



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 16 DATED 16 AUG 2008

(CONTAINS NOTICES 441 TO 462)

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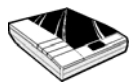
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Traffic Separation Scheme and Safety Routes. Traffic Separation Scheme and Safety Routes off Mumbai and Gujarat Coast have been promulgated by Indian Notices to Mariners Correction 381 of Edition 14 of 2008 dated 16 Jul 2008. The scheme is coming into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

**Chief Hydrographer
to the Government of India**

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

EXPLANATORY NOTES

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

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

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

(b) **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. | IN53003C | 3003 | CUDDALORE ANCHORAGE | 15-03-08 |
| 2. | IN52021M | 2021 | MUNDRA PORT | 30-04-07 (Edition-3) |

(c) **ENCs PERMANENTLY WITHDRAWN:**

| <i>Sl. No.</i> | <i>Cell Name</i> | <i>Chart No.</i> | <i>Title</i> | <i>Publication Date</i> |
|----------------|------------------|------------------|----------------------------|-------------------------|
| 1. | IN53003C | 3003 | CUDDALORE ANCHORAGE | 31-12-04 |
| 2. | IN52021M | 2021 | MUNDRA PORT | 30-04-07 (Edition-2) |

(d) **FORTHCOMING CHARTS AND PUBLICATIONS**

| <i>Sl. No.</i> | <i>INP</i> | <i>Title</i> | <i>Price</i> | <i>Remarks</i> |
|----------------|------------|------------------------------|--------------|-------------------|
| 01. | INP 11 | NAUTICAL ALMANAC 2009 | Rs. 2370.00 | IN September 2008 |

AVAILABILITY OF ENCs:



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

| | | |
|---|--|---|
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|---|--|---|

SECTION – I
List of charts affected by
The Notices 441 to 462 contained in this Edition

| INDIAN H.O. Chart No. | Folio No. | Notice No. | ADMIRALTY Chart No. | Folio No. | Notice No. |
|----------------------------------|----------------------|-------------------|--------------------------------|----------------------|-------------------|
| 21 | 2 | 443 | 81 | 32 | 447 |
| 32(INT 754) | 5 | 444 | 82 | 32 | 447 |
| 33 | 5 | 445 | 792 | 45 | 453 |
| 41 | 6 | 451 | 941A | 46 | 441, 460 |
| 211 | 3 | 443 | 1066 | 60 | 441, 460 |
| 212 | 3 | 443 | 1140 | 45 | 454 |
| 248 | 2 | 450 | 1268 | 40 | 448 |
| 253 | 2 | 453 | 1312 | 46 | 441, 459, 460 |
| 255(INT 7334) | 3 | 443 | 1353 | 45 | 455 |
| 256(INT 7340) | 3 | 443 | 1358 | 45 | 454 |
| 292(INT 7021) | 2 | 443 | 1789 | 46 | 441, 459 |
| 357(INT 7397) | 5 | 444 | 2137 | 46 | 441 |
| 407 | 6 | 445 | 2149 | 46 | 441 |
| 408 | 6 | 445 | 2741 | 36 | 446 |
| 415 | 7 | 451, 452 | 2756 | 36 | 446 |
| 453 | 7 | 452 | 2777 | 45 | 455 |
| 454 | 7 | 452 | 2854 | 40 | 449 |
| 472(INT 7032) | 6 | 445 | 3471 | 46 | 441 |
| 2016(INT 7336) | 3 | 443 | 3721 | 46 | 441 |
| 2056 | 2 | 442 | 3757 | 46 | 441, 460 |
| 2081 | 2 | 442 | 3758 | 46 | 441 |
| 2096 | 2 | 450 | 3831 | 45 | 458 |
| 2100 | 2 | 442 | 3920 | 45 | 455 |
| 4022 | 7 | 451, 452 | 3921 | 45 | 455 |
| 4037 | 6 | 445 | 3933 | 45 | 457 |
| | | | 3937 | 45 | 456, 458 |
| | | | 3946 | 45 | 454 |
| | | | 4032 | 45 | 461 |
| | | | 4033 | 45 | 462 |

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

| 441/(16/08) | | Miscellaneous updates to charts |
|--|-------------------------|--|
| Source: NHO Dehradun & BA Notice 3774/08 | | |
| Chart No. | Previous Updates | Details |
| ---- | ----- | Refer to INM Edition 14 of 08 Notice No. 381 (14/08), All arrow marks are amended to read as  for  (in accordance with collision regulations). |
| 254 | ----- | Refer to INM Edition 14 of 08 Notice No. 381(14/08), for Chart 254, Page No. 25, read <u>“accompanying note ‘SAFETY FAIRWAY’ as suitable in the chart below the title”</u> for <u>“accompanying note ‘SAFETY FAIRWAY’, & ‘SHIP REPORTING (INDSAR)’ as suitable in the chart below the title”</u> |
| BA 941 A | <i>437/08</i> | Insert magenta limit and chart reference, 2872 (see Note - POSITIONS), as follows: North: 0° 29′.0S. East: 110° 28′.0E. South: 5° 00′.0S. West: 107° 35′.0E. |
| | | Insert magenta limit and chart reference, 2873 (see Note - POSITIONS), as follows: North: 0° 29′.0S. East: 107° 53′.0E. South: 5° 00′.0S. West: 105° 00′.0E. |
| | | Insert accompanying note, CHARTS 2872 AND 2873: POSITIONS, centred on 11° 39′.2S., 106° 54′.0E. |
| BA 1066 | <i>437/08</i> | Insert magenta limit and chart reference, 2872 (see Note - POSITIONS), as follows: North: - East: 110° 28′.0E. South: 5° 00′.0S. West: - |
| | | Insert accompanying note, CHART 2872: POSITIONS, centred on 3° 10′.0S., 114° 47′.2E. |
| | | Delete magenta limit and chart number, 3757, in position 4° 21′.5S., 108° 50′.5E. |
| BA 1312 | <i>371/08</i> | Insert magenta limit and chart reference, 2872 (see Note - POSITIONS), as follows: North: 0° 29′.0S. East: - South: - West: 107° 35′.0E. |
| | | Insert magenta limit and chart reference, 2873 (see Note - POSITIONS), as follows: North: 0° 29′.0S. East: 107° 53′.0E. South: - West: 105° 00′.0E. |
| | | Substitute accompanying note, CHARTS 1336, 2403, 2868, 2869, 2870, 2872 AND 2873: POSITIONS, for existing note, CHARTS 1336, 2403, 2868, 2869 AND 2870: POSITIONS, centred on 2° 28′.2S., 103° 29′.0E. |
| | | Delete magenta limit and chart number, 2137, in position 1° 37′.2S., 107° 56′.8E. |
| | | Delete magenta limit and chart number, 3720, in position 0° 02′.0S., 107° 50′.5E. |
| | | Delete magenta limit and chart number, 3721, in position 1° 16′.7S., 108° 02′.5E. |
| | | Delete magenta limit and chart number, 3757, in position 2° 13′.7S., 108° 50′.5E. |
| | | Delete magenta limit and chart number, 3758, in position 1° 05′.0S., 108° 05′.0E. |

| 441/(16/08) | Miscellaneous updates to charts (Continued) | |
|--------------------|--|---|
| BA 1789 | <i>238/08</i> | Substitute accompanying note, CHARTS 2870 AND 2873: POSITIONS, for existing note, CHART 2870: POSITIONS, centred on 1° 01'·6S., 103° 42'·1E. |
| BA 2137 | <i>436/08</i> | Insert accompanying note, CHARTS 2872 AND 2873: POSITIONS, centred on 1° 43'·8S., 107° 54'·4E. |
| BA 2149 | <i>436/08</i> | Insert reference, Adjoining Chart 2872 (see Note - POSITIONS), in N border at longitude 108° 25'·0E. and in E border at latitude 4° 15'·0S. Insert reference, Adjoining Chart 2873 (see Note - POSITIONS), in N border at longitude 107° 15'·0E. Insert accompanying note, CHARTS 2872 AND 2873: POSITIONS, centred on 6° 19'·0S., 106° 38'·9E. |
| BA 3471 | <i>435/08</i> | Insert accompanying note, CHART 2873: POSITIONS, centred on 3° 12'·3S., 105° 03'·6E. |
| BA 3721 | <i>239/08</i> | Substitute accompanying note, CHARTS 2870 AND 2872: POSITIONS, for existing note, CHART 2870: POSITIONS, centred on 0° 14'·1N., 109° 13'·3E. |
| BA 3757 | <i>048/07</i> | Insert accompanying note, CHART 2872: POSITIONS, outside N border adjacent to the Copyright Notice. |
| BA 3758 | <i>434/08</i> | Substitute accompanying note, CHARTS 2870 AND 2872: POSITIONS, for existing note, CHART 2870: POSITIONS, centred on 2° 02'·0S., 110° 14'·1E. |

***442/(16/08) INDIA – WEST COAST – Pipavav West Channel – Transit Mark.**

Indian List of Light Vol F & K 2003, F: 0437.7, 0437.71, 0437.9, 0437.91

Source: Pipavav Port

(HJ/1130/08)

Chart 2081 [previous update 381/08]

| | | |
|-------|------------------------|----------------------------|
| Amend | Light Beacon to, Fl.3s | 20° 55'·10N., 71° 30'·29E. |
| | Oc.6s | 20° 55'·21N., 71° 30'·32E. |
| | Fl.3s | 20° 55'·46N., 71° 31'·01E. |
| | Oc.6s | 20° 55'·59N., 71° 31'·11E. |

Chart 2056 [previous update 379/08]

| | | |
|-------|------------------------|----------------------------|
| Amend | Light Beacon to, Fl.3s | 20° 55'·10N., 71° 30'·29E. |
| | Oc.6s | 20° 55'·21N., 71° 30'·32E. |
| | Fl.3s | 20° 55'·46N., 71° 31'·01E. |
| | Oc.6s | 20° 55'·59N., 71° 31'·11E. |

Chart 2100 [previous update 379/08]

| | | |
|-------|------------------------|----------------------------|
| Amend | Light Beacon to, Fl.3s | 20° 55'·10N., 71° 30'·29E. |
| | Oc.6s | 20° 55'·21N., 71° 30'·32E. |
| | Fl.3s | 20° 55'·46N., 71° 31'·01E. |
| | Oc.6s | 20° 55'·59N., 71° 31'·11E. |

***443/(16/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Safety Fairway. Legend.**

Source: DG Shipping – MS Notice.

*(HJ/1030/87)***Chart 21** [*previous update 409/08*]

Delete Pecked line, - - - - -, joining 19° 39′.15N., 70° 25′.27E.
19° 47′.00N., 70° 19′.60E.

Chart 292 (INT 7021) [*previous update 409/08*]

Delete Pecked line, - - - - -, joining 19° 39′.15N., 70° 25′.27E.
19° 47′.00N., 70° 19′.60E.

Chart 253 [*previous update 408/08*]

Delete Pecked line, - - - - -, joining 19° 39′.15N., 70° 25′.27E.
19° 47′.00N., 70° 19′.60E.

Chart 255 (INT 7334) [*previous update 409/08*]

Insert Pecked line, - - - - -, joining 19° 01′.33N., 72° 31′.17E.
19° 57′.00N., 72° 21′.05E. (N Border)
and
19° 57′.00N., 72° 12′.02E. (N Border)
19° 54′.90N., 72° 18′.70E.
19° 00′.65N., 72° 28′.92E.
and
18° 30′.02N., 72° 28′.87E.
18° 15′.00N., 72° 31′.37E. (S Border)
and
18° 15′.00N., 72° 34′.28E. (S Border)
18° 29′.78N., 72° 31′.62E.

legend, *SAFETY FAIRWAY* (*see Note*), centered on, 19° 48′.00N., 72° 21′.00E.
18° 20′.00N., 72° 31′.50E.

Delete Pecked line, - - - - -, joining 19° 01′.33N., 72° 31′.17E.
19° 57′.00N., 72° 14′.73E. (N Border)
and
19° 57′.00N., 72° 12′.45E. (N Border)
19° 00′.65N., 72° 28′.92E.
and
18° 29′.78N., 72° 31′.62E.
18° 15′.00N., 72° 31′.75E. (S Border)
and
18° 15′.00N., 72° 29′.02E. (S Border)
18° 30′.02N., 72° 28′.87E.

legend, *SAFETY FAIRWAY* (*see Note*), centered on, 18° 20′.00N., 72° 29′.50E.
19° 47′.00N., 72° 17′.00E.

443/(16/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Safety Fairway. Legend. (continued)*Chart 256 (INT 7340)** [previous update 291/08]

| | | |
|--------|--|--|
| Insert | Pecked line, - - - - -, joining | <p>18° 29′·00N., 72° 28′·92E. (N Border) 17° 30′·00N., 72° 39′·23E. and 17° 30′·00N., 72° 42′·15E. 18° 29′·00N., 72° 31′·70E. (N Border) and 17° 32′·50N., 71° 51·50E. (W Border) 18° 29′·00N., 72° 01′·87E. (N Border) and 18° 29′·00N., 72° 04′·79E. (N Border) 17° 30′·00N., 71° 53′·92E.</p> |
| | legend, <i>SAFETY FAIRWAY</i> (<i>see Note</i>), centered on, | <p>18° 04′·00N., 72° 35′·00E. 18° 04′·00N., 71° 58′·50E.</p> |
| Delete | <p>Pecked line, - - - - -, joining and associated legends</p> <p>accompanying note, RECOMMENDED ROUTE, centered on:</p> | <p>18° 03′·70N., 71° 57′·75E. 18° 29′·00N., 72° 02′·60E. (N Border) and 18° 29′·00N., 72° 33′·90E. (N Border) 18° 05′·68N., 72° 27′·30E. (a) 17° 48′·00N., 73° 25′·00E.</p> |
| Insert | accompanying note, SAFETY FAIRWAY centered on: | (a) above |

Chart 211 [previous update 409/08]

| | | |
|--------|---------------------------------|--|
| Insert | Pecked line, - - - - -, joining | <p>19° 01′·33N., 72° 31′·17E. 19° 44′·50N., 72° 23′·40E. (N Border) and 19° 44′·50N., 72° 20′·70E. (N Border) 19° 00′·65N., 72° 28′·92E. and 18° 30′·02N., 72° 28′·87E. 18° 11′·00N., 72° 32′·10E. (S Border) and 18° 11′·00N., 72° 35′·00E. (S Border) 18° 29′·78N., 72° 31′·62E.</p> |
|--------|---------------------------------|--|

***443/(16/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Safety Fairway. Legend. (continued)**

Delete Pecked line, - - - - -, joining
 19° 01'·33N., 72° 31'·17E.
 19° 44'·50N., 72° 18'·80E. (N Border)
 and
 19° 44'·50N., 72° 16'·35E. (N Border)
 19° 00'·65N., 72° 28'·92E.
 and
 18° 29'·78N., 72° 31'·62E.
 18° 11'·00N., 72° 31'·85E. (S Border)
 and
 18° 11'·00N., 72° 29'·20E. (S Border)
 18° 30'·02N., 72° 28'·87E.

Chart 212 [*previous update 410/08*]

Insert Pecked line, - - - - -, joining
 18° 25'·00N., 72° 29'·61E. (N Border)
 17° 30'·00N., 72° 39'·23E.
 and
 18° 25'·00N., 72° 32'·45E. (N Border)
 17° 30'·00N., 72° 42'·15E.

Legend, *SAFETY FAIRWAY* (*see Note*), centered on,
 18° 14'·00N., 72° 33'·00E.

Delete Pecked line, - - - - -, joining and associated legends
 18° 05'·70N., 72° 27'·40E.
 18° 25'·00N., 72° 32'·90E.

accompanying note, *RECOMMENDED ROUTE*,
 centered on: (a) 18° 08'·80N., 73° 13'·00E.

Insert accompany note, *SAFETY FAIRWAY*, centered on: (a) above

Chart 2016 (INT 7336) [*previous update 409/08*]

Insert Pecked line, - - - - -, joining
 19° 01'·33N., 72° 31'·17E.
 19° 02'·70N., 72° 30'·93E. (N Border)
 and
 19° 02'·70N., 72° 28'·54E. (N Border)
 19° 00'·65N., 72° 28'·92E.

Delete Pecked line, - - - - -, joining
 19° 01'·33N., 72° 31'·17E.
 19° 02'·70N., 72° 30'·80E. (N Border)
 and
 19° 02'·70N., 72° 28'·22E. (N Border)
 19° 00'·65N., 72° 28'·92E.


***444/(16/08) INDIA – EAST COAST – Point Calimere to Chennai (MADRAS) – Light.**

Source: DGLL Chennai

*(HJ/1030/00)***Chart 32 (INT 754)** [*previous update 254/08*]Insert  Fl(2) 13M 10° 54′·9N., 79° 51′·2E.**Chart 357 (INT 7397)** [*previous update 342/08*]Amend light to *Fl(2)10s18m13M* 10° 54′·90N., 79° 51′·20E.***445/(16/08) ANDAMAN SEA – INDIA – NICOBAR ISLANDS– Chowrai to Tillanchangi - Lights.**

Indian list of light Vol. F & K 2003, F: 1222.5

Source: Department of Telecommunications, Port Blair.

*(HJ/928/86)***Chart 33** [*previous update 364/08*]Insert  Racon(B), at light 08° 27′·4N, 093° 02′·9E.**Chart 472(INT 7032)** [*previous update 364/08*]Insert  Racon(B), at light 08° 27′·4N, 093° 02′·9E.**Chart 407** [*previous update 344/08*]Insert  Racon(B), at light 08° 27′·4N, 093° 02′·9E.**Chart 408** [*previous update 159/06*]Insert  Racon(B), at light 08° 27′·4N, 093° 02′·9E.**Chart 4037** [*previous update NC 30 Apr 03*]Insert  Racon(B), at light 08° 27′·40N, 093° 02′·90E.**446/(16/08) INDIAN OCEAN - Comores - Ile de Mayotte, North Coast - Récif du Nord South-eastwards - Buoy. Beacon.**

Indian List of Light Vol D & E 2003; D 6887

Source: BA Notice 4048/08

*(HJ/733/74)***BA Chart 2741** [*previous update 254/07*]Insert  Fl.G.4s (a) 12° 36′·21S., 45° 06′·90E.Delete  Fl.G.4s3M, close NNW of: (a) above**BA Chart 2756** [*previous update 254/07*]Insert  Fl.G.4s (a) 12° 36′·21S., 45° 06′·90E.Delete  Fl.G.4s3M, close NNW of: (a) above

447/(16/08) SUDAN - Sawakin - Beacons. Legend.

Source: BA Notice 4080/08

(HJ/1034/92)

BA Chart 81 (plan, Sawakin) [previous update 432/08]

Insert



19° 08'·137N., 37° 22'·019E.

19° 08'·092N., 37° 21'·719E.

Delete legend, *See INM 409(P)/06*, centred on:

19° 08'·520N., 37° 22'·780E.

BA Chart 82 [previous update 432/08]Delete legend, *See INM409(P)/06*, centred on:

19° 07'·75N., 37° 25'·00E.

Cancel former INM 409(P)/06.**448/(16/08) IRAN - Approaches to Khowre Musà - Nowrouz Oilfield North-westwards - Depths.**

Source: BA Notice 3929/08

(HJ/1133/90)

BA Chart 1268 [previous update 336/08]Insert depth 16_3 and extend 20m contour NE to enclose

29° 36'·54N., 49° 21'·18E.

depth 16_8 and extend 20m contour NE to enclose

29° 34'·26N., 49° 13'·59E.

449/(16/08) OMAN - South East Coast – Maşirah, North West Coast - Hilf Northwards and Westwards - Lights. Buoyage.

Indian List of Light Vol D & E 2003; D 7316.2, 7316.4, 7316.6

Source: BA Notice 3930/08

(HJ/1132/01)

BA Chart 2854 (plan, Ra's Hilf Anchorage) [previous update 284/05]

Amend light to, Q.R.7m3M

20° 41'·26N., 58° 52'·24E.

light to, Fl(3)R.10s7m3M

20° 41'·22N., 58° 52'·22E.

light to, LFl.R.6s7m3M

20° 41'·18N., 58° 52'·23E.

Substitute



Fl.Y.5s for



20° 39'·58N., 58° 51'·73E.

20° 39'·46N., 58° 51'·87E.

BA Chart 2854 [previous update 284/05]

Amend light to, Fl(3)R.10s 3M

20° 41'·23N., 58° 52'·22E.

450/(16/08) PAKISTAN - Gwadar - Pilot boarding place. Reported anchorage.

Source: BA Notice 4008/08

(HJ/1131/57)

Chart 248 [previous update 425/08]

| | | |
|--------|---|----------------------------|
| Insert |  | 25° 06'·92N., 62° 26'·32E. |
| Delete |  | 25° 08'·40N., 62° 21'·70E. |

Chart 2096 [previous update 425/08]

| | | |
|--------|---|----------------------------|
| Insert |  | 25° 06'·92N., 62° 26'·32E. |
| Delete |  | 25° 08'·40N., 62° 21'·70E. |

451/(16/08) BURMA - Katan Kyun South-eastwards - Drying height. Depths. Legend.

Source: BA Notice 4088/08

(HJ/1028/21)

Chart 41 [previous update 363/08]

| | | |
|--------|-------------|----------------------------|
| Delete | depth I_4 | 12° 24'·17N., 98° 27'·29E. |
|--------|-------------|----------------------------|

Chart 415 [previous update 271/08]

| | | |
|--------|--|----------------------------|
| Insert | drying height Q_8 , enclosed by 0m contour | 12° 24'·17N., 98° 27'·29E. |
| Delete | depth 0_5 | 12° 24'·13N., 98° 26'·99E. |

Chart 4022 [previous update 271/08]


| | | | |
|--------|--|-----------|----------------------------|
| Insert | drying height Q_8 , enclosed by 0m contour | (a) | 12° 24'·17N., 98° 27'·29E. |
| | depth 3_7 enclosed by 5m contour with seabed character R | | 12° 19'·49N., 98° 23'·09E. |
| | legend, <i>Less water reported (2006)</i> , centred on: | | 12° 18'·00N., 98° 25'·50E. |
| Delete | depth I_4 , adjacent to: | (a) above | |
| | depth 0_5 | | 12° 24'·13N., 98° 26'·99E. |

452/(16/08) BURMA - Katan Kyun North-eastwards - Depths. Rock. Beacon. Drying heights.

Source: BA Notice 4089/08

(HJ/1028/21)

Chart 454 [previous update 271/08]

| | | | |
|------------|---|-----------|--------------------------|
| Insert | depth 2_5 , enclosed by 5m contour | (a) | 12° 48'·4N., 98° 31'·9E. |
| | depth 4_7 enclosed by 5m contour | | 12° 45'·2N., 98° 33'·6E. |
| Substitute | ✖ for  | | 12° 53'·2N., 98° 32'·2E. |
| Delete | depth 5_9 , adjacent to: | (a) above | |

452/(16/08) BURMA - Katan Kyun North-eastwards - Depths. Rock. Beacon. Drying heights. (Continued).**Chart 453** [previous update 271/08]




| | | | |
|------------|---|-----|--------------------------|
| Insert | depth 2 ₅ , enclosed by 5m contour | (a) | 12° 48'·4N., 98° 31'·9E. |
| | depth 4 ₇ , enclosed by 5m contour | | 12° 45'·2N., 98° 33'·6E. |
| Substitute |  for depth 5 enclosed by 5m contour | | 12° 58'·6N., 98° 27'·8E. |
| |  for  | | 12° 53'·2N., 98° 32'·2E. |
| Delete | depth 5 ₉ , adjacent to: | (a) | above |

Chart 415 [previous update 451/08]




| | | | |
|------------|--|--|--------------------------|
| Insert | depth 2 ₅ and extend 5m contour W to enclose | | 12° 48'·4N., 98° 31'·9E. |
| | depth 4 ₇ enclosed by 5m contour | | 12° 45'·2N., 98° 33'·6E. |
| Substitute |  for depth 5 enclosed by 5m contour | | 12° 58'·6N., 98° 27'·8E. |
| |  for  B _n | | 12° 53'·2N., 98° 32'·2E. |

Chart 4022 [previous update 451/08]

| | | | |
|------------|--|--|----------------------------|
| Insert | depth 2 ₅ and extend 5m contour W to enclose | | 12° 48'·40N., 98° 31'·90E. |
| | depth 4 ₇ enclosed by 5m contour | | 12° 45'·20N., 98° 33'·60E. |
| | depth 12 | | 12° 44'·68N., 98° 31'·20E. |
| | depth 1 ₆ and extend 2m contour SE to enclose | | 12° 42'·93N., 98° 34'·71E. |
| Substitute | drying height (<u>3₁</u>) for dries 2.4m | | 12° 41'·31N., 98° 33'·45E. |

453/(16/08) MALAYSIA - Peninsular Malaysia, West Coast - Sungai Manjung -Lumut Maritime Terminal – Dredged depths.

Source: BA Notice 4021/08

(HJ/927/49)

BA Chart 792 (inset, Sungai Manjung (Sungai Dinding)) [previous update NE 24 Jan 08]

| | | | |
|-------|---|--|----------------------------|
| Amend | dredged depth to, 10·0m, centred on: | | 4° 15'·35N., 100° 39'·60E. |
| | dredged depth to, 12·0m (2008), centred on: | | 4° 15'·48N., 100° 39'·64E. |

454/(16/08) MALAYSIA - Peninsular Malaysia, West Coast - Malacca Strait - Approaches to Port Dickson – Light.

Indian List of Light Vol F & K 2003; F 1620.3

Source: BA Notice 4221/08

(HJ/927/28)

BA Chart 1140 [previous update 232/08]

Insert  Fl.3s32ft11M 2° 34′.14N., 101° 44′.00E.

BA Chart 1358 [previous update 428/08]

Insert  Fl.3s11M 2° 34′.1N., 101° 44′.0E.

BA Chart 3946 [previous update 395/08]

Insert  Fl.3s10m11M 2° 34′.14N., 101° 44′.00E.

455/(16/08) INDONESIA - Sumatera - East Coast - Approaches to Teluk Aru - Platform.

Indian List of Light Vol F & K 2003; F 9405

Source: BA Notice 4045/08

(HJ/928/41)

BA Chart 1353 [previous update 428/08]

Insert  Mo(U)12M WHS-A 4° 15′.9N., 98° 40′.6E.

BA Chart 2777 [previous update 079/08]

Insert  Mo(U)12M WHS-A 4° 15′.9N., 98° 40′.6E.

BA Chart 3920 [previous update 367/08]

Insert  Mo(U)12M WHS-A 4° 15′.92N., 98° 40′.55E.

BA Chart 3921 [previous update 394/07]

Insert  Mo(U)12M WHS-A 4° 15′.92N., 98° 40′.55E.

456/(16/08) INDONESIA - Sumatera - Pulau Batam - Batuampar - Buoy.

Source: BA Notice 3908/08

(HJ/927/16)

BA Chart 3937 (plan B, Batuampar) [previous update 431/08]

Delete  1° 09′.55N., 103° 59′.03E.

457/(16/08) INDONESIA - Sumatera - East Coast - Selat Rupert - Tanjung Tegoh Southwards - Buoy.

Source: BA Notice 3955/08

(HJ/927/18)

BA Chart 3933 [previous update 429/08]

Insert  Fl.Y.3s 1° 41′.09N., 101° 36′.86E.






458/(16/08) INDONESIA - Sumatera - Pulau Batam, East Coast - Selat Riau - Wrecks. Light.

Indian List of Light Vol F & K 2003; F 1772.25

Source: BA Notice 4091/08

(HJ/927/15)

BA Chart 3831 [previous update 371/08]

| | | | |
|--------|---|-----|--|
| Insert |  | (a) | 1° 07′.44N., 104° 12′.25E. 1° 08′.74N., 104° 11′.91E. |
| Delete |  , adjacent to | (a) | above |
| |  <i>Fl.R.4s</i> | | 1° 08′.93N., 104° 11′.50E. |
| |  <i>Fl(2)R.5s</i> | (b) | 1° 07′.57N., 104° 10′.49E. |
| |  <i>Fl(2)G.5s</i> , close NW of: | (b) | above |

BA Chart 3937 (plan D, Tanjunguban and Approaches) [previous update 456/08]

| | | | |
|--------|--|-----|----------------------------|
| Insert |  | (a) | 1° 07′.47N., 104° 12′.14E. |
| Delete |  , close NE of: | (a) | above |

459/(16/08) INDONESIA - Sumatera - East Coast - Singkep - Dabo - Lights.

Indian List of Light Vol F & K 2003; K 0958


Source: BA Notice 4201/08

(HJ/827/95)

BA Chart 1312 [previous update 441/08]

| | | | |
|--------|---|--|--------------------------|
| Insert |  <i>Fl.3s12M</i> | | 0° 29′.6S., 104° 33′.4E. |
| Delete |  <i>Fl.3s11M</i> | | 0° 30′.4S., 104° 34′.1E. |

BA Chart 1789 [previous update 441/08]

| | | | |
|--------|--|--|----------------------------|
| Insert |  <i>Fl.3s15m12M</i> | | 0° 29′.60S., 104° 33′.45E. |
| Delete |  <i>Fl.3s12m11M</i> | | 0° 30′.40S., 104° 34′.10E. |

460/(16/08) INDONESIA - Kalimantan - South West Coast - Bawal Westwards - Depths.

Source: BA Notice 4200/08

(HJ/827/70)

BA Chart 941A [previous update 441/08]

| | | | |
|--------|----------|--|--------------------------|
| Insert | depth 5½ | | 2° 41′.5S., 109° 56′.0E. |
|--------|----------|--|--------------------------|

460/(16/08) INDONESIA - Kalimantan - South West Coast - Bawal Westwards - Depths. (Continued).**BA Chart 1066** [previous update 441/08]

| | | | |
|--------|--|-----|--|
| Insert | depth 19_3 enclosed by 20m contour | | $2^{\circ} 36' \cdot 6S., 109^{\circ} 47' \cdot 1E.$ |
| | depth 3_5 and extend 10m contour SE to enclose | (a) | $2^{\circ} 40' \cdot 7S., 109^{\circ} 48' \cdot 9E.$ |
| | depth 10_2 | (b) | $2^{\circ} 41' \cdot 2S., 109^{\circ} 55' \cdot 4E.$ |
| | depth 9_7 enclosed by 10m contour | (c) | $2^{\circ} 48' \cdot 2S., 109^{\circ} 55' \cdot 5E.$ |
| | depth 9_6 enclosed by 10m contour | | $2^{\circ} 37' \cdot 8S., 109^{\circ} 57' \cdot 8E.$ |
| Delete | depth 3_7 , adjacent to: | (a) | above |
| | depth 16_5 , close SW of: | (b) | above |
| | depth 16 , close W of: | (c) | above |

BA Chart 1312 [previous update 459/08]

| | | | |
|--------|---|-----|--|
| Insert | depth 19_3 enclosed by 20m contour | | $2^{\circ} 36' \cdot 6S., 109^{\circ} 47' \cdot 1E.$ |
| | depth 3_5 and extend 5m contour SE to enclose | (a) | $2^{\circ} 40' \cdot 7S., 109^{\circ} 48' \cdot 9E.$ |
| | depth 10_2 | (b) | $2^{\circ} 41' \cdot 2S., 109^{\circ} 55' \cdot 4E.$ |
| | depth 9_7 enclosed by 10m contour | (c) | $2^{\circ} 48' \cdot 2S., 109^{\circ} 55' \cdot 5E.$ |
| | depth 9_6 enclosed by 10m contour | | $2^{\circ} 37' \cdot 8S., 109^{\circ} 57' \cdot 8E.$ |
| Delete | depth 3_7 , close NW of: | (a) | above |
| | depth 16_5 , adjacent to: | (b) | above |
| | depth 16 , close W of: | (c) | above |

BA Chart 3757 [previous update 441/08]

| | | | |
|--------|---|--|--|
| Insert | depth 19_3 enclosed by 20m contour | | $2^{\circ} 36' \cdot 50S., 109^{\circ} 47' \cdot 15E.$ |
| | depth 9_6 enclosed by 10m contour | | $2^{\circ} 37' \cdot 90S., 109^{\circ} 57' \cdot 87E.$ |
| | depth 3_5 enclosed by 5m contour and extend 10m contour SE to enclose | | $2^{\circ} 40' \cdot 67S., 109^{\circ} 48' \cdot 90E.$ |
| | depth 10_2 | | $2^{\circ} 41' \cdot 20S., 109^{\circ} 55' \cdot 50E.$ |
| | depth 9_7 enclosed by 10m contour | | $2^{\circ} 48' \cdot 13S., 109^{\circ} 55' \cdot 60E.$ |

461/(16/08) SINGAPORE - East Jurong Channel and Selat Sinki - Rocks.

Source: BA Notice 4086/08

(HJ/927/16)

BA Chart 4032 [previous update NE 22 May 08]

| | | | |
|--------|----------------------|--|--|
| Insert | + (25 _o) | | $1^{\circ} 16' \cdot 242N., 103^{\circ} 45' \cdot 187E.$ |
|--------|----------------------|--|--|

462/(16/08) SINGAPORE - West Jurong Channel - Depths. Legends.

Source: BA Notice 4149/08

*(HJ/927/16)***BA Chart 4033** [*previous update NE 22 May 08*]

| | | |
|--------|---|------------------------------|
| Insert | depth I_1 | 1° 17'·931N., 103° 41'·402E. |
| | depth I | 1° 17'·895N., 103° 41'·399E. |
| Amend | legend to, <i>3.7m (2008)</i> , centred on: | 1° 17'·953N., 103° 41'·524E. |
| | legend to, <i>8.6m (2008)</i> , centred on: | 1° 17'·900N., 103° 41'·454E. |
| Delete | depth 2_6 | 1° 17'·915N., 103° 41'·401E. |

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

NIL

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 12 Aug 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 | 235 | 2007 series: 019 035 050 247 251 279 293 329. 2008 Series: 149 176 188 197 200 206 208 218 227 230 231 233 235. |
| II | E. Atlantic | 337 | 2008 Series: 295 302 310 316 317 322 324 328 329 331 332 333 334 335 337. |
| III | Mediterranean | 337 | 2008 Series: 295 302 310 316 317 322 324 328 329 331 332 333 334 335 337. |
| IV | N.W. Atlantic | 302 | 2007 series: 196. 2008 series: Nil. |
| V | W. Atlantic | 478 | 2007 series: 1078. 2008 series: Nil. |
| VI | S.W. Atlantic | 159 | 2008 series: Nil. |
| VII | S.E. Atlantic | 131 | 2008 series: 055 060 070 072 077 078 095 102 104 105 111 112 113 114 126 128 129 131. |
| VIII | Indian Ocean | 323 | 2008 SERIES - 070 133 156 186 187 233 242 244 250 262 298 303 307 311 312 313 314 315 316 317 319 321 322 323 |

- NAVAREA Warnings issued during the period from 29 Jul 08 to 12 Aug 08 (both dates inclusive) are as tabulated below:-

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---------------|--------------|--------------|---------------------|--------------|------------|--------------|-----------|------------|--------------|-----------|------------|----------------|-----------|------------|---------|-----------|------------|------------------|-----------|------------|-----------------|-----------|------------|----------------|-----------|------------|--------------|-----------|------------|-------------|-----------|------------|-----------------------|-----------|------------|----------------|-----------|------------|
| 304 to 306. Cancelled. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>307. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by Naval Coast Battery from 0001 UTC to 0200 UTC and from 1500 UTC to 1700 UTC on 06 Aug & 20 Aug 2008. Danger area bounded by</p> <table> <tr> <td>(a) 17-42.0N</td> <td>083-18.0E</td> <td>(b) 17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c) 17-34.0N</td> <td>083-30.0E</td> <td>(d) 17-28.0N</td> <td>083-18.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 21 Aug 2008.</p> | (a) 17-42.0N | 083-18.0E | (b) 17-47.0N | 083-32.0E | (c) 17-34.0N | 083-30.0E | (d) 17-28.0N | 083-18.0E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) 17-42.0N | 083-18.0E | (b) 17-47.0N | 083-32.0E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) 17-34.0N | 083-30.0E | (d) 17-28.0N | 083-18.0E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 308 to 310. Cancelled. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>311. Cancel NAVAREA Eight Messages 281 284 291 301 and 302 of 2008. India East Coast – Bay of Bengal. Charts 31 32 33 301 351 352 353 354 355 356 357 3009 INT 706. Present positions of Oil Rigs / Drill Ships as follows:</p> <table> <tr> <td>ATWOOD BEACON</td> <td>16-41.00N</td> <td>082-26.20E</td> </tr> <tr> <td>DEEP WATER FRONTIER</td> <td>16-41.80N</td> <td>082-41.60E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-35.70N</td> <td>082-27.30E</td> </tr> <tr> <td>HERCULES 260</td> <td>16-22.20N</td> <td>081-53.10E</td> </tr> <tr> <td>DEEP DRILLER I</td> <td>16-42.90N</td> <td>082-28.80E</td> </tr> <tr> <td>ABAN II</td> <td>16-22.10N</td> <td>082-05.70E</td> </tr> <tr> <td>DEEP DRILLER – 4</td> <td>15-51.40N</td> <td>081-17.30E</td> </tr> <tr> <td>PERRO NEGRO III</td> <td>17-06.60N</td> <td>082-32.20E</td> </tr> <tr> <td>DISCOVERER 534</td> <td>16-30.20N</td> <td>082-32.60E</td> </tr> <tr> <td>HERCULES 258</td> <td>16-37.10N</td> <td>082-22.40E</td> </tr> <tr> <td>SAGAR JYOTI</td> <td>16-16.30N</td> <td>081-54.80E</td> </tr> <tr> <td>DISCOVERER SEVEN SEAS</td> <td>07-56.30N</td> <td>078-38.80E</td> </tr> <tr> <td>ENERGY DRILLER</td> <td>16-15.60N</td> <td>082-11.10E</td> </tr> </table> <p>2. Wide berth requested.</p> | ATWOOD BEACON | 16-41.00N | 082-26.20E | DEEP WATER FRONTIER | 16-41.80N | 082-41.60E | SAGAR VIJAY | 16-35.70N | 082-27.30E | HERCULES 260 | 16-22.20N | 081-53.10E | DEEP DRILLER I | 16-42.90N | 082-28.80E | ABAN II | 16-22.10N | 082-05.70E | DEEP DRILLER – 4 | 15-51.40N | 081-17.30E | PERRO NEGRO III | 17-06.60N | 082-32.20E | DISCOVERER 534 | 16-30.20N | 082-32.60E | HERCULES 258 | 16-37.10N | 082-22.40E | SAGAR JYOTI | 16-16.30N | 081-54.80E | DISCOVERER SEVEN SEAS | 07-56.30N | 078-38.80E | ENERGY DRILLER | 16-15.60N | 082-11.10E |
| ATWOOD BEACON | 16-41.00N | 082-26.20E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEEP WATER FRONTIER | 16-41.80N | 082-41.60E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SAGAR VIJAY | 16-35.70N | 082-27.30E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HERCULES 260 | 16-22.20N | 081-53.10E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEEP DRILLER I | 16-42.90N | 082-28.80E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ABAN II | 16-22.10N | 082-05.70E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEEP DRILLER – 4 | 15-51.40N | 081-17.30E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PERRO NEGRO III | 17-06.60N | 082-32.20E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DISCOVERER 534 | 16-30.20N | 082-32.60E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HERCULES 258 | 16-37.10N | 082-22.40E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SAGAR JYOTI | 16-16.30N | 081-54.80E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DISCOVERER SEVEN SEAS | 07-56.30N | 078-38.80E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ENERGY DRILLER | 16-15.60N | 082-11.10E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | |
|---|------------|--------------------------|
| 312. Cancel NAVAREA Eight Message 276 of 2008. India West Coast – Arabian Sea. Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present positions of Oil Rigs / drill ships as follows: | | |
| ABAN III | 19-28.40N | 071-12.62E |
| ABAN IV | 18-36.16N | 071-01.65E |
| ABAN V | 20-43.00N | 072-19.06E |
| BADRINATH | 20-18.23N | 070-00.03E |
| FRONTIER ICE | 19-54.20N | 071-18.95E |
| JT ANGEL | 19-15.28N | 071-29.85E |
| KEDARNATH | 19-25.00N | 072-08.90E |
| NOBLE CHARLIE YESTER | 19-28.15N | 071-14.64E |
| NOBLE ED HOLT | 19-29.72N | 071-22.89E |
| PRIDE PENNSYLVANIA | 19-19.46N | 071-14.10E |
| PRIDE HAWAI | 18-31.88N | 072-16.74E |
| 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 | 18-36.16N | 071-01.64E |
| SAGAR PRAGATI | 18-41.47N | 072-20.89E |
| SAGER RATNA | 19-40.14N | 072-00.33E |
| SAGAR SAMRAT | 19-32.13N | 071-18.82E |
| SAGAR SHAKTI | 19-17.17N | 071-25.47E |
| SAGAR UDAY | 19-16.26N | 071-29.06E |
| SAGAR KIRAN | 18-53.21N | 072-51.56E |
| TRIDENT – 2 | 19-26.07N | 071-24.27E |
| TRIDENT – 12 | 19-25.23N | 071-16.98E |
| ENSCO-50 | 19-18.23N | 072-02.75E |
| ENSCO-53 | 19-18.78N | 071-56.82E |
| C KIRK RHEIN JR | 19-36.00N | 070-40.00E |
| 2. Wide berth requested. | | |
| 313. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing Exercise by Naval Coast Battery between 0830 UTC to 1100 UTC on 08 Aug, 12 Aug, 19 Aug, 22 Aug, 26 Aug and 29 Aug 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 30 Aug 2008. | | |
| 314. India Arabian Sea. Charts 21 291 INT 705. MV Indra Gandhi reported loss of life buoy with man over board marker accidentally in approximate position 21-57.80N 064-33.90E. | | |
| 2. Mariners to exercise caution. | | |
| 315. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Chank Tapu Light 22-32.80N 069-24.60E Unlit. | | |
| 2 Mariners to exercise caution. | | |
| 316. India East Coast – Bay of Bengal. Charts 31 32 33 356 357 INT 706. Seismic Survey is in progress by vessel Osprey Explorer in area bounded by: | | |
| (A) 11-00.00N | 081-15.00E | (B) 11-15.00N 082-15.00E |
| (C) 11-40.00N | 083-40.00E | (D) 13-30.00N 083-40.00E |
| (E) 13-30.00N | 083-00.00E | (F) 14-30.00N 083-00.00E |
| (G) 14-30.00N | 081-15.00E | (H) 11-00.00N 081-15.00E |
| 2. Vessel towing 01 in number 8500 metres long streamer cable attached to a yellow tail buoy with flashing warning light and GPS Tracking fitted to its 02 meter mast. | | |
| 3. All vessels operating in vicinity to exercise caution and give wide berth. | | |
| 4. Cancel this message on 16 Aug 08. | | |
| 317. Indian Ocean. Charts INT 71. Observation Buoy No 17 adrift from position 05-30.48S 093-07.50E. | | |
| 2. All vessels operating in area to keep sharp lookout and exercise caution. | | |
| 318. Cancelled. | | |

| | | | | | | | | | | |
|--|---------------------------|--------------------|----|---------------------------|----|---------------------------|----|---------------------------|----|---------------------------|
| 319. India West Coast – Kochi Harbour. Charts 22 220 259 2004 2029 INT 706. Present position of Kochi channel buoys as follows: <table border="0" style="margin-left: 40px;"> <tr> <td style="text-align: center;">Buoy No</td> <td style="text-align: center;">Position (Everest)</td> </tr> <tr> <td style="text-align: center;">01</td> <td style="text-align: center;">09-57.79N 076-10.63E</td> </tr> <tr> <td style="text-align: center;">02</td> <td style="text-align: center;">09-57.92N 076-10.60E</td> </tr> <tr> <td style="text-align: center;">03</td> <td style="text-align: center;">09-57.86N 076-11.52E</td> </tr> <tr> <td style="text-align: center;">04</td> <td style="text-align: center;">09-57.99N 076-11.46E</td> </tr> </table> | Buoy No | Position (Everest) | 01 | 09-57.79N 076-10.63E | 02 | 09-57.92N 076-10.60E | 03 | 09-57.86N 076-11.52E | 04 | 09-57.99N 076-11.46E |
| Buoy No | Position (Everest) | | | | | | | | | |
| 01 | 09-57.79N 076-10.63E | | | | | | | | | |
| 02 | 09-57.92N 076-10.60E | | | | | | | | | |
| 03 | 09-57.86N 076-11.52E | | | | | | | | | |
| 04 | 09-57.99N 076-11.46E | | | | | | | | | |
| 320. Cancelled. | | | | | | | | | | |
| 321. Self Cancelling. Cancel NAVAREA Eight Messages 249 256 274 279 289 290 295 304 and 309 of 2008. Promulgated Sufficiently. | | | | | | | | | | |
| 322. India East Coast- Off Vishakhapatnam. Charts 31 354 INT 706. Yellow and Orange colored Submarine Indicator Buoy dia 1.5 metre characteristics 120 flashes per minute adrift in position 17-30.00N., 083-44.25E. 2. Mariners to exercise caution on sighting report to NAVAREA VIII coordinator. | | | | | | | | | | |
| 323. Cancel NAVAREA Eight Message 320 of 2008. India East Coast- Bay of Bengal. Chart 31 INT 706. MV Skipper III sunk in position 16-49.50N., 084-42.14E. | | | | | | | | | | |

| <u>NAVAREA No.</u> | <u>LOCATION</u> | <u>LAST NAVAREA</u> | <u>NAVAREA IN FORCE</u> |
|--------------------|---------------------------------------|---------------------|--|
| IX | Persian Gulf, Red Sea, NW Arabian Sea | 169 | 2007 series: 022 027 062 095 106 155 172 200 212. 2008 series: 006 022 027 044 045 046 051 061 065 069 089 101 102 104 105 106 107 128 129 130 133 143 151 152 153 157 160 161 162 164 165 166 167 168 169. |
| X | Australia, New Guinea | 247 | 2008 series: 210 211 212 215 217 219 223 226 228 229 231 233 237 239 242 243 244 246 247. |
| XI | Malacca Strait, China Sea, N. Pacific | 0417 | 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 0322 0326 0335 0336 0347 0348 0349 0350 0352 0359 0362 0365 0375 0380 0384 0385 0389 0390 0391 0392 0393 0394 0396 0398 0399 0403 0406 0411 0412 0414 0415 0416 0417. |
| XII | N.E. Pacific | 306 | 2008 series: Nil |
| XIII | N.W. Pacific | 035 | 2008 series: Nil |
| XIV | S.W. Pacific | 053 | 2008 Series: 017 053 |
| XV | S.E. Pacific | 088 | 2008 Series: Nil |
| XVI | E. Pacific | Nil | 2008 Series: Nil |
| Hydropacs | Pacific, Indian Ocean | 1490 | 2008 Series: 240 1140 1141 1471 1473. |
| Hydroplants | Atlantic, Mediterranean | 1269 | 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> * |
| D6887 | Remove from list | | | | | | |
| D7097-1 | - No 2 * | 20 08-26 S 57 28-91 E | Fl R 3s | | | | |
| D7097-13 | - No 6 * | 20 08-33 S 57 29-27 E | Fl(2)R 7s | | | | |
| D7097-14 | - No 8 * * | 20 08-26 S 57 29-36 E * * | Fl (2) R 6s * * | * * | * * | * * | * * |
| D7097-15 | - No 10 * | 20 08-24 S 57 29-49 E * | Fl(2)R 7s | | | | |
| D7097-16 | - * * | 20 08-61 S 57 28-88 E * * | Q R * * | 3 * * | .. * * | Red□ on red beacon * * | * * |
| D7097-165 | - * * | 20 08-69 S 57 28-74 E * * | Q G * * | 3 * * | .. * * | Green△ on green beacon * * | * * |
| D7097-17 | - No 1 -- * * | 20 08-46 S 57 28-86 E * * | Fl G 3s Racon | | | | ALRS Vol 2 Station 74260 |

| | | | | | | | | |
|-----------------|--|--------------------------|------------|---|---|---|--|---|
| D7097-19 | - No 3 | 20 08-50 S 57 29-05 E | Oc G 4s | | | | | |
| | * | * | | | | | | |
| D7097-21 | - No 13 | 20 08-30 S 57 29-57 E | Oc W 1-5s | | | | | |
| | * | * | | | | | | |
| D7097-23 | - No 4 | 20 08-29 S 57 29-09 E | Fl(3)R 10s | | | | | |
| | * | | | | | | | |
| D7097-25 | Remove from list | | | | | | | |
| D7097-27 | - No 14 | 20 08-24 S 57 29-68 E | Oc W 4s | | | | | |
| | * | * | | | | | | |
| D7097-29 | - Container Terminal. SW end. No 5 | 20 08-56 S 57 29-36 E | F G | | | | | |
| | * | | | | | | | |
| D7097-31 | - Container Terminal. NE end. No 12 | 20 08-40 S 57 29-63 E | F R | | | | | |
| | * | | | | | | | |
| D7317-7 | - Shanna Harbour | 20 44-52 N 58 44-88 E | Fl(2)W 6s | 7 | 5 | Grey metal post 3 | | |
| | * | * | * | * | * | * | | * |
| D7317-8 | Al Ashkharah Fishery Harbour. E Breakwater. Head | 21 51-38 N 59 34-60 E | Fl R 4s | 7 | 4 | White metal post in security cage 2 | | |
| | * | * | * | * | * | * | | |
| D7317-81 | Al Ashkharah Fishery Harbour. N Breakwater. Head | 21 51-37 N 59 34-50 E | Fl G 4s | 7 | 4 | White metal post in security cage 2 | | |
| | * | * | * | * | * | * | | |
| D7326-2 | Remove from list | | | | | | | |

| | | | | | | | | |
|------------------|--|--------------------------|------------|----|----|------------------------------------|---|--|
| D7326-22 | Sohar Fishing Harbour. Outer Breakwater. Head | 24 28·94 N 56 38·52 E | Q(3)R 10s | 3 | 3 | | | |
| * | * | * | * | * | * | * | * | * |
| D7326-31 | - Harmool Harbour. Main Breakwater. Head (AMNAS) | 24 31·44 N 56 36·42 E | Fl G 2s | 4 | 5 | .. | | TE; Works in progress until late 2008 |
| | * | | | | | | | * |
| D7326-32 | - Harmool Harbour. S Breakwater. Head (AMNAS) | 24 31·44 N 56 36·42 E | Fl R 2s | 4 | 5 | .. | | TE; Works in progress until late 2008 |
| | * | | | | | | | * |
| D7335 | Dīdāmar (Little Quoin Island) (AMNAS) | 26 28·61 N 56 32·23 E | Fl(2)W 10s | 60 | 23 | White framework tower 24 | <i>fl 0·2, ec 1·6, fl 0·2, ec 8.</i> Vis 160°-133°(333°).Vis 142·5°-156°(13·5° ALRS Vol 2 Station 76680 | |
| | - | .. | Racon | .. | .. | .. | | * |
| D7681-5 | Bandar-e Moqām (IN) | 26 58·32 N 53 28·20 E | Fl W 5s | 20 | 8 | | | |
| * | * | * | * | * | * | * | * | * |
| F0361-6 | <i>Mundra Port. SPM</i> | 22 40·68 N 69 39·27 E | Fl(2+1) R | .. | 5 | | | |
| | -- | .. | Racon | .. | .. | .. | | ALRS Vol 2 Station 78805 |
| | -- | .. | Horn | | | | | |
| * | * | * | * | * | * | * | * | * |
| F0383-75 | - Ldg Lts 172·5°. Front | 22 25·89 N 69 40·17 E | F R | | | | | |
| * | * | * | * | * | * | * | * | * |
| F0383-751 | - Ldg Lts 172·5°. Rear. 730m from front | 22 25·49 N 69 40·23 E | Fl W | | | | | |
| * | * | * | * | * | * | * | * | * |
| F0437 | Pipavav Port No.1 Lts in line 009·5°. Front | 20 55·10 N 71 30·29 E | Fl W 3s | 35 | 10 | Metal framework structure 35 | | |
| | | * | * | | | | | |

| | | | | | | | |
|-----------------|--|--------------------------|------------|----|-----------|--|--|
| F0437.71 | Pipavav Port No.1 Lts in line 009.5°. Rear | 20 55-21 N 71 30-32 E | Occ 6s | 45 | 10 | Metal framework tower 45 | |
| | | * | * | | | | |
| F0437.9 | Pipavav Port No.2 Lts in line 037°. Front | 20 55-46 N 71 31-01 E | Fl W 3s | | | | |
| | | | * | | | | |
| F0437.91 | Pipavav Port No.2 Lts in line 037°. Rear | 20 55-59 N 71 31-11 E | Occ 6s | | | | |
| | | | * | | | | |
| F0916 | Karaikal, near Arasalar River entrance | 10 54-90 N 79 51-20 E | Fl (2)W10s | 18 | 13 | White stone tower | ec 1, lt 2, ec 1, lt 6 |
| | | | * | | | | |
| F1182 | Samutwachiranai. Ko Nok | 8 01-79 N 98 54-46 E | Fl W 3s | 19 | 7 | White metal framework tower 20 | <i>fl 0.3.</i> TE 2008 |
| | * | * | | | | | * |
| F1222.5 | Chowra Island | 8 27-40N 93 02-90E | Fl W 15s | 16 | 10 | White metal frame work tower 12 | |
| | | | Racon (B) | | | | |
| | | | * | | | | |
| F1224-1 | -Kabra Island | 7 17-30 N 93 50-30 E | Fl(3)W 20s | 12 | 20 | White framework tower, black bands 12 | |
| | * | | | | | | * |
| F1274-5 | -Teluk Sinabang. Ug Babang.S of Point | 2 30-41 N 96 23-81 E | Fl W 5s | 40 | 20 | White metal framework tower 25 | Vis 037-5°-306°(268-5°) except where obscured by Siumat |
| | | * | | | * | * | |
| F1596 | - PORT KELANG. SOUTHPORT | 2 59-75 N 101 23-60 E | Iso WRG 4s | 15 | 4 | Building | G080-7°-081-8°(1-1°), W081-8°-087-9°(6-1°), R087-9°-090-5°(2-6°). Reported TE 2008 |
| | | * | | | | | * |

| | | | | | | | |
|-----------------|---|--------------------------|------------|-----|----|--------------------------------------|--------------------------------------|
| K0973-7 | - Ldg Lts 337.5°. Front (I) | 1 06.86 S 103 50.47 E | Fl W 3s | 10 | 7 | White Δ on beacon 10 | <i>fl 0.5.</i> Ra refl |
| | * | * | | | | | |
| K0973-71 | - Ldg Lts 337.5°. Rear. About 200m from front (I) | 1 06.79 S 103 50.44 E | Fl W 3s | 15 | 7 | White ∇ on beacon 15 | <i>fl 0.5.</i> Ra refl |
| | * | * | | | | | |
| K1403-5 | - Pulau Masatiga | 0 56.83 S 109 14.80 E | Fl(4)W 10s | 152 | 12 | White metal framework tower 30 | |
| * | * | * | * | * | * | * | * |
| K1408-3 | Ketapang Harbour | 1 47.61 S 109 57.50 E | Iso WG 2s | 15 | 7 | .. | W145°-150°(5°), G150°- 299°(149°) |
| | | * | | | | | * |

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. 15 dated 01 Aug 2008)

NIL

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. 15 dated 01 Aug 2008)

NIL

SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS

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

Appeal to all Mariners:

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

National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARAKHAND), INDIA
e-mail: - inho@dataone.in; inho_marinesafety@dataone.in
inho_navwarnings@dataone.in; inho_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 441/08

BA Chart 941A

CHARTS 2872 AND 2873: POSITIONS.

Positions on chart 941A differ from those on charts 2872 and 2873 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 441/08

BA Chart 1066

CHART 2872: POSITIONS

Positions on chart 1066 differ from those on chart 2872 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 441/08

BA Chart 1312

CHARTS 1336, 2403, 2868, 2869, 2870, 2872
AND 2873: POSITIONS

Positions on chart 1312 differ from those on charts 1336, 2403, 2868, 2869, 2870, 2872 and 2873 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 441/08

BA Chart 1789

CHARTS 2870 AND 2873: POSITIONS

Positions on chart 1789 differ from those on charts 2870 and 2873 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 441/08

BA Chart 2137

CHARTS 2872 AND 2873: POSITIONS

Positions on chart 2137 differ from those on charts 2872 and 2873 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 441/08

BA Chart 2149

CHARTS 2872 AND 2873: POSITIONS

Positions on chart 2149 differ from those on charts 2872 and 2873 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 441/08

BA Chart 3471

CHART 2873: POSITIONS

Positions on chart 3471 differ from those on chart 2873 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 441/08

BA Chart 3721

CHARTS 2870 AND 2872: POSITIONS

Positions on chart 3721 differ from those on charts 2870 and 2872 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 441/08

BA Chart 3757

CHART 2872: POSITIONS

Positions on chart 3757 differ from those on chart 2872 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 441/08

BA Chart 3758

CHARTS 2870 AND 2872: POSITIONS

Positions on chart 3758 differ from those on charts 2870 and 2872 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 443/08

Chart 212

SAFETY FAIRWAYS

An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairway in Arabian Sea have been promulgated due to increased weather related marine accidents and dense traffic.

To accompany Indian Notice to Mariners 443/08

Chart 256

SAFETY FAIRWAYS

An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairway in Arabian Sea have been promulgated due to increased weather related marine accidents and dense traffic.