



# INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 06 DATED 16 MAR 2008

(CONTAINS NOTICES 172 TO 202)

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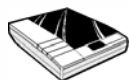
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**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are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

**Chief Hydrographer  
to the Government of India**

**National Hydrographic Office  
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  $000^{\circ}$  to  $359^{\circ}$ . Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section 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**

**(a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHARTS:**

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN63033C	3033	CHEMPLAST SANMAR KARAIKAL TERMINAL	30-09-2007

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

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN53008V	3008	VADAREVU ANCHORAGE	31-10-2007
2.	IN53008N	3008	NIZAMPATNAM ANCHORAGE	31-10-2007

**(c) ENCs PERMANENTLY WITHDRAWN:**

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1	IN53008V	3008	VADAREVU ANCHORAGE	30-11-1994
2	IN53008N	3008	NIZAMPATNAM ANCHORAGE	30-11-1994

**AVAILABILITY OF ENCs:**

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

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: <a href="mailto:inho@dataone.in">inho@dataone.in</a> Website: <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>	Director JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>	United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>
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**(d) 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
2045 (INT 7360)	PORT OF KOCHI (COCHIN)	7 500	New Edition
2083	APPROACHES TO SIKKA RELANCE TANKER BERTHS	37 500 5 000	New Edition
3005	GOPALPUR PORT MACHILIPATNAM ANCHORAGE	30 000 35 000	New Edition

**SECTION – I**  
**List of charts affected by**  
**The Notices 172 to 202 contained in this Edition**

<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>	<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
20	1	189, 202(P)	2044	2	178
21	2	177,178,180	2050	2	192
22(INT 752)	3	181, 199(T)	2060	2	197(T)
32(INT 754)	5	183, 200(T)	2068	2	197(T)
33	5	200(T)	2071	3	199(T)
41	6	201(T)	2078(INT 7346)	3	198(T)
202	2	176	2079	2	174, 197(T)
203(INT 7319)	2	173,197(T)	2083	2	175
204	2	176,177	2101	2	178
208	2	178	3006(INT 7423)	5	184
209	2	178,179	3007	5	200(T)
214	3	181	3011(INT 7421)	5	172
215	3	182, 199(T)	3033	5	200(T)
216	3	182, 199(T)	4030	6	201(T)
217	3	199(T)			
252(INT 7325)	2	176,177	<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
253(INT 7328)	2	180	400	46	194
254	2	178,179	2403	45	195
255	3	180	2523(INT 7250)	40	188, 202(P)
257(INT 7343)	3	181,182, 199(T)	2760	46	194
258(INT 7348)	3	199(T)	2883	40	188, 202(P)
271	2	172,176,177	2884(INT 7278)	40	191
272	4	199(T)	2886	40	188,190, 202(P)
288	1	188,189, 202(P)	2889(INT 7211)	40	187
289	1	187,188,189, 202(P)	2896	32	186
291	2	176,177	2950	32	185
292(INT 7021)	2	176,177,178,179,180	3176(INT 7216)	40	187
293(INT 7022)	3	181,182, 199(T)	3177	40	187
301	5	172	3485	45	193
351	5	172	3737(INT 7255)	40	190
357(INT 7397)	5	200(T)	3738(INT 7254)	40	190
405	6	201(T)	3790(INT 7252)	40	190
473(INT 7031)	6	201(T)	3791	40	188, 202(P)
2008	3	182, 199(T)	3831	45	195,196
2019	2	178	3833	45	195
2020	3	198(T)	3950	40	188, 202(P)
2021	2	174	4037	45	195
2022(INT 7345)	3	181	4041	45	195
2024	3	199(T)	4043	45	196
2033	2	175	4044	45	196
2034	2	178	5502	45	195

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



<b>*172(06/08)</b>		<b>Miscellaneous updates to charts</b>	
<b>Source: NHO Dehradun</b>			
<b>Chart No.</b>	<b>Previous Updates</b>	<b>Details</b>	
<b>Chart 271</b>	048/06	Insert magenta limit and chart 251(INT 7318) at the following Geographical Co-ordinates.	
		LL_LAT: 22° 13′.00N.	LL_LONG: 66° 21′.00E.
		UR_LAT: 23° 54′.50N.	UR_LONG: 69° 06′.50E.
		Delete former magenta limit and chart 251(INT 7318) at the following Geographical Co-ordinates.	
		LL_LAT: 21° 26′.00N.	LL_LONG: 67° 17′.50E.
		UR_LAT: 24° 00′.00N.	UR_LONG: 69° 10′.00E.
<b>(Refer to INM 151, Page 13 of Edition 05/08)</b>			
<b>Chart 351</b>	151/08	Amend Position of (b) to read	
		(b) 21° 33′.50N., 88° 15′.70E (shore)	for (b) 21° 33′.50N., 87° 15′.70E (shore)
<b>Chart 301</b>	151/08	Amend Position of (b) to read	
		(b) 21° 33′.50N., 88° 15′.70E (shore)	for (b) 21° 33′.50N., 87° 15′.70E (shore)
<b>Chart 3011(INT 7421)</b>	151/08	Amend Position of (b) to read	
		(b) 21° 33′.70N., 88° 15′.00E (E Border)	for (b) 21° 33′.70N., 87° 15′.00E (E Border)

**\*173/(06/08) INDIA – WEST COAST – Gulf of Kachchh – Gulf of Kachchh Deepwater Route – Buoy.**

Source: NHO Dehradun

(HJ/1131/21)

**Chart 203 (INT 7319)** [previous update 147/08 ]

Substitute  Mithapur Fl.G.5s for  Mithapur Fl.5s 22° 24′.7N., 68° 51′.9E



Delete Pecked line, joining 22° 38′.90N., 69° 06′.50E  
22° 37′.60N., 69° 06′.50E

**\*174/(06/08) INDIA – WEST COAST – Approaches to Mundra Port – SPM.**



Source: NHO Dehradun

(HJ/1131/20)

**Chart 2079** [previous update 146/08 ] (WGS 84 DATUM)

Substitute  SPM Fl(2+1)R Racon (M) for  SPM Fl(2+1) Racon (M) 22° 40′.68N., 69° 39′.27E

**Chart 2021** [previous update 447/07 ] (WGS 84 DATUM)

Substitute  SPM Fl(2+1)R Racon (M) for  SPM Fl(2+1) Racon (M) 22° 40′.68N., 69° 39′.27E

**\*175/(06/08) INDIA – WEST COAST – Sikka Channel – Buoy.**

Source: INFAC- T- 82

(HJ/1131/20)

**Chart 2083** [previous update 146/08 ]

Insert



22° 27′.67N., 69° 47′.61E

**Chart 2033 (INSET PLAN, SIKKA CHANNEL)**[previous update 146/08 ]

Insert



22° 27′.67N., 69° 47′.61E

**\*176/(06/08) INDIA – WEST COAST – Dwarka To Navibandar – Wreck.**

Source: MRCC (MB)

(HJ/1131/21)

**Wreck of Tug Akash****Chart 291** [previous update 471/06 ]

Insert



PA

22° 08′.40N., 68° 55′.40E

**Chart 292 (INT 7021)** [previous update 149/08 ]

Insert



PA

22° 08′.40N., 68° 55′.40E

**Chart 271** [previous update 172/08 ]

Insert



PA

22° 08′.40N., 68° 55′.40E

**Chart 252 (INT 7325)** [previous update 148/08 ]

Insert



PA

22° 08′.40N., 68° 55′.40E

**Chart 202** [previous update 491/04 ]

Insert



PA

22° 08′.40N., 68° 55′.40E

**Chart 204** [previous update 148/08 ]

Insert



PA

22° 08′.40N., 68° 55′.40E

**Cancel former INM 348(T)/07****\*177/(06/08) INDIA – WEST COAST – Dwarka To Navibandar – Wreck.**

Source: HQ, Offshore Defence Advisory Group and NAVAREA VIII - 668/07

(HJ/1131/11)

**Wreck of Fishing Boat Yatina****Chart 21** [previous update 149/08 ]

Insert



21° 52′.86N., 68° 48′.01E

**Chart 291** [previous update 176/08 ]

Insert



21° 52′.86N., 68° 48′.01E

**Chart 292 (INT 7021)** [previous update 176/08 ]

Insert



21° 52′.86N., 68° 48′.01E

**Chart 271** [previous update 176/08 ]

Insert



21° 52′.86N., 68° 48′.01E

**Chart 252 (INT 7325)** [previous update 176/08 ]

Insert



21° 52′.86N., 68° 48′.01E

**Chart 204** [previous update 176/08 ]

Insert



21° 52′.86N., 68° 48′.01E

**\*178/(06/08) INDIA – WEST COAST – Hazira Port – Production Platform. Submarine Pipeline. Legend. Mooring Buoys.**


Source: NHO Dehradun, GSPC Limited and Niko Resources.


(HJ/1130/17)

**Chart 21** [previous update 177/08 ]

Insert  ALPHA BOB 21° 03′.64N., 72° 36′.96E


**Chart 292 (INT 7021)** [previous update 177/08 ]

Insert  ALPHA BOB (a) 21° 03′.64N., 72° 36′.96E

Submarine pipeline, , joining: (a) above  
21° 04′.86N., 72° 38′.34E  
and  
(a) above  
21° 04′.84N., 72° 38′.35E


**Chart 254** [previous update 519/07 ]

Insert  ALPHA BOB (a) 21° 03′.64N., 72° 36′.96E

Submarine pipeline, , joining: (a) above  
21° 04′.86N., 72° 38′.34E  
and  
(a) above  
21° 04′.84N., 72° 38′.35E


**Chart 208** [previous update 519/07 ]

Insert  ALPHA BOB (a) 21° 03′.64N., 72° 36′.96E

Submarine pipeline, , joining: (a) above  
21° 04′.86N., 72° 38′.34E  
and  
(a) above  
21° 04′.84N., 72° 38′.35E

**Chart 209** [previous update NE 30 Jun 07]


Insert  ALPHA BOB (a) 21° 03′.64N., 72° 36′.96E

Submarine pipeline, , joining: (a) above  
(b) 21° 04′.86N., 72° 38′.34E  
and  
(a) above  
21° 04′.84N., 72° 38′.35E  
(a)-(b) above

legend, Gas (see note) along:

**Chart 2044** [previous update 519/07 ]

Insert  ALPHA BOB (a) 21° 03′.64N., 72° 36′.96E

Submarine pipeline, , joining: (a) above  
(b) 21° 04′.86N., 72° 38′.34E  
and  
(a) above  
21° 04′.84N., 72° 38′.35E  
(a)-(b) above


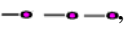


legend, Gas (see note) along:

 No. 1 21° 03′.49N., 72° 36′.97E  
 No. 2 21° 03′.82N., 72° 36′.91E


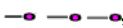




**\*178/(06/08) INDIA – WEST COAST – Hazira Port – Production Platform. Submarine Pipeline. Legend.  
Mooring Buoys. (continued)**





**Chart 2101** [previous update 520/07 ]

Insert		ALPHA BOB	(a)	21° 03′.64N., 72° 36′.96E
	Submarine pipeline,		joining:	(a) above
		legend, Gas (see note) along:		(b) 21° 04′.86N., 72° 38′.34E and (a) above 21° 04′.84N., 72° 38′.35E (a)-(b) above
		No. 1		21° 03′.49N., 72° 36′.97E
		No. 2		21° 03′.82N., 72° 36′.91E


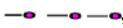





**Chart 2019** [previous update 464/06 ]

Insert		ALPHA BOB	(a)	21° 03′.64N., 72° 36′.96E
	Submarine pipeline,		joining:	(a) above
		legend, Gas (see note) along:		(b) 21° 04′.86N., 72° 38′.34E and (a) above 21° 04′.84N., 72° 38′.35E (a)-(b) above
		No. 1		21° 03′.49N., 72° 36′.97E
		No. 2		21° 03′.82N., 72° 36′.91E

**Chart 2019 (Plan. MAGDALLA PORT)** [previous update 464/06 ]

Insert		ALPHA BOB	(a)	21° 03′.64N., 72° 36′.96E
	Submarine pipeline,		joining:	(a) above
		legend, Gas (see note) along:		(b) 21° 04′.86N., 72° 38′.34E and (a) above 21° 04′.84N., 72° 38′.35E (a)-(b) above
		No. 1		21° 03′.49N., 72° 36′.97E
		No. 2		21° 03′.82N., 72° 36′.91E

**Chart 2034** [previous update 520/07 ] (WGS 84 DATUM)

Insert		ALPHA BOB	(a)	21° 03′.68N., 72° 36′.92E
	Submarine pipeline,		joining:	(a) above
		legend, Gas (see note) along: the accompanying note, GAS PIPELINES, centered on:		(b) 21° 04′.90N., 72° 38′.30E and (a) above 21° 04′.88N., 72° 38′.31E (a)-(b) above 21° 06′.68N., 72° 38′.09E
		No. 1		21° 03′.53N., 72° 36′.93E
		No. 2		21° 03′.86N., 72° 36′.87E
Delete		No. 2		21° 03′.86N., 72° 36′.38E
		ALPHA BOB		21° 03′.70N., 72° 36′.45E
		No. 1		21° 03′.54N., 72° 36′.40E

**Cancel former INM 121(P)/04**

**\*179/(06/08) INDIA – WEST COAST – Hazira to Umargao – Wreck.**

Source: NHO Dehradun

*(HJ/1030/07)****Wreck of Dredger Pioneer C - 101*****Chart 292 (INT 7021)** [*previous update 178/08* ]

Insert



20° 48′.36N., 72° 36′.14E

**Chart 254 (INT 7331)** [*previous update 178/08* ]

Insert



20° 48′.36N., 72° 36′.14E

**Chart 209** [*previous update 178/08* ]

Insert



20° 48′.36N., 72° 36′.14E

**Cancel former INM 386(P)/06.****\*180/(06/08) INDIA – WEST COAST – Approaches to Mumbai – Wreck.**

Source: HQ, Offshore Defence Advisory Group and NAVAREA VIII - 641/07

*(HJ/1030/98)****Wreck of Chase Boat Khodiar Devi*****Chart 21** [*previous update 178/08* ]

Insert



19° 39′.65N., 71° 24′.70E

**Chart 292 (INT 7021)** [*previous update 179/08* ]

Insert



19° 39′.65N., 71° 24′.70E

**Chart 253 (INT 7328)** [*previous update 062/08* ]

Insert



19° 39′.65N., 71° 24′.70E

**Chart 255 (INT 7334)** [*previous update 149/08* ]

Insert



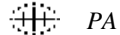
19° 39′.65N., 71° 24′.70E

**\*181/(06/08) INDIA – WEST COAST – Approaches to Mormugoa – Wreck.**

Source: NHO Dehradun

*(HJ/1030/56)****Wreck of Prahar*****Chart 22 (INT 752)** [*previous update 120/08* ]

Insert

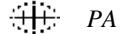


PA

15° 23′.43N., 73° 27′.12E

**Chart 293 (INT 7022)** [*previous update 118/08* ]

Insert

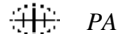


PA

15° 23′.43N., 73° 27′.12E

**Chart 257 (INT 7343)** [*previous update 118/08* ]

Insert

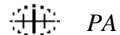


PA

15° 23′.43N., 73° 27′.12E

**Chart 214** [*previous update 099/08* ]

Insert

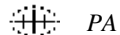


PA

15° 23′.43N., 73° 27′.12E

**Chart 2022 (INT 7345)** [*previous update 099/08* ]

Insert



PA


15° 23′.43N., 73° 27′.12E

**Cancel former INM 232(P)/06**

**\*182/(06/08) INDIA – WEST COAST – Karwar Harbour and Approaches – Wreck.**

Source: INS Nirdeshak ROS D(N) -184

(HJ/1030/45)

**Wreck of MV Ocean Seraya****Chart 293 (INT 7022)** [previous update 181/08 ]Insert  14° 49′.09N., 74° 04′.26E**Chart 257 (INT 7343)** [previous update 181/08 ]Insert  14° 49′.09N., 74° 04′.26E**Chart 215** [previous update 118/08 ]Insert  14° 49′.09N., 74° 04′.26E**Chart 216** [previous update 118/08 ]Insert  14° 49′.09N., 74° 04′.26E**Chart 2008** [previous update 653/07 ](WGS 84 DATUM)Insert  14° 49′.15N., 74° 04′.22E**Cancel former INM 325(P)/06.****\*183/(06/08) INDIA - East Coast - Kakinada North-eastwards - Pentakota - Light.**

Indian List of Light Vol. F and K, 2003, F - 0966

Source: NHO Dehradun

(HJ/1029/77)

**Chart 32 (INT 754)** [previous update 132/08 ]

Amend range of light to, 21M 17° 18′.00N., 82° 37′.00E.

**\*184/(06/08) INDIA – EAST COAST – Kukrahatti Reach to Kolkata (Calcutta) Docks – Buoys.**

Source: NHO Dehradun

(HJ/1129/21)

**Chart 3006 (INT 7423) (Plan I, Kukrahatti Reach to Royapur Crossing )** [previous update 580/06 ]Substitute  WATER LOO for  WATER LOO 22° 11′.84N., 88° 03′.93E  
Fl.7s**Chart 3006 (INT 7423) (Plan 2, Royapur Crossing to Calcutta Docks)** [previous update 580/06 ]Substitute  UHS for  UHS 22° 24′.80N., 88° 08′.72E MS for  MS 22° 31′.50N., 88° 14′.55E

**185/(06/08) SOMALIA – Bosasso (Bandar Cassim) - Cautionary notes.**

Source: BA Notice 1020/08

*(HJ/1033/10)***BA Chart 2950 (plan, Note Panel)** [*previous update 306/06* ]

Insert	the accompanying note, AIDS TO NAVIGATION	(a)	below the Tidal Information box, SE corner of chart
	the accompanying note, PIRACY WARNINGS, close S of:		(a) above

**186/(06/08) OMAN - South-east Coast - Port Salalah (Mina Raysut) - Container Terminal - Light.**

Indian List of Light Vol. D and E, 2003, D - 7314.08

Source: BA Notice 1135/08

*(HJ/1032/65)***BA Chart 2896** [*previous update 126/08* ]

Insert	 Iso.G.4s6m3M	16° 57′.06N., 54° 01′.16E.
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**187/(06/08) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zaby) North-eastwards – Ra’s Hanjurah Northwards - Restricted area. Works. Buoyage.**

Source: BA Notice 1026/08

*(HJ/1132/45)***Chart 289** [*previous update 127/08*]

Insert	limit of restricted area, entry prohibited, pecked line, joining:	24° 45′.7N., 54° 40′.4E. (shore) 24° 49′.0N., 54° 37′.3E. 24° 55′.8N., 54° 35′.4E. 24° 48′.2N., 54° 42′.3E. (shore)
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**BA Chart 2889 (INT 7211)** [*previous update 627/07* ]

Insert	limit of restricted area, entry prohibited, pecked line, joining:	24° 45′.67N., 54° 40′.36E.  (shore) 24° 49′.04N., 54° 37′.30E. 24° 55′.83N., 54° 35′.40E.. 24° 48′.23N., 54° 42′.30E.  (shore)
	legend, Works in progress (2008), centred on:	24° 49′.50N., 54° 39′.00E.

**187/(06/08) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zaby) North-eastwards – Ra's Hanjurah Northwards - Restricted area. Works. Buoyage. (continued)**

**BA Chart 3176 (INT 7216) [previous update 660/07]**

Insert



*FLY*

24° 46′.61N., 54° 39′.50E.

24° 47′.32N., 54° 38′.87E.

24° 48′.10N., 54° 38′.16E.

24° 48′.66N., 54° 37′.66E.

24° 52′.40N., 54° 36′.39E.

(a) 24° 55′.83N., 54° 35′.40E.

24° 52′.99N., 54° 37′.96E.

24° 49′.60N., 54° 41′.02E.

limit of restricted area, entry prohibited, pecked line, joining:

24° 45′.67N., 54° 40′.36E. (shore)

24° 49′.04N., 54° 37′.30E.

(a) above

24° 48′.23N., 54° 42′.30E. (shore)

legend, Works in progress (2008), centred on:

24° 50′.00N., 54° 38′.60E.

**BA Chart 3177 [previous update 180/07]**

Insert



*FLY*

24° 46′.61N., 54° 39′.50E.

24° 47′.32N., 54° 38′.87E.

24° 48′.10N., 54° 38′.16E.

24° 48′.66N., 54° 37′.66E.

24° 52′.40N., 54° 36′.39E.

24° 52′.99N., 54° 37′.96E.

24° 49′.60N., 54° 41′.02E.

limit of restricted area, entry prohibited, pecked line, joining:

24° 45′.67N., 54° 40′.36E. (shore)

24° 49′.04N., 54° 37′.30E.

24° 54′.00N., 54° 35′.93E. (N border)

and

24° 54′.00N., 54° 37′.05E. (N border)

24° 48′.23N., 54° 42′.30E.

(shore)

legend, Works in progress (2008), centred on:

24° 50′.00N., 54° 38′.60E.

**188/(06/08) QATAR – Ra's Laffan East-North-Eastwards to North Field (Bravo) Gasfield Northwards - Platform. Obstruction. Legend.**

Source: BA Notice 1025/08

(HJ/1132/68)

**Chart 288** [previous update 129/08 ]

Insert



26° 43′.6N., 51° 55′.0E.



Obstn

25° 58′.6N., 51° 44′.1E.

Amend legend to, See INM 202(P)/08, centred on:

26° 22′.0N., 52° 10′.0E.

**Chart 289** [previous update 187/08 ]

Insert



26° 43′.6N., 51° 55′.0E.



Obstn

25° 58′.6N., 51° 44′.1E.

Amend legend to, See INM 202(P)/08, centred on:

26° 23′.0N., 52° 01′.0E.

**BA Chart 2523 (INT 7250)** [previous update 071/08 ]

Insert



AS-1

26° 43′.55N., 51° 55′.03E.



Obstn

25° 58′.58N., 51° 44′.09E.

Amend legend to, See INM 202(P)/08, centred on:

26° 37′.00N., 51° 50′.00E.

26° 01′.60N., 52° 07′.30E.

**BA Chart 2883** [previous update 127/08 ]

Insert



AS-1

26° 43′.55N., 51° 55′.03E.

Amend legend to, See INM 202(P)/08, centred on:

26° 37′.00N., 51° 50′.00E.

**BA Chart 2886** [previous update 127/08 ]

Insert



AS-1

26° 43′.55N., 51° 55′.03E.



Obstn

25° 58′.58N., 51° 44′.09E.

Amend legend to, See INM 202(P)/08, centred on:

26° 37′.00N., 51° 48′.00E.

26° 03′.00N., 52° 05′.00E.

**BA Chart 3791** [previous update 071/08 ]

Insert



Obstn

25° 58′.58N., 51° 44′.09E.

Amend legend to, See INM 202(P)/08, centred on:

26° 01′.00N., 51° 43′.50E.

**BA Chart 3950** [previous update 071/08 ]

Insert



Obstn

25° 58′.58N., 51° 44′.09E.


Amend legend to, See INM 202(P)/08, centred on:

26° 01′.50N., 52° 05′.00E.


**189/(06/08) STRAIT OF HORMUZ to Qatar – Submarine Cable.**

Source: BA Notice 5454(P)/06

(HJ/1132/58)


**Chart 20** [previous update 127/08 ]Insert Submarine cable , joining:

25° 33'·7N., 51° 29'·7E.(shore)  
 25° 33'·8N., 51° 32'·8E.  
 25° 35'·9N., 51° 38'·4E.  
 25° 36'·7N., 51° 38'·8E.  
 25° 40'·7N., 51° 48'·4E.  
 25° 42'·7N., 51° 50'·6E.  
 25° 53'·9N., 51° 49'·2E.  
 25° 56'·2N., 51° 48'·4E.  
 25° 57'·5N., 51° 49'·4E.  
 25° 59'·3N., 51° 50'·0E.  
 26° 03'·4N., 51° 49'·6E.  
 26° 09'·2N., 51° 48'·2E.  
 26° 20'·7N., 51° 24'·2E.  
 26° 29'·2N., 51° 05'·3E.  
 26° 29'·3N., 51° 03'·1E.  
 26° 29'·3N., 50° 56'·8E.  
 26° 28'·1N., 50° 49'·0E.  
 26° 27'·7N., 50° 47'·5E.  
 26° 23'·2N., 50° 40'·0E.  
 26° 21'·8N., 50° 34'·6E.  
 26° 21'·0N., 50° 33'·1E.  
 26° 17'·1N., 50° 32'·1E.  
 26° 14'·5N., 50° 33'·5E.(shore)

**Chart 288** [previous update 188/08 ]Insert Submarine cable , joining:

25° 33'·7N., 51° 29'·7E.(shore)  
 25° 33'·8N., 51° 32'·8E.  
 25° 35'·9N., 51° 38'·4E.  
 25° 36'·7N., 51° 38'·8E.  
 25° 40'·7N., 51° 48'·4E.  
 25° 42'·7N., 51° 50'·6E.  
 25° 53'·9N., 51° 49'·2E.  
 25° 56'·2N., 51° 48'·4E.  
 25° 57'·5N., 51° 49'·4E.  
 25° 59'·3N., 51° 50'·0E.  
 26° 03'·4N., 51° 49'·6E.  
 26° 09'·2N., 51° 48'·2E.  
 26° 20'·7N., 51° 24'·2E.  
 26° 29'·2N., 51° 05'·3E.  
 26° 29'·3N., 51° 03'·1E.  
 26° 29'·3N., 50° 56'·8E.  
 26° 28'·1N., 50° 49'·0E.  
 26° 27'·7N., 50° 47'·5E.  
 26° 23'·2N., 50° 40'·0E.  
 26° 21'·8N., 50° 34'·6E.  
 26° 21'·0N., 50° 33'·1E.  
 26° 17'·1N., 50° 32'·1E.  
 26° 14'·5N., 50° 33'·5E.(shore)

**189/(06/08) STRAIT OF HORMUZ to Qatar – Submarine Cable (continued).**  
**Chart 289** [previous update 188/08 ]

Insert	Submarine cable  , joining:	25° 33'·7N., 51° 29'·7E.(shore)
		25° 33'·8N., 51° 32'·8E.
		25° 35'·9N., 51° 38'·4E.
		25° 36'·7N., 51° 38'·8E.
		25° 40'·7N., 51° 48'·4E.
		25° 42'·7N., 51° 50'·6E.
		25° 53'·9N., 51° 49'·2E.
		25° 56'·2N., 51° 48'·4E.
		25° 57'·5N., 51° 49'·4E.
		25° 59'·3N., 51° 50'·0E.
		26° 03'·4N., 51° 49'·6E.
		26° 09'·2N., 51° 48'·2E.
		26° 20'·7N., 51° 24'·2E.
		26° 29'·2N., 51° 05'·3E.
		26° 29'·3N., 51° 03'·1E.
		26° 29'·3N., 50° 56'·8E.
		26° 28'·1N., 50° 49'·0E.
		26° 27'·7N., 50° 47'·5E.
		26° 23'·2N., 50° 40'·0E.
		26° 21'·8N., 50° 34'·6E.
		26° 21'·0N., 50° 33'·1E.
		26° 17'·1N., 50° 32'·1E.
		26° 14'·5N., 50° 33'·5E.(shore)

Cancel former INM 597(P)/06

**190/(06/08) BAHRAIN - Al Muharraq North-eastwards - Buoy.**


Source: BA Notice 1027/08

(HJ/1132/69)

**BA Chart 2886** [previous update 188/08 ]

Delete	 <i>LFL</i>	26° 21'·4N., 50° 42'·4E.
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**BA Chart 3737 (INT 7255)** [previous update 077/07 ]

Delete	 <i>Bahrain Outer LFL.10s</i>	26° 21'·34N., 50° 42'·43E.
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**BA Chart 3738 (INT 7254)** [previous update 562/07 ]

Delete	 <i>Bahrain Outer LFL.10s</i>	26° 21'·34N., 50° 42'·43E.
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**BA Chart 3790 (INT 7252)** [previous update 127/08 ]

Delete	 <i>Bahrain Outer LFL.10s</i>	26° 21'·4N., 50° 42'·4E.
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**191/(06/08) IRAN - Approaches to Bushehr – Ra's osh Shaḥḥ Southwards and Ra's-e Halileh South-eastwards - Buoyage.**

Source: BA Notice 1117/08

(HJ/1132/89)

**BA Chart 2884 (INT 7278)** [previous update 129/08 ]

Insert	 <i>Fl(2)6s</i>	28° 55'·10N., 50° 41'·10E.
		28° 43'·80N., 50° 58'·37E.



**192/(06/08) PAKISTAN - Karachi Harbour - Upper Harbour - Dredged area. Legend.**

Source: BA Notice 930/08

*(HJ/1131/43)***Chart 2050** [*previous update 334/07* ]

Insert	limit of dredged area, pecked line, joining:	24°50′.200N., 66°58′.625E (shore) 24°50′.100N., 66°58′.844E (shore)
Amend	legend to, <i>Dredged to 9.1m (see Note)</i> , centred on:	24° 50′.550N., 66° 59′.120E.

**193/(06/08) MALAYSIA - Peninsular Malaysia, West Coast - Approaches to Pelabuhan Langkawi - P. Jerkom Besar - Light.**

Indian List of Light Vol. F and K, 2003, F - 1477.3

Source: BA Notice 963/08

*(HJ/928/60)***BA Chart 3485** [*previous update 099/06* ]

Amend	light to, Fl.5s79m15M	6° 15′.40N., 99° 46′.25E.
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**194/(06/08) INDONESIA - Sumatera - West Coast - Pulau-Pulau Salaut - Light.**

Indian List of Light Vol. F and K, 2003, F - 1279

Source: BA Notice 968/08

*(HJ/928/24)***BA Chart 400** [*previous update 244/07* ]

Amend	light to, Fl(3)20s44m18M	2° 57′.6N., 95° 24′.0E.
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**BA Chart 2760** [*previous update 645/07* ]

Amend	light to, Fl(3)18M	2° 57′.6N., 95° 24′.0E.
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**195/(06/08) SINGAPORE STRAIT - Bedok Southwards - Cautionary note. Legend.**

Source: BA Notice 1031/08

**Note: Former Notice 142(T)/08 is cancelled***(HJ/927/16)***BA Chart 2403** [*previous update 135/08* ]

Insert	the accompanying note, DREDGING AREA, centred on:	1° 48′.40N., 103° 28′.30E.
Amend	legend to, <i>Dredging Area (see Note)</i> , centred on:	1° 14′.10N., 103° 55′.70E.

**BA Chart 3831** [*previous update 136/08* ]

Insert	the accompanying note, DREDGING AREA, centred on:	1° 28′.80N., 104° 14′.70E.
Amend	legend to, <i>Dredging Area (see Note)</i> , centred on:	1° 14′.75N., 103° 57′.15E.

**195/(06/08) SINGAPORE STRAIT - Bedok Southwards - Cautionary note. Legend.(Continued)****BA Chart 3833** [previous update 156/08 ]

Insert the accompanying note, DREDGING AREA, centred on: 1° 19'·00N., 103° 53'·40E.  
 Amend legend to, *Dredging Area (see Note)*, centred on: 1° 14'·50N., 103° 56'·25E.

**BA Chart 4037** [previous update 162/08 ]

Insert the accompanying note, DREDGING AREA, centred on: 1° 16'·155N., 103° 50'·820E.  
 Amend legend to, *Dredging Area (see Note)*, centred on: 1° 13'·880N., 103° 54'·780E.

**BA Chart 4041** [previous update 163/08 ]

Insert the accompanying note, DREDGING AREA, centred on: 1° 18'·90N., 103° 56'·16E.  
 Amend legend to, *Dredging Area (see Note)*, centred on: 1° 14'·46N., 103° 55'·96E.

**BA Chart 5502 (plan, Singapore and Singapore Strait)** [previous update 135/08 ]

Delete legend, *Dredging works in progress (see NM 142(T)/08)*, centred on: 1° 14'·50N., 103° 56'·20E.

**196/(06/08) SINGAPORE -Kuala Johor and Pelabuhan Calder - Works. Buoyage. Maritime limit. Legend.**

Source: BA Notice 1032/08

(HJ/927/15)

**BA Chart 3831** [previous update 195/08 ]

Insert legend, Works in progress (2007), centred on: 1° 20'·45N., 104° 04'·67E.



Q(6)LF.15s S Nelayan

1° 20'·09N., 104° 05'·01E.

Amend legend to, Works in progress (2007), centred on: 1° 22'·17N., 104° 03'·90E.

Delete legend, Works in progress (2001), centred on: 1° 21'·30N., 104° 03'·63E.

maritime limit, pecked line, joining: 1° 21'·77N., 104° 02'·92E.

1° 20'·62N., 104° 04'·31E.

1° 22'·08N., 104° 04'·81E.

**BA Chart 4043** [previous update 159/08 ]

Insert maritime limit, pecked line, joining: (a) 1°23'·04N., 104°05'·16E. 

1° 23'·49N., 104° 05'·34E.

(b) 1° 23'·66N., 104° 05'·39E.

1° 23'·99N., 104° 05'·42E.

1° 24'·24N., 104° 05'·41E.

(c) 1° 24'·38N., 104° 05'·38E.

1° 24'·48N., 104° 05'·26E.

1° 24'·54N., 104° 05'·11E.

(shore)



Fl.R.2s TJUT-22

(b) above



Fl.R.10s TJUT-23

(c) above

Amend legend to, Works in progress (2007), centred on: 1° 24'·27N., 104° 01'·22E.

Delete maritime limit, pecked line joining: (a) above 1° 23'·70N., 104° 04'·86E.

(shore)

**BA Chart 4044** [previous update 159/08 ]

Amend legend to, Works in progress (2007), centred on: 1° 24'·27N., 104° 01'·22E.

1° 22'·10N., 104° 03'·19E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**

**\*197(T)(06/08) 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. Mithapur Buoy in position 22°24′.75N., 69°51′.85E retrieved for maintenance.
3. Mariners to exercise caution.
4. Narara buoy relaid in position 22°35′.92N., 69°36′.10E and lit.
5. **Cancel former INM 170(T)/08**

**Charts affected – 203(INT 7319) –2068 – 2060 – 2079**

**\*198(T)(06/08) INDIA - WEST COAST – Port of Murmugao – Buouy.**

Source: INS Investigator, MPT and Navarea 604/07

(HJ/1030/56)

1. Mormugao Port, buoy No. 10 at position 15° 25′.16N., 073° 48′.00E is reported missing. A new buoy will be laid in the same Position shortly.
2. Mariners to exercise caution.

**Charts affected – 2020 – 2078(INT 7346)**

**\*199(T)(06/08) INDIA - WEST COAST –Arabian Sea – Data Buoys.**

Source: National Institute of Oceanography, Goa and NAVAREA VIII – 098/08

(HJ/1030/35)

1. Deep orange coloured Directional Wave Rider Buoys of 90 cms dia have been deployed by National Institute of Oceanography, Goa in the following locations from 05 Mar 2008 to 04 Mar 2009:-

<u>SI No.</u>	<u>Location</u>	<u>Position</u>
(a)	Off Malpe	13°18′.5N., 74°36′.8E
(b)	Off Honnavar	14°18′.0N., 74°19′.6E
(c)	Off Karwar	14°49′.0N., 74°05′.0E

2. The buoys are floating on the surface. Mariners are advised to keep clear of the buoys and exercise caution.
3. **Cancel this Notice on 05 March 2009.**

**Charts affected – 22(INT 752) –215 – 216 – 217 – 257(INT 7343) – 258(INT 7348) – 272 – 293(INT 7022) – 2008 – 2024 - 2071**

**\*200(T)(06/08) INDIA – East Coast – Chemplast Karaikal Terminal – Construction Work. Dredging.**

Source: Karaikal Port

*(HJ/1030/00)*

1. Construction of breakwater and dredging of channel are in progress at Port of Karaikal in the area bounded by the following limits:

Latitude - 10°49′.60N to 10°51′.40N

Longitude - 79°51′.10N to 79°54′.60N

2. Dangerous to navigation. Mariners are advised to exercise caution.

**Charts affected – 32(INT 754) –33 – 357(INT 7397) – 3007 – 3033.****\*201(T)(06/08) INDIA – ANDAMAN SEA – Manners Strait and Duncan Passage – Wreck.**

Source: MRCC, Port Blair

*(HJ/1028/17)*

1. MSV Aysha II while on passage from Port Blair to Hut Bay Sunk Five NM south east of Cinque Island at 2100Hrs on 21 Feb 07. Exact position in Latitude and Longitude not known.

2. Even though the vessel is completely sunk, it is considered to be dangerous for surface navigation for vessel with bigger draught.

3. Mariners to exercise caution.

4. **Cancel former INM 170(P)/07**

**Charts affected – 41 – 473(INT 7031) – 405 – 4030.****202(P)/08 QATAR – Ra's Laffan North-eastwards and East-north-eastwards - Buoyage. Submarine pipelines. Platforms. Wells. Submarine cables.**

Source: BA Notice 1024(P)/08

*(HJ/1132/67)*

1. Work is in progress on the installation of QGII offshore SPM Condensate Terminal. All positions are referred to WGS84 Datum.

a) The terminal consists of 2 CALM buoy systems:

<i>Name</i>	<i>Charted position</i>
CALM 1	26° 00′.67N., 52° 03′.72E.
CALM 2	26° 00′.78N., 52° 04′.91E.

b) A submarine pipeline is being laid between Ra's Laffan and the terminal within an area bounded by the following approximate positions:

25° 55′.20N., 51° 34′.30E.

25° 57′.60N., 51° 34′.70E.

26° 01′.10N., 52° 05′.10E.

26° 00′.50N., 52° 05′.20E.

25° 57′.00N., 51° 35′.80E.

25° 55′.00N., 51° 34′.50E.

2. Elsewhere throughout the Qatar North Field, further oil and gas field development is in progress:

a) \* New SPM's are being established in the following positions:

26° 38′.07N., 51° 53′.48E. (SPM 3)

26° 40′.28N., 51° 53′.91E. (SPM 4)

**202(P)/08 QATAR – Ra’s Laffan North-eastwards and East-north-eastwards - Buoyage. Submarine pipelines. Platforms. Wells. Submarine cables (continued).**

b) A new SPM has been established in position 26° 38′.52N., 51° 32′.65E. A submarine pipeline links the SPM to the Al Rayyan production platform as follows:

26° 39′.45N., 51° 34′.42E. (platform)

26° 39′.38N., 51° 33′.29E.

26° 38′.52N., 51° 32′.65E. (SPM)

c) Further production platforms have been established in the North Field area as follows:

<i>Name</i>	<i>Charted position</i>
WH-7	26° 18′.47N., 52° 00′.77E.
WH-9	26° 13′.61N., 51° 56′.34E.

d) Wellheads, the water depth over which is unknown, are reported to exist in the following positions:

<i>Name</i>	<i>Charted position</i>
NFE-001	26° 43′.70N., 51° 45′.46E.
MOQ-B1	26° 38′.77N., 51° 37′.66E.
ALSAP-012	26° 38′.01N., 51° 51′.39E.
NFR-001	26° 37′.62N., 52° 06′.34E.
AP-10	26° 31′.93N., 51° 52′.33E.
ALSAP-013	26° 30′.65N., 51° 49′.68E.
*NFR-002	26° 26′.02N., 52° 16′.35E.
NFE-002	26° 23′.35N., 51° 39′.10E.
ALSAP-014	26° 21′.92N., 51° 57′.73E.
ALSAP-015B	26° 17′.99N., 51° 55′.93E.
CMQ-002	26° 10′.13N., 52° 01′.10E.
NFQ10-1	26° 09′.71N., 51° 56′.59E.
NFD-001	26° 09′.43N., 52° 19′.05E.
CMQ-003	26° 05′.46N., 52° 04′.61E.

e) Four additional structures are reported to exist in the following positions:

26° 43′.56N., 51° 55′.02E.

26° 41′.87N., 51° 51′.31E.

26° 11′.10N., 52° 14′.49E.

26° 08′.04N., 52° 14′.65E.

3. Submarine pipelines and cables have also been established throughout the Qatar North Field as follows:

a) Three new submarine pipelines have been established:

WHP-4 to Ra’s Laffan:

WHP-4	26° 38′.70N., 52° 01′.70E.
	26° 38′.72N., 51° 54′.62E.
	26° 30′.03N., 51° 50′.23E.
	26° 12′.90N., 51° 37′.93E.
	26° 01′.08N., 51° 34′.28E.
	25° 57′.91N., 51° 34′.31E.
Shore	25° 55′.59N., 51° 33′.14E.

**202(P)/08 QATAR – Ra's Laffan North-eastwards and East-north-eastwards - Buoyage. Submarine pipelines. Platforms. Wells. Submarine cables (continued).**

WHP-7 to Ra's Laffan:

WHP-7	26° 31'·64N., 52° 06'·71E.
	26° 29'·90N., 51° 58'·13E.
	26° 12'·61N., 51° 42'·79E.
	26° 09'·92N., 51° 37'·12E.
	26° 01'·08N., 51° 34'·28E.
	25° 57'·91N., 51° 34'·31E.
Shore	25° 55'·59N., 51° 33'·14E.

WHP-5 to WHP-7:

WHP-5	26° 35'·55N., 52° 06'·70E.
WHP-7	26° 31'·64N., 52° 06'·71E.

b) Submarine cables have been established joining the following platforms:

WH1 to WHP-4:

WH1	26° 37'·65N., 51° 59'·05E.
WHP-4	26° 38'·70N., 52° 01'·70E.

WH1 to WHP-5:

WH1	26° 37'·65N., 51° 59'·05E.
WHP-5	26° 35'·55N., 52° 06'·69E.

WH1 to WHP-7:

WH1	26° 37'·65N., 51° 59'·05E.
	26° 37'·09N., 52° 01'·69E.
WHP-7	26° 31'·64N., 52° 06'·71E.

4. Mariners are advised to navigate with caution in these areas.

5. All charts will be updated when the works are complete.

6. **Former Notice 084(P)/ 08 is cancelled.**

\* Indicates new or revised entry

**Chart affected 20 - 288 - 289**

**BA Charts affected 2523 (INT 7250) -2883 -2886 -3791 -3950**

## 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

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 12 Mar 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	057	<b>2005 series:</b> 402. <b>2007 series:</b> 019 035 050 199 247 251 279 293 329. <b>2008 Series:</b> 004 042 046 053 054 056 057.
II	E. Atlantic	073	<b>2008 Series:</b> 017 047 064 065 066 072 073.
III	Mediterranean	124	<b>2008 Series:</b> 023 028 033 042 044 045 046 047 048 049 050 051 052 053 054 055 059 065 074 075 076 079 080 081 082 085 086 094 095 101 105 107 108 109 110 111 112 117 120 121 122 123124.
IV	N.W. Atlantic	093	<b>2007 series:</b> 196. <b>2008 series:</b> Nil.
V	W. Atlantic	146	<b>2007 series:</b> 1078. <b>2008 series:</b> Nil.
VI	S.W. Atlantic	060	<b>2008 series:</b> Nil.
VII	S.E. Atlantic	028	<b>2007 series:</b> 183 185 <b>2008 series:</b> 005 012 013 024.
VIII	Indian Ocean	116	<b>2007 SERIES -</b> 366 367 371 373 380 388 389 418 440 538 540 574 601 602 604 612 624 637 638 641 647 652 653 656 662 664 668 675 690 697 701 <b>2008 SERIES-</b> 008 009 026 041 042 047 055 062 070 072 076 077 078 080 084 088 092 093 099 104 105 106 107 109 110 111 112 113 114 115 116.

3. NAVAREA Warnings issued during the period from 25 Feb 08 to 12 Mar 08 (both dates inclusive) are as tabulated below:-

<b>088. Bay of Bengal - Southern Portion.</b> Charts 31 INT 71 INT 73 INT 706. Bangladesh fishing vessel with 90 persons length 11 meters adrift in position 09-01.0N., 088-24.0E. 2. All vessels operating in vicinity are to keep a sharp lookout and render assistance.
<b>089 to 091. Cancelled.</b>
<b>092. India East Coast- Visakhapatnam.</b> Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by Naval Coast Battery from 0001 UTC to 0200 UTC and from 1230 UTC to 1430 UTC on 05 Mar and 19 Mar 2008. Danger area bounded by: (a) 17-42.0N      083-18.0E                      (b) 17-47.0N      083-32.0E (c) 17-34.0N      083-30.0E                      (d) 17-28.0N      083-18.0E 2. Safe flying height 13000 metres. 3. Cancel this message on 20 Mar 2008.

<p><b>093. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery between 0330 UTC and 1530 UTC on: 04 Mar 07 Mar 11 Mar 14 Mar 18 Mar 25 Mar and 28 Mar 2008. Danger area bounded by:</p> <table> <tbody> <tr> <td>(a) 09-57.5N</td> <td>075-59.5E</td> <td>(b) 09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N</td> <td>076-17.5E</td> <td>(d) 09-42.5N</td> <td>076-09.5E</td> </tr> </tbody> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 29 Mar 2008.</p>	(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E	(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E																						
(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E																											
(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E																											
<p><b>094 to 098. Cancelled.</b></p>																														
<p><b>099. India West Coast – Arabian Sea.</b> Charts 22 216 217 258 272 293 2024 2071 INT 705. Ocean current observations will be carried out USINF current meter between 05 Mar to 10 Apr 2008 in following positions:</p> <table> <tbody> <tr> <td>(a) Off Malpe</td> <td>13-18.5N</td> <td>074-40.5E</td> </tr> <tr> <td>(b) Off Malpe</td> <td>13-18.5N</td> <td>074-36.8E</td> </tr> <tr> <td>(c) Off Kundapura</td> <td>13-36.0N</td> <td>074-38.4E</td> </tr> <tr> <td>(d) Off Honnavar</td> <td>14-18.0N</td> <td>074-19.6E</td> </tr> <tr> <td>(e) Off Honnavar</td> <td>14-18.0N</td> <td>074-19.8E</td> </tr> <tr> <td>(f) Off Karwar</td> <td>14-49.0N</td> <td>074-05.0E</td> </tr> <tr> <td>(g) Off Karwar</td> <td>14-49.0N</td> <td>074-00.5E</td> </tr> </tbody> </table> <p>2. Mariners to exercise caution 3. Cancel this message on 11 Apr 2008.</p>	(a) Off Malpe	13-18.5N	074-40.5E	(b) Off Malpe	13-18.5N	074-36.8E	(c) Off Kundapura	13-36.0N	074-38.4E	(d) Off Honnavar	14-18.0N	074-19.6E	(e) Off Honnavar	14-18.0N	074-19.8E	(f) Off Karwar	14-49.0N	074-05.0E	(g) Off Karwar	14-49.0N	074-00.5E									
(a) Off Malpe	13-18.5N	074-40.5E																												
(b) Off Malpe	13-18.5N	074-36.8E																												
(c) Off Kundapura	13-36.0N	074-38.4E																												
(d) Off Honnavar	14-18.0N	074-19.6E																												
(e) Off Honnavar	14-18.0N	074-19.8E																												
(f) Off Karwar	14-49.0N	074-05.0E																												
(g) Off Karwar	14-49.0N	074-00.5E																												
<p><b>100 to 103. Cancelled.</b></p>																														
<p><b>104. India West Coast- Kachchh Basin.</b> Charts 21 251 252 271 291 292 INT 705. Seismic Survey in progress by MV Munin explorer till 15 Mar 2008 in area bounded by:</p> <p><b>Block-1</b></p> <table> <tbody> <tr> <td>(a) 23-26.00N</td> <td>068-05.00E</td> <td>(b) 22-26.00N</td> <td>067-28.00E</td> </tr> <tr> <td>(c) 22-15.00N</td> <td>067-34.15E</td> <td>(d) 22-13.04N</td> <td>068-48.75E</td> </tr> <tr> <td>(e) 22-54.09N</td> <td>068-43.09E</td> <td></td> <td></td> </tr> </tbody> </table> <p><b>Block-2</b></p> <table> <tbody> <tr> <td>(a) 22-21.04N</td> <td>068-50.85E</td> <td>(b) 22-16.03N</td> <td>068-23.75E</td> </tr> <tr> <td>(c) 21-05.07N</td> <td>068-35.75E</td> <td>(d) 21-06.15N</td> <td>069-01.25E</td> </tr> </tbody> </table> <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. 3. All vessels operating in vicinity to exercise caution and give wide berth. 4. Cancel this message on 16 mar 2008.</p>	(a) 23-26.00N	068-05.00E	(b) 22-26.00N	067-28.00E	(c) 22-15.00N	067-34.15E	(d) 22-13.04N	068-48.75E	(e) 22-54.09N	068-43.09E			(a) 22-21.04N	068-50.85E	(b) 22-16.03N	068-23.75E	(c) 21-05.07N	068-35.75E	(d) 21-06.15N	069-01.25E										
(a) 23-26.00N	068-05.00E	(b) 22-26.00N	067-28.00E																											
(c) 22-15.00N	067-34.15E	(d) 22-13.04N	068-48.75E																											
(e) 22-54.09N	068-43.09E																													
(a) 22-21.04N	068-50.85E	(b) 22-16.03N	068-23.75E																											
(c) 21-05.07N	068-35.75E	(d) 21-06.15N	069-01.25E																											
<p><b>105. Cancel Navarea Eight Message 056 085 087 089 and 097 of 2008. India East Coast– Bay of Bengal.</b> Charts 31 32 33 301 351 352 353 354 355 356 357 3009 INT 706. Present position of Oil Rigs / Drill ships as follows:</p> <table> <tbody> <tr> <td>Rig-31</td> <td>16-25.00N</td> <td>082-08.00E</td> </tr> <tr> <td>Atwood Beacon</td> <td>16-41.00N</td> <td>082-26.20E</td> </tr> <tr> <td>Discoverer 534</td> <td>16-29.60N</td> <td>082-32.20E</td> </tr> <tr> <td>Deep Water Frontier</td> <td>16-41.90N</td> <td>082-42.70E</td> </tr> <tr> <td>Sagar Vijay</td> <td>17-29.20N</td> <td>083-29.50E</td> </tr> <tr> <td>C Kirk Rhein Jr</td> <td>15-53.20N</td> <td>081-33.40E</td> </tr> <tr> <td>Deep Driller I</td> <td>16-42.90N</td> <td>082-28.80E</td> </tr> <tr> <td>Aban II</td> <td>21-04.90N</td> <td>088-43.00E</td> </tr> <tr> <td>Actinia</td> <td>20-22.00N</td> <td>087-45.00E</td> </tr> <tr> <td>Deep Driller – 4</td> <td>20-47.50N</td> <td>087-58.50E</td> </tr> </tbody> </table> <p>2. Wide berth requested.</p>	Rig-31	16-25.00N	082-08.00E	Atwood Beacon	16-41.00N	082-26.20E	Discoverer 534	16-29.60N	082-32.20E	Deep Water Frontier	16-41.90N	082-42.70E	Sagar Vijay	17-29.20N	083-29.50E	C Kirk Rhein Jr	15-53.20N	081-33.40E	Deep Driller I	16-42.90N	082-28.80E	Aban II	21-04.90N	088-43.00E	Actinia	20-22.00N	087-45.00E	Deep Driller – 4	20-47.50N	087-58.50E
Rig-31	16-25.00N	082-08.00E																												
Atwood Beacon	16-41.00N	082-26.20E																												
Discoverer 534	16-29.60N	082-32.20E																												
Deep Water Frontier	16-41.90N	082-42.70E																												
Sagar Vijay	17-29.20N	083-29.50E																												
C Kirk Rhein Jr	15-53.20N	081-33.40E																												
Deep Driller I	16-42.90N	082-28.80E																												
Aban II	21-04.90N	088-43.00E																												
Actinia	20-22.00N	087-45.00E																												
Deep Driller – 4	20-47.50N	087-58.50E																												
<p><b>106. India East Coast – Bay of Bengal.</b> Charts 31 32 353 355 INT 71 INT 706. Firing practice by Naval Ships from 2230 UTC to 0430 UTC and 1130 UTC to 1630 UTC on 14 Mar to 15 Mar 2008. Danger area bounded by:</p> <table> <tbody> <tr> <td>(a) 18-09.0N</td> <td>085-55.0E</td> <td>(b) 17-36.0N</td> <td>088-14.0E</td> </tr> <tr> <td>(c) 16-52.0N</td> <td>087-20.0E</td> <td>(d) 18-56.0N</td> <td>086-54.0E</td> </tr> </tbody> </table> <p>2. Safe flying height 22000 metres. 3. Cancel this message on 16 Mar 2008.</p>	(a) 18-09.0N	085-55.0E	(b) 17-36.0N	088-14.0E	(c) 16-52.0N	087-20.0E	(d) 18-56.0N	086-54.0E																						
(a) 18-09.0N	085-55.0E	(b) 17-36.0N	088-14.0E																											
(c) 16-52.0N	087-20.0E	(d) 18-56.0N	086-54.0E																											

<p><b>107. Cancel Navarea Eight Message 059 and 074 of 2008. India West Coast – Arabian Sea. Charts 21 22 202 211 251 253 255 271 291 292 293 INT 705 INT 706.</b> Present position of Oil Rigs / Drill ships as follows:</p> <table> <tr><td>Aban III</td><td>19-24.03N</td><td>071-15.44E</td></tr> <tr><td>Badrinath</td><td>17-30.30N</td><td>072-23.55E</td></tr> <tr><td>CE Thronton</td><td>19-39.72N</td><td>072-02.92E</td></tr> <tr><td>FG MC Clintok</td><td>19-10.40N</td><td>072-09.17E</td></tr> <tr><td>Frontier Ice</td><td>17-21.90N</td><td>072-15.16E</td></tr> <tr><td>Hitdrill</td><td>19-21.86N</td><td>071-12.65E</td></tr> <tr><td>JT Angel</td><td>19-19.42N</td><td>071-23.43E</td></tr> <tr><td>Kedarnath</td><td>19-58.75N</td><td>071-08.65E</td></tr> <tr><td>Noble Charlie Yester</td><td>19-16.42N</td><td>071-26.87E</td></tr> <tr><td>Noble ED Holt</td><td>18-33.75N</td><td>072-17.62E</td></tr> <tr><td>Pride Pennsylvania</td><td>19-24.05N</td><td>071-19.05E</td></tr> <tr><td>Pride Hawaii</td><td>18-31.88N</td><td>072-16.73E</td></tr> <tr><td>Ron Tappmeyer</td><td>19-11.99N</td><td>072-11.00E</td></tr> <tr><td>Rondolf Yost</td><td>19-32.20N</td><td>071-17.80E</td></tr> <tr><td>Sagar Gaurav</td><td>19-40.42N</td><td>071-19.37E</td></tr> <tr><td>Sagar Laxmi</td><td>18-36.15N</td><td>071-01.63E</td></tr> <tr><td>Sagar Pragati</td><td>19-38.27N</td><td>071-19.93E</td></tr> <tr><td>Sagar Samrat</td><td>19-32.13N</td><td>071-18.82E</td></tr> <tr><td>Sagar Shakti</td><td>19-17.17N</td><td>071-25.47E</td></tr> <tr><td>Sagar Uday</td><td>19-34.72N</td><td>071-20.64E</td></tr> <tr><td>Trident – 2</td><td>19-20.92N</td><td>071-24.52E</td></tr> <tr><td>Trident – 12</td><td>19-22.07N</td><td>071-26.07E</td></tr> <tr><td>Ensco-50</td><td>19-20.03N</td><td>072-00.00E</td></tr> <tr><td>Ensco-53</td><td>19-21.45N</td><td>071-50.13E</td></tr> <tr><td>Offshore Courageous</td><td>21-04.90N</td><td>072-33.53E</td></tr> </table> <p>2. Wide berth requested.</p>	Aban III	19-24.03N	071-15.44E	Badrinath	17-30.30N	072-23.55E	CE Thronton	19-39.72N	072-02.92E	FG MC Clintok	19-10.40N	072-09.17E	Frontier Ice	17-21.90N	072-15.16E	Hitdrill	19-21.86N	071-12.65E	JT Angel	19-19.42N	071-23.43E	Kedarnath	19-58.75N	071-08.65E	Noble Charlie Yester	19-16.42N	071-26.87E	Noble ED Holt	18-33.75N	072-17.62E	Pride Pennsylvania	19-24.05N	071-19.05E	Pride Hawaii	18-31.88N	072-16.73E	Ron Tappmeyer	19-11.99N	072-11.00E	Rondolf Yost	19-32.20N	071-17.80E	Sagar Gaurav	19-40.42N	071-19.37E	Sagar Laxmi	18-36.15N	071-01.63E	Sagar Pragati	19-38.27N	071-19.93E	Sagar Samrat	19-32.13N	071-18.82E	Sagar Shakti	19-17.17N	071-25.47E	Sagar Uday	19-34.72N	071-20.64E	Trident – 2	19-20.92N	071-24.52E	Trident – 12	19-22.07N	071-26.07E	Ensco-50	19-20.03N	072-00.00E	Ensco-53	19-21.45N	071-50.13E	Offshore Courageous	21-04.90N	072-33.53E
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<p><b>108. Cancelled.</b></p>																																																																											
<p><b>109. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706.</b> Firing practice by Naval Ships on Pigeon Island between 0230 UTC and 0530 UTC on 14 Mar 2008. Danger area 10 NM around Pigeon Island.</p> <p>2. Safe Flying height 3500 Metres</p> <p>3. Cancel this message on 15 Mar 2008.</p>																																																																											
<p><b>110. India West Coast – Mormugao. Charts 22 213 214 215 257 293 2009 INT 705 INT 706.</b> Firing practice by Naval Aircraft between 0230 UTC to 1030 UTC from 17 Mar to 29 Mar 2008. Danger area bounded by:</p> <table> <tr><td>(a) 15-44.0N</td><td>072-54.0E</td><td>(b) 15-53.0N</td><td>073-12.0E</td></tr> <tr><td>(c) 14-58.0N</td><td>073-38.0E</td><td>(d) 14-50.0N</td><td>073-19.0E</td></tr> </table> <p>2. Safe Flying height 13000 meters</p> <p>3. Cancel this message on 30 Mar 2008.</p>	(a) 15-44.0N	072-54.0E	(b) 15-53.0N	073-12.0E	(c) 14-58.0N	073-38.0E	(d) 14-50.0N	073-19.0E																																																																			
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(c) 14-58.0N	073-38.0E	(d) 14-50.0N	073-19.0E																																																																								
<p><b>111. India East Coast – Approaches to Vishakhapatnam. Charts 31 32 308 354 3002 3012 INT 706.</b> Lighterage Operation in progress around 01 NM of Vizag Roads-Reg Lighterage point 17-42.0N., 083-23.0E.</p> <p>2. All vessels operating in vicinity to keep a safe distance of 01 NM and exercise caution.</p>																																																																											
<p><b>112. India Andaman Sea – Off Great Nicobar Island. Charts 33 41 471 472 INT 706.</b> Unmanned Capsized boat length overall 05 metre colour brown drifting in position 06-19.7N 093-48.2E.</p> <p>2. All vessels transiting through above area are to exercise caution</p>																																																																											
<p><b>113. India West Coast – Gulf of Kachchh . Charts 21 252 292 2027 INT 705.</b> Barge Manoj length 42 metre breadth 12 metre sunk in approximate position 22-37.12N 070-03.22E.</p> <p>2. All vessels operating in vicinity to keep sharp look out and exercise caution</p>																																																																											
<p><b>114. Refer Navarea Eight Message 105 of 2008. India East Coast- Bay of Bengal. Charts 31 32 354 INT 706.</b> Rig Actinia moved to new position 17-39.0 N 083-18.0E</p> <p>2. Wide berth requested.</p>																																																																											
<p><b>115. India East Coast- Bay of Bengal. Charts 31 INT 706.</b> Firing practice by Naval Ships between 0230 UTC and 1215 UTC on 20 Mar and 21 Mar 2008. Danger area bounded by</p> <table> <tr><td>(a) 15-20.0N</td><td>091-00.0E</td><td>(b) 13-50.0N</td><td>091-00.0E</td></tr> <tr><td>(c) 13-50.0n</td><td>090-00.0e</td><td>(d) 15-20.0N</td><td>090-00.0E</td></tr> </table> <p>2. Safe flying height 22000 metres.</p> <p>3. Cancel this message on 22 Mar 2008.</p>	(a) 15-20.0N	091-00.0E	(b) 13-50.0N	091-00.0E	(c) 13-50.0n	090-00.0e	(d) 15-20.0N	090-00.0E																																																																			
(a) 15-20.0N	091-00.0E	(b) 13-50.0N	091-00.0E																																																																								
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- 116. Andaman Sea – India Andaman Islands.** Charts 41 405 472 473 4030 INT 706. Firing practice by Naval Ships on two meter rock near Passage Island between 0530 UTC to 1030 UTC on 19 Mar 2008.
2. Danger area seaward from Passage Island.
    - (a) Sector of 15 NM radius between 067 degree and 110 degree.
    - (b) Sector of 15 NM radius between 210 degree and 252 degree.
  3. Safe flying height 7500 metres.
  4. Cancel this message on 20 Mar 2008.

<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	<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> 002 005 006 007 008 013 014 017 019 021 022 023 024 027 028 033 034 035 040 045 046 048 049 050 051.
X	Australia, New Guinea	037	<b>2007 series:</b> 235 280 326 333 344 349 353. <b>2008 series:</b> 003 013 014 016 020 021 024 025 034 036 037.
XI	Malacca Strait, China Sea, N. Pacific	0095	<b>1996 series:</b> 0925 <b>1998 series:</b> 0655 <b>1999 series:</b> 0053 0187 0310 <b>2001 series:</b> 0182 0775 <b>2003 series:</b> 0106 0304 <b>2004 series:</b> 0361 <b>2005 series:</b> 0271 0307 <b>2006 series:</b> 0005 0123 0250 0303 0561 <b>2007 series:</b> 0002 0093 0133 0248 0253 0269 0309 0344 0366 0457 0505 0513 0519 0523 0546 0557 <b>2008 series:</b> 0004 0006 0011 0014 0018 0020 0040 0054 0061 0071 0073 0076 0077 0078 0079 0080 0081 0082 0083 0088 0089 0090 0091 0092 0094 0095
XII	N.E. Pacific	085	<b>2008 series:</b> Nil
XIII	N.W. Pacific	076	<b>2008 series:</b> Nil
XIV	S.W. Pacific	003	<b>2008 Series:</b> 001
XV	S.E. Pacific	020	<b>2008 Series:</b> Nil
XVI	E. Pacific	023	<b>2008 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	454	<b>2006 series:</b> 524. <b>2008 Series:</b> 240 383.
Hydroplants	Atlantic, Mediterranean	411	<b>2008 Series:</b> 300

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

Nil

**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>
D6914	Tanjona Bobaomby (Cap D'Ambre)	11 57.45 S 49 16.51 E	Fl W 5s	70	23	White round tower, black top and lantern 32	<b>Aeromarine.</b> <i>fl 0-4</i>
		*		*		*	*
D6918	-Cap Miné	12 14.16 S 49 22.06 E	Fl(3)W 15s	46	23	White 8-sided tower and dwelling, black lantern 12	<i>(fl 0-2, ec 2-8) x 2, fl 0-2, ec 8-8. Vis 137°- 077°(300°)</i>
		*		*	*	*	*
D6972	Nosy Alanana (Île aux Prunes)	18 02.92 S 49 27.61 E	Fl(3)W 25s	59	23	White 8-sided stone tower with black band, black cupola 56	<b>Aeromarine.</b> <i>(fl 0-1, ec 4-9) x 2, fl 0-1, ec 14-9</i>
		*		*		*	*
D7034	-Katsepy	15 42.80 S 46 12.20 E	Fl W 10s	117	23	White tower, black band and cupola 36	
		*	*	*	*	*	*
D7261	- Breakwater. W end	11 17.51 N 49 10.65 E	Fl W 3s	..	8	Red column with ladder	
*	*	*	*	*	*	*	*
D7314-08	- Container Berth. E end. No 6	16 57.06 N 54 01.16 E	Iso G 4s	6	3	Grey metal post 3	
*	*	*	*	*	*	*	*
D7314-55	-Ra's Raysut	16 55.80 N 54 00.30 E	Fl(2)W 12s	..	20	..	<b>(P) 2008</b>
*	*	*	*	*	*	*	*
E6021-5	Lahāṭah	29 40.38 N 32 41.23 E	Fl(3)W 15s	47	18	White daymark on framework tower 39	
	-	..	Racon	..	..	..	ALRS Vol 2 Station 75460. <b>TR 2007</b> *
	*						



<b>F1202-5</b>	Orchid Island. S End	12 56.13 N 92 54.45 E	Q G	..	..	Beacon	
*	*	*	*	*	*	*	*
<b>F1202-52</b>	Mayabandar Harbour. NW	12 55.84 N 92 53.79 E	Fl G 3s	..	..	Beacon	
*	*	*	*	*	*	*	*
<b>F1438</b>	<b>Pulau Kentar.</b> E end	0 02.05 N 104 46.72 E	LFl(2)W 10s	122	26	White metal framework tower 33	<i>fl 2, ec 2, fl 2, ec 4. Vis 120°-001°(241°) except where obscured by islands</i>
		*					*
<b>F1685-65</b>	- Helios Terminal. Entrance. Breakwater. Head	1 13.70 N 103 40.19 E	Fl(2)G 4s	6	5	△ on green beacon	
*	*	*	*	*	*	*	*
<b>F1807-8</b>	Pulau Kambat. Pulau Mana	0 51.24 N 104 36.83 E	Fl(2)G 6s	13	11	Green beacon	
		*	*				
<b>F1812</b>	<b>Pulau Bintan.</b> Tg Berakit	1 13.16 N 104 34.62 E	Fl(2)W 10s	68	20	White metal framework tower 30	<i>fl 1-5, ec 2, fl 1-5, ec 5. Vis 085°-341°(256°)</i>
		*			*	*	
<b>K0938-41</b>	- Parit. Ldg Lts 156°. Rear (I)	2 26.50 S 104 56.22 E	Oc W 3s	17	10	White ▽ on white beacon 15	<i>ec 1. Vis 151°- 157°(6°)</i>
		*	*			*	*
<b>K0939-8</b>	- Upang (I)	2 42.83 S 104 57.21 E	Fl R 3s	12	7	Red □ on white beacon 10	<i>fl 1</i>
	*	*	*				*
<b>K1000</b>	<b>-Tg Ular</b> (I)	1 57.50 S 105 07.50 E	Fl(2)W 19.5s	20	25	White metal framework tower 40	<i>fl 1-5, ec 2-5, fl 1-5, ec 14. 015°-230°(215°)</i>
	*		*	*	*	*	*
<b>K1002</b>	<b>Pulau Penyusu</b> (I)	1 31.78 S 105 41.43 E	Fl W 7.5s	36	18	White metal tower 40	090°-262°(172°)
	*	*			*		*

**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. 05 dated 01 Mar 2008)***PAGE 18, MAURITIUS section.****74260 Port Louis Lt Bn**

Delete entry and replace by:

<b>Port Louis Lt Bn Racon</b> (3 & 10 cm) 5--7 n miles	20°08'·28S 57°28'·44E	<b>74260</b>
<b>T</b>		

<b>BA 08/08</b>		<b>06/08</b>
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**PAGE 32, INDIA section.**

Insert:

<b>Vilinjam Lt Racon</b>	8°22'·95N 76°58'·87E	<b>79093</b>
<b>O</b>		

<b>DLL Chennai</b>		<b>06/08</b>
--------------------	--	--------------

**PAGE 32, INDIA section.**

Insert:

<b>Porto Novo Lt Racon</b>	11°30'·35N 79°46'·28E	<b>79127</b>
<b>B</b>		

<b>DLL Chennai</b>		<b>06/08</b>
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**BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01 Aug 2006)***NIL****INP 31(5), 1997***(Last correction: Edition No. 02 dated 16 Jan 2008)***NIL****INP 31(6), 2005***(Last correction: Edition No. 05 dated 01 Mar 2008)***NIL**



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

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

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

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

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

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

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

### **Position Reporting**

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

### **Depth Reporting**

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

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

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

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

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

*To accompany Indian Notice to Mariners 178/08*

*Chart 2034*

**GAS PIPE LINES**  
(21° 06' 68N., 72°38' 09E.)

Gas pipelines contain inflammable material under high pressure. Any ship damaging a line could face an immediate fire hazard. Mariners are strongly advised not to anchor or trawl in the vicinity of pipelines.

*To accompany Indian Notice to Mariners 185/08*

*BA Chart 2950*

**AIDS TO NAVIGATION**

The aids to navigation on this chart are reported to be unreliable. They may be missing, unlit or out of position.

**PIRACY WARNINGS**

Piracy warnings are transmitted daily by the Piracy Reporting Centre (PRC) at Kuala Lumpur, through Enhanced Group Calling (EGC) using the Inmarsat Safety NET System. For full details, see Admiralty List of Radio Signals.

*To accompany Indian Notice to Mariners 195/08*

*BA Chart 2403*

**DREDGING AREA**

Dredging operations will be carried out in the westbound lane of the Traffic Separation Scheme until December 2011. Navigational warning broadcasts will be made by Vessel Traffic Service of Singapore (VTIS) to inform vessels of the dredging operation. Mariners are advised to navigate with caution, proceed at a safe speed when approaching the area and keep well clear of the working vessels. For further details see Singaporean Notice to Mariners No. 34/2008 at [www.mpa.gov.sg](http://www.mpa.gov.sg)>Circulars & Notices > Singaporean NTM.

*To accompany Indian Notice to Mariners 195/08*

*BA Chart 3831*

**DREDGING AREA**

Dredging operations will be carried out in the westbound lane of the Traffic Separation Scheme until December 2011. Navigational warning broadcasts will be made by Vessel Traffic Service of Singapore (VTIS) to inform vessels of the dredging operation. Mariners are advised to navigate with caution, proceed at a safe speed when approaching the area and keep well clear of the working vessels. For further details see Singaporean Notice to Mariners No. 34/2008 at [www.mpa.gov.sg](http://www.mpa.gov.sg)>Circulars & Notices > Singaporean NTM.

*To accompany Indian Notice to Mariners 195/08*

*BA Chart 3833*

**DREDGING AREA**

Dredging operations will be carried out in the westbound lane of the Traffic Separation Scheme until December 2011. Navigational warning broadcasts will be made by Vessel Traffic Service of Singapore (VTIS) to inform vessels of the dredging operation. Mariners are advised to navigate with caution, proceed at a safe speed when approaching the area and keep well clear of the working vessels. For further details see Singaporean Notice to Mariners No. 34/2008 at [www.mpa.gov.sg/Circulars & Notices](http://www.mpa.gov.sg/Circulars%20&%20Notices) > Singaporean NTM.

*To accompany Indian Notice to Mariners 195/08*

*BA Chart 4037*

**DREDGING AREA**

Dredging operations will be carried out in the westbound lane of the Traffic Separation Scheme until December 2011. Navigational warning broadcasts will be made by Vessel Traffic Service of Singapore (VTIS) to inform vessels of the dredging operation. Mariners are advised to navigate with caution, proceed at a safe speed when approaching the area and keep well clear of the working vessels. For further details see Singaporean Notice to Mariners No. 34/2008 at [www.mpa.gov.sg/Circulars & Notices](http://www.mpa.gov.sg/Circulars%20&%20Notices) > Singaporean NTM.

*To accompany Indian Notice to Mariners 195/08*

*BA Chart 4041*

**DREDGING AREA**

Dredging operations will be carried out in the westbound lane of the Traffic Separation Scheme until December 2011. Navigational warning broadcasts will be made by Vessel Traffic Service of Singapore (VTIS) to inform vessels of the dredging operation. Mariners are advised to navigate with caution, proceed at a safe speed when approaching the area and keep well clear of the working vessels. For further details see Singaporean Notice to Mariners No. 34/2008 at [www.mpa.gov.sg/Circulars & Notices](http://www.mpa.gov.sg/Circulars%20&%20Notices) > Singaporean NTM.