



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 15 DATED 01 AUG 2008

(CONTAINS NOTICES 408 TO 440)

REACH US 24 HOURS A DAY



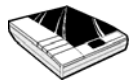
E-mail to

in的角度@dataone.in
in的角度_navwarnings@dataone.in
in的角度_marinesafety@dataone.in
in的角度_helpdesk@dataone.in



Write to

National Hydrographic Office +91- 135 - 2748373
107-A, Rajpur Road
Dehradun – 248 001
INDIA



Fax to

+91- 135 - 2748373



Contact Person

Joint Director of
Hydrography (JDOH)
Maritime Safety Services
+91- 135 - 2747360-65



visit

www.hydrobharat.nic.in

CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	06
II.	Permanent Notices	07
III.	Temporary and Preliminary Notices	23
IV.	Marine Information	27
V.	Radio Navigational Warnings in force	28
VI.	Corrections to Sailing Directions	29
VII.	Corrections to List of Lights	30
VIII.	Corrections to List of Radio Signals	35
IX.	Reporting of Navigational Dangers.	45

Traffic Separation Scheme and Safety Routes. Traffic Separation Scheme and Safety Routes off Mumbai and Gujarat Coast have been promulgated by Indian Notices to Mariners Correction 381 of Edition 14 of 2008 dated 16 Jul 2008. The scheme is coming into force from 01 Aug 2008. Mariners are advice to take Note of the same.

**Chief Hydrographer
to the Government of India**

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

Govt. of India Copyright

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.



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 IX.

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 CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
NIL					

(b) **NEW EDITION INDIAN CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2008	30-06-2008	KARWAR HARBOUR AND APPROACHES <u>Limits</u> 14° 43'.30N; 73° 58'.00E. 14° 52'.00N; 74° 11'.72E.	25 000	3	Rs. 1360.00
3004 (INT 7403)	30-06-2008	CHENNAI HARBOUR <u>Limits</u> 13° 03'.95N; 80° 16'.20E. 13° 09'.10N; 80° 24'.35E.	15 000	5	Rs. 1360.00

(c) **INDIAN CHARTS PERMANENTLY WITHDRAWN**

<i>Chart to be withdrawn</i>	<i>Date of Publication</i>	<i>Main Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2008	30-11-2006	KARWAR HARBOUR AND APPROACHES	2008(NE)	30-06-2008
3004 (INT 7403)	15-09-2000	MADRAS (CHENNAI) HARBOUR	3004 (INT 7403)(NE)	30-06-2008

(d) **NEW ELECTRONIC NAVIGATIONAL CHARTS:**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
NIL				

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

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN42043V	2043	APPROACHES TO VENGURLA AND REDI	31-12-07

(f) ENC's PERMANENTLY WITHDRAWN:

Sl. No.	Cell Name	Chart No.	Title	Publication Date
1.	IN42043V	2043	APPROACHES TO VENGURLA AND REDI	15-06-02
2.	IN54008M	4008	MAYABANDAR	31-08-01

AVAILABILITY OF ENC's:

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

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: inho@dataone.in Website: www.hydrobharat.nic.in</p>	<p>Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>	<p>United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk</p>
---	--	---

SECTION – I
List of charts affected by
The Notices 408 to 440 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	INDIAN H.O. Chart No.	Folio No.	Notice No.
20	1	421	7070(INT 70)	1	438(T)
21	2	409	7071(INT 71)	1	438(T)
22(INT 752)	3	409,438(T)	7072(INT 72)	1	438(T)
23	4	438(T)	7073(INT 73)	1	438(T)
31	5	438(T)	7508(INT 508)	7	437
32(INT 754)	5	438(T)	7702(INT 702)	1	438(T)
33	5	438(T)	7705(INT 705)	1	421, 438(T)
41	6	438(T)	7707(INT 707)	1	433
211	3	409	7708(INT 708)	1	437
212	3	410	8004	1	424
214	3	438(T)	8013	1	419
217	3	438(T)			
224	4	438(T)			
248	2	425			
253(INT 7328)	2	408	ADMIRALTY	Folio	Notice No.
255(INT 7334)	3	409	Chart No.	No.	
257(INT 7343)	3	438(T)	326	32	419
258(INT 7348)	3	438(T)	941A	46	437
262	4	438(T)	1066	60	437
268(INT 7353)	4	438(T)	1235(INT 7289)	40	423
272	4	438(T)	1265(INT 7291)	40	423
273	4	438(T)	1353	45	428
286	1	415	1358	45	428
288	1	421	1486	41	408
289	1	421	1495(INT 7736)	38	414
292(INT 7021)	2	409, 438(T)	2137	46	436
293(INT 7022)	3	409, 438(T)	2149	46	436
313	5	438(T)	2442	40	421
355(INT 7405)	5	412	2523(INT 7250)	40	408,421
356(INT 7400)	5	438(T)	2760	46	433
357(INT 7397)	5	438(T)	2779	46	433
407	6	438(T)	2837(INT 7017)	40	408
434	7	426	2847	40	408
471	6	438(T)	2882(INT 7264)	40	418
472(INT 7032)	6	438(T)	2884(INT 7278)	40	418
473(INT 7031)	6	438(T)	2886	40	408,421
2002(INT 7351)	3	438(T)	2887(INT 7232)	40	421
2012	3	411	2889(INT 7211)	40	421
2016(INT 7336)	3	409	2895	32	415,440(P)
2018(INT 7321)	2	439(T)	2896	32	415,440(P)
2020	3	438(T)	3173	40	424
2022(INT 7345)	3	438(T)	3409	40	408
2052(INT 7350)	3	438(T)	3471	46	435
2059(INT 7322)	2	439(T)	3526	40	417
2078(INT 7346)	3	438(T)	3758	46	434
2080	2	439(T)	3775	40	408
2088	1	416	3782	40	422
2096	2	425	3785	32	415
2097	1	416	3788	40	408
3001(INT 7402)	5	438(T)	3790(INT 7252)	40	408
3003	5	438(T)	3933	45	429
3010(INT 7418)	5	413	3937	45	431
4025	7	427	3947	45	429,430
			3949	46	432
			3951	40	420

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

408/(15/08)		Miscellaneous updates to charts
Source: NHO Dehradun & BA Notice 3774/08		
Chart No.	Previous Updates	Details
253 (INT 7328)	<i>381/08</i>	Refer to INM 381/ (14/08) on page 24, Chart 253(INT 7328), read 19° 25′.50N., 70° 38′.00E.(S Border) for 19° 25′.50N., 72° 38′.00E.(S Border)
BA 1486	<i>NE 11 MAY 06</i>	Insert magenta limit and chart number, 3465, as follows:
		North: 21° 08′.71N. East: 72° 38′.54E.
		South: 21° 03′.21N. West: 72° 34′.64E.
		Insert accompanying note, CHART 3465: POSITIONS, centred on 21° 14′.00N., 71° 37′.00E.
BA 2523 (INT 7250)	<i>NE 24 APR 08</i>	Insert accompanying note, CHART 2883: POSITIONS, centred on 25° 54′.20N., 51° 09′.50E.
BA 2837 (INT 7017)	<i>NE 26 OCT 06</i>	Insert accompanying note, CHART 2883: POSITIONS, centred on 27° 32′.0N., 54° 46′.0E. Amend chart number to read, 2883 (see Note - POSITIONS), in position 26° 36′.0N., 53° 18′.0E.
BA 2847 (INT 7018)	<i>NE 26 OCT 06</i>	Insert accompanying note, CHART 2883: POSITIONS, centred on 24° 30′.0N., 48° 56′.0E. Amend chart number to read, 2883 (see Note - POSITIONS), in the following positions: 26° 36′.0N., 49° 57′.0E. 28° 34′.0N., 52° 14′.0E.
BA 2886	<i>265/08</i>	Insert accompanying note, CHART 2883: POSITIONS, centred on 25° 33′.5N., 51° 02′.6E. Amend reference in N border at longitude 52° 20′.0E. to read, Adjoining Chart 2883 (see Note - POSITIONS).
BA 3409	<i>329/07</i>	Plan E, Lavan Oil Terminal Insert accompanying note, CHART 2883: POSITIONS, centred on 26° 48′.30N., 53° 18′.60E.
BA 3775	<i>559/06</i>	Insert accompanying note, CHART 2883: POSITIONS, centred on 27° 11′.20N., 49° 04′.00E.
BA 3788	<i>336/08</i>	Insert accompanying note, CHART 2883: POSITIONS, centred on 26° 30′.20N., 49° 36′.00E.
BA 3790 (INT 7252)	<i>390/08</i>	Insert accompanying note, CHART 2883: POSITIONS, centred on 26° 01′.80N., 49° 53′.40E.

***409/(15/08) INDIA – WEST COAST – Inner approaches to Mumbai-Submarine Cable.**

Source: Tata Communications Ltd.

*(HJ/1030/97)***Chart 21** [*previous update 392/08*]

Delete Submarine cable, , joining

19° 01'·3N., 072° 50'·0E.
 19° 02'·2N., 072° 49'·4E.
 19° 00'·4N., 072° 41'·9E.
 18° 59'·3N., 072° 41'·1E.
 18° 59'·5N., 072° 40'·8E.
 18° 59'·1N., 072° 40'·0E.
 18° 57'·7N., 072° 35'·0E.
 18° 57'·3N., 072° 34'·0E.

Chart 22 (INT 752) [*previous update 381/08*]

Delete Submarine cable, , joining


19° 01'·3N., 072° 50'·0E.
 19° 02'·2N., 072° 49'·4E.
 19° 00'·4N., 072° 41'·9E.
 18° 59'·3N., 072° 41'·1E.
 18° 59'·5N., 072° 40'·8E.
 18° 59'·1N., 072° 40'·0E.
 18° 57'·7N., 072° 35'·0E.
 18° 57'·3N., 072° 34'·0E.

Chart 292 (INT 7021) [*previous update 381/08*]

Delete Submarine cable, , joining


19° 01'·3N., 072° 50'·0E.
 19° 02'·2N., 072° 49'·4E.
 19° 00'·4N., 072° 41'·9E.
 18° 59'·3N., 072° 41'·1E.
 18° 59'·5N., 072° 40'·8E.
 18° 59'·1N., 072° 40'·0E.
 18° 57'·7N., 072° 35'·0E.
 18° 57'·3N., 072° 34'·0E.

409/(15/08) INDIA – WEST COAST – Inner approaches to Mumbai-Submarine Cable.(Continued)*Chart 293 (INT 7022)** [previous update 381/08]

Delete Submarine cable, , joining


19° 01'·3N., 072° 50'·0E.
 19° 02'·2N., 072° 49'·4E.
 19° 00'·4N., 072° 41'·9E.
 18° 59'·3N., 072° 41'·1E.
 18° 59'·5N., 072° 40'·8E.
 18° 59'·1N., 072° 40'·0E.
 18° 57'·7N., 072° 35'·0E.
 18° 57'·3N., 072° 34'·0E.

Chart 255 (INT 7334) [previous update 381/08]

Delete Submarine cable, , joining


19° 01'·3N., 072° 50'·0E.
 19° 02'·2N., 072° 49'·4E.
 19° 00'·4N., 072° 41'·9E.
 18° 59'·3N., 072° 41'·1E.
 18° 59'·5N., 072° 40'·8E.
 18° 59'·1N., 072° 40'·0E.
 18° 57'·7N., 072° 35'·0E.
 18° 57'·3N., 072° 34'·0E.

Chart 211 [previous update 382/08]

Delete Submarine cable, , joining

19° 01'·3N., 072° 50'·0E.
 19° 02'·2N., 072° 49'·4E.
 19° 00'·4N., 072° 41'·9E.
 18° 59'·3N., 072° 41'·1E.
 18° 59'·5N., 072° 40'·8E.
 18° 59'·1N., 072° 40'·0E.
 18° 57'·7N., 072° 35'·0E.
 18° 57'·3N., 072° 34'·0E.

Chart 2016 (INT 7336) [previous update 382/08]

Delete Submarine cable, , joining

19° 01'·33N., 072° 49'·95E.
 19° 02'·20N., 072° 49'·35E.
 19° 00'·42N., 072° 41'·90E.
 18° 59'·30N., 072° 41'·14E.
 18° 59'·49N., 072° 40'·80E.
 18° 59'·05N., 072° 40'·00E.
 18° 57'·70N., 072° 35'·00E.
 18° 57'·27N., 072° 34'·02E.

***410/(15/08) INDIA – WEST COAST – Murud - Janjira Hr. to Ratnagiri – Jetty. Buoy. Dolphin. Breakwater.**

Source: INS Suttlej, Hydrographic Note and ROS, C (N)- 491

(HJ/1030/76)

Chart 212 [previous update 291/08]

Insert Breakwater, firm line, joining: 17° 32′.00N., 073° 07′.53E.

(a) 17° 31′.81N., 073° 07′.73E.

Breakwater, pecked Line - - - - - joining: (a) above
17° 31′.15N., 073° 08′.53E.

legend 'Under Construction' centered on: 17° 31′.60N., 073° 08′.10E.

Jetty, firm line , joining: 17° 32′.16N., 073° 09′.20E.
17° 31′.69N., 073° 08′.46E.



17° 31′.88N., 073° 07′.50E.

17° 31′.30N., 073° 09′.08E.

17° 31′.53N., 073° 08′.96E.



17° 31′.41N., 073° 08′.74E.

17° 31′.04N., 073° 08′.53E.

17° 30′.97N., 073° 08′.91E.

17° 32′.01N., 073° 07′.49E.

17° 31′.75N., 073° 08′.39E.

17° 31′.62N., 073° 08′.55E.

Cancel former INM 596(P)/06.

***411/(15/08) INDIA – WEST COAST – Alleppey Anchorage – Jetty.**

Source: ROS INS Suttlej G (N)- 175

(HJ/930/93)

Chart 2012 [previous update 094/08]

Insert legend, *Ru*, Centered on; 09° 29′.42N., 076° 18′.95E.


Cancel former INM 511(T)/06

***412/(15/08) INDIA - EAST COAST – Ramaypatnam to Sacramento Shoal. Restricted Area. Platforms.**

Source: Reliance Industries Limited

(HJ/1029/67)

Chart 355(INT 7405)[previous update 361/08]

Insert anchorage prohibited area,  16° 45'·5N., 082° 21'·5E.
 , joining 16° 41'·0N., 082° 30'·0E.
 16° 30'·0N., 082° 38'·5E.
 16° 28'·0N., 082° 38'·5E.
 16° 28'·0N., 082° 29'·0E.
 16° 34'·5N., 082° 29'·0E.
 16° 43'·0N., 082° 21'·5E.

 CRP 16° 39'·6N., 082° 27'·7E.

legend “*DI-D3 GAS & OIL FIELD DEVELOPMENT AREA / ANCHORING AND TRAWLING PROHIBITED*” (see Note), centered on: 16° 29'·0N., 082° 34'·0E.

anchorage prohibited area,  16° 45'·0N., 082° 39'·0E.
 , joining 16° 45'·0N., 082° 44'·0E.
 16° 40'·0N., 082° 44'·0E.
 16° 40'·0N., 082° 39'·0E.

 FPSO 16° 42'·5N., 082° 41'·1E.

legend ‘*MA GAS & OIL FIELD DEVELOPMENT AREA*’ (see Note), centered on: 16° 41'·5N., 082° 41'·5E.

legend ‘*ANCHORING AND TRAWLING PROHIBITED*’ (see Note), centered on: 16° 44'·0N., 082° 41'·5E.

Substitute accompanying note ‘*GAS AND OIL FIELD DEVELOPMENT AREA*’ & ‘*ANCHORING AND TRAWLING*’ for ‘*RAVVA OIL FIELD DEVELOPMENT AREA*’ AND ‘*ANCHORING AND TRAWLING*’ centered on: 16° 42'·0N., 080° 45'·0E.

Cancel former INM 218(P)/08

***413/(15/08) INDIA – EAST COAST – Approaches to Paradip and Paradip Port – Lights.**

Source: Paradip Port Trust

(HJ/1129/03)

Chart 3010(INT 7418) [previous update 383/08]

Insert	★ Fl.2s.30m6M	20° 16′.027N., 086° 40′.189E.
	★ LFl.5s.45m8M	20° 16′.231N., 086° 39′.814E.
	★ Iso.10s.60m12M	20° 16′.543N., 086° 39′.245E.

Chart 3010(INT 7418) (Plan Paradip Port) [previous update 383/08]

Insert	★ Fl.2s.30m6M	(a)	20° 16′.027N., 086° 40′.189E.
	★ LFl.5s.45m8M		20° 16′.231N., 086° 39′.814E.
	★ Fl.G.2s.20m6M		20° 16′.027N., 086° 40′.297E.
	★ LFl.G.10s.30m6M		20° 16′.117N., 086° 40′.133E.
	★ Fl.R.2s.20m6M		20° 15′.902N., 086° 40′.308E.
	★ LFl.R.10s.30m6M		20° 16′.007N., 086° 40′.115E.
	Pecked line, - - - - - , joining:	(a) above	20° 16′.42N., 086° 39′.49E.(W Border)
Substitute	3 Lts \neq 300° 18′ for 2 Lts \neq 300° 18′ centered on:		20° 14′.93N., 086° 42′.20E.

Cancel former INM 403(P)/08**414/(15/08) INDIAN OCEAN - La Réunion - Port Réunion - Port Ouest - Lights.**

Indian List of Light Vol D & E 2003; D : 7077, 7078, 7080, 7080.1, 7081.9, 7082.3, 7082.31, 7083, 7083.1, 7083.4, 7083.41, 7083.46

Source: BA Notice 3804/08

(HJ/632/94)

BA Chart 1495 (INT 7736) [previous update 501/06]

Amend	range of light to, 7M	20° 56′.15S., 55° 16′.94E.
		20° 56′.23S., 55° 16′.89E.

415/(15/08) OMAN - South East Coast - Approaches to Port Salalah (Mina -Raysut) - Light. Legend. Breakwater.

Indian List of Light Vol D & E 2003; D :7314

Source: BA Notice 3832/08


(HJ/927/29)

Chart 286 [previous update 346/08] (WGS 84 DATUM)


Insert	★ Iso.4s9M	(a)	16° 57′.0N., 54° 01′.8E.
Amend	breakwater, single firm line, joining:	(a) above	16° 56′.0N., 54° 00′.5E.(shore)

415/(15/08) OMAN - South East Coast - Approaches to Port Salalah (Mina -Raysut) - Light. Legend. Breakwater.(Continued)


BA Chart 2895 [previous update 388/08]

Insert  Iso.4s9M 16° 56'·95N., 54° 01'·82E.
Amend legend to, *See INM 440(P)/08*, centred on: 16° 56'·00N., 54° 05'·50E.

BA Chart 2896 [previous update 388/08]

Insert  Iso.4s13m9M 16° 56'·95N., 54° 01'·81E.
Amend legend to, *See INM 440(P)/08*, centred on: 16° 57'·25N., 54° 03'·00E.

BA Chart 3785 [previous update 126/08]

Insert  Iso.4s9M (a) 16° 57'·0N., 54° 01'·8E.
Amend legend to, *See INM 440(P)/08*, centred on: (a) above
16° 56'·0N., 54° 00'·5E.(shore)

416/(15/08) OMAN -Port Sultan Qaboos and Mina. al Fahl - Buoyage. Light.

Source: BA Notice 3679/08

(HJ/1132/31)

Chart 2097 (plan , Masqat Matrah and Marsa Darsayat) [previous update 260/08] (WGS 84 DATUM)

Move  from: 23° 37'·610N., 58° 34'·303E.
to: (a) 23° 37'·600N., 58° 34'·300E.

Substitute  Q.G for  (a) above

Delete  Fl .G No.5 23° 37'·630N., 58° 34'·299E.

Chart 2097 (plan , Masqat to Mina. al Fahl) [previous update 260/08] (WGS 84 DATUM)

Amend No 3 light-buoy to, *Fl(3)10s* 23° 39'·12N., 58° 31'·70E.

Chart 2088 [previous update 387/08] (WGS 84 DATUM)

Amend No 3 light-buoy to, *Fl(3)10s* 23° 39'·13N., 58° 31'·68E.

417/(15/08) GULF OF OMAN - United Arab Emirates - Port of Fujairah (Fujayrah) - Light.

Indian List of Light Vol D & E 2003; D 7329.2

Source: BA Notice 3534/08

(HJ/1132/53)

BA Chart 3526 (plan B, Port of Fujairah (Fujayrah) and Vopak ENOC Terminal) [previous update 230/08]

Delete  Dir F.WRG.15m8M and associated sectors 25° 11'·11N., 56° 21'·90E.

BA Chart 3526 (plan C, Offshore Anchorages and the Approaches to Khawr Fakkan and Fujairah (Fujayrah)) [previous update 230/08]

Delete  Dir F.WRG.8M 25° 11'·11N., 56° 21'·90E.

418/(15/08) ARABIA - Aboozar Oilfield Westwards - Depths.

Source: BA Notice 3857/08

*(HJ/827/90)***BA Chart 2882 (INT 7264)** [*previous update NE 29 MAY 2008*]

Insert	depth 33	(a)	29° 18'·21N., 49° 21'·85E.
	depth 31		29° 16'·84N., 49° 22'·50E.
Delete	depth 40, close SW of:	(a)	above

BA Chart 2884 (INT 7278) [*previous update 191/08*]

Insert	depth 33	(a)	29° 18'·21N., 49° 21'·85E.
	depth 31		29° 16'·84N., 49° 22'·50E.
Delete	depth 40, close SW of:	(a)	above

419/(15/08) SAUDI ARABIA - Red Sea Coast - Madinat Yanbu. aş Şina'iyah and Approaches - Cautionary note.

Source: BA Notice 3507/08

*(HJ/1134/31)***Chart 8013** [*previous update 255/07*] (WGS 72 DATUM)

Insert	the accompanying note, AIDS TO NAVIGATION, centred on:		23° 57'·40N., 38° 18'·40E.
--------	--	--	----------------------------

BA Chart 326 [*previous update 193/08*]


Insert	the accompanying note, AIDS TO NAVIGATION, centred on:		23° 54'·40N., 38° 28'·80E.
--------	--	--	----------------------------

420/(15/08) SAUDI ARABIA - East Coast - Fasht Umm Jannah and Jazt. Huwaysat - Light-beacons. Buoy.

Indian List of Light Vol D & E 2003; D 7384.1, 7384.05

Source: BA Notice 3637/08

*(HJ/1132/48)***BA Chart 3951** [*previous update 399/03*]

Insert	 Q.12m5M		24° 23'·38N., 51° 30'·12E.
			24° 24'·04N., 51° 30'·33E.
	 Q		24° 34'·03N., 51° 34'·23E.

421/(15/08) ARABIA - North Field (Bravo) South-westwards to Rakhsh Oilfield South-eastwards - Depths.

Source: BA Notice 3561/08

(HJ/1132/68)

Chart 20 [previous update 392/08] (WGS 84 DATUM)

Insert	depth 14 and extend 20m contour S to enclose	(a)	26° 19′.6N., 51° 50′.7E.
	depth 23 and extend 30m contour NW to enclose	(b)	26° 08′.1N., 52° 38′.1E.
	depth 15 ₇ enclosed by 20m contour	(c)	25° 52′.5N., 53° 14′.0E.
Substitute	depth 21 ₅ for depth 29		25° 47′.5N., 53° 26′.0E.
Delete	depth 19, close N of:	(a)	above
	depth 30, adjacent to:	(b)	above
	depth 27, adjacent to:	(c)	above

Chart 288 [previous update 189/08] (WGS 84 DATUM)

Insert	depth 14 and extend 20m contour S to enclose		26° 19′.6N., 51° 50′.7E.
--------	--	--	--------------------------

Chart 289 [previous update 391/08] (WGS 84 DATUM)

Insert	depth 14 and extend 20m contour S to enclose		26° 19′.6N., 51° 50′.7E.
	depth 23 and extend 30m contour NW to enclose	(a)	26° 08′.10N., 52° 38′.10E.
	depth 15 ₇ enclosed by 20m contour		25° 52′.5N., 53° 14′.0E.
	depth 21 ₅	(b)	25° 47′.5N., 53° 26′.0E.
Delete	depth 30, adjacent to:	(a)	above
	depth 29, adjacent to:	(b)	above

Chart 7705(INT 705) [previous update 117/08] (WGS 84 DATUM)

Insert	depth 14		26° 19′.6N., 51° 50′.7E.
	depth 21		25° 47′.5N., 53° 26′.0E.
Substitute	depth 23 enclosed by 50m contour for depth 30 enclosed by 50m contour		26° 08′.1N., 52° 38′.1E.
	depth 15 ₇ enclosed by 50m contour for depth 27 enclosed by 50m contour		25° 52′.5N., 53° 14′.0E.

BA Chart 2442 [previous update 075/07]

Insert	depth 21 ₅ and extend 30m contour W to enclose		25° 47′.5N., 53° 26′.0E.
--------	---	--	--------------------------

421/(15/08) ARABIA - North Field (Bravo) South-westwards to Rakhsh Oilfield South-eastwards - Depths.(Continued)

BA Chart 2523 (INT 7250) [previous update 408/08]

Insert	depth 14 enclosed by 20m contour	(a)	26° 19′.65N., 51° 50′.70E.
	depth 23 enclosed by 30m contour	(b)	26° 08′.10N., 52° 38′.10E.
Delete	depth 25, adjacent to:	(a)	above
	depth 32, close SW of:	(b)	above

BA Chart 2886 [previous update 408/08]

Insert	depth 14 enclosed by 20m contour		26° 19′.6N., 51° 50′.7E.
	depth 23 and extend 30m contour NW to enclose	(a)	26° 08′.1N., 52° 38′.1E.
	depth 15 ₇ enclosed by 20m contour	(b)	25° 52′.5N., 53° 14′.0E.
	depth 21 ₅ and extend 30m contour W to enclose	(c)	25° 47′.5N., 53° 26′.0E.
Delete	depth 40, adjacent to:	(a)	above
	depth 29 ₅ , close SE of:	(a)	above
	depth 35, adjacent to:	(b)	above
	depth 29, close ESE of:	(c)	above

BA Chart 2887 (INT 7232) [previous update 391/08]

Insert	depth 23 and extend 30m contour NW to enclose	(a)	26° 08′.1N., 52° 38′.1E.
	depth 15 ₇ enclosed by 20m contour	(b)	25° 52′.5N., 53° 14′.0E.
	depth 21 ₅ and extend 30m contour NW to enclose	(c)	25° 47′.5N., 53° 26′.0E.
Delete	depth 40, adjacent to:	(a)	above
	depth 29 ₅ , close SE of:	(a)	above
	depth 35, close W of:	(b)	above
	depth 29, adjacent to:	(c)	above

BA Chart 2889 (INT 7211) [previous update NE 12 JUN 08]


Insert	depth 15 ₇ enclosed by 20m contour	(a)	25° 52′.5N., 53° 14′.0E.
	depth 21 ₅ and extend 30m contour NW to enclose	(b)	25° 47′.5N., 53° 26′.0E.
Delete	depth 35, close W of:	(a)	above
	depth 29, close SE of:	(b)	above

422/(15/08) QATAR - Doha (Ad Dawhah) - Al Jazirah as Safiliyah Southwards - Wreck. Buoyage.

Source: BA Notice 3623/08

(HJ/1132/58)

BA Chart 3782 [previous update 283/06]




Insert		(a)	25° 19'·55N., 51° 34'·46E.
		<i>Fl(2)5s</i> , close N of:	(a) above
		<i>Fl(2)5s</i>	25° 20'·42N., 51° 34'·56E.

423/(15/08) IRAQ - Approaches to Shaḡḡ al'Arab or Arvand Rud - Obstruction. Wreck.



Source: BA Notice 3601/08

(HJ/1133/91)

BA Chart 1235 (INT 7289) [previous update 347/08]

Insert		<i>Obstn</i>	29° 46'·98N., 48° 44'·72E.
Substitute		<i>Wk for</i>	
		<i>Wk (buoyed)</i>	29° 47'·49N., 48° 47'·21E.

BA Chart 1265 (INT 7291) [previous update NE 27 SEP 2007]

Substitute		<i>Wk for</i>	
		<i>Wk (buoyed)</i>	29° 47'·49N., 48° 47'·23E.

424/(15/08) IRAN - Strait of Hormuz - Khowr-e Minab South-westwards - Buoy.

Source: BA Notice 3602/08

(HJ/1132/73)

Chart 8004 [previous update 391/08] (WGS 84 DATUM)

Insert		<i>Fl(2)6s</i>	27° 04'·3N., 56° 44'·1E.
--------	---	----------------	--------------------------

BA Chart 3173 [previous update 480/07]

Insert		<i>Fl(2)6s</i>	27° 04'·40N., 56° 44'·10E.
--------	---	----------------	----------------------------

425/(15/08) PAKISTAN -Gwadar -Anchorage area.

Source: BA Notice 3624/08

(HJ/1131/57)

Chart 248 [previous update 079/07]

Insert limit of anchorage area, pecked line, joining: 25° 09′.2N., 62° 25′.6E.
 25° 09′.2N., 62° 28′.6E.
 25° 05′.0N., 62° 28′.6E.
 25° 05′.0N., 62° 25′.6E.

Chart 2096 [previous update 264/96]

Insert limit of anchorage area, pecked line, joining: 25° 09′.2N., 62° 25′.6E.
 25° 09′.2N., 62° 28′.6E.
 25° 05′.0N., 62° 28′.6E.
 25° 05′.0N., 62° 25′.6E.

426/(15/08) THAILAND - West Coast - Ko Talibong South-westwards - Marine farm.

Source: BA Notice 3598/08

(HJ/928/70)

Chart 434 [previous update 077/08]



Insert limit of marine farm, pecked line, joining: 7° 11′.17N., 99° 20′.75E.
 7° 11′.47N., 99° 21′.20E.
 7° 10′.45N., 99° 21′.83E.
 7° 10′.17N., 99° 21′.37E.

427/(15/08) THAILAND - West Coast - Ko Phuket - Tha Rua Phuket - Buoyage.

Source: BA Notice 3619/08

(HJ/928/71)

Chart 4025 (plan, Phuket harbour) [previous update 076/08]

Substitute  Q(3)10s for  No 6 7° 50′.17N., 98° 24′.98E.

428/(15/08) INDONESIA - Sumatera - Siberut Northwards - Wrecks.

Source: BA Notice 3751/08

(HJ/927/29)

BA Chart 1353 [previous update 394/08]

Insert  (a) 2° 48′.4N., 100° 13′.2E.

Delete ++, close N of: (a) above

BA Chart 1358 [previous update 395/08]

Insert  2° 48′.4N., 100° 13′.2E.

429/(15/08) INDONESIA - Sumatera - East Coast - Approaches to Selat Bengkalis and Selat Rupert - Depths.

Source: BA Notice 3628/08

(HJ/927/18)

BA Chart 3933 [previous update 167/08]

Insert	depth 0_6		$1^{\circ} 44' \cdot 90N., 101^{\circ} 44' \cdot 96E.$
	depth 6_5		$1^{\circ} 43' \cdot 78N., 101^{\circ} 55' \cdot 40E.$
	depth 3_5	(a)	$1^{\circ} 42' \cdot 63N., 101^{\circ} 45' \cdot 46E.$
	depth 2_8	(b)	$1^{\circ} 41' \cdot 80N., 101^{\circ} 47' \cdot 48E.$
	depth 10_6	(c)	$1^{\circ} 34' \cdot 33N., 101^{\circ} 55' \cdot 46E.$
Delete	depth 3_9 , close SW of:	(a)	above
	depth 3_9 , close S of:	(b)	above
	depth 13_5 , close NW of:	(c)	above

BA Chart 3933 (plan B, Eastern Entrance to Selat Rupert) [previous update 167/08]

Insert	depth 10_6		$1^{\circ} 34' \cdot 33N., 101^{\circ} 55' \cdot 40E.$
--------	--------------	--	--

BA Chart 3947 [previous update 397/08]

Insert	depth 0_6		$1^{\circ} 44' \cdot 90N., 101^{\circ} 44' \cdot 95E.$
	depth 6_5		$1^{\circ} 43' \cdot 75N., 101^{\circ} 55' \cdot 40E.$
	depth 3_5	(a)	$1^{\circ} 42' \cdot 63N., 101^{\circ} 45' \cdot 45E.$
	depth 2_8	(b)	$1^{\circ} 41' \cdot 80N., 101^{\circ} 47' \cdot 48E.$
	depth 10_6	(c)	$1^{\circ} 34' \cdot 33N., 101^{\circ} 55' \cdot 45E.$
Delete	depth 3_9 , adjacent to:	(a)	above
	depth 3_6 , close E of:	(b)	above
	depth 13_5 , adjacent to:	(c)	above



430/(15/08) INDONESIA - Sumatera - East Coast - Selat Bengkalis and Selat Lalang - T. Balai Eastwards and T.Layang South-eastwards - Wreck. Light-beacon.

Indian List of Light Vol F & K 2003; F 1412.6

Source: BA Notice 3627/08

(HJ/927/17)

BA Chart 3947 [previous update 429/08]







Insert			$1^{\circ} 23' \cdot 15N., 102^{\circ} 09' \cdot 90E.$
Move		LFl.15s10m10M, from:	$1^{\circ} 11' \cdot 90N., 102^{\circ} 13' \cdot 10E.$
	to:		$1^{\circ} 11' \cdot 17N., 102^{\circ} 12' \cdot 90E.$

431/(15/08) INDONESIA - Sumatera - Selat Riau - Kabil and Tanjunguban - Buoyage.

Source: BA Notice 3693/08

(HJ/927/15)

BA Chart 3937 (plan D, Tanjunguban and Approaches) [previous update 329/08]

Insert		Q.G, from:	1° 03'·34N., 104° 13'·25E.
		FL.Y.3s	(a) 1° 04'·67N., 104° 08'·26E.
Delete		adjacent to:	(a) above
			1° 04'·10N., 104° 08'·70E.
			1° 04'·12N., 104° 08'·18E.
			1° 03'·86N., 104° 08'·21E.
		PA	1° 03'·41N., 104° 13'·01E.

432/(15/08) INDONESIA - Sumatera - East Coast - Batam - Lelang and Kubong - Buoyage.

Source: BA Notice 3501/08

(HJ/927/15)

BA Chart 3949 [previous update 239/08]

Insert		FL.R.4s	1° 01'·57N., 104° 08'·57E.
		FL.R.2s	1° 01'·18N., 104° 08'·22E.

433/(15/08) INDONESIA - Sumatera - T. Pertandangan Northwards - Depth.

Source: BA Notice 3754/08

(HJ/828/91)

Chart 7707 (INT 707) [previous update 138/08]

Insert depth 36 enclosed by 200m contour 0° 33'·0S., 98° 49'·0E.

BA Chart 2760 [previous update 327/08]

Insert depth 19 enclosed by 100fm contour 0° 33'·1S., 98° 48'·9E.

BA Chart 2779 [previous update 641/07]

Insert depth 19 enclosed by 100fm contour 0° 32'·5S., 98° 49'·4E.

434/(15/08) INDONESIA - Kalimantan - West Coast - T. Bawang North-westwards - Depths.

Source: BA Notice 3755/08

*(HJ/827/80)***BA Chart 3758** [*previous update 278/08*]

Insert	depth 0_1	(a)	1° 45′.60S., 109° 54′.10E.
Delete	depth 0_7 , close SE of:	(a)	above

435/(15/08) INDONESIA - Sumatera - East Coast - Selat Bangka - P. Pelepasan North-westwards - Pile.

Source: BA Notice 3629/08

*(HJ/827/74)***BA Chart 3471** [*previous update 240/08*]

Insert	• Pile		2° 21′.27S., 105° 43′.20E.
--------	--------	--	----------------------------

436/(15/08) INDONESIA - Java Sea - Selat Baur -Kasenga -Legend.

Indian List of Light Vol F & K 2003; K :1022

Source: BA Notice 3768/08

*(HJ/827/80)***BA Chart 2137** [*previous update 212/07*]

Delete	legend, (exting), at light-beacon		3° 02′.78S., 107° 20′.76E.
--------	-----------------------------------	--	----------------------------

BA Chart 2149 [*previous update 313/08*]


Delete	legend, (exting), at light		3° 02′.78S., 107° 20′.76E.
--------	----------------------------	--	----------------------------

437/(15/08) INDONESIA - Jawa - North Coast - Pulau Panjang to Selat Surabaya - Wrecks. Rock. Lights. Buoyage. Tanker mooring buoy.

Indian List of Light Vol F & K 2003; K :1144.85

Source: BA Notice 3722/08

*(HJ/826/39)***Chart 7508 (INT 508)**[*previous update 138/08*] (WGS 84 DATUM)

Insert			6° 14′.5S., 110° 54′.3E.
			6° 18′.2S., 111° 41′.1E.
			6° 39′.7S., 112° 57′.2E.
			5° 22′.2S., 113° 30′.0E.
			5° 49′.4S., 110° 43′.2E.

437/(15/08) INDONESIA - Jawa - North Coast - Pulau Panjang to Selat Surabaya - Wrecks. Rock. Lights. Buoyage. Tanker mooring buoy.(Continued)






Chart 7708 (INT 708) [previous update 138/08] (WGS 84 DATUM)

Insert		6° 14'·5S., 110° 54'·3E.
		6° 18'·2S., 111° 41'·1E.
		6° 30'·3S., 112° 37'·0E.
		5° 49'·4S., 110° 43'·2E.

BA Chart 941 A [previous update 278/08]

Insert		6° 14'·5S., 110° 54'·3E.
		6° 18'·2S., 111° 41'·0E.
		5° 49'·4S., 110° 43'·2E.
	 Fl.12M	6° 37'·4S., 111° 29'·5E.

BA Chart 1066 [previous update 168/08]

Insert	 PA	(a) 6° 14'·5S., 110° 54'·4E.
		6° 18'·2S., 111° 41'·0E.
		6° 29'·9S., 112° 37'·5E.
		(b) 6° 37'·5S., 112° 49'·6E.
		6° 39'·7S., 112° 57'·2E.
		(c) 5° 22'·2S., 113° 30'·0E.
		5° 49'·4S., 110° 43'·2E.
		6° 36'·5S., 111° 46'·8E.
	 Fl.5s12M	6° 37'·4S., 111° 29'·5E.
Delete	++ , adjacent to:	(a) above
	++ , close SE of:	(b) above
		(c) above
	symbol, tanker mooring buoy, No 2	5° 01'·2S., 112° 19'·8E.
		6° 42'·5S., 113° 01'·7E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***438(T)/(15/08) 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 & 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

***438(T)/(15/08) 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)	*OB 09	12° 10′.20N 83° 00′.00E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	33
t)	MB 01	20° 01′.50N 67° 32′.87E	03m dia & 3.5m height mast	Fl(5) 20s4M	292(INT 7021)
u)	MB 02	11° 59′.52N 67° 50′.33E	2.2m dia & 3.5m height mast	Fl(5) 20s4M	7705(INT 705)
v)	*MB 04	10° 31′.67N 91° 40′.50E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	33 – 472(INT 7032)
w)	*MB 05	11° 59′.23N 92° 00′.50E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	33 - 473(INT 7031)
x)	*MB 06	14° 53′.10N 87° 36′.68E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	31
y)	MB 09	09° 58′.60N 86° 59′.42E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
z)	MB 10	12° 37′.10N 85° 06′.70E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	33
aa)	MB 11	14° 58′.63N 87° 29′.63E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
ab)	MB 12	18° 09′.18N 90° 04′.73E	2.2m dia & 3.5m height mast	Fl(4) 15s4M	31
ac)	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)
ad)	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)
ae)	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)
af)	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)
ag)	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 (INT 7353) – 7070 (INT 70) – 7071 (INT 71) – 7073 (INT 73) – 7702(INT 702) – 7705 (INT 705)

***438(T)/(15/08) INDIA-EAST AND WEST COAST – Arabian Sea – Andaman Sea – Data Buoys (Continued).**

ah)	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)
aj)	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)
ak)	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)
al)	AN 2	11° 59′.23N 91° 59′.93E	----	Fl. 5s4M	33 – 41-473(INT 7031)
am)	AN 3	10° 30′.78N 91° 39′.98E	----	Fl. 5s4M	33 – 41- 472(INT 7032)
an)	AN 4	13° 25′.80N 93° 33′.60E	----	Fl. 5s4M	41 - 473(INT 7031)
ap)	AN 5	09° 29′.88N 93° 14′.78E	----	Fl. 5s4M	33 – 41 – 407 - 472(INT 7032)
aq)	AN 6	06° 54′.91N 94° 19′.85E	----	Fl. 5s4M	41 – 471 – 472(INT 7032)
ar)	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)
as)	*Met_167	12° 56′.73N 80° 12′.72E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	32(INT 754) – 356(INT 7400) – 357(INT 7399) – 313 – 3001(INT 7402)
at)	*EB 06	13° 10′.57N 80° 35′.95E	2.2m dia & 3.5m height mast carrying sensor and fitted with radar reflector	Fl(4)Y 15s4M	32(INT 754) – 356(INT 7400) – 357(INT 7399) – 313 – 3001(INT 7402)

2. All vessels operating in vicinity are to maintain a clearance of 1000 meters off the moored buoys.
3. * indicates new or revised entry.
4. **Cancel former INM 351(T)/08.**

***439(T)/(15/08) INDIA – WEST COAST – Kandla – Sogal channel – Buoy.Jetty**

Source: Hydrographic Note INS Veer
(HJ/1130/29)

1. It is reported that Buoy No.1 22° 52.'02 N 070° 08.'75 E is missing from its position.
2. A new craft flotilla jetty has been constructed in the Kandla Creek situated south of pantheon jetty and north of passenger jetty, lay of berth is 356° - 176° and length of berth is 130 meters approximately.
3. Mariners are advised to exercise caution and contact local port authorities for more information.
4. **Cancel former INM 50(P)/05.**

Charts affected – 2080 – 2018(INT 7321) – 2059(INT 7322).

440(P)/(15/08) OMAN - South East Coast - Approaches to Port Salalah (Mina- Raysut) - Buoyage. Channel. Lights.

Source: BA Notice 3831(P)/08

(HJ/1032/65)

1. The approach channel to Port Salalah (Mina -Raysut) has been permanently marked by buoys as follows:
(All positions are referred to WGS72 Datum)

<i>Name</i>	<i>Shape and Light</i>	<i>Position</i>	
Starboard outer buoy	Green conical buoy, Fl(2)G.4s	16° 57'·27N.,	54° 03'·47E.
Starboard middle buoy	Green conical buoy, Q.G	16° 57'·41N.,	54° 02'·54E.
B5 buoy	Green conical buoy, LFl.G.6s	16° 57'·40N.,	54° 02'·03E.
Starboard inner buoy	Green conical buoy, Fl.G.5s	16° 57'·24N.,	54° 01'·55E.
* Port outer buoy	Red can buoy, Fl(2)R.4s	16° 57'·02N.,	54° 03'·41E.
* Port middle buoy	Red can buoy, Q.R	16° 57'·16N.,	54° 02'·50E.
* Port inner buoy	Red can buoy, Fl.R.5s	16° 57'·01N.,	54° 01'·75E.

2. The following buoy has been temporarily established marking the channel limits:

<i>Name</i>	<i>Shape and Light</i>	<i>Position</i>	
* B6 buoy	Red can buoy, LFl.R.6s	16° 57'·26N.,	54° 02'·07E.

3. The following special buoys have been established:

<i>Name</i>	<i>Shape and Light</i>	<i>Position</i>	
* No. 1	Yellow conical, Fl.Y.5s	16° 56'·60N.,	54° 01'·33E.
* No. 2	Yellow conical, Fl.Y.5s	16° 56'·55N.,	54° 01'·14E.
* No. 3	Yellow conical, Fl.Y.5s	16° 56'·58N.,	54° 00'·65E.

4. The following buoys have been withdrawn:

<i>Name</i>	<i>Shape and Light</i>	<i>Position</i>	
*	East cardinal buoy, Q(3)10s	16° 56'·95N.,	54° 01'·95E.
*	North cardinal buoy, Q	16° 57'·02N.,	54° 01'·86E.
*	Red can buoy, Q.R	16° 56'·88N.,	54° 01'·16E.
*	Red can buoy, Fl.R.4s	16° 56'·71N.,	54° 00'·75E.
* No 1	Red can buoy, VQ.R	16° 56'·93N.,	54° 01'·32E.
* No 2	Red can buoy, Fl(3)R.9s	16° 56'·80N.,	54° 00'·85E.

5. The following lights have been established within the port:

<i>Name</i>	<i>Light</i>	<i>Sectors</i>	<i>Position</i>	
Main Channel	Dir.F.WRG.15m10M	R: 280·7°- 280° RW: 280°-279·7° W: 279·7°- 278·7° WG: 278·7°-278·5° G: 278·5°- 277·7°	16° 57'·71N.,	53° 59'·85E.
Inner Channel	Dir.F.WRG.40m5M	R: 240·2°- 235·7° W: 235·7°- 232·7° G: 232·7°- 228·2°	16° 56'·10N.,	54° 00'·27E.
Berth No 23/24	Fl.R.5s		16° 56'·40N.,	54° 00'·36E.

6. Mariners are advised to contact the port authority for the latest information.

7. **Former Notice 405(P)/08 is cancelled.**

* indicates new or revised entry.

BA Charts affected – 2895 - 2896.

SECTION – IV: MARINE INFORMATION

Distribution of Indian Paper Charts and Nautical Publications

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

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

SECTION – V: RADIO NAVIGATIONAL WARNINGS IN FORCE

- For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 28 Jul 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	215	2007 series: 019 035 050 247 251 279 293 329. 2008 Series: 149 173 176 188 190 197 198 200 206 208 215.
II	E. Atlantic	222	2008 Series: 017 112 203 210 217 218 219 220 221 222.
III	Mediterranean	321	2008 Series: 277 280 281 283 288 290 295 302 304 310 316 317 318 320 321.
IV	N.W. Atlantic	283	2007 series: 196. 2008 series: Nil.
V	W. Atlantic	464	2007 series: 1078. 2008 series: Nil.
VI	S.W. Atlantic	159	2008 series: Nil.
VII	S.E. Atlantic	121	2008 series: 055 060 070 072 077 078 095 102 104 105 111 112 113 114.
VIII	Indian Ocean	303	2007 SERIES - 373 2008 SERIES - 070 133 156 186 187 233 242 244 249 250 256 262 264 274 276 279 281 284 286 289 290 291 295 298 301 302 303

- NAVAREA Warnings issued during the period from 15 Jul 08 to 28 Jul 08 (both dates inclusive) are as tabulated below:-

291. Cancel NAVAREA Eight Message 287 Of 2008. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706. Drill Ship Deepwater Frontier moved to new position 16-41.78 N 082-41.59 E 2. Wide berth requested
292 to 294. Cancelled.
295. India West Coast – Off Mumbai. Charts 21 22 211 255 292 293 INT 705. Cylindrical shape object make steel diametre 1.5 metre sighted in approximate position 18-41.4N ., 072-31.6E. 2. Vessels transiting through area to exercise caution.
296 to 297. Cancelled.
298. India West Coast – Mormugao. Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 01 Aug to 07 Aug and 14 Aug to 21 Aug 2008. Danger area bounded by: (a) 15-13.0N 073-57.0E (b) 15-13.0N 073-52.0E (c) 15-11.0N 073-52.0E (d) 15-11.0N 073-57.0E 2. Safe flying height 3500 metres. 3. Cancel this message on 22 Aug 2008.
299 to 300. Cancelled.
301. India East Coast – Gulf of Mannar. Charts 23 32 262 263 INT 706. Drilling Operation in progress by rig Discoverer Seven Seas in position 07-56.33N 078-38.86E. 2. Wide berth requested.

<p>302. Cancel NAVAREA Eight Message 293 of 2008. India East Coast- Bay of Bengal. Charts 31 32 33 355 INT 706. Drill ship Discoverer-534 moved to new position 16-30.2N., 082-32.6E.</p> <p>2. Wide berth requested.</p>
<p>303. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing practice by Naval Ships and Aircraft on Pigeon Island between 0230 UTC to 0930 UTC on 01 Aug to 07 Aug and 15 Aug to 21 Aug 2008. Danger area 10 NM around Pigeon Island.</p> <p>2. Safe flying height 12000 metres.</p> <p>3. Cancel this message on 22 Aug 2008.</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	162	2007 series: 022 027 062 095 106 155 172 200 212. 2008 series: 006 022 027 044 045 046 051 061 065 066 069 089 101 102 104 105 106 107 128 129 130 131 133 143 151 152 153 155 157 160 161 162.
X	Australia, New Guinea	234	2008 series: 209 210 211 212 214 215 217 218 219 220 221 223 225 226 227 228 229 230 231 232 233 234.
XI	Malacca Strait, China Sea, N. Pacific	0386	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 0309 0344 0366 0457 0513 0519 0523 0546 0557. 2008 series: 0004 0006 0011 0014 0018 0020 0054 0091 0108 0113 0160 0163 0210 0219 0259 0267 0304 0318 0322 0326 0335 0336 0337 0341 0347 0348 0349 0350 0352 0353 0354 0356 0357 0358 0359 0362 0365 0375 0376 0377 0380 0381 0382 0383 0384 0385 0386.
XII	N.E. Pacific	283	2008 series: Nil
XIII	N.W. Pacific	021	2008 series: Nil
XIV	S.W. Pacific	053	2008 Series: 017 053
XV	S.E. Pacific	083	2008 Series: Nil
XVI	E. Pacific	Nil	2008 Series: Nil
Hydropacs	Pacific, Indian Ocean	1377	2008 Series: 240 1140 1141.
Hydroplants	Atlantic, Mediterranean	1204	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
D6570	Vilhena	18 05.73 S 36 55.33 E	Fl(2)W 12s	31	14	Red metal framework tower, white stripes 27	<i>fl 0.8, ec 4.5, fl 0.8, ec 5.9.</i> TE 2008
		*					*
D6642	Ilha Tambúzi. E Point	11 22.10 S 40 39.20 E	Fl(2)W 10s	35	15	White round masonry tower, black bands 26	TE 2008
							*
D6893	Remove from list						
D6893-2	Remove from list						
D6893-4	Remove from list						
D7083.46	Remove from list						
D7406	- Al Juffair. Dir Lt 287°03'	26 12.16 N 50 36.64 E	Dir VQ WRG	42	..	On flour mill silo	G283.9°-286.7°(2.8°), W286.7°-287.5°(0.8°), R287.5°-290.2°(2.7°). Reported TE 2008
		*					*
E8260	- July-10 complex	28 14.89 N 33 15.28 E	Mo(U)W 15s	..	5	Platform	Other installations, marked by Mo(U)W lights, exist in this field
	--	..	Horn Mo(U) 18s				
	*	*					*
E8260-3	- J-29	28 15.44 N 33 14.58 E	Lit	..	..	Platform	
	--	..	Racon	..	..	..	ALRS Vol 2 Station 74590
*	*	*	*	*	*	*	*
E8265	- Ramadan-6 complex	28 16.75 N 33 19.29 E	Mo(U)W 15s	..	5	Platform	Other installations, marked by Mo(U)W lights, exist in this field
	--	..	Horn 20s				
	*						*

E8266	- R-5	28 17:24 N 33 18:64 E	Lit	..	..	Platform	
	--	..	Racon	..	..	..	ALRS Vol 2 Station 74620
*	*	*	*	*	*	*	*
E8282	- Morgan-36 complex	28 10:92 N 33 27:42 E	Mo(U)W	..	..	Platform	Other installations, marked by Mo(U)W lights, exist in this field
	*						*
E8282.5	- M-72	28 10:72 N 33 26:75 E	Lit	..	..	Platform	
	--	..	Racon	..	..	..	ALRS Vol 2 Station 74510
*	*	*	*	*	*	*	*
F0382-01	<i>Vādīnār Offshore Terminal. SBM 2</i>	22 30:23 N 69 40:89 E	F1 W 15s				
*	*	*	*	*	*	*	*
F0382-02	<i>Vādīnār Offshore Terminal. SBM 3</i>	22 30:21 N 69 39:58 E	F1 R 15s				
	--	..	Racon	..	..	..	ALRS Vol 2 Station 78835
*	*	*	*	*	*	*	*
F0413-1	- Breakwater. Head	20 45:25 N 70 39:97 E	Oc R				
*	*	*	*	*	*	*	*
F0413-5	- Ldg Lts 343°. Front	20 45:85 N 70 39:89 E	Oc R				
*	*	*	*	*	*	*	*
F0449	- <i>Ghogha. PERIGEE Lt V</i>	21 42:13 N 72 18:34 E	F1 W 7s	12	8	Red hull	Ra refl. TE 2008
	-- <i>-Riding light</i>	..	Q W				
	---	..	Bell				
	*	*	*				*
F1005.6	Remove from list						
F1005.61	Remove from list						

F9308-55	- Bombay High. Oilfield Development Area - - -	19 18:38 N 71 27:95 E ..	Mo(U)W 15s Horn	..	..	Platform	Numerous installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
F9308-65	- Mukta-Panna and Bassein. Oilfield Development Area	19 18:78 N 72 01:52 E	Lit	..	..	..	Other installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
F9308-68	- Mukta-Panna and Bassein. Oilfield Development Area	19 07:38 N 72 06:42 E	Lit	..	..	..	Other installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
F9309-5	- Neelam Heera and Ratna Oilfield Development Area - -	18 16:53 N 72 22:58 E ..	Mo(U)W 15s Horn	..	..	Platform	Other installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
F9309-52	- Neelam Heera and Ratna Oilfield Development Area	18 30:05 N 72 15:88 E	Lit	..	..	Platform	Other installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
F9309-53	- Neelam Heera and Ratna Oilfield Development Area	18 39:77 N 72 13:28 E	Lit	..	..	Platform	Other installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
F9309-54	- Neelam Heera and Ratna Oilfield Development Area	18 48:45 N 72 20:04 E	Lit	..	..	Platform	Other installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*
F9405	- North East Coast. Kambuna. WHS-A	4 15:92 N 98 40:55 E	Mo(U)W	..	12	Platform	Other installations, some marked by lights exist in this field
*	*	*	*	*	*	*	*
K1024-05	Pulau Langir (I) *	2 48:25 S 107 22:00 E	Fl(2)W 15s	22	14	White beacon	<i>fl 0-5, ec 4-5, fl 0-5, ec 9-5</i> *

K1031-7 Remove from list. Replaced by light buoy

K1032-5	- Manggar (I)	2 50-97 S 108 17-80 E	Fl W 5s	22	14	White beacon	<i>fl 0-5</i>	
*	*	*	*	*	*	*		*

K1265	Karang Wuni (I)	7 55-71 S 110 06-26 E	Fl W 5s	32	12	White beacon	<i>fl 0-5</i>	
	*					*		*

K1410-5 Remove from list. Replaced by K1032.5

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. 13 dated 01 Jul 2008)***PAGE 30, INDIA section. :**

Insert

Vadinar SPM-III Racon	22°30'·18N 69°39'·59E	78835
B		

INS Investigator ROS A(N) 238, A(N) 239		15/08
--	--	--------------

BA, VOLUME 3 Part 1, NP 283(1), 2006/07*(Last correction: Edition No. 15 dated 01 Aug 2006)*

NIL

INP 31(5), 1997*(Last correction: Edition No. 10 dated 16 May 2008)*

NIL

INP 31(6), 2005*(Last correction: Edition No. 14 dated 16 Jul 2008)***PAGES 112 and 116-123 , SINGAPORE.**

Delete entry upto OTHER STATIONS IN SINGAPORE (retain existing diagrams on pages 113-115) and replace by:

SINGAPORE **1°15'N 103°53'E****UNCTAD LOCODE:** SG SIN

See diagram FLOW DIAGRAM OF VESSEL TRAFFIC INFORMATION SERVICE (VTIS) AND PORT OPERATIONS.

See diagram SINGAPORE VESSEL TRAFFIC INFORMATION SERVICE (VTIS), STRAITREP OPERATIONAL AREA (Sectors 6 to 9).

See diagram SINGAPORE PORT OPERATIONS (Including EAST JOHOR STRAIT Traffic Information System).

DESCRIPTION:

The Singapore entry is divided into the following sections:

- (1) Pilots
- (2) Notification of Arrival Report
- (3) Confirmation of Arrival Report
- (4) Port Operations (Port Sectors)
- (5) Marine Incidents in Port
- (6) Johor/Singapore Second Crossing Bridge
- (7) Tall Vessel's Movement - Changi Airport

See MALAYSIA, PENINSULAR (West Coast), MALACCA AND SINGAPORE STRAITS for details of the Malacca and Singapore Straits **Mandatory** Ship Reporting System (STRAITREP).

Pilots**AREA:**

(1) **Area A:** Westwards of the line joining the following positions including the area up to the causeway in the Johor Strait:

- (a) 1°16'·27N 103°51'·32E
- (b) 1°16'·16N 103°51'·38E
- (c) 1°16'·01N 103°51'·66E
- (d) 1°15'·04N 103°51'·77E
- (e) 1°14'·68N 103°52'·18E
- (f) 1°14'·68N 103°52'·68E
- (g) 1°13'·28N 103°51'·78E
- (h) 1°12'·74N 103°52'·03E

(2) **Area B:** That part of the Pilotage District excluding Area C, Marina Bay and Kallang Basin eastwards of the line joining Area A up to the line joining the following positions:

- (a) 1°17'·45N 104°05'·20E
- (b) 1°18'·78N 104°04'·26E
- (c) 1°20'·00N 104°03'·06E
- (d) 1°20'·00N 104°02'·69E
- (e) 1°20'·52N 104°00'·73E

(3) **Area C:** Approach channel to Kallang Basin excluding Area B.

(4) **Area D:** That part of the Pilotage District northwards of the line joining the following positions up to the causeway in the Johor Strait:

- (a) 1°20'·35N 104°01'·36E
- (b) 1°20'·00N 104°02'·69E
- (c) 1°20'·00N 104°03'·06E
- (d) 1°18'·78N 104°04'·26E
- (e) 1°17'·45N 104°05'·20E
- (f) 1°17'·79N 104°07'·15E
- (g) 1°20'·80N 104°05'·01E
- (h) 1°21'·45N 104°04'·68E

CONTACT DETAILS:

Call: Singapore Pilots
 VHF Frequency: Ch 20
 Telephone: +65 63211764
 +65 63211765
 Fax: +65 63212016
 E-mail: pilot@psa.com.sg

HOURS: H24

PROCEDURE:

(1) **Pilotage is compulsory** for all liquefied gas carriers and chemical carriers, and for other vessels when navigating the following Pilotage District Areas:

- (a) **Area A:** All vessels of 300 GT and over
- (b) **Area B:** All vessels of 5000 GT and over
- (c) **Area C:** All vessels of 300 GT and over and all vessels of 45m LOA and over
- (d) **Area D:** All vessels of 300 GT and over and all vessels with a maximum height above waterline of 30m and over

A vessel shall remain to be considered a chemical carrier so long as any of her cargo tanks or cargo system is not completely cleared and removed of any such residual cargo.

(2) **Pilotage exemptions:** For details of vessels exempted by law, contact Port of Singapore Authority.

(3) **Pilot ordering (Arrival Vessels):**

- (a) Orders for pilotage service should be placed at least 4h before the Service Requested Time (**SRT**)
- (b) Subject to a resource and channel capacity check, a Confirmed Service Time (**CST**) will be allocated. The party placing or triggering the pilot order should notify the Master of the Vessel of the CST.

(c) At or just before CST minus 4h, the Master of the Vessel shall contact the Pilot Office for a pre-arrival notification. (This is to track the arrival of vessels to the Boarding Ground at CST).

(d) The Pre-arrival notification message should contain the following:

- (i) Vessel's name
- (ii) Callsign
- (iii) Arrival Date: DD/MM/YY
- (iv) Arrival Time: LT
- (v) Boarding Ground
- (vi) Direction approaching from: East/West

(e) The CST will be "Lock In" at CST minus 4h

(f) Once CST is "Lock In":

- (i) If vessel does not arrive at the Boarding Ground at CST, vessel will be allocated a new CST
- (ii) If vessel arrives on schedule at the Boarding Ground but the berth to which the vessel is destined for is not ready, the vessel will be anchored and will be subject to a new pilot order and receipt of new CST

(4) Notice of ETA: Masters are required to confirm their Boarding Ground arrival at T minus 2h with the Pilot Office via VHF Ch 20 or telephone +65 63211762.

(5) Pilot ordering (Departure Vessels):

- (a) Orders for pilotage service should be placed at least 4h before the Service Requested Time (**SRT**)
- (b) Subject to a resource and channel capacity check, a Confirmed Service Time (**CST**) will be allocated. The party placing or triggering the pilot order should notify the Master of the Vessel of the CST.
- (c) The CST will be "Lock In" at CST minus 4h
- (d) Once CST is "Lock In", if the vessel is not ready to sail, the pilot job will be cancelled and vessel will be subject to a new pilot order and receipt of new CST

(6) Vessels at anchor awaiting a pilot should maintain listening watch on VHF Ch 20.

See also Admiralty Sailing Directions.

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

- (a) **Eastern Boarding Ground A (PEBGA):** in position 1°13'52N 103°53'45E
- (b) **Eastern Boarding Ground B (PEBGB):** in position 1°15'65N 103°57'40E (for all tankers when proceeding to pick up Pilots in the eastern sector)
- (c) **Western Boarding Ground A (PWBGA):** in position 1°12'92N 103°36'08E (for vessels arriving from the W)
- (d) **Western Boarding Ground B (PWBGB):** in position 1°12'03N 103°39'48E (for vessels arriving from the E calling at facilities W of Jurong Island Road Link)
- (e) **Gusong Boarding Ground (PGBG):** in position 1°10'48N 103°46'90E (for vessels arriving from the E calling at the anchorages in Sudong Sector or Raffles Reserved Anchorage, or on prior permission from the Port Master)
- (f) **Southern Boarding Ground (PSBG):** in position 1°11'70N 103°49'67E
- (g) **East Johor Boarding Ground (PJSB):** in position 1°17'65N 104°06'40E

NOTE:

Pilotage is provided by PSA Marine (Pte) Ltd.

Notification of Arrival Report

CONTACT DETAILS:

Call: Port Master
 Fax: +65 62245776
 Telex: +87 34970 PORTPM
 E-mail: noa@mpa.gov.sg

PROCEDURE:

(See FLOW DIAGRAM)

(1) The owner, agent, master or person-in-charge of any passenger vessel or a vessel of 300 GT or more shall notify the Port Master at least 12h prior to the arrival of the vessel. A vessel coming from a nearby port, with less than 12h steaming time to Singapore, shall immediately on departure from such port notify the Port Master. The report shall be sent to the Port Master by E-mail, Fax, Telex or MARINET.

(2) Owners, agents, masters or person-in-charge of vessels carrying hazardous and noxious substances in bulk are reminded of the requirement to provide 24h advance notification on the details of such cargoes they are carrying as stated in Port Marine Circular No 15 of 1998.

(3) The report should state the following information:

- (a) Vessel's name
- (b) Call sign
- (c) MMSI
- (d) IMO No
- (e) Draught (in metres)
- (f) Height above waterline (in metres)
- (g) Name of Agent
- (h) ETA (Date/Month/Year/Time in DDMMYY/hhmm format)
- (i) Direction from which vessel is approaching (East(E), West(W) or South(S))
- (j) Last Port
- (k) Slop/Sludge Indicator: Y (if vessel has slop/sludge on board) or N (if vessel has no slop/sludge on board)
- (l) CLC 92 Certificate on Board (Y/N). Applicable to vessels constructed or adapted to carry more than 2000 tonnes of oil in bulk
- (m) Remarks as follows:
 - (i) Any conditions affecting the navigation of the vessel such as defective propulsion machinery, steering equipment, thrusters, list and/or awkward tows
 - (ii) Any fire hazards on board, including hazards involving dangerous goods
 - (iii) Nature of damage in case of damaged vessels (iv) Nature of immediate assistance required on arrival (if any), such as medical or fire-fighting

(Vessels should indicate 'NA' if not applicable)

Confirmation of Arrival Report**DESCRIPTION:**

The Singapore VTIS is part of the **Mandatory** Malacca and Singapore Straits Ship Reporting System (STRAITREP). The objectives of the VTIS are as follows:

- (1) To improve safety of navigation in the Singapore Straits.
- (2) To facilitate safety of vessel traffic Inward-Bound and Outward-Bound to/from Singapore.
- (3) The VTIS Operational Area is divided into three Sectors. The limits of the Sectors are depicted on the VTIS diagram.

CONTACT DETAILS:

VTIS West (STRAITREP Sector 7) VHF Frequency: Ch 73

VTIS Central (STRAITREP Sector 8) VHF Frequency: Ch 14

VTIS East (STRAITREP Sector 9) VHF Frequency: Ch 10

PROCEDURE:

(1) The master of every vessel of 300 GT or more or tug engaged in towing or pushing if the combined GT of the tug and tow or vessel(s) being pushed is 300 GT or more, or any passenger vessel intending to call at Singapore shall report by VHF the Confirmation of Arrival to VTIS together with information on the vessel's particulars. The report shall be made as follows:

- (a) Through VTIS East on VHF Ch 10 (Sector 9 of STRAITREP):
 - (i) Approaching from the East (South China Sea): When abeam Horsburgh Lt (1°19'82N 104°24'34E)

(ii) Approaching from the South through Selat Riau: When abeam of Karang Galang Lt (1°09'58N 104°11'37E)

(iii) Approaching from the East Johor Strait: When abeam of Eastern Lt buoy (1°17'87N 104°05'89E)

(b) Through VTIS Central on VHF Ch 14 (Sector 8 of STRAITREP):

Vessels intending to join the traffic lane of the TSS in the Singapore Strait between longitudes 103°44'60E and 104°02'10E after departing from the port or anchorages North or South of the TSS.

(c) Through VTIS West on VHF Ch 73 (Sector 7 of STRAITREP):

(i) Approaching from the South through Selat Durian: When abeam Pulau Jangkat Bn (0°57'99N 103°42'53E)

(ii) Approaching from the West (Malacca Strait): When abeam Pulau Iyu Kechil (1°11'47N 103°21'14E)

(2) Vessels approaching from any other direction should call the appropriate VTIS Operator (East, West or Central) on approaching the VTIS Operational Area and provide the vessel's position by bearing and distance from one of the following reference points:

(a) Pulau Iyu Kechil Lt (1°11'47N 103°21'14E)

(b) Sultan Shoal Lt (1°14'37N 103°38'89E)

(c) Raffles Lt (1°09'60N 103°44'45E)

(d) Sakijang Lt Bn (1°13'30N 103°51'28E)

(e) Bedok Lt (1°18'54N 103°55'97E)

(f) Tg Setapa Lt (1°20'57N 104°08'14E)

(g) Horsburgh Lt (1°19'82N 104°24'34E)

(3) A Confirmation of Arrival Report should contain the following information:

(a) Vessel's name

(b) Call sign

(c) Present location (with reference to any one of the designated Reporting Points, e.g. when abeam Horsburgh Lt)

(d) Number of passengers and crew (applicable only for passenger vessels calling at Singapore)

(e) ETA at the first destination in the Port of Singapore, or the name of the pilot boarding ground for a vessel engaging the services of a pilot

(f) Height of the vessel above the waterline (applicable if height differs from that provided in the Notification of Arrival Report)

Port Operations

DESCRIPTION:

For the purpose of VHF Reporting by vessels manoeuvring in port, the port is divided into 9 sectors. Each sector has a Sector Control Station which operates on a designated VHF Channel.

CONTACT DETAILS:

Call: Port Operations

Telephone: +65 63252493 +65 63252494

Fax: +65 62245776 (addressed to PORTMASTER)

Telex: +87 34970 (PORTPM RS34970 - addressed to PORTMASTER)

E-mail: pocc@mpa.gov.sg

MMSI: 005630002

Sembawang Control VHF Frequency: Ch 21

Keppel Control VHF Frequency: Ch 18

Cruise Bay Control VHF Frequency: Ch 05

Cyrene Control VHF Frequency: Ch 25

Jurong Control VHF Frequency: Ch 22

Sinki Control VHF Frequency: Ch 68

East Control VHF Frequency: Ch 12

West Control VHF Frequency: Ch 68

Singapore Port Operations Control VHF Frequency: Ch 09

Distress, Urgency and Safety VHF Frequency: Ch 16

Port Marine Safety VHF Frequency: Ch 07

Police Coast Guard VHF Frequency: Ch 07

Hydrographic Department VHF Frequency: Ch 13

Maritime Security VHF Frequency: Ch 26
Port Health/Immigration VHF Frequency: Ch 74
Singapore Pilots VHF Frequency: Ch 20
Waterboats and tug deployment VHF Frequency: Ch 61
Bukom Operations VHF Frequency: Ch 19
Palua Ayer Chawan Operations VHF Frequency: Ch 05
Singapore Refinery Centre VHF Frequency: Ch 05

HOURS: H24

PROCEDURE:

(See FLOW DIAGRAM)

(1) The VHF Reporting procedures for vessels manoeuvring in port applies to:

- (a) Vessels of 300 GT and over
- (b) Tugs engaged in towing or pushing if the combined GT of the tug and tow or vessel(s) being pushed is 300 GT and over
- (c) All passenger vessels
- (d) Vessels of 30m or more in length
- (e) Vessels of 30m or more in height

(2) **Sector Control Stations:**

The 9 sectors are as follows:

Sector	Control Station	VHF Channel
East Johor Strait	Sembawang Control	21
Keppel Harbour	Keppel Control	18
Cruise Bay	Cruise Bay Control	05
Cyrene	Cyrene Control	25
West Jurong	Jurong Control	22
Sinki	Sinki Control	68
West Johor Strait	Jurong Control	22
Eastern	East Control	12
Western	West Control	68

(3) There are 3 types of reports:

- (a) Channel Clearance Report
- (b) Arrival Report
- (c) Underway Report

(4) **Channel Clearance Report:**

- (a) This report should be made by vessels arriving from sea before entering the port or vessels intending to manoeuvre within or leave the port
- (b) For a vessel intending to enter, move within or leave a controlled sector, it shall obtain permission from the control station before conducting the manoeuvre
- (c) Before seeking clearance to enter a controlled sector, the Master of the vessel shall ensure that:
 - (i) The berth at the terminal or shipyard is clear from obstructions and that adequate personnel are available to assist the vessel during berthing
 - (ii) The tug(s) where applicable are in position to assist the vessel
 - (iii) The VHF working channel for berthing has been agreed and tested
 - (iv) The vessel's navigational equipment/steering gear including the vessel's whistle are tested
 - (v) Any other precautions deemed necessary for the safe navigation and berthing of the vessel are observed
- (d) The report should contain the following information:
 - (i) Vessel's name or call sign
 - (ii) Draught
 - (iii) Present location
 - (iv) Destination (location in the port or bound for sea)

- (v) Height (if proceeding to a height restricted area)
- (vi) Remarks, if any

(5) Arrival Report:

- (a) This report shall be made by a vessel when it has arrived at the destination in the port. The vessel shall report to the appropriate control station.
- (b) For a vessel arriving at a terminal, the report shall contain the following information:
 - (i) Vessel's name or call sign
 - (ii) Arrival date and time
 - (iii) Name of the berth and terminal
- (c) For a vessel arriving at an anchorage, the report shall contain the following information:
 - (i) Vessel's name or call sign
 - (ii) Arrival date and time
 - (iii) Name of the anchorage
 - (iv) Bearing and distance of the vessel from one of the Position Reference

Points listed in (d) below

(d) Position Reference Points:

- (i) East Johor Strait: Eastern Lt buoy (1°17'87N 104°05'89E), (Sembawang Control, VHF Channel 21)
- (ii) Eastern Sector: Amber Lt Bn (1°17'90N 103°54'30), (East Control, VHF Channel 12)
- (iii) Western Sector: Rimau Lt Bn (1°15'59N 103°48'39E) or Sultan Shoal Lt (1°14'37N 103°38'89E), (West Control, VHF Channel 68)
- (iv) West Jurong Sector: Sultan Shoal Lt (1°14'37N 103°38'89E), (Jurong Control, VHF Channel 22)
- (e) Vessels at anchor should maintain a continuous listening watch on the VHF Channel for that Sector.

(6) Underway Report:

- (a) This report shall be made by a vessel when it is underway in a channel after leaving an anchorage or a berth and passing abeam of the Reporting Points
- (see **REPORTING POINTS** section)
- (b) The report shall contain the following information:
 - (i) Vessel's name or call sign
 - (ii) Present location (e.g. abeam of NE Corridor Lt buoy)
- (c) Every vessel when underway shall maintain a continuous listening watch on the VHF Channel designated for the sector the vessel is in
- (d) Vessels are advised to keep additional listening watch on VHF Ch 16

Location	Reporting Point	Position
Changi Naval Base Corridor	Airway Lt buoy	1°17'65N 104°01'09E
Ferry Corridor	Padang Lt buoy	1°17'49N 103°58'98E
Eastern Fairway/Eastern Corridor	Forward Lt buoy	1°16'51N 103°55'47E
	NE Corridor Lt buoy	1°15'43N 103°53'81E
East Keppel Fairway	Ro-Ro Lt buoy	1°15'91N 103°51'45E
	Main Fairway Lt buoy	1°14'44N 103°51'93E
	Outer Shoal Lt Bn	1°15'02N 103°51'81E
Buran Channel	E Buran Lt buoy	1°14'65N 103°50'96E
	W Buran Lt buoy	1°14'05N 103°50'10E
Southern Fairway	Tembakul Lt Bn	1°13'34N 103°51'78E
Sisters Fairway	Palawan Lt Bn	1°14'97N 103°48'89E
	Selegi Lt Bn	1°13'56N 103°49'59E
Jong Fairway	Sisters Lt buoy	1°12'42N 103°48'77E
	Sebarok Lt Bn	1°11'84N 103°48'36E

West Keppel Fairway	Rimau Lt Bn	1°15'59N 103°48'39E
East Jurong Channel	Cyrene Lt Bn	1°15'30N 103°45'54E
	East Cyrene Lt buoy	1°15'61N 103°45'89E
	Pusing Lt buoy	1°17'15N 103°44'19E
Sinki Fairway/Banyan Basin	Serebut Lt Bn	1°14'83N 103°42'09E
	Sawa Lt buoy	1°15'35N 103°44'05E
	Salu Lt buoy	1°12'22N 103°40'63E
Temasek Fairway	Temasek Lt buoy	1°13'78N 103°39'50E
	Tuas View Lt buoy	1°15'89N 103°38'49E
Pesek Basin	Anak Pulau Lt buoy	1°17'61N 103°41'95E
West Jurong Channel	Triton Lt buoy	1°16'39N 103°39'41E
Tuas Channel	Tuas Lt Bn	1°16'96N 103°39'35E
Raffles Reserved Anchorage	Senang Lt buoy	1°10'41N 103°44'99E
East Johor Strait	Eastern Lt buoy	1°17'87N 104°05'89E
	Angler Lt buoy	1°21'10N 104°03'02E
	Punggol Lt buoy	1°25'33N 103°54'69E

INFORMATION BROADCASTS:

The Port Operational Control Centre (POCC) will broadcast all Maritime Safety Information such as navigational and meteorological warnings and other urgent safety-related messages on VHF Ch 09. The Maritime Safety Information will be broadcast every 2h commencing 0100 LT. New warnings will be disseminated immediately and thereafter broadcast as per schedule. POCC will continue to announce on VHF Ch 16 and other relevant VHF Working Channels the impending broadcast of Maritime Safety Information on VHF Ch 09. Maritime Safety Information is also disseminated through the NAVTEX Service.

NOTE:

The Maritime and Port Authority of Singapore operates a Vessel Traffic Radar System to monitor vessels in the port.

Marine Incidents in Port

CONTACT DETAILS:

Port Marine Safety Control Centre

VHF Frequency: Ch 07 16
 Telephone: +65 62203803
 +65 63252488
 +65 63252489
 Fax: +65 63252484

Port Operations Control Centre

VHF Frequency: Ch 05 12 16 18 21 22 68
 Telephone: +65 63252493
 +65 63252494
 Fax: +65 62245776
 Telex: +87 22896 PORTPM
 +87 32124 PORTPM

PROCEDURE:

- (1) In the event of a marine emergency such as collision, grounding, oil pollution, fire, sinking or any other marine incident, the owner, agent or master shall immediately report to the Port Master's Department.
- (2) When reporting to the Port Master's Department, the following information shall be provided:
 - (a) Vessel's name
 - (b) Any casualties
 - (c) Location of vessel
 - (d) Nature of marine incident
 - (e) Nature of assistance required, if any

- (3) If there are dangerous cargoes onboard:
 (a) Name and quantity of dangerous cargoes
 (b) Mode of storage: e.g. ISO tank, containers

Johor/Singapore Second Crossing Bridge

CONTACT DETAILS:

Jurong Control

Call: Jurong Control
 VHF Frequency: Ch 22

Lima Johor

Call: Lima Johor
 VHF Frequency: Ch 67

PROCEDURE:

- (1) Vessels whose height exceeds 10m or whose beam exceeds 15m are not permitted to use the Singapore Channel to transit under the bridge.
 (2) Vessels whose height is 10m or less or whose beam is 15m or less intending to transit under the bridge for the purpose of entering or leaving the West Johor Strait are to call Jurong Control on VHF Ch 22 to seek channel clearance.
 (3) Vessels should provide Jurong Control with the following information:
 (a) Name of vessel
 (b) Height
 (c) Beam
 (d) Whether vessel is under tow
 (e) Current location
 (f) Intended location
 (4) Vessels of more than 10m in height intending to use the navigational channel under the bridge on the Malaysian side are advised to call Lima Johor on VHF Ch 67.
 (5) Vessels should provide Lima Johor with the following information:
 (a) Vessel's name
 (b) Call sign
 (c) Port of Registry
 (e) Air-draught
 (f) Length
 (g) GT
 (h) Cargo on board
 (i) Intended direction of passage: i.e. northbound or southbound
 (6) The maximum height for vessels using the Malaysia Channel is 23m.

Tall Vessel's Movement - Changi Airport

PROCEDURE:

- (1) The Civil Aviation Authority of Singapore (CAAS) has requested shipyard operators, masters, owners or agents of vessels with heights exceeding 100m intending to conduct intra-port movements (within port limits) which require to transit, leave or move between Longitude "A" (103°54'00E) and Longitude "B" (104°05'00E), south and east of Changi Airport, to notify CAAS at least 3 working days in advance of such movements.
 (2) When notifying CAAS, the report shall contain the following:
 (a) Vessel's registered name/call sign
 (b) Height of vessel above waterline
 (c) Intended route/timings (with drawings of routes if possible)
 (d) Point of origin/final destination
 (e) Estimated date/time of crossing longitudes 103°54'00E and 104°05'00E
 (f) Contact telephone number
 (3) The information should be sent by mail, telex or fax to the following:
 Civil Aviation Authority of Singapore (CAAS)
 Air Navigation Services
 Operations Division
 Singapore Changi Airport, 819643

CS-mailbox: GVT305
Telex: RS21231 AVIATEL
Fax: +65 456516

(4) Vessels on passage.

(a) Masters of vessels with heights exceeding 100m above the waterline intending to enter, transit or leave the area defined above are also required to report to Sembawang Control on VHF Ch 21 when passing Longitude "A" or "B" or when entering or leaving the Traffic Information Area of Serangoon Harbour.

(b) When entering the area, the report required to be made shall contain the following:

- (i) Vessel's registered name/call sign
- (ii) Height of vessel above waterline
- (iii) Direction of Movement (Eastwards or Westwards)
- (iv) Actual time of crossing Longitude "A" and estimated time of crossing Longitude "B" or vice versa, or
- (v) Actual time of crossing Longitude "A" or "B" and estimated time of entering Traffic Information Area of Serangoon Harbour, or
- (vi) Actual time of leaving Traffic Information Area of Serangoon Harbour and estimated time of crossing Longitude "A" or "B"

(c) When leaving the area, a second report shall be made containing the following:

- (i) Vessels' registered name/call sign
- (ii) Actual time of crossing longitude "A" or "B" or entry into Traffic Information Area of Serangoon Harbour

Singapore Straits

NOTE:

For details see MALACCA AND SINGAPORE STRAITS.

OTHER STATIONS IN SINGAPORE:

BA 27/08

15/08

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.

To accompany Indian Notice to Mariners 408/08

BA Chart 1486

CHART 3465: POSITIONS

To agree with the larger scale chart 3465, which is referred to WGS84 Datum, positions read from chart 1486 must be adjusted by 0.04 minutes NORTHWARD and 0.04 minutes WESTWARD.

To accompany Indian Notice to Mariners 408/08

BA Chart 2523

CHART 2883: POSITIONS

Positions on chart 2523 differ from those on smaller scale chart 2883 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 408/08

BA Chart 2837

CHART 2883: POSITIONS

Positions on chart 2837 differ from those on larger scale chart 2883 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 408/08

BA Chart 2847

CHART 2883: POSITIONS

Positions on chart 2847 differ from those on larger scale chart 2883 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 408/08

BA Chart 2886

CHART 2883: POSITIONS

Positions on chart 2886 differ from those on adjoining chart 2883 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 408/08

BA Chart 3409

CHART 2883: POSITIONS

Positions on chart 3409 (plan E) differ from those on smaller scale chart 2883 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 408/08

BA Chart 3775

CHART 2883: POSITIONS

Positions on chart 3775 differ from those on smaller scale chart 2883 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 408/08

BA Chart 3788

CHART 2883: POSITIONS

Positions on chart 3788 differ from those on smaller scale chart 2883 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 408/08

BA Chart 3790

CHART 2883: POSITIONS

Positions on chart 3790 differ from those on smaller scale chart 2883 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 412/08

Chart 355 (INT 7405)

GAS AND OIL FIELD DEVELOPMENT AREA

Numerous production platforms, underwater construction work on well heads and pipelines, single buoy moorings and oil derricks, only some of which carry lights and fog signals, other unlit objects and submerged obstructions, oil barges, drilling rigs, diving tenders and support vessels exists within the Oilfield Development Area enclosed by pecked line. As all these features cannot be charted, special caution should be exercised by vessels navigating in the vicinity. Vessels are advised not to enter these areas and those entering will do so at their own risk for which Government of India will not be liable in any way.

The Government of India has established 500 meter Safety Zone around each installation in these Oilfield Development Areas. Mariners should not enter these Safety Zones. For details see Special Edition Notice No 21.

ANCHORING AND TRAWLING

Ships are prohibited from anchoring and trawling in the area marked by T- shaped dashed lines due to the existence of oil and gas pipeline carrying flammable material under high pressure or the submarine cable of high voltage. Mariners risk prosecution if they anchor or trawl near pipeline or a cable and so damage it. Any ship damaging them could face and immediate hazard. Mariners are strongly advised not to anchor or trawl in the vicinity of pipeline or the submarine cable. See Special Edition Notices Nos 14.

To accompany Indian Notice to Mariners 419/08

Chart 8013

AIDS TO NAVIGATION

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

To accompany Indian Notice to Mariners 419/08

BA Chart 326

AIDS TO NAVIGATION

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