



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 08 DATED 16 APR 2008

(CONTAINS NOTICES 222 TO 250)

REACH US 24 HOURS A DAY



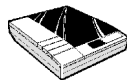
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Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested 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° 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

(a) **FORTHCOMING CHARTS AND PUBLICATIONS**

Chart No	Title	Scale	Remarks
2045 (INT 7360)	PORT OF KOCHI (COCHIN)	7 500	New Edition
2083	APPROACHES TO SIKKA RELIANCE TANKER BERTHS	37 500 5 000	New Edition
3005	GOPALPUR PORT MACHILIPATNAM ANCHORAGE	30 000 35 000	New Edition
2075 (INT 7366)	TUTICORIN HARBOUR: APPROACHES TO TUTICORIN	25 000 60 000	New Edition
2017	NAVLAKHI AND APPROACHES	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: incho@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 222 to 250 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	249(P)	6	32	248(T)
22 (INT 752)	3	227,244(T)	143(INT 7005)	32	248(T)
23	4	227	157 (INT 7006)	32	248(T)
33	5	246 (P)	712 (INT 7730)	38	247(T)
41	6	246(P)	941A	46	240
203(INT 7319)	2	222,223	1140	45	232
207	2	242(T)	1312	46	239,240
209	2	224	1358	45	232
214	3	225	1495(INT 7736)	38	247(T)
216	3	244	1497 (INT 7735)	38	247(T)
223	4	227	1789	46	238
254(INT 7331)	2	242(T)	1925	32	248(T)
257(INT 7343)	3	244(T)	1926	32	248(T)
260 (INT 7362)	3	227	2442	40	249(P)
261	4	227	2443	40	249(P)
288	1	249(P)	2886	40	249(P)
289	1	249(P)	2887(INT 7232)	40	229
293(INT 7022)	3	244(T)	2889(INT 7211)	40	249(P)
404	6	245(T)	3174	40	249(P)
409	6	246(P)	3175(INT 7212)	40	229
471	6	246(P)	3176(INT 7216)	40	229
472 (INT 7032)	6	246(P)	3471	46	240
473 (INT 7031)	6	245(T)	3526	40	230
2008	3	226,243(T)	3721	46	239
2010	3	243(T)	3833	45	239,250(T)
2020	3	225	3937	45	239
2022(INT7354)	3	225	3946	45	232
2024	3	244(T)	3949	46	239
2033	2	223	3950	40	249(P)
2034	2	241(T)	4031	45	236
2068	2	222	4032	45	234,236
2078(INT7331)	3	225	4034	45	234,235,250(T)
2079	2	223	4035	45	234,235,250(T)
2080	2	223	4039	45	237
2083	2	223	4040	45	234,235,250(T)
2090	1	231	4041	45	235,250(T)
2101	2	241(T)	4044	45	233
4002	6	245(T)			
4013	6	228			
4015	6	228,245(T)			
4035	6	246(P)			
4039	6	246(P)			
8004	1	249(P)			

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

* **222(08/08) INDIA - West Coast – Gulf of Kachchh – Deep Water Route – Depth.**

Source: NHO Dehradun

(HJ/1131/20)

Chart 203 (INT 7319) [previous update 204/08]

Insert depth 23

22° 38′.44N., 69° 08′.78E.

Chart 2068 [previous update 147/08]

Insert depth 23

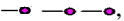
22° 38′.44N., 69° 08′.78E.

* **223(08/08) INDIA - West Coast – Gulf of Kachchh – Sikka Creek – SPM – Pipeline.**

Source: Reliance Ports and Terminals Limited.

(HJ/1131/20)

Chart 203 (INT 7319) [previous update 222/08]

Insert Submarine pipeline,  joining:

22° 28′.41N., 69° 50′.11E (Jetty)

22° 28′.52N., 69° 48′.52E.

22° 29′.25N., 69° 46′.99E.

22° 30′.69N., 69° 46′.18E.

22° 33′.58N., 69° 46′.24E.

22° 34′.57N., 69° 46′.72E.

22° 35′.61N., 69° 47′.96E.

22° 35′.82N., 69° 48′.30E.

(a) 22° 36′.54N., 69° 49′.94E



SPM 3

(a) above

and

22° 35′.57N., 69° 47′.93E.

22° 35′.92N., 69° 49′.37E.

(b) 22° 35′.37N., 69° 51′.87E.



SPM 4

(b) above

and

22° 29′.90N., 69° 50′.19E (Jetty).

22° 30′.47N., 69° 49′.49E.

22° 33′.33N., 69° 47′.11E.

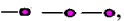
22° 34′.99N., 69° 47′.27E.

22° 35′.52N., 69° 47′.91E.

22° 35′.32N., 69° 49′.69E.

22° 34′.72N., 69° 50′.12E. (SPM 5)

Chart 2080 [previous update 204/08]

Insert Submarine pipeline,  joining:

22° 32′.00N., 69° 46′.20E

(S Border)

22° 33′.58N., 69° 46′.23E.

22° 34′.58N., 69° 46′.72E.

22° 35′.78N., 69° 48′.14E.

22° 36′.02N., 69° 48′.56E.

(a) 22° 36′.54N., 69° 49′.94E.



SPM 3

(a) above

and

22° 35′.61N., 69° 47′.96E.

22° 35′.82N., 69° 48′.30E.

(a) above


and


22° 35′.57N., 69° 47′.93E.

22° 35′.92N., 69° 49′.37E.

(b) 22° 35′.37N., 69° 51′.87E.

* 223(08/08) INDIA - West Coast – Gulf of Kachchh – Sikka Creek – SPM – Pipeline(Continued).



 SPM 4

(b) above

and

22° 32' 00N., 69° 48' 20E
(S Border)

22° 33' 31N., 69° 47' 09E.

22° 34' 99N., 69° 47' 25E.

22° 35' 55N., 69° 47' 92E.

22° 35' 82N., 69° 49' 03E.

(b) above

and

22° 35' 52N., 69° 47' 91E

22° 35' 31N., 69° 49' 69E.

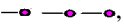
22° 34' 72N., 69° 50' 12E.(SPM 5)

and

22° 35' 54N., 69° 47' 92E.

22° 35' 33N., 69° 49' 68E.

22° 34' 72N., 69° 50' 12E.(SPM 5)

Chart 2079 [previous update 204/08](WGS 84 DATUM)Insert Submarine pipeline, , joining:

22° 34' 60N., 69° 46' 70E

(S Border)

22° 35' 82N., 69° 48' 13E.

22° 36' 06N., 69° 48' 55E.

(a) 22° 36' 58N., 69° 49' 93E.

(a) above

and

22° 34' 60N., 69° 46' 71E

(S Border)

22° 35' 65N., 69° 47' 95E.

(a) 22° 35' 86N., 69° 48' 29E.

(a) above

and

22° 34' 60N., 69° 46' 72E

(S Border)

22° 35' 61N., 69° 47' 92E.

22° 35' 96N., 69° 49' 36E

22° 35' 69N., 69° 50' 70E.

(E Border)

and

22° 34' 60N., 69° 47' 21E

(S Border)

22° 35' 01N., 69° 47' 25E.

22° 35' 56N., 69° 47' 90E

22° 35' 35N., 69° 49' 68E.

22° 34' 76N., 69° 50' 11E.(SPM5)

and

22° 34' 60N., 69° 47' 19E

(S Border)

22° 35' 02N., 69° 47' 25E.

22° 35' 58N., 69° 47' 91E

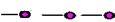
22° 35' 37N., 69° 49' 67E.

22° 34' 76N., 69° 50' 11E.(SPM5)

* 223(08/08) INDIA - West Coast – Gulf of Kachchh – Sikka Creek – SPM – Pipeline.(Continued)

and

22° 34'·60N., 69° 47'·20E
 (S Border)
 22° 35'·03N., 69° 47'·24E.
 22° 35'·59N., 69° 47'·91E
 22° 35'·86N., 69° 49'·02E
 22° 35'·64N., 69° 50'·70E.
 (E Border)

Chart 2083 [previous update 175/08]Insert Submarine pipeline, , joining:

22° 28'·41N., 69° 50'·11E(Jetty)
 22° 28'·41N., 69° 50'·08E
 22° 28'·51N., 69° 48'·51E.
 22° 29'·25N., 69° 46'·98E.
 22° 29'·80N., 69° 46'·50E.
 22° 30'·69N., 69° 46'·17E.
 22° 33'·58N., 69° 46'·23E.
 22° 34'·58N., 69° 46'·72E.
 22° 35'·78N., 69° 48'·14E.
 22° 36'·02N., 69° 48'·56E.
 (a) 22° 36'·54N., 69° 49'·94E.



SPM 3

*(a) above**and*


22° 28'·41N., 69° 50'·11E(Jetty)
 22° 28'·41N., 69° 50'·08E
 22° 28'·52N., 69° 48'·52E.
 22° 29'·25N., 69° 46'·99E.
 22° 29'·80N., 69° 46'·51E.
 22° 30'·69N., 69° 46'·18E.
 22° 33'·58N., 69° 46'·24E.
 22° 34'·57N., 69° 46'·72E.
 22° 35'·61N., 69° 47'·96E.
 22° 35'·82N., 69° 48'·30E.


*(a) above**and*

22° 28'·41N., 69° 50'·11E(Jetty).
 22° 28'·41N., 69° 50'·08E
 22° 28'·53N., 69° 48'·52E.
 22° 29'·26N., 69° 47'·00E.
 22° 29'·81N., 69° 46'·52E.
 22° 30'·69N., 69° 46'·19E.
 22° 33'·58N., 69° 46'·25E.
 22° 34'·56N., 69° 46'·73E.
 22° 35'·57N., 69° 47'·93E.
 22° 35'·92N., 69° 49'·37E.

(b) 22° 35'·37N., 69° 51'·87E.

* 223(08/08) INDIA - West Coast – Gulf of Kachchh – Sikka Creek – SPM – Pipeline.(Continued)



 SPM 4
*(b) above**and*

22° 29'·90N., 69° 50'·19E(Jetty).

22° 29'·89N., 69° 50'·17E

22° 30'·05N., 69° 49'·91E.

22° 30'·47N., 69° 49'·47E.

22° 33'·31N., 69° 47'·09E.

22° 34'·99N., 69° 47'·25E.

22° 35'·55N., 69° 47'·92E.

22° 35'·82N., 69° 49'·03E.

*(b) above**and*

22° 29'·90N., 69° 50'·19E(Jetty).

22° 29'·89N., 69° 50'·17E

22° 30'·05N., 69° 49'·93E.

22° 30'·48N., 69° 49'·49E.

22° 33'·33N., 69° 47'·11E.

22° 34'·99N., 69° 47'·27E.

22° 35'·52N., 69° 47'·91E.

22° 35'·32N., 69° 49'·69E.

22° 34'·72N., 69° 50'·12E.(SPM 5)

and

22° 29'·90N., 69° 50'·19E(Jetty).

22° 29'·89N., 69° 50'·17E

22° 30'·05N., 69° 49'·92E.

22° 30'·47N., 69° 49'·48E.

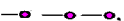
22° 33'·32N., 69° 47'·10E.

22° 34'·98N., 69° 47'·26E.

22° 35'·54N., 69° 47'·92E.

22° 35'·31N., 69° 49'·68E.

22° 34'·72N., 69° 50'·12E.(SPM 5)

Chart 2083(Plan) [previous update 175/08]Insert Submarine pipeline,  joining:

22° 29'·896N., 69° 50'·186E(Jetty)

22° 29'·893N., 69° 50'·169E

22° 30'·055N., 69° 49'·907E.

22° 30'·206N., 69° 49'·750E

(W Border)

and

22° 29'·896N., 69° 50'·186E(Jetty)

22° 29'·893N., 69° 50'·169E

22° 30'·049N., 69° 49'·928E.

22° 30'·224N., 69° 49'·750E

(W Border)

and

22° 29'·896N., 69° 50'·186E(Jetty)

22° 29'·893N., 69° 50'·169E

22° 30'·051N., 69° 49'·918E.

22° 30'·215N., 69° 49'·750E

(W Border)

* 223(08/08) INDIA - West Coast – Gulf of Kachchh – Sikka Creek – SPM – Pipeline.(Continued)

Chart 2033 [previous update 175/08]

Insert Submarine pipeline, —●—●—●, joining:

22° 28′.41N., 69° 50′.11E(Jetty)
 22° 28′.41N., 69° 50′.08E
 22° 28′.51N., 69° 48′.51E.
 22° 29′.25N., 69° 46′.98E.
 22° 29′.80N., 69° 46′.50E.
 22° 30′.69N., 69° 46′.17E.
 22° 32′.40N., 69° 46′.21E
 (N Border)

and

22° 28′.41N., 69° 50′.11E(Jetty)
 22° 28′.41N., 69° 50′.08E
 22° 28′.52N., 69° 48′.52E.
 22° 29′.25N., 69° 46′.99E.
 22° 29′.80N., 69° 46′.51E
 22° 30′.69N., 69° 46′.18E.
 22° 32′.40N., 69° 46′.22E
 (N Border)

and

22° 28′.41N., 69° 50′.11E(Jetty)
 22° 28′.41N., 69° 50′.08E
 22° 28′.53N., 69° 48′.52E.
 22° 29′.26N., 69° 47′.00E.
 22° 29′.81N., 69° 46′.52E.
 22° 30′.69N., 69° 46′.19E.
 22° 32′.40N., 69° 46′.23E
 (N Border)

and

22° 29′.90N., 69° 50′.19E(Jetty)
 22° 29′.89N., 69° 50′.17E
 22° 30′.05N., 69° 49′.91E.
 22° 30′.47N., 69° 49′.47E.
 22° 32′.40N., 69° 47′.86E
 (N Border)

and

22° 29′.90N., 69° 50′.19E(Jetty)

 22° 29′.89N., 69° 50′.17E

 22° 30′.05N., 69° 49′.93E.
 22° 30′.48N., 69° 49′.49E.
 22° 32′.40N., 69° 47′.88E
 (N Border)

and

22° 29′.90N., 69° 50′.19E(Jetty)

 22° 29′.89N., 69° 50′.17E
 22° 30′.05N., 69° 49′.92E.
 22° 30′.47N., 69° 49′.48E.
 22° 32′.40N., 69° 47′.87E
 (N Border)

Cancel Former INM 647(T)/07

* **224(08/08) INDIA - West Coast – Hazira to Umargam – Mooring Buoy.**

Source: NHO Dehradun

(HJ/1130/17)

Chart 209 [previous update 179/08]

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

* **225(08/08) INDIA - West Coast – Port of Mormugao – Obstruction.**

Source: Mormugao Port Trust

(HJ/1030/56)

Chart 214 [previous update 181/08]

Insert		Obstn	15° 24'·21N., 73° 48'·67E.
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Chart 2022 (INT 7354) [previous update 181/08]

Insert		Obstn	15° 24'·21N., 73° 48'·67E.
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Chart 2020 [previous update 109/07]


Insert		Obstn	15° 24'·21N., 73° 48'·67E.
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Chart 2078 (INT 7346) [previous update 321/07]


Insert		Obstn	15° 24'·21N., 73° 48'·67E.
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* **226(08/08) INDIA - West Coast – Karwar Harbour and Approaches. – Buoys.**

Source: Hydrographic Note INS Investigator.

(HJ/1030/45)

Chart 2008 [previous update 182/08] (WGS 84 Datum)

Move		CB 5	from:	14° 46'·01N., 74° 07'·50E.
			to:	14° 46'·08N., 74° 07'·26E.

Delete		CB 1		14° 45'·02N., 74° 07'·39E.
--------	---	------	--	----------------------------

Cancel former INM 372(T)/07

* **227(08/08) INDIA - South Coast – Kalachel to Manappad – Wreck.**

Source: MRCC (MB)

(HJ/930/73)

This is the Wreck of MV Geradhu Empire.

Chart 22 (INT 752) [previous update 205/08]

Insert		PA	07° 35'·70N., 76° 58'·40E.
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Chart 23 [previous update 120/08]

Insert		PA	07° 35'·70N., 76° 58'·40E.
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Chart 260 (INT 7362) [previous update 120/08]

Insert		PA	07° 35'·70N., 76° 58'·40E.
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Chart 261 [previous update 120/08]

Insert		PA	07° 35'·70N., 76° 58'·40E.
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Chart 223 [previous update 120/08]

Insert		PA	07° 35'·70N., 76° 58'·40E.
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Cancel former INM 583(T)/07

* **228(08/08) INDIA – Andaman Island – Ritchie’s Archipelago – Approaches to Lacam Harbour – Transits.**

Source: Hydrographic Note INS Darshak

(HJ/1028/17)

Chart 4015 [previous update 064/04]

Delete  PATH PILLAR (2) 11° 59′00N., 92° 57′30E.

Chart 4013 [previous update 265/05]


Delete  PATH PILLAR (2) 11° 59′00N., 92° 57′30E.

229/(08/08) UNITED ARAB EMIRATES - Dubai (Dubayy) North-westwards - Submarine cable.

Source: BA Notice 1494/08

(HJ/1132/54)

BA Chart 2887 (INT 7232) [previous update 071/08]

Insert submarine cable, , joining: 25° 30′5N., 55° 06′4E.
(existing cable)
25° 25′9N., 54° 59′7E.
(existing cable)
and
25° 25′1N., 54° 59′6E.
(existing cable)
25° 17′7N., 55° 00′5E.
(existing cable)

BA Chart 3175 (INT 7212) [previous update 211/08]

Insert submarine cable, , joining: 25° 30′51N., 55° 06′35E.
(existing cable)
25° 25′92N., 54° 59′74E.
(existing cable)
and
25° 25′10N., 54° 59′60E.
(existing cable)
25° 17′67N., 55° 00′50E.
(existing cable)

BA Chart 3176 (INT 7216) [previous update 211/08]

Insert submarine cable, , joining: 25° 28′50N., 55° 03′45E.
(N Border)
25° 25′92N., 54° 59′74E.
(existing cable)
and
25° 25′10N., 54° 59′60E.
(existing cable)
25° 17′67N., 55° 00′50E.
(existing cable)

230/(08/08) GULF OF OMAN - United Arab Emirates - Fujairah (Fujayrah) - Works.

Source: BA Notice 1590/08

*(HJ1132/53)***BA Chart 3526 (plan B, Port of Fujairah (Fujayrah) and Vopak ENOC Terminal) [previous update 605/07]**

Insert legends, Works in progress (2008), centred on: 25° 12′.46N., 56° 22′.17E.
25° 10′.44N., 56° 21′.67E.

231/(08/08) OMAN - Gulf of Oman - Said Bin Sultan Naval Base -Depth. Drying heights.

Source: BA Notice 1673/08

*(HJ/1132/32)***Chart 2090 [previous update 349/05]**

Insert drying height \underline{L}_5 23° 49′.29N., 57° 31′.97E.
drying height \underline{O}_9 (a) 23° 48′.98N., 57° 32′.57E.
0m contour, joining: (b) 23° 49′.22N., 57° 32′.08E.
(existing contour)
23° 49′.19N., 57° 32′.22E.
23° 49′.01N., 57° 32′.58E.
(c) 23° 48′.93N., 57° 32′.71E.
(existing contour)

Delete drying height \underline{O}_5 , close SE of: (a) above
former 0m contour, joining: (b) above
(c) above

Chart 2090 (plan , Said Bin Sultan Naval Base) [previous update 349/05]

Insert drying height \underline{O}_1 enclosed by 0m contour 23° 49′.457N., 57° 31′.825E.
drying height \underline{L}_5 (a) 23° 49′.289N., 57° 31′.967E.
drying height \underline{L}_3 with seabed character, *R* (b) 23° 49′.132N., 57° 32′.171E.
drying height \underline{O}_9 23° 48′.980N., 57° 32′.568E.
0m contour, joining: (c) 23° 49′.213N., 57° 32′.100E.
(existing contour)
23° 49′.185N., 57° 32′.222E.
23° 49′.011N., 57° 32′.583E.
(d) 23° 48′.938N., 57° 32′.710E.
(existing contour)

Delete drying height \underline{O}_1 , close NW of: (a) above
drying height \underline{O}_5 , close NW of: (b) above
depth \underline{O}_4 23° 49′.142N., 57° 32′.270E.
former 0m contour, joining: (c) above
(d) above

232/ (08/08) MALAYSIA - Peninsular Malaysia, West Coast - Approaches to Port Dickson - Sungei Sepang Besar Southwards - Light.

Indian List of Light Vol F & K 2003, F- 1620

Source: BA Notice 1657/08

(HJ/927/28)

BA Chart 1140 [previous update 042/08]

Amend light to, Q.62ft8M (a) 2° 35′.0N., 101° 42′.9E.
Delete sectors at light (a) above

BA Chart 1358 [previous update 042/08]

Amend light to, Q.8M (a) 2° 35′.0N., 101° 42′.9E.
Delete sectors at light (a) above

BA Chart 3946 [previous update 042/08]





Amend light to, Q.19m8M (a) 2° 35′.0N., 101° 42′.9E.
Delete sectors at light (a) above

233/ (08/08) SINGAPORE - Johor Strait - Eastern Part - Ordnance Reach - Depths. Wrecks.

Source: BA Notice 1614/08

(HJ/927/16)

BA Chart 4044 [previous update 196/08]

Insert depth 14₃ and extend 15m contour N to enclose (a) 1° 27′.39N., 103° 46′.65E.
Substitute  Wk for  Wk 1° 27′.36N., 103° 46′.90E.
 Wk for  Wk 1° 27′.50N., 103° 47′.10E.
Delete depth 16₅, adjacent to: (a) above

234/ (08/08) SINGAPORE - Sinki Fairway - Terumbu Pandan Eastwards and South-westwards and Ayer Merbau Basin - Buoyage.

Source: BA Notice 1612/08

(HJ/927/16)

BA Chart 4032 [previous update 213/08]

Amend designation of light-buoy to, H4 1° 15′.611N., 103° 45′.885E.
designation of light-buoy to, H5 1° 14′.636N., 103° 43′.828E.
Delete  Fl.R.2.5s Butun 1° 16′.066N., 103° 43′.648E.

BA Chart 4034 [previous update 164/08]

Amend designation of light-buoy to, H4 1° 15′.611N., 103° 45′.885E.
designation of light-buoy to, H5 1° 14′.636N., 103° 43′.828E.
Delete  Fl.R.2.5s Butun 1° 16′.066N., 103° 43′.648E.

BA Chart 4035 [previous update 163/08]

Amend designation of light-buoy to, H4 1° 15′.611N., 103° 45′.885E.

BA Chart 4040 [previous update 213/08]

Amend designation of light-buoy to, H4 1° 15′.61N., 103° 45′.89E.
designation of light-buoy to, H5 1° 14′.64N., 103° 43′.83E.

235/ (08/08) SINGAPORE - Sentosa Westwards - Buoyage.

Source: BA Notice 1615/08


(HJ/927/16)

BA Chart 4034 [previous update 234/08]

Insert  *Fl. Y. 4s H2* 1° 15' 539N., 103° 48' 339E.

BA Chart 4035 [previous update 234/08]

Insert  *Fl. Y. 4s H2* 1° 15' 539N., 103° 48' 339E.


 *Fl. Y. 6s H3* 1° 15' 266N., 103° 48' 608E.

BA Chart 4040 [previous update 234/08]

Insert  *Fl. Y. 4s H2* 1° 15' 54N., 103° 48' 34E.

 *Fl. Y. 6s H3* 1° 15' 27N., 103° 48' 61E.

BA Chart 4041 [previous update 195/08]

Insert  *Fl. Y. 4s H2* 1° 15' 54N., 103° 48' 34E.

 *Fl. Y. 6s H3* 1° 15' 27N., 103° 48' 61E.

236/ (08/08) SINGAPORE -Jurong Island - Banyan Basin -Buoy.

Source: BA Notice 1613/08

(HJ/927/16)

BA Chart 4031 [previous update 213/08]

Amend *BB3 light-buoy to, Fl. Y. 6s* 1° 15' 257N., 103° 41' 353E.

BA Chart 4032 [previous update 234/08]

Amend *BB3 light-buoy to, Fl. Y. 6s* 1° 15' 257N., 103° 41' 353E.

237/ (08/08) SINGAPORE STRAIT - Main Strait - Pulau Sebarok Southwards - Depth.

Source: BA Notice 1513/08

(HJ/927/16)

BA Chart 4039 [previous update 158/08]

Substitute *depth 15₉ for depth 5₉* 1° 11' 13N., 103° 47' 68E.

238/ (08/08) INDONESIA - Sumatera - Sebangka - P. Senayang - Light.

Source: BA Notice 1526/08

Indian List of Light Vol. F and K 2003, F - 1440

(HJ/927/05)

BA Chart 1789 [previous update 203/08]

Delete  *Fl. Y. 3s14m10M* 0° 02' 5N., 104° 39' 0E.

239/ (08/08) INDONESIA - Kalimantan - West Coast - T.Saleh Westwards to Singapore Strait - Pulau Batam Northwards and T. Pinggir North-eastwards - Submarine cable.


Source: BA Notice 1475/08

Note: Charts 1312, 2414, 3543, 3720, 3721, 3833, 3937 and 3949 are to be deleted from the list of charts affected by Notice 376(P)/07 (HJ/827/90)


BA Chart 1312 [previous update 203/08]

Insert Submarine cable, , joining: 0° 02'·9S., 109° 09'·8E.(shore)
0° 00'·1N., 108° 00'·0E.
0° 10'·8N., 107° 23'·6E.
and
1° 10'·6N., 105° 08'·6E.
1° 09'·2N., 105° 04'·6E.
1° 16'·3N., 104° 52'·6E.
1° 20'·3N., 104° 35'·6E.


BA Chart 3721 [previous update 203/08]

Insert Submarine cable, , joining: 0° 02'·86S., 109° 09'·76E.(shore)
0° 00'·64S., 108° 10'·20E.
0° 00'·14S., 108° 01'·00E.
(W border)

BA Chart 3833 [previous update 195/08]


Insert Submarine cable, , joining: 1° 13'·38N., 104° 02'·40E.
(E border)
1° 13'·29N., 104° 01'·85E.
1° 12'·79N., 103° 58'·32E.
1° 10'·85N., 103° 54'·90E.
1° 10'·74N., 103° 54'·89E.
1° 09'·95N., 103° 55'·49E.
1° 09'·74N., 103° 55'·58E.
1° 08'·80N., 103° 55'·50E.
1° 08'·58N., 103° 55'·39E.(shore)

BA Chart 3937 (plan A, Sambu and Sekupang) [previous update 156/08]

Insert Submarine cable, , joining: 1° 09'·798N., 103° 55'·456E.
(N border)
1° 09'·777N., 103° 55'·468E.
1° 09'·126N., 103° 55'·450E.
1° 08'·831N., 103° 55'·384E.
1° 08'·623N., 103°
55'·259E.(shore)

239/ (08/08) INDONESIA - Kalimantan - West Coast - T.Saleh Westwards to Singapore Strait - Pulau Batam Northwards and T. Pinggir North-eastwards - Submarine cable. (Continued)

BA Chart 3949 [previous update 156/08]

Insert Submarine cable, , joining:

1° 15′.00N., 104° 23′.56E.
 (N border)
 1° 14′.44N., 104° 22′.65E.
 1° 14′.18N., 104° 21′.22E.
 1° 13′.50N., 104° 19′.05E.
 1° 13′.52N., 104° 17′.50E.
 1° 13′.84N., 104° 16′.49E.
 1° 13′.49N., 104° 11′.34E.
 1° 13′.62N., 104° 06′.13E.
 1° 13′.97N., 104° 05′.04E.
 1° 13′.73N., 104° 04′.50E.
 (W border)

240/ (08/08) INDONESIA - Sumatera - East Coast - Selat Bangka - T.Ular - Light.

Indian List of Light Vol. F and K, 2003, K - 1000

Source: BA Notice 1474/08

(HJ/827/84)

BA Chart 941A [previous update 138/08]

Amend light to, Fl.25M 1° 57′.0S., 105° 08′.0E.

BA Chart 1312 [previous update 239/08]

Amend light to, Fl.19.5s25M 1° 57′.5S., 105° 07′.5E.

BA Chart 3471 [previous update 644/07]

Amend light to, Fl.19.5s20m25M 1° 57′.5S., 105° 07′.5E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***241(T)(08/08) INDIA - WEST COAST – Gulf of Khambhat – Hazira Port – Channel Buoy.**

Source: Hydrographic Note INFACT – 82

(HJ/1130/17)

1. Hazira Port Starboard Hand Buoy in Position 21°04'·90N., 72°36'·23E was reported missing.
2. Mariners to exercise caution.

Charts affected – 2101 - 2034***242(T)(08/08) INDIA - WEST COAST – Diu Head to Gopnath Point – Buoy.**

Source: DLL Jamnagar

(HJ/1130/07)

1. Drifted Buoy No. 7 at position 20°56'·37N., 72°06'·95E retrieved for maintenance.
2. Mariners to exercise caution.

Charts affected – 254(INT 7331) –207**Cancel former INM 140(T)/08*****243(T)/(08/08) INDIA – WEST COAST – Karwar Harbour and Approaches – Transit Marks.**

Source: Hydrographic Note, INS Investigator and INS Gomati.

(HJ/1030/45)

1. Forward and Aft transit marks inside the Karwar Naval Harbour on 359° - 179° leg, in position 14°46'·54N., 74° 07'·49E and 14°46'·71N., 74° 07'·49E (WGS 84 Datum) respectively, reported damaged.
2. Metallic Poles, painted Red & White have been erected on the same position as temporary transit marks. Forward transit mark has a red triangle on top and Aft transit mark has a white circular disk of 4m dia on top.
3. Karwar Harbour channel buoy CB 3 in position 14°45'·45N., 74° 07'·40E reported missing.
4. Mariners to exercise cautions.
5. **Former INM 618(T)/07 is cancelled.**

Charts affected – 2008 - 2010.***244(T)/(08/08) INDIA – WEST COAST – Honavar Anchorage – Light.**

Source: DLL Mumbai

(HJ/1030/45)

1. Honavar Lighthouse at ALOL No. 0644 , 14°16'·5N., 74° 26'·6 has been reestablished with new 24 M octagonal Red and White alternate band tower and range 18 NM with characteristics Fl W 15s being operated on trial basis.
2. Mariners to exercise cautions.

Charts affected – 22(INT 752) – 293(INT 7022) – 257(INT 7343) – 216- 2024.***245(T)(08/08) INDIA – ANDAMAN ISLAND – Approaches to Port Meadow and Kotara Anchorage - Light.**

Source: DLL Jamnagar

(HJ/1028/27)

1. North Point light house at Baratang Island in Position 12°04'·90N., 92°47'·60E reported Unlit.
2. Mariners to exercise caution.

Charts affected – 473(INT 7031) – 404 – 4015 – 4002.

***246(P)(08/08) ANDAMAN SEA – INDIA Nicobar Island – Campbell Bay – Jetty Construction.**

Source: Hydrographic Note INS Darshak

(HJ/928/66)

1. A new jetty (Proposed name B/W Jetty) is under construction at the end of break water in Campbell Bay. Proposed length of jetty is 150 mtr and width 20 mtr. Limit of the Break Water Jetty is bounded by following Coordinates:- (WGS 84 Datum)

- (a) 06° 59′.525N., 093° 56′.343E.
- (b) 06° 59′.533N., 093° 56′.337E.
- (c) 06° 59′.479N., 093° 56′.274E.
- (d) 06° 59′.471N., 093° 56′.281E.
- (e) 06° 59′.495N., 093° 56′.310E.
- (f) 06° 59′.484N., 093° 56′.322E.
- (g) 06° 59′.488N., 093° 56′.325E.
- (h) 06° 59′.500N., 093° 56′.315E.

2. Mariners to exercise caution.

Charts affected – 33 – 41 – 471 – 472(INT 7032) – 409 – 4035 – 4039.

247(T)(08/08) INDIAN OCEAN - La Réunion - Approaches to La Réunion - Fish havens.

Source: BA Notice 1472(T)/08

(HJ/632/94)

1. Fish aggregating devices have been established in the following positions:

- | | |
|---------------------------|--------------------------|
| 20° 45′.5S., 55° 30′.0E. | 20° 50′.4S., 55° 05′.4E. |
| 21° 02′.8S., 55° 02′.9E. | 21° 25′.8S., 55° 33′.2E. |
| 21° 00′.5S., 55° 07′.5E. | 20° 53′.6S., 55° 43′.8E. |
| 21° 09′.0S., 55° 10′.5E. | 21° 07′.2S., 55° 54′.0E. |
| 21° 12′.0S., 55° 13′.0E. | 21° 16′.1S., 55° 14′.1E. |
| 21° 20′.6S., 55° 22′.5E. | 21° 02′.0S., 55° 46′.0E. |
| 21° 22′.6S., 55° 26′.3E. | 20° 47′.0S., 55° 25′.3E. |
| 21° 26′.9S., 55° 39′.8E. | 20° 49′.5S., 55° 33′.0E. |
| 20° 49′.6S., 55° 38′.6E. | 21° 28′.0S., 55° 36′.0E. |
| 21° 26′.3S., 55° 26′.0E. | 21° 21′.2S., 55° 08′.5E. |
| 20° 56′.0S., 55° 05′.0E. | 21° 10′.9S., 55° 08′.0E. |
| 20° 54′.4S., 55° 09′.8E. | 21° 10′.3S., 55° 14′.2E. |
| 20° 50′.8S., 55° 20′.0E. | 21° 24′.0S., 55° 21′.0E. |
| 20° 56′.8S., 55° 12′.5E. | 20° 45′.0S., 55° 17′.0E. |
| 21° 07′.0S., 55° 06′.0E. | 21° 28′.5S., 55° 30′.0E. |
| *21° 09′.8S., 55° 05′.1E. | |

* Indicates new or revised entry

2. This list will be updated, as necessary, by Temporary Notice to Mariners.

3. **Former Notice 054(T)/08 is cancelled.**

BA Charts affected-712 (INT 7730) -1495 (INT 7736) – 1497 (INT 7735)

248(P)(08/08) ERITREA - Aseb (Assab) - Fatuma Deset Northwards, Rubetino Channel, Darmakia Northwards, Umm-al Sciora - Depths.

Source: BA Notice 1445(P)/08

(HJ/1033/37)

1. Numerous depths less than charted exist around the islands off A -seb. The most significant are as follows (positions are referred to WGS84 Datum):

Fatuma Deset Northwards - Bosanquet Shoal

- | | |
|-------------------|----------------------------|
| 4 ₇ m | 13° 05′.22N., 42° 47′.50E. |
| 8 ₃ m | 13° 03′.12N., 42° 50′.31E. |
| 11 ₁ m | 13° 02′.93N., 42° 49′.92E. |
| 16 ₂ m | 13° 05′.30N., 42° 47′.84E. |

248(P)(08/08) ERITREA - Aseb (Assab) - Fatuma Deset Northwards, Rubetino Channel, Darmakia Northwards, Umm-al Sciora - Depths. (Continued)

Rubetino Channel

1 ₇ m	13° 01' 00N., 42° 50' 54E.
8 ₈ m	13° 00' 58N., 42° 50' 73E.
12 ₅ m	13° 00' 14N., 42° 50' 71E.
12 ₁ m	13° 01' 09N., 42° 49' 95E.
7 ₁ m	13° 01' 50N., 42° 50' 21E.
2 ₇ m	13° 00' 95N., 42° 50' 40E.
11 ₈ m	13° 00' 74N., 42° 50' 15E.

Darma -kia Northwards - Umm-al Sciora

7 ₉ m	12° 59' 38N., 42° 48' 38E.
0 ₆ m	13° 00' 41N., 42° 47' 49E.
9 ₅ m	12° 59' 41N., 42° 49' 07E.
3 ₂ m	13° 00' 97N., 42° 48' 50E.
3 ₅ m	13° 00' 59N., 42° 48' 84E.
4 ₄ m	12° 58' 99N., 42° 48' 66E.
9 ₆ m	12° 59' 24N., 42° 49' 01E.
3 ₉ m	12° 58' 80N., 42° 48' 41E.
7 ₈ m	12° 59' 64N., 42° 48' 53E.
3 ₇ m	13° 00' 45N., 42° 48' 85E.
8 ₁ m	12° 59' 58N., 42° 48' 34E.

2. These and other changes will be included in the next New Edition of Chart 1926.
3. Mariners are requested to note that Chart 1926 is referred to WGS72 Datum. 0.01 minutes must be subtracted from the longitude values of the above positions before plotting onto Chart 1926.

BA Charts affected -6 - 143 (INT 7005) - 157 (INT 7006) - 1925 - 1926

249(P)(08/08) UNITED ARAB EMIRATES - QATAR - Submarine cables.

Source: BA Notice 1446(P)/08

(HJ/1132/54)

1. Segments 2.3 and 3 of the FLAG Telecom Falcon submarine cable have been laid joining the following positions (WGS84 Datum):
2. Segment 2.3
 - 25° 04' 3N., 55° 07' 5E.(shore)
 - 25° 05' 6N., 55° 05' 3E.
 - 25° 05' 9N., 55° 04' 6E.
 - 25° 10' 2N., 55° 02' 0E.
 - 25° 23' 6N., 54° 59' 3E.
 - 25° 27' 2N., 55° 00' 3E.
 - 25° 34' 7N., 55° 14' 2E.
 - 25° 39' 6N., 55° 18' 2E.
 - 25° 59' 5N., 55° 40' 0E.(50m depth contour)
3. *Repairs have been carried out to segment 2.3 of the FLAG Telecom Falcon submarine cable, with new cable laid between the following positions:
 - 25° 30' 5N., 55° 06' 4E.
 - 25° 25' 9N., 54° 59' 7E.
 - and
 - 25° 25' 1N., 54° 59' 6E.
 - 25° 17' 7N., 55° 00' 5E.
4. Segment 3
 - 25° 04' 2N., 55° 07' 4E.(shore)
 - 25° 05' 4N., 55° 05' 2E.
 - 25° 05' 6N., 55° 04' 6E.
 - 25° 06' 4N., 55° 03' 6E.
 - 25° 08' 5N., 55° 02' 6E.
 - 25° 08' 8N., 55° 01' 2E.
 - 25° 10' 6N., 55° 00' 3E.
 - 25° 11' 5N., 54° 58' 8E.
 - 25° 12' 6N., 54° 55' 2E.
 - 25° 16' 5N., 54° 47' 2E.
 - 25° 17' 2N., 54° 40' 3E.

249(P)(08/08) UNITED ARAB EMIRATES - QATAR - Submarine cables. (Continued)

25° 20'·2N., 54° 28'·8E.
 25° 25'·0N., 54° 21'·2E.
 25° 32'·8N., 54° 07'·8E.
 25° 36'·7N., 53° 55'·7E.
 25° 36'·7N., 53° 50'·6E.
 25° 45'·3N., 53° 49'·7E.
 25° 48'·3N., 53° 46'·2E.
 25° 49'·8N., 53° 41'·9E.
 25° 55'·0N., 53° 15'·7E.
 25° 54'·3N., 53° 10'·6E.
 25° 47'·2N., 52° 55'·8E.
 25° 45'·7N., 52° 48'·6E.
 25° 45'·7N., 52° 34'·9E.
 25° 46'·6N., 52° 27'·7E.
 25° 44'·3N., 52° 24'·8E.
 25° 44'·6N., 52° 18'·4E.
 25° 41'·5N., 52° 00'·0E.
 25° 38'·4N., 51° 45'·3E.
 25° 33'·7N., 51° 32'·8E.
 25° 33'·7N., 51° 29'·7E.(shore)

5. Vessels are to avoid anchoring or trawling in the vicinity of the submarine cables.

6. **Former Notice 601(P) /06 is cancelled.**

* Indicates new or revised entry.

Charts affected - 20 -288 – 289 - 8004

BA Charts affected - 2442 - 2443 - 2886 - 2889 (INT 7211) - 3174 – 3950.

250(T)(08/08) SINGAPORE - West Keppel Fairway - Pasir Panjang Wharves -Works. Buoyage. Fairway. . Berths

Source: BA Notice 1616(P)/08

(HJ/927/16)

1. Reclamation works and dredging are in progress at Pasir Panjang Wharves.
2. The works area is bounded by the following positions (referred to WGS84 Datum), which are marked by temporary light-buoys:

<i>Position</i>	<i>Buoy type</i>	<i>Designation</i>	<i>Characteristic</i>
1° 16'·353N., 103° 47'·347E. (Wharf)	-		
1° 16'·213N., 103° 47'·264E.	Special pillar	PKH V5	Fl.Y.2s
1° 16'·363N., 103° 47'·015E.	Special pillar	PKH V1	Fl(2)Y.8s
1° 16'·157N., 103° 46'·893E.	Special pillar	PKH V2	Fl(2)Y.4s
1° 15'·924N., 103° 46'·755E.	Special pillar	PKH V6	Fl.Y.2s
1° 15'·821N., 103° 46'·928E.	Port-hand can	PKH V7	Fl.R.2s
1° 15'·721N., 103° 47'·093E.	Port-hand can	PKH V8	Fl.R.4s
1° 15'·848N., 103° 47'·368E.	Port-hand can	PKH V3	Fl.R.8s
1° 16'·074N., 103° 47'·502E.	Port-hand can	PKH V4	Fl.R.4s
1° 16'·211N., 103° 47'·583E. (Wharf)	-		

3. Mariners are advised to keep well clear and not enter the working area.

BA Chart Affected : 3833 -4034 -4035 -4040 -4041

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 Paleiskade 100 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

***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 14 Apr 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	084	2005 series: 402. 2007 series: 019 035 050 247 251 279 293 329. 2008 Series: 053 056 075 078 081 082 083 084.
II	E. Atlantic	108	2008 Series: 017 047 065 066 075 080 082 087 098 100 104 105 106 107 108.
III	Mediterranean	184	2008 Series: 122 123 125 129 132 135 136 140 145 150 159 161 166 167 173 175 176 177 178 179 180 181 182 183 184.
IV	N.W. Atlantic	138	2007 series: 196. 2008 series: Nil.
V	W. Atlantic	205	2007 series: 1078. 2008 series: Nil.
VI	S.W. Atlantic	082	2008 series: Nil.
VII	S.E. Atlantic	044	2008 series: 005 024 031 032 037 043 044
VIII	Indian Ocean	160	2007 SERIES - 366 367 371 373 380 388 389 418 440 538 540 574 602 612 624 637 638 647 652 653 656 662 664 675 690 697 2008 SERIES- 008 009 026 041 047 055 070 077 088 107 112 113 118 122 123 128 130 132 133 135 136 140 141 142 147 148 149 151 152 155 156 157 158 159

3. NAVAREA Warnings issued during the period from 28 Mar 08 to 14 Apr 08 (both dates inclusive) are as tabulated below:-

<p>136. India East Coast-Bay of Bengal. Charts 31 32 33 356 357 INT 706. Seismic survey in progress by survey vessel Geo Mariner in area bounded by:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 14-50.0N</td> <td style="width: 25%;">080-05.0E</td> <td style="width: 25%;">(b) 14-50.0N</td> <td style="width: 25%;">080-23.0E</td> </tr> <tr> <td>(c) 14-00.0N</td> <td>080-30.0E</td> <td>(d) 13-30.0N</td> <td>080-38.0E</td> </tr> <tr> <td>(e) 13-10.0N</td> <td>080-48.0E</td> <td>(f) 12-30.0N</td> <td>080-42.0E</td> </tr> <tr> <td>(g) 12-06.0N</td> <td>080-41.0E</td> <td>(h) 12-07.0N</td> <td>079-55.0E</td> </tr> </table> <p>2. Vessel towing 01 in number 8000 metres long streamer cable attached to a yellow tail buoy fitted with white flashing light</p> <p>3. All vessels operating in vicinity are to maintain a safe distance of 06NM and exercise caution.</p>	(a) 14-50.0N	080-05.0E	(b) 14-50.0N	080-23.0E	(c) 14-00.0N	080-30.0E	(d) 13-30.0N	080-38.0E	(e) 13-10.0N	080-48.0E	(f) 12-30.0N	080-42.0E	(g) 12-06.0N	080-41.0E	(h) 12-07.0N	079-55.0E
(a) 14-50.0N	080-05.0E	(b) 14-50.0N	080-23.0E													
(c) 14-00.0N	080-30.0E	(d) 13-30.0N	080-38.0E													
(e) 13-10.0N	080-48.0E	(f) 12-30.0N	080-42.0E													
(g) 12-06.0N	080-41.0E	(h) 12-07.0N	079-55.0E													
<p>137 to 139. Cancelled.</p>																
<p>140. India West Coast-Off Baypore. Charts 22 32 219 259 272 2053 INT 705. MSV Sandheri sunk in position 11-04.0N., 075-45.0E.</p> <p>2. Mariners to exercise caution.</p>																
<p>141. India East Coast – Off Gangavaram Port. Charts 31 32 308 354 3002 INT 706. Hydrographic survey is in progress by Naval Survey Vessel Darshak and Three (03) Survey Motor Boats till 15 Apr 2008 in the area bounded by:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 17-33.18N</td> <td style="width: 25%;">083-11.00E</td> <td style="width: 25%;">(b) 17-33.18N</td> <td style="width: 25%;">083-20.00E</td> </tr> <tr> <td>(c) 17-39.18N</td> <td>083-20.00E</td> <td>(d) 17-39.18N</td> <td>083-11.00E</td> </tr> </table> <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 Apr 2008.</p>	(a) 17-33.18N	083-11.00E	(b) 17-33.18N	083-20.00E	(c) 17-39.18N	083-20.00E	(d) 17-39.18N	083-11.00E								
(a) 17-33.18N	083-11.00E	(b) 17-33.18N	083-20.00E													
(c) 17-39.18N	083-20.00E	(d) 17-39.18N	083-11.00E													
<p>142. India Andaman Sea – Off Little Andaman Island. Charts 41 405 473 INT 706. Unlit unmanned floating raft size 19 x 07 x 03 metre sighted in position 10-53.21N., 093-34.85E.</p> <p>2. Mariners to exercise caution.</p>																
<p>143 to 146. Cancelled.</p>																

<p>147. India West Coast – Arabian Sea. Charts 21 22 253 292 293 INT 705. Seismic survey is in progress by Sagar Sandhani till 20 Apr 2008 in area bounded by:</p> <table> <tbody> <tr> <td>(a) 19-51.0N</td> <td>070-45.0E</td> <td>(b)</td> <td>19-51.0N</td> <td>071-32.0E</td> </tr> <tr> <td>(c) 19-17.0N</td> <td>071-32.0E</td> <td>(d)</td> <td>19-17.0N</td> <td>070-45.0E</td> </tr> </tbody> </table> <p>2. Vessel towing two seismic cables of length 5000 meters each with green and yellow buoys with flashing light to mark the tail end of the cables.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 06 nm all around the vessel and exercise caution.</p> <p>4. Cancel this message on 21 Apr 2008.</p>	(a) 19-51.0N	070-45.0E	(b)	19-51.0N	071-32.0E	(c) 19-17.0N	071-32.0E	(d)	19-17.0N	070-45.0E																				
(a) 19-51.0N	070-45.0E	(b)	19-51.0N	071-32.0E																										
(c) 19-17.0N	071-32.0E	(d)	19-17.0N	070-45.0E																										
<p>148. India West Coast- Lakshadweep Sea. Charts 22 258 259 260 INT 705. Seismic survey is in progress by MV Munin explorer till 15 Apr 2008 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>11-20.0N</td> <td>075-41.0E</td> <td>(b)</td> <td>11-20.0N</td> <td>073-43.0E</td> </tr> <tr> <td>(c)</td> <td>08-43.0N</td> <td>073-43.0E</td> <td>(d)</td> <td>08-43.0N</td> <td>076-13.0E</td> </tr> <tr> <td>(e)</td> <td>09-37.0N</td> <td>076-13.0E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>2. Vessel towing a single 12000 metres 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 16 Apr 2008.</p>	(a)	11-20.0N	075-41.0E	(b)	11-20.0N	073-43.0E	(c)	08-43.0N	073-43.0E	(d)	08-43.0N	076-13.0E	(e)	09-37.0N	076-13.0E															
(a)	11-20.0N	075-41.0E	(b)	11-20.0N	073-43.0E																									
(c)	08-43.0N	073-43.0E	(d)	08-43.0N	076-13.0E																									
(e)	09-37.0N	076-13.0E																												
<p>149. Cancel Navarea Eight message 105 114 127 and 143 of 2008. India East Coast– Bay of Bengal. 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>Essar Wildcat</td> <td>16-41.70N</td> <td>082-31.70E</td> </tr> <tr> <td>Atwood Beacon</td> <td>16-41.00N</td> <td>082-26.20E</td> </tr> <tr> <td>Discoverer 534</td> <td>16-30.10N</td> <td>082-31.70E</td> </tr> <tr> <td>Deep Water Frontier</td> <td>16-29.60N</td> <td>082-32.20E</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>17-39.00N</td> <td>083-18.00E</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>	Essar Wildcat	16-41.70N	082-31.70E	Atwood Beacon	16-41.00N	082-26.20E	Discoverer 534	16-30.10N	082-31.70E	Deep Water Frontier	16-29.60N	082-32.20E	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	17-39.00N	083-18.00E	Deep Driller – 4	20-47.50N	087-58.50E
Essar Wildcat	16-41.70N	082-31.70E																												
Atwood Beacon	16-41.00N	082-26.20E																												
Discoverer 534	16-30.10N	082-31.70E																												
Deep Water Frontier	16-29.60N	082-32.20E																												
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	17-39.00N	083-18.00E																												
Deep Driller – 4	20-47.50N	087-58.50E																												
<p>150. Cancelled.</p>																														
<p>151. India West Coast – Arabian Sea. Charts 21 22 253 254 255 292 INT 705. Seismic survey is in progress by Pacific Sword till 31 May 2008 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>20-30.33N</td> <td>071-46.12E</td> <td>(b)</td> <td>20-45.92N</td> <td>071-46.12E</td> </tr> <tr> <td>(c)</td> <td>20-52.82N</td> <td>071-53.12E</td> <td>(d)</td> <td>20-53.12N</td> <td>072-10.52E</td> </tr> <tr> <td>(e)</td> <td>20-46.54N</td> <td>072-10.52E</td> <td>(f)</td> <td>20-39.49N</td> <td>072-03.06E</td> </tr> </tbody> </table> <p>2. Vessel towing two streamer cables of length 5100 metres attached with orange tail buoy with white flashing light.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 05NM all around the vessel and exercise caution.</p> <p>4. Cancel this message on 01 Jun 2008.</p>	(a)	20-30.33N	071-46.12E	(b)	20-45.92N	071-46.12E	(c)	20-52.82N	071-53.12E	(d)	20-53.12N	072-10.52E	(e)	20-46.54N	072-10.52E	(f)	20-39.49N	072-03.06E												
(a)	20-30.33N	071-46.12E	(b)	20-45.92N	071-46.12E																									
(c)	20-52.82N	071-53.12E	(d)	20-53.12N	072-10.52E																									
(e)	20-46.54N	072-10.52E	(f)	20-39.49N	072-03.06E																									
<p>152. India West Coast – Gulf of Kachchh. Charts 21 251 252 271 292 INT 705. Fishing boat MFV Shajan-2 Sunk in position 22-25.17N., 068-06.17E.</p> <p>2. Mariners to exercise caution.</p>																														
<p>153 to 154. Cancelled.</p>																														
<p>155. Cancel Navarea Eight Message 076 of 2008. India Andaman islands – Andaman Sea. Charts 33 41 473 INT 706. Seismic survey is in progress by vessel Geco Topaz till 31 May 2008 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>13-34.0N</td> <td>094-27.0E</td> <td>(b)</td> <td>13-45.0N</td> <td>095-03.0E</td> </tr> <tr> <td>(c)</td> <td>12-54.0N</td> <td>095-39.0E</td> <td>(d)</td> <td>12-45.0N</td> <td>095-35.0E</td> </tr> <tr> <td>(e)</td> <td>12-45.0N</td> <td>094-57.0e</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>2. Vessel towing 08 in number 7500 metres long streamer cable attached to a yellow colour tail buoy with white flashing light.</p> <p>3. All vessels operating in vicinity to give 06NM clearance and exercise caution.</p> <p>4. Cancel this message on 01 Jun 2008.</p>	(a)	13-34.0N	094-27.0E	(b)	13-45.0N	095-03.0E	(c)	12-54.0N	095-39.0E	(d)	12-45.0N	095-35.0E	(e)	12-45.0N	094-57.0e															
(a)	13-34.0N	094-27.0E	(b)	13-45.0N	095-03.0E																									
(c)	12-54.0N	095-39.0E	(d)	12-45.0N	095-35.0E																									
(e)	12-45.0N	094-57.0e																												
<p>156. India East Coast – Bay of Bengal. Charts 33 357 INT 706. Seismic survey is in progress by vessel Osaprey explorer in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>14-30.0N</td> <td>081-15.0E</td> <td>(b)</td> <td>14-30.0N</td> <td>081-56.0E</td> </tr> <tr> <td>(c)</td> <td>12-45.5N</td> <td>083-36.8E</td> <td>(d)</td> <td>12-00.0N</td> <td>083-30.0E</td> </tr> <tr> <td>(e)</td> <td>11-30.0N</td> <td>083-15.0E</td> <td>(f)</td> <td>11-00.0N</td> <td>081-15.0E</td> </tr> </tbody> </table> <p>2. Vessel towing 01 in number 8000 metres long streamer cable attached to a yellow colour tail buoy with white flashing light.</p> <p>3. All vessels operating in vicinity to give 06NM clearance and exercise caution.</p>	(a)	14-30.0N	081-15.0E	(b)	14-30.0N	081-56.0E	(c)	12-45.5N	083-36.8E	(d)	12-00.0N	083-30.0E	(e)	11-30.0N	083-15.0E	(f)	11-00.0N	081-15.0E												
(a)	14-30.0N	081-15.0E	(b)	14-30.0N	081-56.0E																									
(c)	12-45.5N	083-36.8E	(d)	12-00.0N	083-30.0E																									
(e)	11-30.0N	083-15.0E	(f)	11-00.0N	081-15.0E																									

<p>157. India East Coast – Bay of Bengal. Charts 31 353 INT 706. Seismic survey is in progress by MV Ramform explorer in area bounded by:</p> <p>(a) 18-04.0N 086-29.9E (b) 17-34.7N 086-44.0E (c) 17-39.1N 086-55.1E (d) 18-08.4N 086-41.1E</p> <p>2. Vessel towing 8 in number 8100 metres long streamer cable attached to yellow coloured tail buoy fitted with white flashing light.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 06NM and exercise caution.</p>
<p>158. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC from 19 Apr to 22 Apr 27 Apr to 30 Apr 07 May to 09 May and 15 May to 17 May 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 42NM radius joining point (b) and (c).</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Cancel this message on 18 May 2008.</p>
<p>159. Bay of Bengal – Southern Portion. Charts 33 INT 73 INT 706. Fishing boat adrift in position 11-22.0N., 088-2.0E.</p> <p>2. All vessels operating in vicinity to keep sharp lookout and render assistance.</p>
<p>160. Cancelled.</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	077	2007 series: 022 027 062 092 095 106 108 155 168 172 176 200 212 251 263 264 274 278. 2008 series: 002 005 006 007 019 021 022 027 040 044 045 046 051 057 061 065 066 069 070 075 076 077.
X	Australia, New Guinea	093	2007 series: 235 280. 2008 series: 048 050 051 057 060 061 062 064 066 068 069 071 072 073 074 076 079 081 082 083 086 087 088 091 092 093.
XI	Malacca Strait, China Sea, N. Pacific	0141	1996 series: 0925. 1998 series: 0655. 1999 series: 0053 0187 0310. 2001 series: 0182 0775. 2003 series: 0106 0304. 2004 series: 0361. 2005 series: 0271 0307. 2006 series: 0005 0250 0303 0561. 2007 series: 0002 0093 0133 0248 0253 0269 0309 0344 0366 0457 0505 0513 0519 0523 0546 0557. 2008 series: 0004 0006 0011 0014 0018 0020 0054 0061 0091 0095 0103 0108 0113 0118 0119 0120 0121 0122 0123 0124 0125 0126 0136 0139 0140 0141.
XII	N.E. Pacific	137	2008 series: Nil
XIII	N.W. Pacific	Nil	2008 series: Nil
XIV	S.W. Pacific	017	2008 Series: 001 017
XV	S.E. Pacific	030	2008 Series: Nil
XVI	E. Pacific	Nil	2008 Series: Nil
Hydropacs	Pacific, Indian Ocean	651	2006 series: 524. 2008 Series: 240.
Hydroplants	Atlantic, Mediterranean	571	2008 Series: 300

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat- Long)	Characteristics	Ht. mts.	Range miles	Structure & Height (mts)	Remarks
D7321-6	- Breakwater. Head (AMNAS)	23 37.64 N 58 34.35 E	Iso G 8s *	9	7	Green Δ on green post 3 *	*
D7335-6	Khawr Kumzār. Main Breakwater. Head (AMNAS)	26 20.51 N 56 25.09 E	Fl(3)R 15s *	4	3	Metal post 2 *	*
D7335-7	Khawr Kumzār. Inner Breakwater. Head (AMNAS)	26 20.47 N 56 25.09 E	LFl G 15s *	4	3	Metal post 2 *	*
D7584-3	- Port Channel. Dir Lt 253.5°	29 02.46 N 48 09.23 E	Dir Fl WRG 2s *	..	10	Tower	G251°-253°(2°), W253°-254°(1°), R254°-256°(2°). TE 2008 *
E6016	- Al Jazīrat al Khaḍrā'. Off S end	29 54.59 N 32 31.79 E	Q W *	23	..	Metal frame work tower	TE 2008 *
E6020	Newport Rock	29 53.11 N 32 33.08 E	Fl W 5s *	17	10	Tripod on 3- pile structure 9 *	Channels are marked by buoys and buoyant beacons carrying R or G lights. TE 2008 *
F0381-8	<i>IOC-1. SBM</i>	22 34.59 N 69 41.20 E	Fl(3)W 15s *	..	..	Superbuoy *	*
F0384-5	<i>Salaya. SBM. Essar</i>	22 30.07 N 69 32.15 E	Fl R 15s *	..	..	Superbuoy *	*
F1050-4	- Outer Bar. Ldg Lts 037.1°. Front	22 13.86 N 91 48.32 E	Q R *	14	..	○ on red and white beacon *	
F1050-41	- Outer Bar. Ldg Lts 037.1°. Rear. 350m from front	22 14.00 N 91 48.43 E	Q R *	20	..	◇ on red and white beacon *	*

F1051	- Inner Bar. Ldg Lts 054.18°. Front. Battens Mark	22 14.77 N 91 50.17 E	Q W	19	..	Red and white beacon	
	*	*	*	*	*	*	*
F1051.1	- Inner Bar. Ldg Lts 054.18°. Rear. 390m from front. Coombs Pillar	22 14.88 N 91 50.35 E	Q W	36	..	Red and white beacon	
	*	*	*	*	*	*	*
F1052	- Gupta Crossing. Ldg Lts 024.8°. Front	22 15.81 N 91 50.42 E	Q W	9	..	+ in \bigcirc , on red and white beacon	
	*	*	*	*	*	*	*
F1052.1	- Gupta Crossing. Ldg Lts 024.8°. Rear. 150m from front	22 15.88 N 91 50.45 E	Q W	18	..	Δ on red and white beacon	
	*	*	*	*	*	*	*
F1053	- Active Spit. Ldg Lts 155.75°. Front	22 15.40 N 91 50.32 E	Q W	11	..	Red and white beacon	
	*	*	*	*	*	*	*
F1053.1	- Active Spit. Ldg Lts 155.75°. Rear. 140m from front	22 15.35 N 91 50.34 E	Q W	18	..	Red and white beacon	
	*	*	*	*	*	*	*
F1053.4	- Gupta Crossing. Ldg Lts 114.47°. Front	22 15.73 N 91 50.43 E	Q W	10		Red and white beacon	
	*	*	*	*	*	*	*
F1053.41	- Gupta Crossing. Ldg Lts 114.47°. Rear. 190m from front	22 15.68 N 91 50.54 E	Q W	20	..	Red and white beacon	
	*	*	*	*	*	*	*
F1620	- Sepang Inner	2 34.99 N 101 42.80 E	Q W	19	8	White \square on metal frame work tower	
	*	*	*	*	*	*	*
F9531.22	- Jerneh. B	6 35.23 N 103 41.82 E	Lit	..	..	Platform	Other installations some marked by lights and fog signals, exist in this field
	*	*	*	*	*	*	*
K1138.2	Tanjung Kuniran (I)	6 33.58 S 110 38.57 E	Fl W 5s	13	10	White metal framework tower 10	<i>fl 0.5</i>
	*	*	*	*	*	*	*

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 02 dated 16 Jan 2008)***NIL****INP 31(2), 2007***(Last correction: Edition No. 07 dated 01 Apr 2008)***PAGE 39, INDONESIA(JAWA) section.**

86450 Pulau Peniki Lt.

Delete Entry**BA 13/08****08/08****BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01Aug 2006)***NIL****INP 31(5), 1997***(Last correction: Edition No. 02 dated 16 Jan 2008)***NIL****INP 31(6), 2005***(Last correction: Edition No. 07 dated 01 Apr 2008)***PAGE 93, INDIA, RELIANCE JAMNAGAR MARINE TERMINAL, Gulf of Kachchh, Pilots and Terminal, PROCEDURE.**

Read (7) Pilot Board ----- , instead of (6) Pilot Board -----

PAGE 93, INDIA, RELIANCE JAMNAGAR MARINE TERMINAL, Gulf of Kachchh, Pilots and Terminal, PROCEDURE.

Delete section (7) (a) and replace by:

(a) Tanker Berths: 22°32'·50N 69°45'·80E

PAGE 93, INDIA, SIKKA, Pilots and Terminals, PROCEDURE.

Delete section (5) (b) and replace by:

(b) RPL Jetty: 22°32'·50N 69°45'·80E

Gujarat Maritime Board.**08/08**

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; 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.