



# INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 12 DATED 16 JUN 2008

(CONTAINS NOTICES 336 TO 355)

REACH US 24 HOURS A DAY



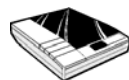
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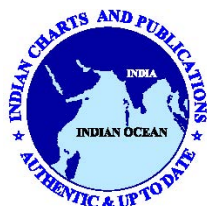
**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. 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  $000^{\circ}$  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 CHART:**

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1.	IN141ANS	41	ANDAMAN SEA	30 -11-06

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

Sl. No.	Cell Name	Chart No.	Title	Publication Date
NIL				

(c) **ENCs PERMANENTLY WITHDRAWN:**

Sl. No.	Cell Name	Chart No.	Title	Publication Date
NIL				

(d) **FORTHCOMING CHARTS AND PUBLICATIONS**

Chart No	Title	Scale	Remarks
2045 (INT 7360)	PORT OF KOCHI (COCHIN)	7 500	New Edition
2075 (INT 7366)	TUTICORIN HARBOUR: APPROACHES TO TUTICORIN	25 000 60 000	New Edition
2017	NAVLAKHI AND APPROACHES	25 000	New Edition
2008	KARWAR HARBOUR AND APPROACHES	25 000	New Edition
3004 (INT 7403)	MADRAS (CHENNAI) HARBOUR	15 000	New Edition
2073	APPROACHES TO KUNDAPURA (COONDAPOOR)	37 500	New Chart
221	ALLEPPEY TO QUILON	150 000	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](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:

<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: <a href="mailto:incho@dataone.in">incho@dataone.in</a> Website: <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a></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: <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></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: <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></p>
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**SECTION – I**  
**List of charts affected by**  
**The Notices 336 to 355 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	354(P)	2055	2	338
22 (INT 752)	3	341,351(T), 352(P)	2060	2	339
23	4	351(T)	2068	2	339
31	5	351(T)	2073	3	341
32 (INT 754)	5	351(T)	2078(INT 7346)	3	351(T)
33	5	351(T), 353(T)	3001(INT 7402)	5	351(T)
41	6	348, 351(T), 353(T)	3003	5	351(T)
201	2	337	4030	6	353(T)
203 (INT 7319)	2	339	4032	6	344
214	3	351(T)	7070 (INT 70)	1	351(T)
215	3	352(P)	7071 (INT 71)	1	351(T)
216	3	341,352(P)	7072 (INT 72)	1	351(T)
217	3	341, 351(T)	7073 (INT 73)	1	351(T)
224	4	351(T)	7702 (INT 702)	1	351(T)
251 (INT 7318)	2	337	7705 (INT 705)	1	351(T)
257 (INT 7343)	3	341, 351(T),352(P)			
258 (INT 7348)	3	341, 351(T)			
268 (INT 7353)	4	351(T)			
272	4	341, 351(T)			
273	4	351(T)			
286	1	346			
289	1	354(P)			
292 (INT 7021)	2	351(T)			
293 (INT 7022)	3	341, 351(T),352(P)			
301	5	343			
313	5	351(T)			
351	5	343			
356 (INT 7400)	5	351(T)			
357 (INT 7397)	5	342, 351(T)			
358 (INT 7394)	4	342			
405	6	353(T)			
406	6	353(T)			
407	6	344, 351(T)			
432	7	348			
471	6	351(T)			
472 (INT 7032)	6	351(T)			
473 (INT 7031)	6	351(T),353(T)			
2002(INT 7351)	3	351(T)			
2011	3	340			
2020	3	351(T)			
2022(INT 7345)	3	351(T)			
2024	3	352(P)			
2051	2	339			
2052(INT 7350)	3	351(T)			

<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
262 (INT 7115)	32	345
932	46	350
933	46	350
1235(INT 7289)	40	347
1268	40	336
2152	45	349
2403	45	336
2444	40	354(P)
2883	40	336
2886	40	354(P)
2887(INT 7232)	40	354(P)
2889(INT 7211)	40	354(P)
3179	40	354(P), 355(T)
3413	40	354(P)
3780	40	355(T)
3788	40	336

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

<b>336/(12/08) Miscellaneous updates to charts</b>		
Source: BA Notice 2902/08		
<b>BA Chart No.</b>	<b>Previous Updates</b>	<b>Details</b>
<b>1268</b>	251/08	Substitute accompanying note, CHARTS 1265, 1269, 2882 AND 2884: POSITIONS, for existing note, CHARTS 1265, 1269 AND 2884: POSITIONS, centred on 29° 46′.80N., 49° 35′.70E.
<b>2403</b>	312/08	Amend reference in N border at longitude 104° 30′.00E. to read, Adjoining Chart 3445. Substitute accompanying note, CHARTS 1358, 3543 AND 3947: POSITIONS for existing note, CHARTS 769, 1358, 3543 and 3947: POSITIONS, centred on 1° 43′.5N., 103° 35′.5E.
<b>2883</b>	188/08	Amend reference in W border at latitude 27° 40′.0N. to read, Adjoining Chart 2882 (see Note - POSITIONS). Amend reference in S border at longitude 53° 05′.0E., to read, Adjoining Chart 2887 (see Note - POSITIONS). Substitute accompanying note, CHARTS 2882, 2884 AND 2887: POSITIONS, for existing note, CHARTS 2884 AND 2887: POSITIONS, centred on 27° 52′.5N., 52° 47′.3E.
<b>3788</b>	127/08	Substitute accompanying note, CHARTS 2882, 3719, 3738, 3775, 3777, AND 3790: POSITIONS, for existing note, CHARTS 3719, 3738, 3775, 3777 AND 3790: POSITIONS, centred on 26° 27′.40N., 49° 52′.20E.

**\*337/(12/08) INDIA – WEST COAST – Gora Chan Creek to Godia Creek - Wreck.**

Source: MRCC(MB) & NAVAREA VIII Warning 389/07

(HJ/1131/31)

*Wreck of MV Sea Glory*

**Chart 251(INT 7318)** [previous update 591/07]

Insert  PA 23° 34′.0N., 068° 13′.0E.

**Chart 201** [previous update 087/08]

Insert  PA 23° 34′.0N., 068° 13′.0E.

**\*338/(12/08) INDIA – WEST COAST – Muldwarka Port - Light.**

Source: INS Sutlej

(HJ/1130/09)

**Chart 2055** [previous update 318/08]

Insert  Oc.R 20° 45′.247N., 070° 39′.973E.



Fl 20° 45′.394N., 070° 39′.923E.



Fl 20° 45′.362N., 070° 39′.893E.



Amend  Light to Oc.R 20° 45′.846N., 070° 39′.894E.

**\*339/(12/08) INDIA – WEST COAST – Gulf of Kachchh , Salaya harbour – Beacon , Buoy, Conspicuous object, landmarks and Pipelines.**

Source: INS Investigator ROS A(N) 238, A(N) 239

(HJ/1131/20)

**Chart 203(INT 7319)** [previous update 289/08]

Substitute	<i>SBM I, for SBM</i>	22° 30′.58N., 069° 42′.06E.
Insert	Submarine Pipeline  Joining	22° 28′.09N., 069° 43′.42E.
		(Jetty)
		22° 29′.33N., 069° 42′.51E.
		22° 29′.56N., 069° 42′.28E.
		22° 29′.83N., 069° 41′.82E.
	(a)	22° 30′.20N., 069° 40′.90E.
		(a) above
		and
		22° 28′.06N., 069° 43′.38E.
		(Jetty)
		22° 29′.28N., 069° 42′.41E.
		22° 29′.47N., 069° 42′.07E.
		22° 29′.45N., 069° 41′.48E.
	(b)	22° 30′.18N., 069° 39′.59E.
		(b) above
		and
		22° 30′.58N., 069° 42′.06E.
		(SBM I)
		22° 30′.20N., 069° 40′.90E.
		(SBM II)
		22° 21′.61N., 069° 37′.27E.
		22° 26′.37N., 069° 40′.51E.
Delete	 FLOOD LIGHT TOWER	22° 26′.06N., 069° 34′.03E.
		22° 24′.56N., 069° 34′.21E.
		22° 24′.01N., 069° 34′.43E.
		22° 23′.76N., 069° 39′.01E.



*Fl. 15s*  
*SBM II*



*Fl.R. 15s*  
*SBM III*  
*Racon (B)*





FLOOD LIGHT TOWER

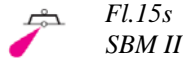
**\*339/(12/08) INDIA – WEST COAST – Gulf of Kachchh , Salaya harbour – Beacon , Buoy, Conspicuous object, landmarks and Pipelines.(Continued)**

Source: INS Investigator ROS A(N) 238, A(N) 239

(HJ/1131/20)

**Chart 2068** [previous update 289/08]

Substitute	<i>SBM I, for SBM</i>	22° 30′.58N., 069° 42′.06E.
Insert	Submarine Pipeline  Joining	22° 28′.09N., 069° 43′.42E. (Jetty)
		22° 29′.33N., 069° 42′.51E.
		22° 29′.56N., 069° 42′.28E.
		22° 29′.83N., 069° 41′.82E.
		(a) 22° 30′.20N., 069° 40′.90E.
		(a) above
		and
		22° 28′.06N., 069° 43′.38E. (Jetty)
		22° 29′.28N., 069° 42′.41E.
		22° 29′.47N., 069° 42′.07E.
		22° 29′.45N., 069° 41′.48E.
		(b) 22° 30′.18N., 069° 39′.59E.
		(b) above
		and
		22° 30′.58N., 069° 42′.06E. (SBM I)
		22° 30′.20N., 069° 40′.90E. (SBM II)
		22° 26′.37N., 069° 40′.51E.
Delete	 FLOOD LIGHT TOWER	22° 26′.06N., 069° 34′.03E.
		22° 24′.56N., 069° 34′.21E.
		22° 24′.03N., 069° 34′.43E.
		22° 26′.88N., 069° 30′.83E.




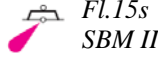






**\*339/(12/08) INDIA – WEST COAST – Gulf of Kachchh , Salaya harbour – Beacon , Buoy, Conspicuous object, landmarks and Pipelines.(Continued)**

Source: INS Investigator ROS A(N) 238, A(N) 239

(HJ/1131/20)

**Chart 2060** [previous update 289/08]


Substitute	<i>SBM I, for SBM</i>	22° 30′.58N., 069° 42′.06E.
Insert	Submarine Pipeline  Joining	22° 28′.09N., 069° 43′.42E. (Jetty)
		22° 29′.33N., 069° 42′.51E.
		22° 29′.56N., 069° 42′.28E.
		22° 29′.83N., 069° 41′.82E.
	(a)	22° 30′.20N., 069° 40′.90E.
	 <i>Fl.15s SBM II</i>	(a) above
		and
		22° 28′.06N., 069° 43′.38E. (Jetty)
		22° 29′.28N., 069° 42′.41E.
		22° 29′.47N., 069° 42′.07E.
		22° 29′.45N., 069° 41′.48E.
	(b)	22° 30′.18N., 069° 39′.59E.
	 <i>Fl.R.15s SBM III Racon (B)</i>	(b) above
		and
		22° 30′.58N., 069° 42′.06E. (SBM I)
		22° 30′.20N., 069° 40′.90E. (SBM II)
		22° 26′.11N., 069° 39′.95E.
		22° 27′.56N., 069° 40′.16E.
		22° 26′.91N., 069° 39′.86E.
		22° 26′.22N., 069° 40′.45E.
		22° 26′.98N., 069° 39′.91E.
	 <i>Fl.6s</i>	22° 26′.37N., 069° 40′.51E.
	 FLOOD LIGHT TOWER	22° 26′.06N., 069° 34′.03E.
Delete	 WOODEN	22° 26′.88N., 069° 30′.83E.


**\*339/(12/08) INDIA – WEST COAST – Gulf of Kachchh , Salaya harbour – Beacon , Buoy, Conspicuous object, landmarks and Pipelines.(Continued)**

Source: INS Investigator ROS A(N) 238, A(N) 239



(HJ/1131/20)

**Chart 2060 (Plan path finder Inlet)[previous update 289/08]**

Substitute	<i>SBM I, for SBM</i>	22° 30′.58N., 069° 42′.06E.
Insert	Submarine Pipeline  Joining	22° 28′.09N., 069° 43′.42E.
		(Jetty)
		22° 29′.33N., 069° 42′.51E.
		22° 29′.56N., 069° 42′.28E.
		22° 29′.83N., 069° 41′.82E.
	(a)	22° 30′.20N., 069° 40′.90E.
		(a) above
		and
		22° 28′.06N., 069° 43′.38E.
		(Jetty)
		22° 29′.28N., 069° 42′.41E.
		22° 29′.47N., 069° 42′.07E.
		22° 29′.45N., 069° 41′.48E.
	(b)	22° 30′.18N., 069° 39′.59E.
		(b) above
		and
		22° 30′.58N., 069° 42′.06E.
		(SBM I)
		22° 30′.20N., 069° 40′.90E.
		(SBM II)
		22° 26′.11N., 069° 39′.95E.
		22° 27′.56N., 069° 40′.16E.
		22° 27′.31N., 069° 39′.86E.
		22° 26′.91N., 069° 39′.86E.
		22° 26′.22N., 069° 40′.45E.
		22° 26′.98N., 069° 39′.91E.
		22° 26′.37N., 069° 40′.51E.

 *Fl.15s  
SBM II*

 *Fl.R.15s  
SBM III  
Racon (B)*

 *Fl.6s*  
  
  
  
  
  
 FLOOD LIGHT TOWER

**\*339/(12/08) INDIA – WEST COAST – Gulf of Kachchh , Salaya harbour – Beacon , Buoy, Conspicuous object, landmarks and Pipelines.(Continued)**

Source: INS Investigator ROS A(N) 238, A(N) 239

(HJ/1131/20)

**Chart 2051** [previous update 403/05]

Insert			22° 21′.61N., 069° 37′.27E.
Delete		WOODEN	22° 26′.88N., 069° 30′.83E.
			22° 26′.06N., 069° 34′.03E.
			22° 24′.56N., 069° 34′.21E.
			22° 24′.01N., 069° 34′.43E.

**Cancel former INM 231(P)/06.**

**\*340/(12/08) INDIA – WEST COAST – Port Dabhol – Legend.**

Source: NHO Dehradun

(HJ/1030/76)

**Chart 2011** [previous update NE 01 Mar 08]

Delete	legend, (Jetty under construction 1993), centered on:	17° 34′.60N., 073° 10′.00E.
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**\*341/(12/08) INDIA - WEST COAST – Approaches to Kundapura (Coondapoor) – Light.**

Indian List of Light Vol F & K 2003, F- 0651

Source: DLL Mumbai

(HJ/1030/35)

**Chart 22 (INT 752)** [previous update 321/08]

Insert		Fl(2).18M	13° 39′.60N., 074° 39′.50E.
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**Chart 293 (INT 7022)** [previous update 319/08]

Insert		Fl(2).18M	13° 39′.60N., 074° 39′.50E.
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**Chart 272** [previous update 294/08]

Amend	light to , Fl(2)10s18M	13° 39′.60N., 074° 39′.50E.
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**Chart 257(INT 7343)** [previous update 182/08]

Amend	light to , Fl(2)10s30m18M	13° 39′.60N., 074° 39′.50E.
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**Chart 258(INT 7348)** [previous update 294/08]

Amend	light to , Fl(2)10s30m18M	13° 39′.60N., 074° 39′.50E.
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**Chart 216** [previous update 182/08]

Amend	light to , Fl(2)10s30m18M	13° 39′.60N., 074° 39′.50E.
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**Chart 217** [previous update 099/08]

Amend	light to , Fl(2)10s30m18M	13° 39′.60N., 074° 39′.50E.
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**Chart 2073** [previous update 597/07]

Amend	light to , Fl(2)10s30m18M	13° 39′.60N., 074° 39′.50E.
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**Cancel former INM 617(P)/07.**

**\*342/(12/08) INDIA - EAST COAST – Point Calimere to Chennai (Madras) – Port Limit. Legend.**

Source: Tamilnadu Maritime Board

(HJ/1030/00)

**Chart 357 (INT 7397) [previous update 150/08]**

Insert Port Limit -----, Joining

10° 35′-00N., 079° 51′-40E.  
(Shore)

10° 35′-00N., 079° 59′-00E.

10° 33′-30N., 079° 59′-00E.

10° 33′-30N., 079° 51′-60E.

(Shore)

Legend, *Limits of Port of Thirukkuvalai*, centered on:

10° 34′-60N., 079° 56′-00E.

**Chart 358 (INT 7394) [previous update 121/08]**

Insert Port Limit -----, Joining

10° 35′-00N., 079° 51′-40E.

(Shore)

10° 35′-00N., 079° 59′-00E.

10° 33′-30N., 079° 59′-00E.

10° 33′-30N., 079° 51′-60E.

(Shore)

Legend, *Limits of Port of Thirukkuvalai*, centered on:

10° 34′-60N., 079° 56′-00E.

**\*343/(12/08) INDIA - EAST COAST – Approaches to Hugli River - Wreck.**

Source: INS Nirupak ROS, L(P) 75

(HJ/1129/11)

***Wreck of MV Lucnam*****Chart 351 [previous update 322/08]**

Delete



21° 04′-12N., 088° 10′-20E.

Insert



21° 04′-17N., 088° 10′-07E.

**Chart 301 [previous update 322/08]**

Delete



21° 04′-12N., 088° 10′-20E.

Insert



21° 04′-17N., 088° 10′-07E.

**\*344/(12/08) INDIA – NICOBAR ISLANDS – Sawai Bay and Malacca Anchorage - Wreck.**

Source: MRCC Port Blair &amp; NAVAREA VIII Warning 538/07

(HJ/928/97)

***Wreck of MV Vien Dong II*****Chart 407 [previous update 531/07]**

Insert



PA

09° 13′-28N., 092° 45′-58E.

**Chart 4032 [previous update 531/07]**

Insert



PA

09° 13′-28N., 092° 45′-58E.

**345/(12/08) GULF OF ADEN - Djibouti - Reclamation area. Legend.**

Source: BA Notice 2877/08

(HJ/1033/16)

**BA Chart 262 (INT 7115) (plan A, Port of Djibouti) [previous update 408/07]**

Insert	limit of reclamation area, pecked line, joining:	(a)	11° 36′.015N., 43° 06′.100E. (W border)
		(b)	11° 36′.060N., 43° 06′.134E.
		(c)	11° 35′.722N., 43° 06′.599E.
		(d)	11° 35′.535N., 43° 06′.460E.
		(e)	11° 35′.896N., 43° 06′.100E. (W border)
	legend, Being reclaimed (2008), within:		(a)-(e) above
Delete	charted detail, within:		(a)-(e) above

**BA Chart 262 (INT 7115) [previous update 408/07]**

Insert	limit of reclamation area, pecked line, joining:	(a)	11° 35′.95N., 43° 06′.05E.
		(b)	11° 36′.06N., 43° 06′.13E.
		(c)	11° 35′.72N., 43° 06′.60E.
		(d)	11° 35′.53N., 43° 06′.46E.
	legend, Being reclaimed (2008), close W of:		(a)-(d) above
Delete	charted detail, within:		(a)-(d) above
	legend, Works in progress (2005), close SW of:		(a) above

**346/(12/08) ARABIA - Yemen - Ash Shihr Terminal - Legend. Pilot boarding place.**

INP 31(6), 2005 (INM 12/08)

Source: BA Notice 2853/08

(HJ/1033/40)

**Chart 286 (plan A, Ash Shihr Terminal) [previous update 126/08]**



Insert	legend, ( <i>Pilots</i> ), centred on:		14° 41′.10N., 49° 31′.50E.
Delete			14° 39′.14N., 49° 29′.90E.

**347/(12/08) IRAQ - Approaches to Khawr .Abd Allah - Wreck.**

Source: BA Notice 2894/08

(HJ/1133/91)

**BA Chart 1235 (INT 7289) [previous update 101/08]**

Insert		(a)	29° 45′.40N., 48° 42′.98E.
Delete	 Rep (1992) PA , close NE of:		(a) above

**348/(12/08) THAILAND - West Coast - Andaman Sea - Legends.***Note: Former Notice 146(P)/07 is cancelled.*

Source: BA Notice 2700/08

(HJ/928/82)

**Chart 41** [previous update 270/08]

Insert	legend, <i>Firing Practice Area</i> , centred on:	8° 59′·0N., 97° 24′·0E. 8° 40′·5N., 97° 59′·0E.
	legend, <i>Military Practice Area</i> , centred on:	7° 35′·0N., 97° 34′·0E.
Delete	legend, <i>See INM 146(P)/07</i> , centred on:	8° 55′·0N., 97° 10′·0E.
	legend, <i>See INM 146(P)/07</i> , centred on:	7° 35′·0N., 97° 20′·0E.

**Chart 432** [previous update 076/08]

Insert	legend, <i>Firing Practice Area</i> , centred on:	9° 09′·7N., 97° 34′·8E. 8° 49′·8N., 97° 34′·8E. 8° 49′·8N., 97° 56′·6E. 8° 29′·5N., 98° 00′·3E.
Delete	legend, <i>See INM 146(P)/07</i> , centred on:	9° 01′·0N., 97° 35′·0E.
	legend, <i>See INM 146(P)/07</i> , centred on:	8° 30′·0N., 97° 53′·5E.

**349/(12/08) MALACCA STRAIT - Pulau Klang Eastwards - Wreck.**

Source: BA Notice 2685/08

(HJ/927/38)

**BA Chart 2152** [previous update 266/06]

Insert		3° 02′·28N., 101° 20′·45E.
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**350/(12/08) INDONESIA - Jawa - North Coast - Pelabuhan Tanjungpriok - Buoyage. Depths. Light-beacon.**

Indian List of Light Vol F &amp; K 2003, K- 1073.21


Source: BA Notice 2660/08

(HJ/827/33)


**BA Chart 932 (plan A, Pelabuhan Tanjungpriok)** [previous update 416/07]

Insert		6° 05′·075S., 106° 53′·717E.
	depth 5 enclosed by 5m contour	6° 04′·470S., 106° 51′·680E.
	depth 10 <sub>2</sub>	6° 05′·857S., 106° 54′·165E.
	depth 8 <sub>7</sub> enclosed by 10m contour	6° 05′·870S., 106° 53′·467E.
	depth 7 <sub>4</sub>	6° 05′·969S., 106° 53′·289E.
	depth 9 <sub>7</sub> enclosed by 10m contour	6° 05′·962S., 106° 53′·220E.
	depth 3 <sub>3</sub>	6° 06′·573S., 106° 52′·403E.
Amend	light-beacon to, Fl.R.3s6m5M	6° 06′·370S., 106° 51′·820E.
Substitute	 Fl(2)G.12sfor 	6° 06′·100S., 106° 52′·534E.

**BA Chart 932 (plan B, Approaches to Pelabuhan Tanjungpriok)** [previous update 416/07]

Insert		6° 05′·08S., 106° 53′·72E.
	depth 5 enclosed by 5m contour	6° 04′·47S., 106° 51′·68E.
Amend	light-beacon to, Fl.R.3s6m5M	6° 06′·37S., 106° 51′·82E.

**BA Chart 933** [previous update 313/08]

Insert		6° 05′·08S., 106° 53′·60E.
	depth 5 enclosed by 5m contour	6° 04′·46S., 106° 51′·58E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*351(T)/(12/08) INDIA-EAST AND WEST COAST – Arabian Sea – Andaman Sea – Data Buoys.**

Source: NIOT Chennai

(HJ/1031/50)

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

SI No	Buoy No.	Position	Size	Characteristics	Chart affected
a)	DS 1	15° 28'·91N 69° 14'·93E	2.2m dia & 3.5m height mast	Fl(4) Y15s4M	22(INT 752) 7705(INT 705)
b)	DS2	10° 37'·57N 72° 25'·02E	2.2m dia & 3.5m height mast	Fl(5) 20s4M	22(INT 752)- 273- 268 (INT 7353)
c)	DS3	12° 11'·35N 90° 43'·53E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
d)	DS4	18° 23'·38N 87° 33'·25E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
e)	DS5	14° 00'·71N 83° 15'·91E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31-32(INT 754)-33
f)	DS7	08° 18'·90N 72° 39'·67E	2.2m dia & 3.5m height mast	Fl 5s4M	23-273
g)	SP1	13° 06'·90N 80° 43'·23E	1.2m dia & 03m height mast	Fl(4)Y 15s4M	356(INT7400)-313-3001 (INT 7402)
h)	SP2	13° 09'·60N 80° 43'·28E	2.2m dia & 3.5m height mast	Fl(4)Y 15s4M	356(INT7400)-313-3001 (INT 7402)
j)	SP3	13° 10'·08N 80° 33'·38E	1.2m dia & 03m height mast	Fl(4)Y 15s4M	356(INT7400)-313-3001 (INT 7402)
k)	SW2	17° 21'·71N 70° 41'·87E	2.2m dia & 3.5m height mast	Fl(4)Y 15s4M	22(INT 752)- 293 (INT 7022)
l)	SW3	15° 23'·63N 73° 45'·40E	03m dia & 03m height mast	Fl(5) 20s4M	22(INT 752)-214-257 (INT 7343)-293 (INT 7022) - 2022(INT 7345)-2020- 2078(INT 7346)
m)	SW4	12° 56'·15N 74° 46'·56E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	22(INT 752)-258(INT 7348)- 217-272-293 (INT 7022) 2052(INT 7350)-2002 (INT 7351)
n)	SW7	11° 52'·42N 79° 54'·28E	2.2m dia & 3.5m height mast fitted with radar reflector	Fl. Y5s4M	357(INT 7397)-3003
p)	OB 3	12° 28'·55N 72° 04'·27E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	22(INT 752) – 272
q)	OB 7	08° 15'·93N 78° 36'·45E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	224 - 262

**\*351(T)/(12/08) INDIA-EAST AND WEST COAST – Arabian Sea – Andaman Sea – Data Buoys (Continued).**

r)	OB 8	11° 30′.80N 81° 28′.15E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	32(INT 754) -33
s)	MB1	20° 01′.50N 67° 32′.87E	03m dia & 3.5m height mast	Fl(5) 20s4M	292(INT 7021)
t)	MB2	11° 59′.52N 67° 50′.33E	2.2m dia & 3.5m height mast	Fl(5) 20s4M	7705(INT 705)
u)	MB9	09° 58′.60N 86° 59′.42E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
v)	MB10	12° 37′.10N 85° 06′.70E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
w)	MB11	14° 58′.63N 87° 29′.63E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
x)	MB 12	18° 09′.18N 90° 04′.73E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
*y)	MB 20	05° 58′.72N 70° 05′.13E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	23 – 7070(INT 70) – 7071 (INT 71) – 7072(INT 72) – 7073(INT 73)– 7702(INT 702)
*z)	MB 21	14° 00′.97N 66° 58′.32E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	7070(INT 70) – 7071 (INT 71) – 7072(INT 72) – 7073(INT 73) – 7702(INT 702) – 7705 (INT 705)
*aa)	MB 22	11° 06′.15N 66° 59′.18E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	7070(INT 70) – 7071 (INT 71) – 7072(INT 72) – 7073(INT 73) – 7702(INT 702) – 7705 (INT 705)
*ab)	MB 23	08° 19′.00N 72° 38′.88E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	22(INT 752)- 23 – 7070 (INT 70) – 7071 (INT 71) – 7073 (INT 73) – 7702(INT 702) – 7705 (INT 705)
*ac)	MB 24	10° 37′.87N 72° 24′.58E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	22(INT 752)- 268 – 7070 (INT 70) – 7071 (INT 71) – 7073 (INT 73) – 7702(INT 702) – 7705 (INT 705)
*ad)	MB 25	11° 01′.28N 69° 58′.88E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	22(INT 752) - 7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7073(INT 73) -7702 (INT 702) – 7705 (INT 705)
*ae)	MB 26	06° 59′.02N 74° 59′.07E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	22(INT 752) – 23- 7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7073(INT 73) - 7702 (INT 702)
*af)	MB 27	07° 58′.72N 68° 58′.38E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) -7702 (INT 702)



**\*351(T)/(12/08) INDIA-EAST AND WEST COAST – Arabian Sea – Andaman Sea – Data Buoys (Continued).**

ag)	AN 2	11° 59′.23N 91° 59′.93E	----	Fl. 5s4M	33 – 41-473(INT 7031)
ah)	AN 3	10° 30′.78N 91° 39′.98E	----	Fl. 5s4M	33 – 41- 472(INT 7032)
aj)	AN 4	13° 25′.80N 93° 33′.60E	----	Fl. 5s4M	41 - 473
ak)	AN 5	09° 29′.88N 93° 14′.78E	----	Fl. 5s4M	33 – 41 – 407 - 472
al)	AN 6	06° 54′.91N 94° 19′.85E	----	Fl. 5s4M	41 – 471 – 472
am)	Met Buoy	10° 37′.20N 72° 18′.00E	2.2m dia & 3.5m height mast	Fl(4)Y 15s4M	22(INT752)-273-268 (INT 7353)

2. All vessels operating in vicinity are to maintain a clearance of 1000 meters off the buoys.
3. \* indicates new or revised entry.
4. **Cancel former INM 315(T)/08.**

**\*352(P)/(12/08) INDIA - WEST COAST – Tadri Anchorage – Light.**

Indian List of Light Vol F & K 2003, F- 0638

Source: DLL Mumbai

(HJ/1030/45)

1. Tadri Light in Position 14° 30′.8N., 74° 20′.5E has been re established on trial basis , with new 7.61m hexagonal black and white alternate band tower and revolving optical equipment of 18 NM range with characteristics Fl(3)W20s.
2. Mariners to exercise caution.

**Charts affected – 22(INT 752) – 293(INT 7022) – 257(INT 7343) – 215 – 216 – 2024.**

**\*353(T)/(12/08) INDIA – ANDAMAN SEA – Manners Strait and Duncan Passage – Light.**

Indian List of Light Vol F & K 2003, F- 1212.5

Source: DLL Port Blair, NAVAREA VIII Warning 440/07

(HJ/1030/07)

1. North Brother Light in Position 10° 59′.2N., 92° 40′.1E unlit.
2. Mariners to exercise caution.

**Charts affected – 33 – 41– 405 – 406– 473 – 4030.**

**354(P)/(12/08) UNITED ARAB EMIRATES - Jazirat Das to Ras al Qila -- Submarine pipeline.**

Source: BA Notice 2783(P)/08

*(HJ/1132/57)*

1. Work is in progress to lay a new submarine pipeline linking Jazirat Das to Ra's al Qila. The route of the new pipeline will join the following positions: (all referred to WGS84 Datum)

25° 09'·62N., 52° 52'·11E. Jazirat Das

25° 09'·34N., 52° 50'·99E.

25° 08'·40N., 52° 50'·59E.

24° 58'·20N., 52° 51'·92E.

24° 56'·74N., 52° 52'·72E.

24° 23'·27N., 52° 56'·46E.

24° 18'·50N., 52° 56'·84E.

24° 15'·33N., 52° 55'·23E.

24° 08'·42N., 52° 54'·05E. Ra's al Qila

2. Dredging operations along the part of the route starting at position 24° 49'·30N., 52° 53'·30E. are being progressed in a southerly direction crossing the Ruwais channel towards the Ghasha Field. The area of operation of the support vessels is limited to an area of 2 NM radius around the dredger.

3. Works are expected to be completed in December 2008.

4. Mariners are requested to give the dredging operation a wide berth, exercise caution when navigating in the area and to avoid anchoring or trawling in the vicinity of the submarine pipeline.

**Charts affected – 20 – 289.**

**BA Charts affected – 2444 - 2886 – 2887 (INT 7232) - 2889 (INT 7211) - 3179 - 3413**

**355(T)/(12/08) UNITED ARAB EMIRATES - Approaches to Ar Ru.ays - Buoyage.**

Source: BA Notice 2784(T)/08

*(HJ/1132/47)*

1. Port-hand light buoys, *FLR.10s No24*, in position 24° 12'·51N., 52° 44'·76E. and *FLR.6s No28*, in position 24° 11'·56N., 52° 45'·64E. are missing.

2. Mariners are advised to navigate with caution in this vicinity.

**BA Charts affected – 3179 -3780.**

## 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 & 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**

- For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 11 Jun 08, covering the entire world are listed below against the respective NAVAREA.

<b><u>NAVAREA No.</u></b>	<b><u>LOCATION</u></b>	<b><u>LAST NAVAREA</u></b>	<b><u>NAVAREA IN FORCE</u></b>
I	N.E. Atlantic	169	<b>2005 series:</b> 402. <b>2007 series:</b> 019 035 050 247 251 279 293 329. <b>2008 Series:</b> 124 126 132 143 149 153 161 165 166 167 168 169.
II	E. Atlantic	173	<b>2008 Series:</b> 017 075 107 112 132 152 169 170 172 173.
III	Mediterranean	266	<b>2008 Series:</b> 218 226 229 230 231 234 236 237 238 241 247 252 256 260 261 262 263 264 266.
IV	N.W. Atlantic	220	<b>2007 series:</b> 196. <b>2008 series:</b> Nil.
V	W. Atlantic	377	<b>2007 series:</b> 1078. <b>2008 series:</b> Nil.
VI	S.W. Atlantic	145	<b>2008 series:</b> Nil.
VII	S.E. Atlantic	090	<b>2008 series:</b> 031 054 055 056 060 064 069 070 072 073 077 078 079 083 085 090.
VIII	Indian Ocean	248	<b>2007 Series</b> – 373 389 418 440 538 540 574 602 612 647 652 653 662 675 690.  <b>2008 Series</b> - 008 047 055 070 113 118 133 152 156 169 176 186 187 188 198 200 210 223 228 233 236 242 244 246 247 248

- NAVAREA Warnings issued during the period from 28 May 08 to 11 Jun 08 (both dates inclusive) are as tabulated below:-

<b>228. 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 to 1530 UTC on 03 Jun, 06 Jun, 10 Jun, 13 Jun, 17 Jun, 20 Jun, 24 Jun and 27 Jun 2008 .Danger area bounded by: (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 2. Safe flying height 10000 metres. 3. Cancel this message on 28 Jun 2008.
<b>229 to 232. Cancelled.</b>
<b>233. India West Coast – Ghogha.</b> Charts 21 208 254 292 2039 INT 705. Perigee light vessel 21-42.1N., 072-18.4E unlit.
<b>234 to 235. Cancelled.</b>

<b>236. Cancel NAVAREA Eight Message 214 of 2008. India West Coast – Arabian Sea.</b> Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present position of Oil Rigs / Drill Ships as Follows:					
ABAN III	19-28.40N	071-12.62E			
ABAN IV(HITDRILL)	18-36.16N	071-01.65E			
ABAN V	20-43.00N	072-19.06E			
BADRINATH	20-18.23N	070-00.03E			
FRONTIER ICE	19-54.00N	071-18.95E			
JT ANGEL	19-15.28N	071-21.25E			
KEDARNATH	19-25.00N	072-08.90E			
NOBLE CHARLIE YESTER	19-28.15N	071-14.65E			
NOBLE ED HOLT	19-29.72N	071-22.90E			
PRIDE PENNSYLVANIA	19-19.45N	071-14.10E			
PRIDE HAWAI	18-31.88N	072-16.73E			
RON TAPMEYER	19-11.99N	072-11.00E			
RANDOLF YOST	18-30.06N	072-15.95E			
SAGAR GAURAV	19-40.42N	071-19.37E			
SAGAR LAXMI	18-36.15N	071-01.65E			
SAGAR PRAGATI	18-41.47N	072-20.88E			
SAGER RATNA	19-40.15N	072-00.34E			
SAGAR SAMRAT	19-32.13N	071-18.82E			
SAGAR SHAKTI	19-17.17N	071-25.47E			
SAGAR UDAY	19-16.25N	071-29.06E			
TRIDENT – 2	19-26.06N	071-24.26E			
TRIDENT – 12	19-25.23N	071-16.98E			
ENSCO-50	19-18.23N	072-02.75E			
ENSCO-53	19-18.78N	071-56.81E			
C KIRK RHEIN JR	19-36.00N	070-40.00E			
2.	Wide berth requested				
<b>237 to 241. Cancelled.</b>					
<b>242. India East Coast – Tirukkadaiyur.</b> Charts 32 33 357 3029 INT 706. Tirukkadaiyur Racon with code ‘O’ installed at New Port Office position 11-04.41N., 079 51.16E Unlit.					
<b>243. Cancelled.</b>					
<b>244. India West Coast – Harnai Bandar.</b> Charts 21 22 212 256 293 2077 INT 705. Barge Al Murtuza sunk in approximate position 17-47.5N., 073-05.0E with five crew missing.					
2.	All vessels operating in vicinity to keep sharp look out for survivors and exercise caution.				
<b>245. Cancelled.</b>					
<b>246. Cancel NAVAREA Eight Message 202 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:					
ESSAR WILDCAT	16-41.70N	082-31.70E			
ATWOOD BEACON	16-41.00N	082-26.20E			
DISCOVERER 534	16-36.00N	082-42.20E			
DEEP WATER FRONTIER	15-46.70N	082-35.30E			
SAGAR VIJAY	16-35.70N	082-27.30E			
HERCULES 260	16-25.40N	082-02.70E			
DEEP DRILLER I	16-42.90N	082-28.80E			
ABAN II	21-01.00N	088-15.00E			
ACTINIA	16-54.40N	082-26.20E			
DEEP DRILLER – 4	17-01.70N	082-22.80E			
HERCULES 258	16-37.10N	082-22.40E			
2.	Wide berth requested.				
<b>247. Self Cancelling. Cancel NAVAREA Eight Message 624 of 2007 and 132 of 2008.</b>					
<b>248. Cancel NAVAREA Eight Message 240 of 2008. India East Coast - Gopalpur.</b> Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC from 18 Jun to 20 Jun 2008. Danger area bounded by					
(A)	19-14.60N	084-53.70E	(B)	19-37.05N	085-27.85E
(C)	18-46.05N	085-22.86E			
And arc of 42 NM radius joining point (b) and (c).					
2.	Safe flying height 6100 metres.				
3.	Cancel this message on 21 Jun 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	108	<b>2007 series:</b> 022 027 062 092 095 106 155 168 172 200 212 263 264 274 278. <b>2008 series:</b> 002 006 007 021 022 027 044 045 046 051 061 065 066 069 070 076 077 086 087 088 089 094 095 099 100 101 102 104 105 106 107 108
X	Australia, New Guinea	173	<b>2008 series:</b> 117 126 128 130 137 143 149 153 154 159 160 162 163 167 168 169 171 172 173.
XI	Malacca Strait, China Sea, N. Pacific	0269	<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 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 0054 0061 0091 0108 0113 0160 0163 0197 0206 0210 0219 0225 0234 0241 0243 0245 0246 0247 0248 0252 0253 0254 0257 0258 0259 0260 0261 0262 0263 0265 0266 0267 0268 0269.
XII	N.E. Pacific	211	<b>2008 series:</b> Nil
XIII	N.W. Pacific	004	<b>2008 series:</b> Nil
XIV	S.W. Pacific	038	<b>2008 Series:</b> 017 027 037 038
XV	S.E. Pacific	060	<b>2008 Series:</b> Nil
XVI	E. Pacific	Nil	<b>2008 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	1089	<b>2008 Series:</b> 240.
Hydroplants	Atlantic, Mediterranean	952	<b>2008 Series:</b> 300

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

**INP 1 West Coast of India Pilot (Second Edition 2003) – INDIA WEST COAST – NEW ROZI Port, BEDI Port – General Information, Light ,Beacon.**

**281**

*Article 9.126*

*Para 1 , Line 4 insert after Jamnagar*

New Rozi Port is situated at 1.2 miles NE of New Bedi Bandar Port.

*Article 9.126*

*Para 2 , Line 1 to be replaced by*

Bedi Bandar and New Rozi Ports are the Ports for Jamnagar, the

*Article 9.126*

*Para 4 , Line 2 & 3 to be delete and replaced by*

Near the head of New Rozi Port Jetty.

*Article 9.128*

*Para 3 , Line 2, amend*

Kalvan Shoal instead of Kalvan Light Beacon.

*Article 9.128*

*Para 4 , delete and replace by*

4 Pilots are available on request between Pirothan Island (22° 36.'0N 69° 57.'5E) and anchorage off Kalvan Shoal.

*Article 9.129*

*Para 1 ,Line 1 delete and replace by*

1 **General Layout-** From Close W of New Rozi Port Jetty.

*Article 9.130*

*Para 1 ,Line 2, amend*

Kalvan Shoal instead of Kalvan Light Beacon.

*Article 9.131*

*Delete Para 1 and 2*

*Para 3 to be deleted and replace by*

3 Bedi Bandar Light discontinued, Only a white metal framework tower (12 m in height) exists in position (22° 33.'0 N 70° 01.'9E)



**INP 1 West Coast of India Pilot (Second Edition 2003) – INDIA  
WEST COAST – NEW ROZI Port, BEDI Port – General  
Information, Light ,Beacon.(Continued)**

**282**

*Article 9.132*

*Para 1 , Line 2, amend*

Kalvan Shoal instead of Kalvan Light Beacon.

*Article 9.132*

*Para 2 , to be deleted and replaced by*

- 2 **Mooring Buoy** – One mooring buoy existing close to New Rozi Port Jetty at position (22° 34.'3N 70° 02.'7E).

*Article 9.132*

*Para 3 , to be deleted and replaced by*

- 3 **New Rozi Port Jetty** – A stone jetty extends about 7 cable NNW from Rozi Railway Station at the N end of Rozi Island. New Rozi Port Jetty has been fully constructed.

**INS SVK ROS A(N) - 242**

**12/08**

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

No	Name & Location	Position (Lat-Long)	Characte ristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>D7314-08</b>	- Container Berth. E end. No 6	16 57-06 N 54 01-16 E	Iso G 4s	6	3	Grey metal post 3	
*	*	*	<i>By day</i>	..	*	..	Occas
			*	*	*	*	*
<b>D7314-45</b>	- Berth No 23/24	16 56-40 N 54 00-37 E	Fl R 5s	6	3	Grey metal post 3	
*	*	*	<i>By day</i>	..	*	..	Occas
			*	*	*	*	*
<b>D7318-1</b>	-	22 34-14 N 59 32-38 E	Fl W 5s	20	10	Ornamental tower 18	<i>fl I.</i> Vis 122°-268° (146°). <b>TE 2008</b>
							*
<b>D7326</b>	Majis. Jetty. Head	24 29-17 N 56 38-69 E	Iso R 4s	5	3	White metal post 2	
	*	*	*	*	*	*	*
<b>D7326-23</b>	- <i>Fairway</i>	24 34-90 N 56 38-00 E	LFl W 10s	..	9	Red ○ on pillar buoy, red and white stripes	
	--	..	Racon	..	..	..	ALRS Vol 2 Station 76445
					*	*	*
<b>D7350-6</b>	- Town Wharf. E end	25 34-87 N 55 34-54 E	2 F G (vert)	6	..	..	2m apart
	*	*	*	*	*	*	*
<b>D7350-65</b>	- Town Wharf. W end	25 34-91 N 55 34-10 E	2 F G (vert)	6	..	..	2m apart
*	*	*	*	*	*	*	*
<b>D7372</b>	- Ar Ru'ays (Ruwais). Liquid Products Jetty. NW end	24 10-55 N 52 42-60 E	2 F G (vert)	*	*	*	*
	*	*	*	*	*	*	*
<b>D7372-05</b>	- Ar Ru'ays (Ruwais). Liquid Products Jetty. SE end	24 10-12 N 52 43-09 E	2 F G (vert)	*	*	*	*
*	*	*	*	*	*	*	*
<b>D7372-4</b>	- Ar Ru'ays (Ruwais). Gasco (LNG) Jetty. NW end	24 09-95 N 52 43-25 E	2 F G (vert)	*	*	*	*
	*	*	*	*	*	*	*





**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. 10 dated 16 May 2008)*

**NIL**

**BA, VOLUME 3 Part 1, NP 283(1), 2006/07**

*(Last correction: Edition No. 15 dated 01Aug 2006)*

**NIL**

**INP 31(5), 1997**

*(Last correction: Edition No. 10 dated 16 May 2008)*

**NIL**

**INP 31(6), 2005**

*(Last correction: Edition No. 08 dated 16 Apr 2008)*

**PAGE 48, YEMEN, ASH SHIHR, Pilots and Terminal, PROCEDURE.**

Delete section (4) and replace by:

(4) **Pilot boarding:** Vessels will be advised on the pilot boarding position by the terminal.

**BA 21/08**

**12/08**

**PAGE 87, INDIA, VADINAR OFFSHORE TERMINAL, PROCEDURE**

Delete section (2) and replace by:

(2) Vessels should send ETA to the Harbour Master at Kandla Port, and local agents (Jamnagar) 72h, 48h and 24h in advance.

**INS Investigator ROS - A (N) 238  
A (N) 239**

**12/08**

## **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](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 336/08*

*BA Chart 1268*

CHARTS 1265, 1269, 2882 AND 2884:  
POSITIONS

Positions on chart 1268 differ from those on adjoining charts 1265 and 1269 and smaller scale charts 2882 and 2884 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

*To accompany Indian Notice to Mariners 336/08*

*BA Chart 2403*

CHARTS 1358, 3543 AND 3947: POSITIONS  
To agree with adjoining chart 3947 and smaller scale charts 1358 and 3543 which are referred to Revised Kertau Datum, positions read from chart 2403 must be adjusted 0.11 minutes EASTWARD.

*To accompany Indian Notice to Mariners 336/08*

*BA Chart 2883*

CHARTS 2882, 2884 AND 2887: POSITIONS  
Positions on chart 2883 differ from those on adjoining charts 2882, 2884 and 2887 by varying amounts; positions should be transferred by bearing and distance from common charted objects, not by latitude and longitude.

*To accompany Indian Notice to Mariners 336/08*

*BA Chart 1268*

CHARTS 2882, 3719, 3738, 3775, 3777  
AND 3790: POSITIONS

To agree with the larger scale charts 3719, 3738, 3777 and adjoining charts 3775 and 3790 and smaller scale chart 2882 which are referred to WGS84 Datum, positions read from chart 3788 must be adjusted by 0.14 minutes NORTHWARD and 0.05 minutes EASTWARD.