



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 17 DATED 01 SEP 2008

(CONTAINS NOTICES 463 TO 478)

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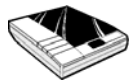
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Traffic Separation Scheme and Safety Routes. Traffic Separation Scheme and Safety Routes off Mumbai and Gujarat Coast have been promulgated by Indian Notices to Mariners Correction 381 of Edition 14 of 2008 dated 16 Jul 2008. The scheme is coming into 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 PUBLICATIONS**

<i>Sl. No.</i>	<i>INP</i>	<i>Title</i>	<i>Publication Date</i>	<i>Price</i>
01.	INP 11	NAUTICAL ALMANAC 2009	01 September 2008	Rs. 2370.00

(b) **NEW INDIAN CHART**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2074	31-08-2008	PAWAS BAY- RANPAR PORT <u>Limits</u> 16° 52'.20N; 73° 14'.30E. 16° 54'.75N; 73° 18'.00E.	10 000	3	Rs. 1360.00
2100	31-08-2008	APPROACHES TO PORT PIPAVAV <u>Limits</u> 20° 40'.50N; 71° 20'.50E. 20° 58'.00N; 71° 35'.00E. PORT PIPAVAV <u>Limits</u> 20° 52'.47N; 71° 29'.17E. 20° 56'.00N; 71° 31'.82E.	50 000 10 000	2	Rs. 1360.00

(c) **NEW EDITION INDIAN CHART**

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

(d) **INDIAN CHARTS PERMANENTLY WITHDRAWN:**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2100	30-04-1996	PIPAVAV WEST CHANNEL	2100 (NC)	31-08-2008
2056	31-12-2003	PIPAVAV PORT <u>Limits</u> 20° 50'.50N; 71° 25'.85E. 20° 57'.00N; 71° 35'.00E.	2100 (NC)	31-08-2008

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

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

(f) **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.	IN42075T	2075	APPROACHES TO TUTICORIN	31-05-08
2.	IN52075H	2075	TUTICORIN HARBOUR	31-05-08

(g) **ENCs PERMANENTLY WITHDRAWN:**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN42075T	2075	APPROACHES TO TUTICORIN	15-07-04
2.	IN52075H	2075	TUTICORIN HARBOUR	15-07-04

(h) **FORTHCOMING CHARTS AND PUBLICATIONS**

Chart No	Title	Scale	Remarks
2018 (INT 7321)	APPROACHES TO KANDLA	37 500	New Edition
2504	MATHURIN HARBOUR	12 500	New Chart
4018	PORT ANSON	25 000	New Edition

AVAILABILITY OF ENCs:

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

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: incho@dataone.in Website: www.hydrobharat.nic.in</p>	<p>Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>	<p>United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk</p>
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SECTION – I
List of charts affected by
The Notices 463 to 478 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
22(INT 752)	3	476(T)	159(INT 7010)	32	465
212	3	463	1228	40	466
256(INT 7340)	3	463,476(T)	1265(INT 7291)	40	466
257(INT 7343)	3	476(T)	1353	45	478(T)
272	4	476(T)	1358	45	478(T)
293(INT 7022)	3	476(T)	2056	46	475
313	5	464	2139	45	478(T)
2067	4	468	2149	46	475
2077	3	463	2152	45	472,477(T)
7508(INT 508)	7	473	2882(INT 7264)	40	466
7705(INT 705)	1	476(T)	2884(INT 7278)	40	466
			2887(INT 7232)	40	467
			3409	40	467
			3842(INT 7292)	40	466
			3937	45	474
			3940	45	478(T)
			3945	45	478(T)
			3946	45	478(T)
			3947	45	478(T)
			4037	45	471
			4038	45	469,470
			4041	45	474

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***463/(17/08) INDIA – WEST COAST – Harnai Anchorage – Wreck.**

Source: NAVAREA VIII Warning 244/08

(HJ/1030/76)

Wreck of Barge AL Murtuza

Chart 256 (INT 7340) [previous update 443/08]

Insert  PA 17° 47′.45N., 73° 05′.04E.

Chart 212 [previous update 443/08]

Insert  PA 17° 47′.45N., 73° 05′.04E.

Chart 2077 [previous update 380/08] (WGS 84 Datum)

Insert  PA 17° 47′.50N., 73° 05′.00E.

***464/(17/08) INDIA – EAST COAST – Mamallapuram (Mahabalipuram) to Point Pudi – Port Limit.**

Source: Tamilnadu Maritime Board

(HJ/1029/39)

Chart 313 [previous update 132/08]

Insert Port Limit, - - - -, joining 13° 18′.95N., 80° 20′.76E. (Shore)

13° 20′.75N., 80° 22′.91E.

13° 20′.76N., 80° 23′.47E.

13° 17′.67N., 80° 23′.47E.

13° 17′.66N., 80° 20′.82E. (Shore)

Legend, *Port Limit of Kattupalli Port*, centered on:

13° 19′.30N., 80° 23′.40E.

465/(17/08) GULF OF SUEZ - Madiq Jubal (Strait of Gubal) - Legend.

Source: BA Notice 4376/08

(HJ/1134/86)

BA Chart 159 (INT 7010) [previous update NE 25 Oct 07]

Insert legend, 30°, centered on: 28° 01′.3N., 33° 30′.0E.

Delete legend, 30°, centered on: 28° 01′.3N., 33° 35′.0E.

466/(17/08) ARABIA - Khawr .Abd Alla-h and Approaches - Former mined areas. Buoyage. Landmarks. Depths. Cautionary notes. Wrecks.

Source: BA Notice 4420/08

(HJ/1133/91)

BA Chart 1228 [previous update 634/07]

Substitute the accompanying note, FORMER MINED AREAS, 30° 04'·70N., 48° 06'·00E.
for existing note, MINE DANGER AREAS,
centered on:

BA Chart 1265 (INT 7291) [previous update 423/08]

Insert  depth 23₅ 29° 49'·56N., 48° 48'·12E.
depth 22 29° 41'·48N., 48° 55'·27E.
depth 21₅ 29° 35'·82N., 48° 59'·90E.
29° 40'·40N., 48° 56'·17E.
29° 37'·93N., 48° 58'·15E.

Move  *FLR.6s*, from: 29° 49'·60N., 48° 47'·53E.
to: 29° 49'·49N., 48° 47'·43E.

Substitute  for  29° 48'·50N., 48° 47'·60E.
29° 39'·35N., 48° 48'·85E.

the accompanying note, SECURITY ZONES, for
existing note, centered on: 29° 45'·20N., 49° 08'·90E.

the accompanying note, MINE DANGER AREA, for
existing note, MINE DANGER AREAS, centered
on: 29° 44'·60N., 49° 04'·95E.

BA Chart 2882 (INT 7264) [previous update 418/08]

Insert depth 25 and extend 30m approximate contour S to 29° 27'·0N., 49° 45'·0E.
enclose

Substitute the accompanying note, MINE DANGER AREA, for 26° 46'·0N., 48° 37'·5E.
existing note, centered on:

BA Chart 2884 (INT 7278) [previous update 418/08]


Insert depth 25 and extend 30m approximate contour S to 29° 27'·0N., 49° 45'·0E.
enclose

Substitute the accompanying note, SECURITY ZONES, for 29° 42'·0N., 51° 01'·0E.
existing note, centered on:

the accompanying note, MINE DANGER AREAS, 29° 27'·0N., 51° 01'·0E.
for existing note, centered on:

BA Chart 3842 (INT 7292) [previous update 533/07]

Move  *FLR.6s*, from: 29° 49'·60N., 48° 47'·50E.
to: 29° 49'·49N., 48° 47'·43E.

Substitute  for  29° 48'·26N., 48° 47'·28E.

467/(17/08) IRAN - Bandar-e Moqam - Light.

Indian List of Light Vol D & E 2003; D 7681.5

Source: BA Notice 4383/08

(HJ/1132/66)

BA Chart 2887 (INT 7232) [previous update 421/08]Insert  Fl.5s20m8M 26° 58'·3N., 53° 28'·2E.**BA 3409 (plan A, Bandar-e Moqam)** [previous update 408/08]Insert  Fl.5s20m8M 26° 58'·32N., 53° 28'·20E.**468/(17/08) SRI LANKA - South Coast - Galle Harbour - Light.**

Indian List of Light Vol F & K 2003; F 0831.5

Source: BA Notice 4375/08

(HJ/929/69)

Chart 2067 (plan, Galle Harbour) [previous update 471/07]

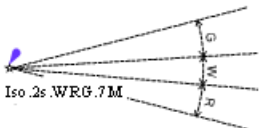
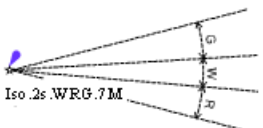
Insert  associated sector
 G 353°-359.67°(6.67°),
 W 359.67°-006.33°(6.66°),
 R 006.33°-013°(6.67°)
 centered on: 6° 02'·185N., 80° 13'·366E.

Chart 2067 [previous update 471/07]

Insert  associated sector
 G 353°-359.67°(6.67°),
 W 359.67°-006.33°(6.66°),
 R 006.33°-013°(6.67°)
 centered on: 6° 02'·185N., 80° 13'·366E.

469/(17/08) SINGAPORE - Tuas View Southwards -Buoyage.

Source: BA Notice 4334/08

(HJ/927/16)

BA Chart 4038 [previous update 165/08]Delete  Fl.G.2s PKHDB-19 1° 13'·91N., 103° 36'·29E.Delete  Fl.G.2s PKHDB-20 1° 14'·19N., 103° 36'·29E.

470/(17/08) SINGAPORE - Johor Strait - Western part - Town Reach - Horseshoe Reef North-eastwards - Depths.

Source: BA Notice 4335/08

(HJ/927/16)

BA Chart 4038 (plan A, Town Reach) [previous update 469/08]

Insert	depth 3 ₇ enclosed by 5m contour		1° 26′.96N., 103° 42′.44E.
	depth 5 ₄	(a)	1° 26′.89N., 103° 42′.38E.
	depth 3 ₁	(b)	1° 26′.80N., 103° 42′.38E.
	depth 7		1° 26′.86N., 103° 42′.28E.
Delete	depth 6 ₂ , adjacent to:	(a)	above
	depth 3 ₈ , close SW of:	(b)	above
	depth 11 ₄ and associated 10m contour		1° 26′.85N., 103° 42′.23E.

471/(17/08) SINGAPORE - Keppel Harbour - Brani Terminal - Berths B1, B2, B4, B5, B7 and B9 - Keppel Terminal - Berths K21, K22 and K23 - Dredged depths.

Source: BA Notice 4336/08

(HJ/927/16)

BA Chart 4037 [previous update 312/08]




Amend	dredged depth to, 11.2m(2007), centered on:		1° 15′.663N., 103° 49′.534E.
	dredged depth to, 10.7m(2007), centered on:		1° 15′.724N., 103° 49′.641E.
	dredged depth to, 13.1m(2007), centered on:		1° 15′.831N., 103° 49′.905E.
	dredged depth to, 12.7m(2007), centered on:		1° 15′.838N., 103° 50′.080E.
	dredged depth to, 14.5m(2007), centered on:		1° 15′.663N., 103° 50′.363E.
	dredged depth to, 12.1m(2007), centered on:		1° 15′.431N., 103° 50′.499E.
	dredged depth to, 9.6m(2007), centered on:		1° 15′.901N., 103° 49′.690E.
	dredged depth to, 9.7m(2007), centered on:		1° 15′.846N., 103° 49′.593E.
	dredged depth to 9.9m(2008), centered on:		1° 15′.799N., 103° 49′.513E.

472/(17/08) MALAYSIA - Peninsular Malaysia, West Coast - Pelabuhan Klang - Pelabuhan Selatan - Lights. Beacon.

Source: BA Notice 4493/08

(HJ/927/28)

BA Chart 2152 [previous update 349/08]

Delete	 Iso.WRG.4s15m4M and associated sectors		2° 59′.76N., 101° 23′.68E.
	 Fl.R.9m3M No14		2° 59′.90N., 101° 23′.60E.
	 No10		3° 00′.13N., 101° 23′.28E.

473/(17/08) INDONESIA - Kalimantan - West Coast - P.P. Subi Besar South-westwards - Depth.

Source: BA Notice 4389/08

(HJ/927/21)

Chart 7508 (INT 508) [previous update 437/08]

Insert depth 25 enclosed by 30m contour 2° 15′·0N., 108° 02′·0E.

474/(17/08) INDONESIA - Sumatera - Pulau Batam - Teluk Jodoh - Batuampar - Buoy.

Source: BA Notice 4391/08

(HJ/927/16)

BA 3937 (plan B, Batuampar) [previous update 458/08]Delete  *Fl.R No.4* 1° 10′·10N., 103° 59′·62E.**BA Chart 4041** [previous update NE 24 Jul 08]Delete  *Fl.R No.4* 1° 10′·06N., 103° 59′·73E.**475/(17/08) INDONESIA - Java Sea - Beting Raja - Breakers.**

Source: BA Notice 4409/08

(HJ/827/53)

BA Chart 2056 [previous update 313/08]Insert legend, *Breakers Rep(2008)*, centered on: 5° 13′·55S., 106° 45′·70E.**BA Chart 2149** [previous update 441/08]Insert legend, *Breakers Rep(2008)*, centered on: 5° 14′·55S., 106° 47′·0E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***476(T)/(17/08) INDIA – WEST COAST – Malvan to Coondapur – Mooring Deployed.**

Source: NAVAREA VIII Warning 133/08

(HJ/1030/77)

1. Under Water Accoustic Doppler Current Profiler (ADCP) Mooring Deployed by National Institute of Oceanography, Goa in following positions:

Sl.	Mooring	Positions		Depth(in metres)
a)	GRS -1	17° 08.74N	72° 04.84E	89.6
b)	GRD -1	17° 15.78N	71° 28.78E	324.0
c)	OGS -3	15° 09.99N	73° 11.46E	93.2
d)	GBD -1	13° 35.90N	73° 14.64E	290.0
e)	GBS -1	13° 40.01N	73° 30.27E	96.0
f)	GVAL -1	15° 12.45N	72° 42.09E	160.0
g)	OGD -3	15° 08.83N	72° 42.61E	323.0

2. Mariners to exercise caution.

Charts affected – 7705 (INT 705) - 22 (INT 752) – 293 (INT 7022) – 272 – 256 (INT 7340) – 257 (INT 7343).

477(T)/(17/08) MALAYSIA - Peninsular Malaysia, West Coast - Pelabuhan Klang - Tanjung Harapan - Buoy. Light-beacon.

Source: BA Notice 4256(T)/08

(HJ/927/28)

1. A new port-hand light-buoy, Fl.R.5s, has been established in position 2° 59′.99N., 101° 21′.99E. to mark the collapsed light-beacon at Tanjung Harapan (3° 00′.01N., 101° 21′.99E.)

BA Charts affected – 2152.

478(T)/(16/08) MALACCA STRAIT - Gosong Rob Roy North-eastwards and Permatang Sedepa (One Fathom Bank) - Wrecks.

Source: BA Notice 4415(T)/08

(HJ/927/17)

1. Salvage operations are being carried out on the following wrecks in the Malacca Strait:

- a. The wreck of *MV California* in position 1° 57′.7N., 102° 10′.6E. (WGS84 Datum)
- b. The wreck of *ARKTIS Island* in position 2° 53′.14N., 100° 59′.00E. (WGS84 Datum)

2. Numerous vessels will be involved in the operations which are expected to last up to 2 years.

3. Mariners are advised to keep clear of operations and navigate with caution in the vicinity.

BA Charts affected – 1353 -1358 -2139 -3940 -3945 -3946 -3947.

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

1. For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
2. **NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 27 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	249	2007 Series: 019 035 050 247 251 279 293 329. 2008 Series: 149 176 188 200 206 208 218 230 231 233 237 238 240 241 244 246 248 249.
II	E. Atlantic	247	2008 Series: 017 112 233 239 241 244 247.
III	Mediterranean	351	2008 Series: 310 316 322 324 328 331 332 339 342 344 348 349 350 351.
IV	N.W. Atlantic	320	2007 Series: 196. 2008 Series: Nil.
V	W. Atlantic	098	2007 Series: 1078. 2008 Series: Nil.
VI	S.W. Atlantic	159	2008 Series: Nil.
VII	S.E. Atlantic	137	2008 Series: 055 060 070 072 077 078 102 104 105 111 112 113 114 126 129 133 134 137.
VIII	Indian Ocean	354	2008 Series – 070 133 156 186 242 244 250 262 305 311 312 313 314 315 319 322 323 326 327 330 331 333 334 335 339 340 342 343 344 345 346 347 348 349 350 351 352 353 354.

3. NAVAREA Warnings issued during the period from 13 Aug 08 to 27 Aug 08 (both dates inclusive) are as tabulated below:-

324 to 325.	Cancelled.
326.	India West Coast- Off Mumbai. Charts 21 22 211 255 292 293 2016 INT 705. Two standard 20' Containers of Non Hazardous Cargo reported fell overboard from MV Kota Hakim in position 18-44.56N 072-33.11E 2. Mariners to exercise caution.
327.	Indian Ocean-Arabian Sea. Charts INT 72 INT 702 INT 705. Man overboard reported from MV Margrethe Maersk in position 11-28.6N 61-28.6E 2. All vessels operating in vicinity to keep a sharp lookout and render assistance.
328 to 329.	Cancelled.
330.	Cancel NAVAREA Eight Message 317 of 2008. Indian Ocean. Charts INT 71. Observation Buoy No. 17 drifting in position 05-05.70S 090-29.46E All vessels operating in area to keep sharp lookout and exercise caution.

<p>331. Bay of Bengal - Southern Portion. Charts 33 INT 71 INT 706. Man overboard reported from MV Swaraj Dweep in position 12-13.0N 086-26.3E</p> <p>2. All vessels operating in vicinity to keep a sharp lookout and render assistance.</p>												
<p>332. Cancelled.</p>												
<p>333. Bay of Bengal – Northern Portion. Charts 31 32 353 355 INT 706. Firing practice by Naval Ships from 1330 UTC to 1730 UTC on 28 Aug 2008 in area bounded by:</p> <table> <tr> <td>(A)</td> <td>16-28.0N</td> <td>083-25.0E</td> <td>(B)</td> <td>17-25.0N</td> <td>084-25.0E</td> </tr> <tr> <td>(C)</td> <td>16-28.0N</td> <td>085-05.0E</td> <td>(D)</td> <td>15-52.0N</td> <td>084-06.0E</td> </tr> </table> <p>2. Safe flying height 22000 metres.</p> <p>3. Cancel this message on 29 Aug 2008.</p>	(A)	16-28.0N	083-25.0E	(B)	17-25.0N	084-25.0E	(C)	16-28.0N	085-05.0E	(D)	15-52.0N	084-06.0E
(A)	16-28.0N	083-25.0E	(B)	17-25.0N	084-25.0E							
(C)	16-28.0N	085-05.0E	(D)	15-52.0N	084-06.0E							
<p>334. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery 13-07.17N 080-18.70E between 0530 UTC to 0730 UTC on 29 Aug 2008.</p> <p>2. Danger Zone: Sector of radius 11 NM from gun position between 045 degree and 075 degree.</p> <p>3. Safe flying height 12800 meters.</p> <p>4. Cancel this message on 30 Aug 2008.</p>												
<p>335. Indian Ocean – Arabian Basin. Charts INT 71 INT 72 INT 73 INT 702 INT 703 INT 707. Srilankan Fishing Vessel Lakshan registered number IMUL-A-0052 length 12 metre cabin colour white and hull colour yellow with 03 crew adrift due to engine failure since 18 Aug 2008. Last known position 09-20.0N 068-10.0E</p> <p>2. All vessels operating in vicinity to keep sharp lookout and render assistance.</p>												
<p>336 to 338. Cancelled.</p>												
<p>339. Bay of Bengal – Southern Portion. Charts 31 32 INT 706. Firing practice by Naval Ships from 2130 UTC to 0230 UTC on 26 Aug 2008 in area bounded by:</p> <table> <tr> <td>(A)</td> <td>18-52.0N</td> <td>086-50.0E</td> <td>(B)</td> <td>18-08.0N</td> <td>087-38.0E</td> </tr> <tr> <td>(C)</td> <td>17-28.0N</td> <td>086-44.0E</td> <td>(D)</td> <td>18-14.0N</td> <td>086-02.0E</td> </tr> </table> <p>2. Safe flying height 22000 metres.</p> <p>3. Cancel this message on 28 Aug 2008.</p>	(A)	18-52.0N	086-50.0E	(B)	18-08.0N	087-38.0E	(C)	17-28.0N	086-44.0E	(D)	18-14.0N	086-02.0E
(A)	18-52.0N	086-50.0E	(B)	18-08.0N	087-38.0E							
(C)	17-28.0N	086-44.0E	(D)	18-14.0N	086-02.0E							
<p>340. 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 Sep to 21 Sep 2008. Danger area bounded by:</p> <table> <tr> <td>(A)</td> <td>15-13.0N</td> <td>073-57.0E</td> <td>(B)</td> <td>15-13.0N</td> <td>073-52.0E</td> </tr> <tr> <td>(C)</td> <td>15-11.0N</td> <td>073-52.0E</td> <td>(D)</td> <td>15-11.0N</td> <td>073-57.0E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 22 Sep 2008.</p>	(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
(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							
<p>341. Cancelled.</p>												
<p>342. 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 Sep to 07 Sep and 15 Sep to 21 Sep 2008. Danger area 10 NM around pigeon island.</p> <p>2. Safe flying height 12000 metres.</p> <p>3. Cancel this message on 22 Sep 2008.</p>												
<p>343. Refer NAVAREA VIII Message 311 of 2008. India East Coast – Approaches to Kakinada. Charts 31 32 354 3009 INT 706. Rig Deep Driller- I moved to new position 16-41.87N 082-28.87E</p> <p>Wide berth requested.</p>												
<p>344. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Drilling operation is in progress by Rig Deepwater Expedition in position 16-30.48N 082-30.13E</p> <p>2. Wide berth requested.</p>												
<p>345. Refer NAVAREA VIII Message 311 of 2008. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706. Drill Ship Deepwater Frontier moved to new position 16-41.85 N 082-41.53 E</p> <p>2. Wide berth requested.</p>												

<p>346. Refer NAVAREA VIII Message 312 of 2008. India West Coast- Arabian Sea. Charts 21 208 254 292 2101 INT 705. Rig C Kirk Rhein moved to new position 20-20.0N 071-00.0E</p> <p>2. Wide berth requested.</p>
<p>347. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC from 31 Aug to 06 Sep, 08 Sep to 10 Sep, 18 Sep to 20 Sep and 21 Sep to 23 Sep 2008. Danger area bounded by:</p> <p>(A) 19-14.60N 084-53.70E (B) 19-37.05N 085-27.85E (C) 18-46.05N 085-22.86E and arc of 42 NM radius joining point (B) and (C)</p> <p>2. Safe flying height 6100 Metres. 3. Cancel this message on 24 Sep 2008.</p>
<p>348. 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 02 Sep, 05 Sep, 09 Sep, 16 Sep, 19 Sep, 23 Sep, 26 Sep and 30 Sep 2008. Danger area bounded by</p> <p>(A) 09-57.5N 075-59.5E (B) 09-57.7N 076-14.2E (C) 09-44.0N 076-17.5E (D) 09-42.5N 076-09.5E</p> <p>2. Safe flying height 10000 Metres. 3. Cancel this message on 01 Oct 2008.</p>
<p>349. 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 03 Sep and 17 Sep 2008. Danger area bounded by:</p> <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</p> <p>2. Safe flying height 13000 Metres. 3. Cancel this message on 18 Sep 2008.</p>
<p>350. India West Coast – Off Mumbai. Charts 21 22 211 255 292 293 INT 705. Cylindrical shape object adrift in position 18-25.48N 072-39.64E</p> <p>2. Vessels transiting through area to exercise caution.</p>
<p>351. India West Coast- Malacca Bank. Charts 21 207 254 292 INT 705. Fairway Buoy No.1 drifted from position 20-35.55N 071-56.33E and Unlit.</p> <p>2. Mariners to exercise caution.</p>
<p>352. Self Cancelling. Cancel NAVAREA VIII Message 324 of 2008. India Andaman Sea –Nicobar Islands. Charts 33 41 407 472 4032 INT 706. Keating point light 09-15.40N 092-46.50E relit</p>
<p>353. India West Coast – Approaches to Mumbai. Charts 21 22 211 255 292 293 2016 INT 706. Motor vessel Dubai lost her starboard anchor along with five shackles in position 18-49.5N 072-36.9E.</p> <p>2. Mariners to exercise caution</p>
<p>354. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval Coast Battery between 1030 UTC to 1230 UTC on 04 sep 2008. Danger area bounded by:</p> <p>(a) 22-22.0N 068-50.0E (b) 22-37.0N 068-53.0E (c) 22-42.0N 069-08.0E (d) 22-29.0N 069-04.0E</p> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 05 Sep 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	175	2007 Series: 022 027 062 095 106 155 172 200 212. 2008 Series: 006 022 027 044 045 046 051 061 065 069 089 101 102 105 107 128 130 133 143 157 160 161 165 166 172 173 174 175.
X	Australia, New Guinea	255	2008 Series: 209 210 215 217 219 223 226 233 237 239 243 244 246 247 250 252 253 254 255.
XI	Malacca Strait, China Sea, N. Pacific	0448	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 160 0163 0210 0219 0259 0322 0326 0335 0336 0347 0348 0349 0350 0352 0359 0362 0375 0380 0384 0389 0390 0391 0392 0393 0394 0396 0398 0399 0403 0411 0412 0416 0428 0429 0432 0435 0436 0437 0438 0439 0442 0445 0446 0447 0448.
XII	N.E. Pacific	328	2008 Series: Nil
XIII	N.W. Pacific	037	2008 Series: Nil
XIV	S.W. Pacific	066	2008 Series: 017 053 066
XV	S.E. Pacific	088	2008 Series: Nil
XVI	E. Pacific	Nil	2008 Series: Nil
Hydropacs	Pacific, Indian Ocean	1581	2008 Series: 1140 1141 1471 1473.
Hydroplants	Atlantic, Mediterranean	1344	2008 Series: 300 1328.

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

**INP 1 West Coast of India Pilot (Second Edition 2003) –
INDIA WEST COAST – Veraval to Porbandar – General
Information – Wreck.**

262

Article 8.205

Para 1

Delete & Replace by:

- 1* There are no charted dangers except for two dangerous wrecks (20° 50'.5N, 70° 00'.5E) & (21° 28'.46N, 69° 24'.81E) Seaward of the 30m depth contour.

INM 114(04/08)

(17/08)

**INP 1 West Coast of India Pilot (Second Edition 2003) –
INDIA WEST COAST – Porbandar to Kachchigadh –
General Information – Wreck.**

264

Article 8.225

Para 1

Delete & Replace by:

- 1* There are no charted dangers except for three dangerous wrecks (22° 08'.40N, 68° 55'.40E), (22° 06'.5N, 68° 57'.8E) & (22° 00'.0N, 69° 01'.0E) Seaward of the 30m depth contour. Within this contour there are several isolated rocks with depth of about 18 to 19m

INM 176(06/08) & 378(14/08)

(17/08)

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
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°). Difficult to identify *
F0449	- <i>Ghogha. PERIGEE Lt V</i> -- - <i>Riding light</i> ---	21 42.13 N 72 18.34 E	Fl W 7s Q W Bell	12	8	Red hull	Ra refl. *
F1236.7	Remove from list						
F1259	Pulau Sarangbaung	1 42.17 N 97 26.33 E	Fl(2)W 8s	55	14	Tower *	<i>fl 0.5, ec 1.5, fl 0.5, ec 5.5</i> *
F1596	Remove from list						
F1598	Remove from list						
F1616	Permatang Sedepa (One Fathom Bank) - *	2 53.31 N 100 59.72 E .. *	Fl(4)W 20s Racon	43 ..	23 ..	White round metal tower, red bands on concrete piles. Dome shaped roof at base of tower ..	ALRS Vol 2 Station 79880. TR 2008 *
F1830.6	- Pulau Serak (I)	2 47.33 N 106 00.83 E	Fl(4)W 20s	22	14	White metal framework tower 20	<i>(fl 0.3, ec 3) x 3, fl 0.3, ec 9.8</i> *
F1836.1	- Siantan. Tarempah (I)	3 13.73 N 106 14.24 E *	Oc G 5.5s	6	7	Green Δ on green beacon	<i>ec 2.5</i> *

F1836.7	-Bunguran.Tg Senubing (I)	3 57.67 N 108 24.25 E	F1 W 4s	158	26	White metal framework tower 30	<i>fl 0-5</i>
			*	*	*	*	*
F1837.75	- Selat Lampa. Pian Padang (I)	3 40.00 N 108 08.00 E	FI G 9s	..	5	Green beacon	<i>fl 0-9</i>
	*			*	*		*
F1854	-Saint Petrus di Puncak Pulau Muri (I)	1 54.21 N 108 38.72 E	F1 W 6s	102	25	White metal framework tower 20	<i>fl 0-5</i>
	--	..	Racon	..	..	..	ALRS Vol.2 Station 85970
		*					*
F9325	- Between mouths of the Godāvāri River. E of Bandamurlanka. Development area	16 23.91 N 82 07.82 E	Lit	..	..	..	Numerous installations exist in this area
	*	*					
F9508.3	- K	0 08.12 N 117 36.57 E	Lit	..	..	Platform	Oil installations, some marked by lights, exist in this field
	*	*				*	
F9509	- Melahin	0 06.28 N 117 35.45 E	Lit	..	..	Platform	Several installations, some marked by lights, exist in this field
*	*	*	*	*	*	*	*
K0883.45	- Pulau Karawe (I)	2 46.70 S 100 11.77 E	Q(6)+LFl W 15s	10	8	8 ∇ on black beacon, yellow top	
*	*	*	*	*	*	*	*
K0911	-Ug Cukubatuberagam (I)	5 38.21 S 104 17.98 E	F1 W 7.5s	32	16	White beacon	<i>fl 0-5</i>
	*	*				*	*

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 02 dated 16 Jan 2008)

NIL

INP 31(2), 2007

(Last correction: Edition No. 15 dated 01 Aug 2008)

NIL

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

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

NIL

INP 31(5), 1997

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

NIL

INP 31(6), 2005

(Last correction: Edition No. 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: - 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 466/08

BA Chart 1228

FORMER MINED AREAS

Parts of the Khawr Shitya -nah are former mined areas in which mines could still present a hazard. Anchoring, fishing and seabed operations are not recommended anywhere within these areas. However, where anchoring is necessary it should be carried out only within the designated anchorage areas, as directed by the local authority. Additionally, drifting mines may be encountered anywhere in this region. For further details, see Admiralty Sailing Directions and Annual Notice to Mariners No 6.

To accompany Indian Notice to Mariners 466/08

BA Chart 1265

**MINE DANGER AREA
(29°49'·1N 48°46'·4E)**

No swept routes have been established (2008) within the Mine Danger Area shown on this chart. Additionally, drifting mines may be encountered anywhere in this region.

To accompany Indian Notice to Mariners 466/08

BA Chart 1265

**SECURITY ZONES
(29°47'·0N 48°48'·4E and
29°40'·9N 48°48'·6E)**

Exclusion zones extend 2000 metres in all directions from the outer edge of each terminal structure. Only tankers and support vessels authorised by the terminal operator or Coalition Maritime Security Forces are allowed to enter the exclusion zones. Additionally, warning zones extend 3000 metres in all directions from the outer edge of each terminal structure. Vessels are advised to remain clear of the warning zones for all but essential transits. If transit requires entry into the warning zone, vessels are advised to contact the Coalition Maritime Security Forces via marine VHF channel 16. Anchoring and fishing are prohibited within the security zones.

To accompany Indian Notice to Mariners 466/08

BA Chart 2882

MINE DANGER AREA

(28°33'.0N 48°29'.5E)

No swept routes have been established (2008) within the Mine Danger Area shown on this chart. Mariners are advised to consult the largest scale charts for more details.

To accompany Indian Notice to Mariners 466/08

BA Chart 2884

SECURITY ZONES

(29°47'.0N 48°48'.4E and

29°40'.9N 48°48'.6E)

Exclusion zones extend 2000 metres in all directions from the outer edge of each terminal structure. Only tankers and support vessels authorised by the terminal operator or Coalition Maritime Security Forces are allowed to enter the exclusion zones. Additionally, warning zones extend 3000 metres in all directions from the outer edge of each terminal structure. Vessels are advised to remain clear of the warning zones for all but essential transits. If transit requires entry into the warning zone, vessels are advised to contact the Coalition Maritime Security Forces via marine VHF channel 16. Anchoring and fishing are prohibited within the security zones.

To accompany Indian Notice to Mariners 466/08

BA Chart 2884

MINE DANGER AREAS

(28°33'.0N 48°29'.5E and 29°49'.0N

48°46'.0E)

No swept routes have been established (2008) within the Mine Danger Areas shown on this chart. Additionally drifting mines may be encountered anywhere within this region. Mariners are advised to consult the largest scale charts for more details.