0765-05	- Male'. Inter Atoll Harbour. Breakwater. No 1. W end	4 10-86 N 73 30-41 E	FI R	*	*	*	*	*
F0765-055	- Male'. Inter Atoll Harbour. W Mole	4 10-85 N 73 30-38 E	FI G	*	*	*	*	*
F0765-06	- Male'. Smallmill Point. Entrance. W	4 10-70 N 73 30-99 E	FI G	*	*	*	*	*
F0765-065	- Male'. Smallmill Point. Entrance. E	4 10-69 N 73 31-01 E	FI R	*	*	*	*	*
F0765-07	- Male'. Commercial Harbour. Entrance. E	4 10-77 N 73 30-24 E	FI R	*	*	*	*	*
F0765-075	- Male'. Commercial Harbour. Entrance. W	4 10-75 N 73 30-21 E	FI G	*	*	*	*	*
F0765-1	- Hulule. Middle Breakwater. N end	4 11-50 N 73 31-51 E	FI G 6s	*				
F0765-105	- Hulule. Middle Breakwater. S end	4 11-36 N 73 31-50 E	FI R	*	*	*	*	*

F0765-106	- Hulule. S Breakwater. N end	4 11:33 N 73 31:47 E	Fl G	*	*	*	*	*
F0765-113	- Hulule. S Breakwater. S end	4 10:98 N 73 31:54 E	Fl R	*	*	*	*	*
F0765-114	- Hulule. S Entrance. S end	4 10:95 N 73 31:55 E	Fl G	*	*	*	*	*
F0765-115	- Hulule. Airport. Control Tower	4 11:40 N 73 32:07 E	Fl G 3s	*				
F0765-14	- Viligili. E Breakwater	4 10:59 N 73 29:18 E	Fl R	*	*	*	*	*
F0765-141	- Viligili. Middle Breakwater. S end	4 10:60 N 73 29:16 E	Fl G	*	*	*	*	*
F0765-142	- Viligili. Middle Breakwater. N end	4 10:62 N 73 29:10 E	Fl R	*	*	*	*	*
F0765-143	- Viligili. W Breakwater	4 10:63 N 73 29:07 E	Fl G	*	*	*	*	*
F0765-15	- Giraavaru Irumath Kandu	4 11:18 N 73 24:62 E	Fl W 10s	*	..	..	Beacon tower	*
F0765-154	- Giraavaru	4 11:99 N 73 24:84 E	Fl R	*	*	*	*	*
F0765-155	- Giraavaru	4 12:02 N 73 24:84 E	Fl G	*	*	*	*	*
F0765-158	- Giraavaru Uthuru Kandu	4 12:37 N 73 23:99 E	Fl W	*	..	..	Beacon	*

F1848	- Pulau Serasan. Batu Pacil (I)	2 28·57 N 109 00·87 E	Fl R 3s	12	11	Red □ on red metal frame work tower	<i>fl 0·5</i>
			*	*	*	*	*
K0972·8	-FSO Federal 1 (I)	0 55·08 S 104 05·00 E	Lit	..	..	Storage Tanker	
*	*	*	*	*	*	*	*
K1000·5	-FSO (I)	1 50·01 S 105 08·15 E	Lit	..	..	Storage Tanker	
*	*	*	*	*	*	*	*
K1144·9	-Tanjung Awarawar. SPM (I) - - -	6 42·83 S 111 57·72 E ..	Fl Y 3s Horn Mo(U) 30s	..	5	Superbuoy	
			*		*	*	
K1156·5	-FSO Cinta Natomas (I) - -	6 43·85 S 112 09·32 E ..	2 F W Horn	..	5	Storage tanker	One forward and one aft
*	*	*	*	*	*	*	*
K1411·4	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 – 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; incho_marinesafety@dataone.in
incho_navwarnings@dataone.in; incho_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.

To accompany Indian Notice to Mariners 159/08

BA Chart 4043

CHEK JAWA WETLANDS
(1° 24'·7N., 103° 59'·7E.)

Entry into the Chek Jawa Wetlands is affected by numerous restrictions and prohibitions. For further details, see Port Marine Notice No 126 of 2007.

To accompany Indian Notice to Mariners 159/08

BA Chart 4044

CHEK JAWA WETLANDS
(1° 24'·7N., 103° 59'·7E.)

Entry into the Chek Jawa Wetlands is affected by numerous restrictions and prohibitions. For further details, see Port Marine Notice No 126 of 2007.