



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 19 DATED 01 OCT 2008

(CONTAINS NOTICES 502 TO 525)

REACH US 24 HOURS A DAY



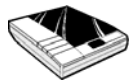
E-mail to

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



Write to

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



Fax to

+91- 135 - 2748373



Contact Person

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



visit

www.hydrobharat.nic.in

CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	05
II.	Permanent Notices	06
III.	Temporary and Preliminary Notices	16
IV.	Marine Information	24
V.	Radio Navigational Warnings in force	25
VI.	Corrections to Sailing Directions	29
VII.	Corrections to List of Lights	38
VIII.	Corrections to List of Radio Signals	41
IX.	Reporting of Navigational Dangers.	44

Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. of India at the above mentioned address/fax number/ E mail ID immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and short comings in Indian charts/publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section IX with this notice.

**Chief Hydrographer
to the Government of India**

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

Govt. of India Copyright

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



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

EXPLANATORY NOTES

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

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

Temporary and Preliminary Notices. These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. SI Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

Source of Information. A star preceding the number of a Notice indicates that the notice is promulgated by INHO based on original information received.

Sailing Directions. Corrections for the Sailing Directions (Pilots) are given in Section VI.

Lights. Corrections to Indian list of Lights are given in Section VII, where affected Light List number is quoted.

- (a) These corrections should be incorporated as per instructions given on page XI of the list of Lights.
- (b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) The range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.
- (d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

Radio Signals. The corrections in Section VIII should be cut and pasted in the appropriate volume of the List of Radio Signals.

Radio Navigational Warnings.

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which can not always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

Laws and Regulations. While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

- (a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation
and
- (b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

Correction of Charts and Publications by the users. Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified Charts and publications up to date.

Reliance on Charts and Associated Publications. While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

Use of Global Positioning System (WGS 84) positions.

- (a) The positions of Hydrographic objects shown on most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).
- (b) Where ever these differences have been ascertained, their average values are published as a cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.
- (c) These datum shift values are not uniform, particularly in areas off Andaman & Nicobar and Lakshadweep Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate source of position information such as Visual or Radar, particularly when closing the shore or navigating in the vicinity of dangers.

Source Data on Charts. All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such Charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first. Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

Further Guidance. The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

FORTHCOMING CHARTS AND PUBLICATIONS

Chart No	Title	Scale	Remarks
2022 (INT 7345)	APPROACHES TO MORMUGAO	60 000	New Edition
308	OUTER APPROACHES TO VISHAKHAPATNAM	150 000	New Edition
3030	BHIMUNIPATNAM ANCHORAGE	12 500	New Edition
	APPROACHES TO BHIMUNIPATNAM	25 000	
4018	PORT ANSON	25 000	New Edition

AVAILABILITY OF ENC'S:

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

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

SECTION – I
List of charts affected by
The Notices 502 to 525 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	510,511,512,516	159(INT 7010)	32	507
21	2	503	918	60	523
22(INT 752)	3	505	941A	46	522
211	3	503	1066	60	523
212	3	524(P)	1268	40	514,515
217	3	504	1312	46	522
255(INT 7334)	3	503	2149	46	523
258(INT 7348)	3	504	2374(INT 7134)	32	507
289	1	510,511,512,516	2403	45	521
290	1	510	2851	40	510
292(INT 7021)	2	503	2882(INT 7264)	40	514
293(INT 7022)	3	503,504	2884(INT 7278)	40	514
2002(INT 7351)	3	504	2887(INT 7232)	40	511,512
2011	3	524(P)	2889(INT 7211)	40	512
2016(INT 7336)	3	503	3172	40	509,511
2052(INT 7350)	3	504	3173	40	516
2089	1	508	3174	40	511,516
2100	2	502	3175(INT 7212)	40	512
3007	5	506	3411(INT 7218)	40	513
7705(INT 705)	1	510	3412(INT 7219)	40	513
8004	1	511,512,516	3520(INT 7200)	40	510
8005	1	511	3721	46	522
			3729	46	523
			3833	45	520,521
			4033	45	517
			4034	45	518,519
			4035	45	519
			4036	45	520
			4037	45	519
			4039	45	520,521
			4040	45	519,521
			4041	45	519

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*** 502/(19/08) INDIA -WEST COAST – Approaches to Port Pipavav – Current.**

Source: NHO Dehradun

(HJ/1130/08)

Chart 2100 (Plan Port Pipavav) [previous update NC 31 Aug 08]

Substitute  **2kn** for  **2kn** 20° 53'.67N., 71° 29'.83E.

*** 503/(19/08) INDIA -WEST COAST – Inner App to Mumbai – Wreck.**

Source: INS Investigator ROS C(N) 497

(HJ/1030/87)

Chart 21 [previous update 443/08]

Delete  (1971) Rep 18° 50'.89N., 72° 40'.00E.

Chart 292 (INT 7021) [previous update 443/08]

Delete  Rep (1971) 18° 50'.89N., 72° 40'.00E.

Chart 293 (INT 7022) [previous update 409/08]

Delete  Rep (1971) 18° 50'.89N., 72° 40'.00E.

Chart 255 (INT 7334) [previous update 443/08]

Delete  Rep (1971) 18° 50'.89N., 72° 40'.00E.

Chart 211 [previous update 443/08]

Insert  WK 18° 50'.68N., 72° 42'.08E.


Delete  Rep (1971) 18° 50'.89N., 72° 40'.00E.



18° 50'.60N., 72° 41'.90E.

Chart 2016 (INT 7336) [previous update 443/08]

Insert  WK 18° 50'.68N., 72° 42'.08E.

Delete  Rep (1971) 18° 50'.89N., 72° 40'.00E.



18° 50'.60N., 72° 41'.90E.

*** 504/(19/08) INDIA -WEST COAST – Ports of New Mangalore and Mangalore – Buoy. Wreck. Depths. Racon.**

Indian List of Light Vol F & K 2003; F:0666.05

LRS Vol 2, INP 31(2) 2007 ; No. 79030

Source: INS Jamuna ROS: D(N) 191

(HJ/1030/25)

Chart 293 (INT 7022) [previous update 503/08]

Delete		SW4 ODAS Fl(5)23s	12° 56'.80N., 74° 43'.80E.
--------	---	-------------------------	----------------------------

Chart 258 (INT 7348) [previous update 341/08]

Insert			12° 50'.90N., 74° 49'.01E.
--------	---	--	----------------------------

Delete			12° 54'.80N., 74° 47'.20E.
--------	---	--	----------------------------

Chart 217 [previous update 341/08]

Insert			12° 50'.90N., 74° 49'.01E.
--------	---	--	----------------------------

Delete			12° 54'.80N., 74° 47'.20E.
--------	---	--	----------------------------

Chart 2052 (INT 7350) [previous update 293/08]

Insert			12° 50'.90N., 74° 49'.01E.
--------	---	--	----------------------------

Delete			12° 54'.80N., 74° 47'.20E.
--------	---	--	----------------------------

		depth 9 ₇ and associated 10m contour	12° 55'.07N., 74° 46'.71E.
--	--	---	----------------------------

		depth 7 ₅ and associated 10m contour	12° 54'.95N., 74° 46'.61E.
--	--	---	----------------------------

		Racon(Z)	12° 55'.73N., 74° 49'.52E.
--	---	----------	----------------------------

Chart 2002 (INT 7351) [previous update 293/08]

Insert			12° 50'.90N., 74° 49'.01E.
--------	---	--	----------------------------

Delete			12° 54'.80N., 74° 47'.20E.
--------	---	--	----------------------------

		depth 9 ₇ and associated 10m contour	12° 55'.07N., 74° 46'.71E.
--	--	---	----------------------------

		depth 7 ₅ and associated 10m contour	12° 54'.95N., 74° 46'.61E.
--	--	---	----------------------------

		depth 9 ₉ and associated 10m contour	12° 54'.95N., 74° 46'.52E.
--	--	---	----------------------------

		depth 9 ₇ and associated 10m contour	12° 54'.94N., 74° 46'.41E.
--	--	---	----------------------------

		Racon(Z)	12° 55'.73N., 74° 49'.52E.
--	---	----------	----------------------------

Cancel former INM 446(T)/02 and 507(P)/04.

*** 505/(19/08) INDIA -WEST COAST – Mumbai to Comorin – Light.**

Source: NHO Dehradun
(HJ/1030/17)

Chart 22 (INT 752) [previous update 409/08]

Amend light to; Fl(2).9M 11° 35'.8N., 72° 11'.4E.

*** 506/(19/08) INDIA -EAST COAST – Nagapattinam Anchorage – Depth.**

Source: INS Darshak ROS I(N)111
(HJ/1029/09)

Chart 3007 [previous update 065/08]

Insert depth 8₈ (a) 10° 49'.30N., 79° 52'.03E.
Delete depth 7₂ (a) above

Chart 3007 (Plan Nagore) [previous update 065/08]

Insert depth 8₈ (a) 10° 49'.30N., 79° 52'.03E.
Delete depth 7₂ (a) above

507/(19/08) RED SEA - Gulf of Suez - Ra.s Gharib Eastwards – Platform.

Source: BA Notice 5045/08
(HJ/1134/86)

BA Chart 159 (INT 7010) [previous update 465/08]

Insert  28° 19'.9N., 33° 11'.9E.

BA Chart 2374 (INT 7134) [previous update 450/07]

Insert  28° 19'.91N., 33° 11'.90E.

508/(19/08) OMAN -Wudam North-westwards - Depths.

Source: BA Notice 4879/08
(HJ/1132/42)

Chart 2089 [previous update 349/05]

Insert depth 258 24° 05'.80N., 57° 21'.60E.
depth 50 enclosed by 100m approximate contour 24° 05'.22N., 57° 23'.60E.
depth 47 enclosed by 50m approximate contour 24° 04'.63N., 57° 25'.10E.
24° 04'.25N., 57° 26'.38E.

509/(19/08) OMAN - Ru. u s al Jibal - Approaches to Khaşab -Buoy.

Source: BA Notice 4973/08

(HJ/1132/63)

BA Chart 3172 [previous update 234/07]

Insert		Mo(A)10s	26° 13'·30N., 56° 15'·23E.
--------	---	----------	----------------------------

510/(19/08) GULF OF OMAN - Fujayrah Eastwards -Depths.

Source: BA Notice 4976/08

(HJ/1132/53)

Chart 20 [previous update 421/08] (WGS 84 DATUM)

Delete depth 93 enclosed by 100m contour 25° 06'·0N., 56° 54'·0E.

Chart 289 [previous update 487/08] (WGS 84 DATUM)

Delete depth 93 enclosed by 100m approximate contour 25° 05'·8N., 56° 54'·0E.

Chart 290 [previous update 487/08] (WGS 84 DATUM)

Delete depth 93 enclosed by 100m approximate contour 25° 05'·8N., 56° 54'·0E.

Chart 7705(INT 705) [previous update 421/08] (WGS 84 DATUM)

Delete depth 93 enclosed by 200m contour 25° 06'·0N., 56° 54'·0E.

BA Chart 2851[previous update 487/08]

Delete depth 93 enclosed by 100m approximate contour 25° 06'·0N., 56° 54'·0E.

BA Chart 3520(INT 7200)[previous update 486/08]

Substitute depth 348 for 391 25° 08'·64N., 56° 57'·92E.

Delete depth 93 enclosed by 100m approximate contour 25° 05'·68N., 56° 54'·00E.

511/(19/08) STRAIT OF HORMUZ - Mōna -. Saqr Westwards and Northwards -Depths.

Source: BA Notice 4975/08

(HJ/1132/63)

Chart 20 [previous update 510/08] (WGS 84 DATUM)

Insert depth 69 26° 18'·3N., 56° 02'·0E.

Chart 289 [previous update 510/08] (WGS 84 DATUM)

Insert depth 69 26° 18'·3N., 56° 02'·0E.

Chart 8004 [previous update 486/08] (WGS 84 DATUM)

Insert depth 41 and extend 50m contour N to enclose 25° 59'·65N., 55° 37'·50E.

depth 69 26° 18'·34N., 56° 02'·02E.

Chart 8005 [previous update 234/07] (WGS 84 DATUM)

Insert depth 69 26° 18'·34N., 56° 02'·02E.

BA Chart 2887(INT 7232)[previous update 467/08]

Insert depth 41 and extend 50m contour N to enclose 25° 59'·65N., 55° 37'·50E.

BA Chart 3172[previous update 509/08]

Insert depth 69 (a) 26° 18'·34N., 56° 02'·02E.

depth 75 26° 17'·40N., 56° 00'·35E.

Delete depth 71, close SW of: (a) above

511/(19/08) STRAIT OF HORMUZ - Mōna -. Saqr Westwards and Northwards -Depths.(Continued)**BA Chart 3174** [previous update 606/07]

Insert	depth 41 and extend 50m contour N to enclose		25° 59'·65N., 55° 37'·50E.
	depth 69	(a)	26° 18'·34N., 56° 02'·02E.
	depth 75		26° 17'·40N., 56° 00'·35E.
Delete	depth 71, close SW of:		(a) above

512/(19/08) UNITED ARAB EMIRATES - Dubai North-north-westwards - Fouls. Depth. Obstruction.

Source: BA Notice 4974/08

(HJ/1132/54)

Chart 20 [previous update 511/08] (WGS 84 DATUM)

Insert	 Foul		25° 34'·3N., 55° 07'·0E.
--------	--	--	--------------------------

Chart 289 [previous update 511/08] (WGS 84 DATUM)

Insert	 Foul	(a)	25° 34'·3N., 55° 07'·0E.
Delete	depth 20 ₈ , adjacent to:		(a) above

Chart 8004 [previous update 511/08] (WGS 84 DATUM)

Insert	 Obstn		25° 34'·86N., 55° 08'·02E.
	 Foul	(a)	25° 34'·34N., 55° 06'·97E.
	 Foul		25° 38'·00N., 55° 11'·60E.
Delete	depth 20 ₈ , adjacent to:		(a) above



BA Chart 2887 (INT 7232) [previous update 511/08]

Insert	 Obstn		25° 34'·86N., 55° 08'·02E.
	 Foul	(a)	25° 34'·34N., 55° 06'·97E.
	 Foul		25° 38'·00N., 55° 11'·60E.
Delete	depth 20 ₈ , adjacent to:		(a) above

BA Chart 2889 (INT 7211) [previous update 421/08]

Insert	 Obstn		25° 34'·86N., 55° 08'·02E.
	 Foul	(a)	25° 34'·34N., 55° 06'·97E.
	 Foul		25° 38'·00N., 55° 11'·60E.
Delete	depth 20 ₇ , adjacent to:		(a) above

BA Chart 3175 (INT 7212) [previous update 389/08]

Insert	 Obstn		25° 34'·86N., 55° 08'·02E.
	 Foul		25° 34'·34N., 55° 06'·97E.
	 Foul		25° 38'·00N., 55° 11'·60E.

513/(19/08) UNITED ARAB EMIRATES - Dubai (Dubayy) - Mō-na -. Rashid - Works. Landmark.

Source: BA Notice 5064/08

(HJ/1132/54)

BA Chart 3411 (INT 7218) [previous update 182/07]

Insert	legend, Works in progress (2008), centred on:		25° 15'·790N., 55° 16'·650E.
Delete	symbol, red and white radio tower		25° 15'·570N., 55° 16'·240E.

BA Chart 3412 (INT 7219) [previous update 283/08]

Delete	 (112)		25° 15'·57N., 55° 16'·24E.
--------	---	--	----------------------------

514/(19/08) IRAN - Nowrouz Oilfield South-westwards - Aboozar Oilfield North-westwards - Depths.

Source: BA Notice 4808/08

*(HJ/1133/90)***BA Chart 1268** [*previous update 448/08*]

Insert depth 24 (a) 29° 25'·77N., 49° 17'·13E.

Delete depth 27, close NW of: (a) above

BA Chart 2882 (INT 7264) [*previous update 466/08*]Insert depth 25₅ 29° 22'·8N., 49° 20'·6E.depth 27₅ 29° 20'·9N., 49° 22'·8E.

30m approximate contour, joining: (a) 29° 22'·7N., 49° 19'·4E.

(existing contour)

(b) 29° 20'·0N., 49° 23'·0E.

(existing contour)

and

(c) 29° 20'·4N., 49° 23'·6E.

(existing contour)

(d) 29° 22'·7N., 49° 23'·1E.

(existing contour)

Delete former 30m approximate contour, joining: (a) above

(d) above

former 30m contour, joining: (b) above

(c) above

BA Chart 2884 (INT 7278) [*previous update 466/08*]Insert depth 25₅ 29° 22'·8N., 49° 20'·6E.depth 27₅ 29° 20'·9N., 49° 22'·8E.

30m approximate contour, joining: (a) 29° 22'·7N., 49° 19'·4E.

(existing contour)

(b) 29° 20'·0N., 49° 23'·0E.

(existing contour)

and

(c) 29° 20'·4N., 49° 23'·6E.

(existing contour)

(d) 29° 22'·7N., 49° 23'·1E.

(existing contour)

Delete former 30m approximate contour, joining: (a) above

(d) above

former 30m contour, joining: (b) above

(c) above

515/(19/08) IRAN - Approaches to Khowre Musá - Nowrouz Oilfield - Platform.

Source: BA Notice 4809/08

*(HJ/1133/90)***BA Chart 1268** [*previous update 514/08*]Delete  Nowrouz 4 29° 33'·10N., 49° 25'·37E.**516/(19/08) IRAN - Strait of Hormuz – Jazireh ye Hengam - Light.**

Indian List of Light Vol D & E 2003; D7339

Source: BA Notice 4972/08

*(HJ/1132/64)***Chart 20** [*previous update 512/08*] (WGS 84 DATUM)

Amend range of light to, 12M 26° 37'·9N., 55° 54'·1E.

Chart 289 [*previous update 512/08*] (WGS 84 DATUM)

Amend range of light to, 12M 26° 37'·9N., 55° 54'·1E.

Chart 8004 [*previous update 512/08*] (WGS 84 DATUM)

Amend light to, Fl.10s37m12M 26° 37'·9N., 55° 54'·1E.

BA Chart 3173 [*previous update 424/08*]

Amend light to, Fl.10s37m12M 26° 37'·92N., 55° 54'·08E.

BA Chart 3174 [*previous update 511/08*]

Amend light to, Fl.10s37m12M 26° 37'·92N., 55° 54'·08E.

517/(19/08) SINGAPORE -West Jurong Channel -Gul Basin - Depths.

Source: BA Notice 5024/08

*(HJ/927/16)***BA Chart 4033** [*previous update 462/08*]Insert depth 4₉ enclosed by 5m contour 1° 18'·195N., 103° 40'·255E.depth 5₇ (a) 1° 17'·647N., 103° 40'·663E.Delete depth 6₃ , close SSE of: (a) above**518/(19/08) SINGAPORE -East Jurong Channel - Sungei Jurong - Legends.**

Source: BA Notice 5025/08



*(HJ/927/16)***BA Chart 4034** [*previous update NE 24 Jul 08*]Insert legend, *Numerous mooring buoys*, centred on: 1° 18'·250N., 103° 43'·700E.

1° 18'·068N., 103° 43'·782E.

519/(19/08) SINGAPORE -Sentosa South-westwards and Tanjong Berlayar - Rock. Depths. Wreck.

Source: BA Notice 5026/08

(HJ/927/16)

BA Chart 4034 [previous update 518/08]Substitute  (2₇) for  (2₉) 1° 15'·725N., 103° 48'·270E.**BA Chart 4035** [previous update NE 24 Jul 08]Insert depth 17₇ (a) 1° 14'·655N., 103° 49'·113E.Substitute depth 16₉ for depth 17₄ 1° 14'·584N., 103° 49'·209E. (2₇) for  (2₉) 1° 15'·725N., 103° 48'·270E.Delete depth 18₁, close E of: (a) above**BA Chart 4037** [previous update 471/08]Substitute  Wk for  Wk 1° 14'·117N., 103° 49'·638E.**BA Chart 4040** [previous update NE 24 Jul 08]Substitute depth 16₉ for depth 17₄ 1° 14'·58N., 103° 49'·21E. Wk for  Wk 1° 14'·12N., 103° 49'·64E. (2₇) for  (2₉) 1° 15'·72N., 103° 48'·27E.**BA Chart 4041** [previous update 495/08]Substitute depth 16₉ for depth 17₄ 1° 14'·58N., 103° 49'·21E. Wk for  Wk 1° 14'·12N., 103° 49'·64E. (2₇) for  (2₉) 1° 15'·72N., 103° 48'·27E.**520/(19/08) SINGAPORE STRAIT - Main Strait - Legend.**

Indian List of Light Vol F & K 2003;F 1694.8

Source: BA Notice 5027/08

(HJ/927/16)

BA Chart 3833 [previous update 495/08]

Insert legend, (collapsed), at light 1° 11'·12N., 103° 47'·65E.

BA Chart 4036 [previous update 309/08]

Insert legend, (collapsed), at light 1° 11'·119N., 103° 47'·645E.

BA Chart 4039 [previous update 399/08]

Insert legend, (collapsed), at light 1° 11'·12N., 103° 47'·65E.

521/(19/08) MALACCA STRAIT - Pulau Karimun Besar North-eastwards - P. Nipa West-south-westwards -Wreck.

Source: BA Notice 5028/08

(HJ/927/16)

BA Chart 2403 [previous update 399/08]

Insert  1° 07'·7N., 103° 35'·0E.

BA Chart 3833 [previous update 520/08]

Insert  PA 1° 07'·7N., 103° 35'·0E.

BA Chart 4039 [previous update 520/08]

Insert  PA 1° 07'·7N., 103° 35'·0E.

BA Chart 4040 [previous update 519/08]

Insert  PA 1° 07'·7N., 103° 35'·0E.

522/(19/08) INDONESIA - Kalimantan - West Coast - Approaches to Sungai Kapuas Kecil Northwards to Teluk Singkawang - Wrecks. Depths.

Source: BA Notice 4862/08

(HJ/927/01)

BA Chart 941A [previous update 460/08]

Delete  0° 57'·0N., 108° 47'·0E.

BA Chart 1312 [previous update 460/08]

Delete  0° 57'·0N., 108° 47'·0E.

BA Chart 3721 [previous update 441/08]

Insert depth 19₈ enclosed by 20m contour 0° 15'·00N., 108° 54'·49E.

Substitute  for  0° 05'·79N., 109° 06'·19E.

BA Chart 3721 (plan A, Approaches to Pontianak) [previous update 441/08]

Substitute  for  0° 05'·740N., 109° 06'·161E.

523/(19/08) INDONESIA - Jawa - North Coast - Ardjuna Oilfields and Cirebon - Wreck. Buoyage. Obstruction. Pipe. Platforms. Depths.

Source: BA Notice 4815/08

(HJ/827/31)

BA Chart 918 (plan A, Cirebon) [previous update 441/07]


Insert  6° 41'·52S., 108° 34'·70E.

 Fl.10s (a) 6° 42'·27S., 108° 35'·71E.

Delete  LFl.10s, close N of: (a)above

BA Chart 1066 [previous update 460/08]

Insert  Fl(2)10s 6° 07'·7S., 108° 25'·9E.






Substitute  Obstn for  Pipe 6° 06'·7S., 108° 27'·4E.

523/(19/08) INDONESIA - Jawa - North Coast - Ardjuna Oilfields and Cirebon - Wreck. Buoyage. Obstruction. Pipe. Platforms. Depths.(Continued)

BA Chart 2149 [previous update 475/08]

Insert			5° 58'·5S., 107° 23'·0E.
			5° 53'·6S., 107° 38'·0E.
			5° 50'·8S., 107° 41'·7E.
		Fl(2)10s	6° 07'·8S., 108° 25'·9E.
Delete			5° 57'·5S., 108° 05'·8E.

BA Chart 3729 [previous update 313/08]

Insert		KNA	5° 58'·48S., 107° 22'·99E.
		BZZB	5° 53'·61S., 107° 38'·00E.
		BM	5° 50'·80S., 107° 41'·68E.
		Fl(2)10s	6° 08'·25S., 108° 25'·85E.
			6° 41'·44S., 108° 34'·80E.
	depth 5 _s		(a) 6° 37'·20S., 108° 43'·08E.
Substitute		Fl.10s for	 Fl.10s
			6° 42'·25S., 108° 35'·70E.
Delete		FWB PA	5° 57'·48S., 108° 05'·80E.
	depth 7, close SW of:		(a)above

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES***524(P)/(19/08) INDIA – WEST COAST – Port Dabhol – Buoys.Lights.**

Source: RGPPL

(HJ/1030/76)

1. The following buoys and Lights are reported to have been laid to mark the channel.(Positions are in Everest Datum)

<i>Sl.</i>	<i>Buoy No.</i>	<i>Characteristics</i>	<i>Type</i>	<i>Position</i>
1	1	Q.G 2.4M	Pillar	17° 33'.42N., 73° 05'.60E
2	2	Q.R 2.4M	Pillar	17° 33'.55N., 73° 05'.70E
3	3	Fl G 10s 2.4M	Cone	17° 32'.90N., 73° 06'.35E
4	4	Fl R 10s 2.4M	Can	17° 33'.03N., 73° 06'.45E
5	5	Fl(2)G 15s 2.4M	Pillar	17° 32'.36N., 73° 07'.12E
6	6	Fl(2)R 15s 2.4M	Pillar	17° 32'.48N., 73° 07'.22E
7	7	Fl(3)G 10s 2.4M	Cone	17° 31'.98N., 73° 07'.65E
8	8	Fl(3)R 10s 2.4M	Can	17° 32'.00N., 73° 07'.92E
9	9	V Q 3.9M	North Cardinal Pillar	17° 31'.02N., 73° 08'.67E
10	10	Q(9) 3.9M	West Cardinal Pillar	17° 31'.16N., 73° 08'.80E
11	ND 1	V Q (9)	Light	17° 31'.32N., 73° 08'.77E
12	ND 2	Fl G 5s	Light	17° 30'.89N., 73° 08'.93E
13	ND 3	Q(6) + L Fl	Light	17° 30'.96N., 73° 08'.56E
14	ND 4	V Q	Light	17° 31'.94N., 73° 07'.50E

2. Various civil works & dredging in progress in the area.

2. Mariners to exercise caution.

Charts affected – 212 – 2011.

***525(T)/(19/08) Temporary and Preliminary Notices (in force as on 01 Oct 2008)**

INM *376(T) (13/08) is cancelled.

1. AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN

Notice No.	Charts Affected	Description
207 (T)/03	B.A. 671-2968 (INT7000)	SOMALIA – Muqdisho (Moghadishu) – Port development. Pilot boarding place.
506(P)/04	20 8004 B.A. 3599	IRAN – Khuran (Clarence Strait) – Jetty. Buoyage. Depths. Drying height. Pilot boarding place. Lights. Moorings buoys.
398(P)/05	B.A. 11 2882 (INT 7264) 2884 (INT 7278)	IRAN–Jazireh–ye-Kharak Anchorage areas.
55 (P)/06	BA 15 16	SAUDI ARABIA - Red Sea Coast - Jizan - Dredged areas. Channel. Reclamation areas. Harbour development.

56 (P)/06	BA 3782 3787 (INT 7245) 3950	QATAR - Approaches to Doha (Ad Dawhah) - Approaches to Mesaieed (Musay'id or Umm Said) - Dredging areas. Buoyage.
135 (P)/06	B.A. 2882(INT 7264)-2883 - 2886 -3719 -3776 -3777 - 3788 -3790 (INT 7252)-3812	SAUDI ARABIA - East Coast - - Buoyage
227 (P)/06	BA. 12	SAUDI ARABIA -Red Sea Coast -Port of Duba - Dredging area.Works.
292 (P)/06	BA. 3782 3787 (INT 7245)	QATAR - Approaches to Doha (Ad Dawhah) - Depths.
293 (P)/06	2444 3179 3413	UNITED ARAB EMIRATES - Jazirat Das South and Eastwards - Tanker mooring buoy. Restricted area. Submarine pipeline. Submarine cables. Reef. Pilot boarding place. Buoy. Fouls.
445 (P)/06	20 21 286 291 2088 2094 2095 2096 7703 (INT703) 7705 (INT 705) 8009 8010 B.A.12 15 81 82 143 (INT 7005) 157 (INT 7006) 158 (INT 7008) 159(INT 7010) 164 (INT 7124) 333 452 (INT 7117) 453 (INT 7116) 542 1925 1926 2133 (INT 7139) 2373 2374 2375 2599 2658 2659 2851 3661 (INT 7162) 3785.	ARABIAN SEA - RED SEA - Submarine cables.
446 (P)/06	20 21 22(INT 752) 255(INT 7334) 291 292 (INT 7021) 2016 (INT 7336) 2088 2094 2095 2096 7705 (INT 705) 7706 (INT 706) B.A. 2851	ARABIAN SEA - Seeb to Mumbai (Bombay) - Submarine cable.
550 (T) /06	B.A. 1214 -1223 -1235 (INT 7289) -2882 (INT 7264) - 2884 (INT 7278) -3773	KUWAIT - - Measuring instruments. Buoyage
576 (T) /06	B.A. 3171 -3174 -3411 (INT 7218) -3713-3715-3951	UNITED ARAB EMIRATES - North and East Coasts - Data buoys
577 (P) /06	20 B.A.1224 -2858 -2882 (INT 7264) -2883 -2886 -3718 - 3719 -3773 -3774 -3775 - 3776 -3777 -3788 -3790 (INT 7252) -3812	SAUDI ARABIA - East Coast - - Buoyage. Restricted areas
598 (P) /06	20 B.A.2882(INT 7264) - 2883 -2886 -3773 -3777 - 3788 -3790(INT 7252) -3812	SAUDI ARABIA - East Coast - Al Khubar to Al Kuwayt, KUWAIT - Submarine cable
599 (P) /06	20 B.A. 2882 (INT 7264) - 2883 - 2886 - 3735 (INT 7259) - 3737 (INT 7255) - 3738 (INT 7254) -3777 - 3788-3790 (INT 7252) -3812	BAHRAIN - Al Manama to SAUDI ARABIA, Al Khubar - Submarine cable
600 (P) /06	20 - 8004 B.A. 1214 -2441 - 2442-2443 -2523 (INT 7250)-2882 (INT 7264) - 2883-2886 -2889 (INT 7211) -3172 -3173 -3599 -3773	KUWAIT -Al Kuwayt to Bandar 'Abbas, IRAN - Submarine cable
108(P) /07	B.A. 2887 (INT 7232) - 2889 (INT 7211) -3175 (INT 7212) -3176 (INT 7216) - 3411(INT 7218)- 3412 (INT 7219) -3739 (INT 7220)	UNITED ARAB EMIRATES - Approaches to Dubai (Dubayy) - Approaches to Jebel Ali (Mina Jabal Ali) - Reclamation areas. Buoyage. Works. Restricted areas. Anchorage areas. Breakwaters.

221(T)/07	B.A. 2523 (INT 7250) - 3791 - 3950	QATAR - Ras Laffan - Anchorage areas.
421(P)/07	BA 2523 (INT 7250) - 3789 - 3791 - 3950	QATAR - Ra.s Laffan - Works. Berths. Buoyage. Dredging areas. Reclamation areas.
422(P)/07	BA 3777 -3788 -3790 (INT 7252) -3812	SAUDI ARABIA - East Coast - Approaches to Ad Dammam - Dredging areas. Works.
470(P)/07	BA 2442 -2443 -2444 -2523 (INT 7250) -2858 -2886 -2887 (INT 7232) -2889 (INT 7211) -3176(INT 7216) -3177 -3791 -3950	QATAR - UNITED ARAB EMIRATES - Submarine pipeline.
621(T)/07	7071 (INT 71) – 7072 (INT 72) -7704 (INT 704), B.A. 143 (INT 7005) -157 (INT 7006) – 2964 (INT 758)	RED SEA – Jazirat at Tair - Light.
668(P)/07	B.A. 7 - 3660	YEMEN - Gulf of Aden - Aden Inner Harbour - Buoyage.
202(P)/08	20 - 289 -288 B.A. 2523(INT 7250)- 2883 – 2886 – 3791 – 3950	QATAR – Ra’s Laffan North-eastwards and East-north-eastwards - Buoyage. Submarine pipelines. Platforms. Wells. Submarine cables.
248(P)/08	B.A. - 6 - 143 (INT 7005) - 157 (INT 7006)- 1925 - 1926	ERITREA - Aseb (Assab) - Fatuma Deset Northwards, Rubetino Channel, Darmakia Northwards, Umm-al Sciora - Depths.
249(P)/08	20 -288 – 289 - 8004 B.A. – 2442 - 2443- 2886- 2889(INT 7211) – 3174 – 3950.	UNITED ARAB EMIRATES - QATAR - Submarine cables.
284(T)/08	B.A. - 2886 -3738 (INT 7254) -3790 (INT 7252)	BAHRAIN - Outer Approaches to Bahrain - Foul.
333(T)/08	B.A. - 3518.	OMAN - Port Sultan Qa-boos - Depths.
354(P)/08	20 – 289 B.A.- 2444 - 2886 – 2887 (INT 7232) - 2889 (INT 7211) - 3179 - 3413	UNITED ARAB EMIRATES - Jazirat Das to Ras al Qila -- Submarine pipeline.
355(T)/08	3179 -3780.	UNITED ARAB EMIRATES - Approaches to Ar Ru.ays - Buoyage.
406(P)/08	B.A. 3735 (INT 7259) - 3736 (INT 7258) - 3737 (INT 7255) -3738 (INT 7254) - 3790 (INT 7252)	BAHRAIN - Mina -. Salman and Approaches - Al Muharraq Westwards and North-westwards - Buoyage. Light-beacon. Beacon. Depths. Anchorage area. Jetties.
497(P)/08	B.A. 2895 -2896.	OMAN - South East Coast - Approaches to Port Salalah (Mina Raysut) - Buoyage. Channel. Lights.
498(P)/08	245 - 289 – 290. B.A.3520 (INT 7200) – 3526.	GULF OF OMAN - United Arab Emirates - Fujairah (Fujayrah) and Khawr Fakkan – Anchorage areas. Breakwater. Buoyage. Works.
499(P)/08	B.A. 3713 – 3715.	UNITED ARAB EMIRATES - Abu Dhabi (Abu Zaby) - Khawr al Bighal, Approaches to Umm an Nar and Khawr al Baṭin - Buoyage. Lights. Leading line. Depth information. Works. Vertical clearance.
500(P)/08	B.A. 1223 – 3773.	KUWAIT – Mina’Ash Shu’aybah South-eastwards and Mina’Al Ahmadi North-eastwards - Dredging area. Buoyage. Submarine pipelines. Piers. Works.

2. INDIA WEST COAST - INDIAN OCEAN

330(P)/01	2076 2016	INDIA – West Coast – Mumbai Harbour – Jawahar Lal Nehru Port – Port Development
102(P)/02	2044 2101	INDIA– West Coast – Approaches to Hazira – Submarine pipeline
176 (P)/03	2076 2016	INDIA – West Coast – Jawaharlal Nehru Port – Jetty
92 (T)/04	208 209 2019 2044	INDIA – West Coast – Approaches to Magdalla – Submarine Pipeline.
137 (T)/04	21 203 2068 7705 (INT 705)	INDIA – West Coast – Gulf of Kachchh – Ballast Split.
407(T)/04	211 255 (INT 7334) 292 (INT 7021) 2016	INDIA – West Coast – Approaches to Mumbai – Restricted area.
102(P)/05	2021 2068 2080	INDIA – West Coast – Gulf of Kachchh – Mundra Port – Work.
72 (P)/06	2003 2053.	INDIA –WEST COAST – Sacrifice Rock to Beypore – Sea Wall.
230 (P)/06	268 (INT 7353) 2006 2007 2023 2047.	INDIA –Lakshdweep Islands– FAD.
256 (P)/06	21 22(INT 752) 211 255(INT 7334) 292 (INT 7021) 293 (INT7022) 2016 (INT 7336) 7705(INT705) 7706 (INT 706)	INDIA – West Coast – Inner Approaches to Mumbai.
496 (T)/06	255 (INT 7334) – 211 – 2016 (INT 7336)	INDIA – West Coast – Inner approaches to Mumbai – Obstruction
167(T) /07	2016(INT 7336)-2015(INT 7337) - 2076-2001	INDIA – West Coast – Port of Mumbai – Buoys.
306(T) /07	254(INT 7331) – 208 – 209 – 2044 – 2101 - 2019	INDIA - WEST COAST – Approaches to Magadalla -Tapi Channel – Buoys.
512(T)/07	208 – 2039 - 2082	INDIA - WEST COAST –Approaches to Dahej – Baruch Channel - Buoy.
543(T)/07	2101 - 2034	INDIA – WEST COAST – Hazira Port – Channel – Dredging Area.
544(T)/07	2016(INT 7336) - 2076	INDIA – WEST COAST – Inner approaches to Mumbai – Jawahar lal Nehru Port & Trombay – Depths.
582(T)/07	2008.	INDIA – WEST COAST – Karwar harbour and approaches – Channel .Depth.
055(T)/08	B.A.563- 2741 - 2756 – 2757	INDIAN OCEAN - Comores - Ile de Mayotte - Fish havens.
107(T)/08	255(INT 7334) – 211 – 2016(INT 7336) – 2015(INT 7337)	INDIA - WEST COAST – Port of Mumbai – Light.
141(T)/08	21 – 211 – 255(INT 7334) – 292(INT 7021) – 293(INT 7022) – 2016(INT 7336)	INDIA - WEST COAST – Approaches to Mumbai - Lightrage Operation

171(T)/08	2040	INDIA - WEST COAST – Porbandar Anchorage – Depth.
199(T)/08	22(INT 752) –215 – 216 – 217 – 257(INT 7343) – 258(INT 7348) – 272 – 293(INT 7022) – 2008 – 2024 - 2071	INDIA - WEST COAST –Arabian Sea – Data Buoys.
216(T)/08	273 - 2006	INDIA – LAKSHADWEEP – Minicoy Island – Construction work.
217(T)/08	268(INT 7353) - 2023	INDIA – LAKSHADWEEP – Kavaratti Island – Construction work.
241(T)/08	2101 - 2034	INDIA - WEST COAST – Gulf of Khambhat – Hazira Port – Channel Buoy.
242(T)/08	254(INT 7331) –207	INDIA - WEST COAST – Diu Head to Gopnath Point – Buoy.
243(T)/08	2008 - 2010.	INDIA – WEST COAST – Karwar Harbour and Approaches – Transit Marks.
244(T)/08	22(INT 752) – 293(INT 7022) – 257(INT 7343) – 216- 2024.	INDIA – WEST COAST – Honavar Anchorage – Light.
247(T)/08	B.A. 712 (INT 7730) -1495 (INT 7736)–1497(INT 7735)	INDIAN OCEAN - La Réunion - Approaches to La Réunion - Fish havens.
314(T)/08	21 – 31- 33 - 292(INT 7021)- 271	INDIA EAST AND WEST COAST– ARABIAN SEA – ANDAMAN SEA – Tsunami Data Buoys.
352(P)/08	22(INT 752) – 293(INT 7022) – 257(INT 7343) – 215 – 216 – 2024.	INDIA - WEST COAST – Tadri Anchorage – Light.
400(T)/08)	21 – 203(INT 7319) – 2080 – 2027.	INDIA – Gulf of Kachchh – Rozi Anchorage – Wreck.
401(T)/08)	22 (INT 752) – 214 – 257 (INT 7343) – 293 (INT 7022) – 2020 – 2022 (INT 7345) – 2078 (INT 7346).	INDIA - WEST COAST – Approaches to Mormugao - Construction Work.
439(T)/08	2080 – 2018(INT 7321) – 2059(INT 7322).	INDIA – WEST COAST – Kandla – Sogal channel – Buoy.Jetty
476(T)/08	7705 (INT 705) - 22 (INT 752) – 293 (INT 7022) – 272 – 256 (INT 7340) – 257 (INT 7343).	INDIA – WEST COAST – Malvan to Coondapur – Mooring Deployed.
496(T)/08	21- 22(INT 752)- 23- 31-32- 33- 41- 357 - 407-472 – 473 - 258(INT 7348) -217 -272-293 (INT 7022) 2052(INT 7350)- 2002 (INT 7351)	INDIA-EAST AND WEST COAST – Arabian Sea – Andaman Sea – Data Buoys.
524(T)/08	212 – 2011.	INDIA – WEST COAST – Port Dabhol – Buoys.Lights.

3. INDIA EAST COAST - ANDAMAN NICOBAR, SRI LANKA

63 (T)/03	4001 4014 403	INDIA – Bay of Bengal – Middle Andaman – Rangat Bay – Beacon
343 (P)/03	4032	INDIA – Nicobar Islands – Sawai Bay and Malacca Anchorage – Breakwater, Beacon.
193 (T)/04	225 2064	SRI LANKA – West Coast – Colombo, Weligama Bay and Beruwala Point Westwards – Depths. Wreck. Rocks. Harbour limit. Port development.
287 (P)/04	3010	INDIA – East Coast – Paradip Port – Breakwater.
389(T)/04	4013 4016	INDIA – Andaman Sea – Neill Island – Jetty.
88(T)/05	4011 4017	INDIA -Nicobar Islands-Katchall Island –Approaches toEast Bay–Beacon.
135(T)/05	4010	INDIA – Andaman Sea – Little Andaman Islands-Hut Bay-Coast line. Jetty. Light.
276(T)/05	4012.	INDIA – Andaman Island – Inner Harbour – Port Blair – Beacon.
540 (P)/05	7708 (INT 708)	INDIAN OCEAN - Cocos Islands - Light-beacon.
428 (P)/06	351 301.	INDIA – East Coast – Ocean – Approaches to Hugli River – Obstruction
442 (P)/06	3010 (INT 7418) (Plan).	INDIA – East Coast – Paradip Port – Work in Progress.
548 (T) /06	3031.	INDIA – East Coast – Krishnapatnam Anchorage – Transits mark.
106(T) /07	358(INT 7394) – 317	INDIA – SRILANKA – Palk Bay – Western Portion – Obstructions
168(P) /07	3002(INT 7410)	INDIA – East Coast – Approaches to Visakhapatnam- Gangavaram Port – work in progress
219(T) /07	4032	INDIA – Nicobar Islands Sawai Bay & Malacca Anchorage – Transit mark – Beacon.
222(T) /07	23 – 32(INT 754) – 33 – 226 –264– 358 – 359 – 2064 – 7704 (INT 704)	SRI LANKA - South Coast - Little Basses Reef - Light.
419(T) /07	406 – 4010	ANDAMAN SEA – INDIA - Little Andaman Islands – Hut Bay – Light.
445(T) /07	BA 817 (INT 7430)	BURMA - Sittwe South-westwards - Survey stations.
584(T)/07	3004(INT 7403)	INDIA – EAST COAST – Madras (Chennai) harbour – Lights.
586(P)/07	356(INT 7400) - 3031	INDIA – EAST COAST – Krishnapatnam Anchorage – Construction Work. Dredging.
650(P)/07	4019	BURMA - Rangoon River - Channel depths. Depths. Wreck. Port developments. Coastline. Bridge. Drying contour. Recommended route. Buoyage.
109(T)/08	301- 351 - 3011(INT 7421) – 3013 - 3006(INT 7423)	INDIA - EAST COAST`- Hugli River -Haldia to Kukrahatti Reach – Depths.
200(T)/08	32(INT 754) –33 – 357(INT 7397) – 3007 – 3033.	INDIA – East Coast – Chemplast Karaikal Terminal – Construction Work. Dredging.
201(T)/08	41 – 473(INT 7031) – 405 – 4030.	INDIA – ANDAMAN SEA – Manners Strait and Duncan Passage – Wreck.
219(T)/08	31 – 32(INT 754) – 354(INT 7408) – 308 – 3002(INT 7410) – 3012(INT 7411)	INDIA - EAST COAST – Approaches to Visakhapatnam – Lightrage area

220(P)/08	31 – 351 – 3017	INDIA – EAST – COAST – Approaches to Dhamra River – Construction Work.
245(T)/08	473(INT 7031) – 404 – 4015 – 4002.	INDIA – ANDAMAN ISLAND – Approaches to Port Meadow and Kotara Anchorage - Light.
246(P)/08	33 – 41 – 471 – 472(INT 7032) – 409 – 4035 – 4039.	ANDAMAN SEA – INDIA Nicobar Island – Campbell Bay – Jetty Construction.
283(P)/08	31 – 356(INT 7400).	INDIA - EAST COAST – Chennai to Ramayapatnam - Light.
316(P)/08	3028	INDIA – EAST COAST – Ports of Ennore – Jetty. Construction Work.
331(P)/08	23 – 32 – 225 – 263 – 264 – 2063.	SRILANKA – West Coast – Approaches to Colombo – Construction Work.
332(P)/08	23 – 31 – 33 -7702 (INT 702) - 7706 (INT 706) - 7707 (INT 707).	INDIAN OCEAN - Data buoys.
353(T)/08	33 – 41– 405 – 406– 473 – 4030.	INDIA – ANDAMAN SEA – Manners Strait and Duncan Passage – Light.
373(T)/08	3003	INDIA – EAST COAST – Pondicherry Anchorage – Light.
402(P)/08	3002 (INT 7410).	INDIA – EAST COAST – Approaches to Vishakhapatnam – Outer Channel Buoys. Works.
404(P)/08	33 – 41 - 473(INT 7031) - 405.	INDIA – Andaman Islands – Port Blair to Little Andaman I – FAD.
407(P)/08	B.A.1655 (INT 7387) – 3700.	SRI LANKA - West Coast - Colombo Harbour and Approaches – Depths.

4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

383 (T)/03	33 41 B.A. 400 1353 2760 2777 2917 3574 3919 3920	INDONESIA –Sumatera – North and Northwest Coasts – Restricted area.
172 (P)/04	B.A. 1358 -3933 - 3947-4041	SINGAPORE STRAIT – Malacca Strait – Indonesia – Pulau Batam. North Coast to Sumatra, East Coast, Dumai – Submarine Cable.
426(P)/05	B.A. 2965	INDONESIA –Sumatera – West Coast – U. Jungutbatupati to U. Nibung – Depths. Jetty. Lights. Piers. Reclamation area. Beacons. Restricted area.
179 (P) /06	BA 1141 3946 3947	MALAYSIA - Peninsular Malaysia, West Coast -Pelabuhan Sungai Udang and Approaches -Maintained channel. Anchorage areas. Berths.
144(P) /07	B.A. 3833	SINGAPORE STRAIT - Western Part - The Brothers to Batuampar Northwards - Submarine cables.
223(P) /07	4026 - 4027	MALAYSIA - Peninsular Malaysia, West Coast - Pinang Harbour - Coastline. Works. Lights. Beacons. Depths. Drying patch. Wrecks. Obstructions. Dredged areas. Marine farms.
377(P) /07	7508(INT 508) B. A. 1312 -1788 -2137 - 2149 -3729	INDONESIA - Sumatera - Pulau Belitung West Coast - Tanjungpandan to Jawa North Coast - Pakis - Submarine cable.
446(P) /07	BA 2403 - 3831 - 3833 - 3937 - 3949 - 4041 - 4042	SINGAPORE STRAIT - Pulau Batam to Johor - Submarine cable.
546(T)/07	B.A. 1358 -2139 -3946	MALAYSIA - Peninsular Malaysia, West Coast - Tanjung Tongkah - Kuala Langat - Buoy. Light-beacon.
058(P)/08	B.A. 2056 - 2149	INDONESIA - Sumatera - East Coast - T.Penet Eastwards - Platforms. Submarine cables. Submarine pipelines. Restricted area.

250(T)/08	B.A. -3833 - 4034 -4035 - 4040 -4041	SINGAPORE - West Keppel Fairway - Pasir Panjang Wharves -Works. Buoyage. Fairway. . Berths
285(P)/08	B.A. -3833 - 4032 - 4035 - 4036 - 4039 - 4040	SINGAPORE - Pulau Busing - Pulau Ular - Pulau Bukom Kechil - Reclamation area. Jetties. Works. Buoyage. Light-beacon.
317(P)/08	B.A. -2139 – 2152 – 2155	MALACCA STRAIT - Malaysia - Selat Klang Utara - Buoyage. Channels.
374(P)/08	B.A. - 3476	INDONESIA - Sumatera - East Coast - Sungai Palembang - Depths. Lights. Buoyage.
477(T)/08	B.A. 2152.	MALAYSIA - Peninsular Malaysia, West Coast - Pelabuhan Klang - Tanjung Harapan - Buoy. Light-beacon.
478(T)/08	B.A. 1353 -1358 -2139 -3940 -3945 -3946 -3947.	MALACCA STRAIT - Gosong Rob Roy North-eastwards and Permatang Sedepa (One Fathom Bank) - Wrecks.
501(P)/08	B.A. 2403 -3831 -3833 -3949 -4041 -4042 -4043 -4044.	SINGAPORE - Singapore Strait to South China Sea - Submarine cables.

Cancelled Notices

Area	Notice No.	Ref. No.
2	446(T)/02	504/08
1	481(P)/04	525(T)/08
2	485(T)/04	525(T)/08
1	505(P)/04	525(T)/08
2	507(P)/04	504/08
2	050(P)/05	439(T)/08
3	052(T)/05	525(T)/08
4	397(P)/05	525(T)/08
4	463(P)/05	525(T)/08
1	466(P)/05	406(P)/08
1	409(P)/06	447/08
2	511(T)/06	411/08
1	513(P)/06	498(P)/08
2	596(T)/06	410/08
1	374(P)/07	499(P)/08
1	375(P)/07	525(T)/08
4	376(P)/07	525(T)/08
2	667(P)/07	525(T)/08
4	669(P)/07	525(T)/08
3	056(P)/08	407(P)/08
3	218(P)/08	412/08
2	282(P)/08	401(P)/08
1	334(P)/08	405(P)/08
1	335(P)/08	500(P)/08
2	351(T)/08	438(T)/08
4	375(P)/08	501(P)/08
-	376(T)/08	525(T)/08
3	403(P)/08	413/08
1	405(P)/08	440(P)/08
2	438(T)/08	496(T)/08
1	440(P)/08	497(P)/08

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>		

Tsunami Notice

Major changes likely to have occurred in topography of coastline and bathymetry in Andaman & Nicobar islands, coasts of Andhra Pradesh, Tamilnadu, Kerala, Maldives and Srilanka as a consequence of recent earthquakes followed by Tsunami waves in South Asia. Number of uncharted wrecks/obstructions may also be encountered. Mariners are advised to exercise utmost caution and contact local authorities while approaching these areas.

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 26 Sep 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	288	2007 Series: 019 035 050 247 279 293 329. 2008 Series: 176 188 200 206 238 241 248 257 261 263 265 266 268 271 278 287 288.
II	E. Atlantic	274	2008 Series: 017 112 239 241 254 258 259 260 270 271 272 273 274.
III	Mediterranean	371	2008 Series: 331 332 339 342 344 348 352 354 358 364 366 371.
IV	N.W. Atlantic	388	2007 Series: 196. 2008 Series: Nil.
V	W. Atlantic	367	2007 Series: 1078. 2008 Series: Nil.
VI	S.W. Atlantic	169	2008 Series: Nil.
VII	S.E. Atlantic	155	2008 Series: 055 060 070 072 077 078 102 111 114 148 149 150 154 155.
VIII	Indian Ocean	397	2008 Series – 242 262 305 315 319 326 346 348 351 353 356 358 361 362 366 367 369 370 371 372 374 375 378 379 381 382 383 385 386 387 388 390 391 392 393 394 395 396 397

- NAVAREA Warnings issued during the period from 13 Sep 08 to 26 Sep 08 (both dates inclusive) are as tabulated below:-

374. Indian Ocean – Northern Part. Charts INT 71 INT 73. Unidentified vessel made of steel hull 17 metre x 3.5 metre partly submerged and unlit sighted in position 14-38.70S 089-05.60E 2. Mariners to exercise caution
375. India West Coast – Approaches to Karwar. Charts 22 215 257 293 2008 2010 INT 705. Explosive ordnance disposal exercise is scheduled from 22 Sep to 28 Sep 2008 in position 14-44.50N., 074-11.27E. 2. All vessels operating in vicinity to clear 02 NM around the position of exercise area. 3. Cancel this message on 29 Sep 2008.
376 to 377. Cancelled.
378. India Lakshadweep Sea – Bingaram Island. Charts 22 268 273 INT 706. Thinnakara Beacon position 10-56.60N., 072-19.00E not functioning. 2. Mariners to exercise caution.

<p>379. Piracy Report. MT Stolt Valor alongwith 22 crew member's enroute from Suez, to Mumbai on 15 Sep 08. Description of the Vessel: - General Cargo Ship: MT Stolt Valor Flag - Hong Kong IMO - 9274290</p> <p>2. Mariners are requested to keep lookout for the above vessel. Any information concerning the vessel to be reported to piracy reporting centre</p>																														
<p>380. Cancelled.</p>																														
<p>381. 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 26 Sep 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 27 Sep 2008.</p>																														
<p>382. India West Coast – Mormugao. Chart 22 214 215 257 2020 2022 2078 INT 706. Firing exercise by Naval Coast Battery from position 15-24.6N., 073-47.1E between 0430 UTC to 0730 UTC on 26 Sep 2008.</p> <p>2. Danger Area: Sector of 10 NM radius between 200 degree to 260 degree from the position.</p> <p>3. Safe flying height 6500 metres.</p> <p>4. Cancel this message on 27 Sep 2008.</p>																														
<p>383. India West Coast – Gulf of Khambhat. Charts 21 208 254 292 2039 INT 705. MV Homi Bhabha callsign ATVY MMSI No 419069000 grounded in position 21-30.21N., 072-36.88E.</p> <p>2. Mariners to exercise caution.</p>																														
<p>384. Cancelled.</p>																														
<p>385. India East Coast – Off Paradip. Charts 31 352 INT 73 INT 706. Fishing Vessel Pita Mata Bharossa adrift in position 19-48.37N., 086-57.20E.</p> <p>2. Mariners to exercise caution.</p>																														
<p>386. India East Coast – Bay of Bengal. Charts 31 33 INT 706. Seismic Survey is in progress by Vessel Osprey Explorer till 30 Sep 2008 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>14-30.00N</td> <td>082-00.00E</td> <td>(b)</td> <td>13-00.00N</td> <td>082-00.00E</td> </tr> <tr> <td>(c)</td> <td>13-00.00N</td> <td>081-15.00E</td> <td>(d)</td> <td>11-00.00N</td> <td>081-15.00E</td> </tr> <tr> <td>(e)</td> <td>11-30.00N</td> <td>083-15.00E</td> <td>(f)</td> <td>12-00.00N</td> <td>083-30.00E</td> </tr> <tr> <td>(g)</td> <td>13-00.00N</td> <td>083-40.00E</td> <td>(h)</td> <td>13-30.00N</td> <td>083-40.00E</td> </tr> <tr> <td>(j)</td> <td>13-30.00N</td> <td>083-00.00E</td> <td>(k)</td> <td>14-30.00E</td> <td>083-00.00E</td> </tr> </table> <p>2. Vessel towing a single 8500 metres digital fluid streamer cable attached to a yellow tail buoy with flashing warning light and GPS tracking fitted to its 02 metre mast.</p> <p>3. All vessels operating in vicinity to exercise caution and give wide berth.</p> <p>4. Cancel this message on 01 Oct 08.</p>	(a)	14-30.00N	082-00.00E	(b)	13-00.00N	082-00.00E	(c)	13-00.00N	081-15.00E	(d)	11-00.00N	081-15.00E	(e)	11-30.00N	083-15.00E	(f)	12-00.00N	083-30.00E	(g)	13-00.00N	083-40.00E	(h)	13-30.00N	083-40.00E	(j)	13-30.00N	083-00.00E	(k)	14-30.00E	083-00.00E
(a)	14-30.00N	082-00.00E	(b)	13-00.00N	082-00.00E																									
(c)	13-00.00N	081-15.00E	(d)	11-00.00N	081-15.00E																									
(e)	11-30.00N	083-15.00E	(f)	12-00.00N	083-30.00E																									
(g)	13-00.00N	083-40.00E	(h)	13-30.00N	083-40.00E																									
(j)	13-30.00N	083-00.00E	(k)	14-30.00E	083-00.00E																									
<p>387. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing Practice by Naval Ships and Aircraft on Pigeon Island between 0430 UTC to 0700 UTC on 30 Sep 2008. Danger area 10 NM around Pigeon Island.</p> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 01 Oct 2008.</p>																														
<p>388. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC from 28 Sep to 30 Sep 16 Oct to 18 Oct and 22 Oct to 24 Oct 2008. Danger area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-37.05N</td> <td>085-27.85E</td> </tr> <tr> <td>(c)</td> <td>18-46.05N</td> <td>085-22.86E</td> <td></td> <td></td> <td></td> </tr> </table> <p>and arc of 42 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 6100 metres.</p> <p>3. Cancel this message on 25 Oct 2008.</p>	(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.85E	(c)	18-46.05N	085-22.86E																					
(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.85E																									
(c)	18-46.05N	085-22.86E																												
<p>389. Cancelled.</p>																														

<p>390. Bay of Bengal – Off Kakinada. Charts 31 354 355 INT 706. Firing Practice by Naval Ships from 0430 UTC to 0700 UTC on 30 sep 2008 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>16-30.0N</td> <td>083-15.0E</td> <td>(b)</td> <td>16-46.0N</td> <td>082-52.0E</td> </tr> <tr> <td>(c)</td> <td>16-52.0N</td> <td>083-29.0E</td> <td>(d)</td> <td>17-08.0N</td> <td>083-06.0E</td> </tr> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 01 Oct 2008.</p>	(a)	16-30.0N	083-15.0E	(b)	16-46.0N	082-52.0E	(c)	16-52.0N	083-29.0E	(d)	17-08.0N	083-06.0E
(a)	16-30.0N	083-15.0E	(b)	16-46.0N	082-52.0E							
(c)	16-52.0N	083-29.0E	(d)	17-08.0N	083-06.0E							
<p>391. Self Cancelling. Cancel NAVAREA Eight messages 156 and 186 of 2008.</p>												
<p>392. 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 01 Oct and 15 Oct 2008. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>17-42.0N</td> <td>083-18.0E</td> <td>(b)</td> <td>17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c)</td> <td>17-34.0N</td> <td>083-30.0E</td> <td>(d)</td> <td>17-28.0N</td> <td>083-18.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 16 Oct 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							
<p>393. 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 Oct to 07 Oct and 14 Oct to 21 Oct 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>073-57.0E</td> <td>(d)</td> <td>15-11.0N</td> <td>073-52.0E</td> </tr> </table> <p>2. Safe flying height 3500 metres. 3. Cancel this message on 22 Oct 2008.</p>	(a)	15-13.0N	073-57.0E	(b)	15-13.0N	073-52.0E	(c)	15-11.0N	073-57.0E	(d)	15-11.0N	073-52.0E
(a)	15-13.0N	073-57.0E	(b)	15-13.0N	073-52.0E							
(c)	15-11.0N	073-57.0E	(d)	15-11.0N	073-52.0E							
<p>394. 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 03 Oct, 07 Oct, 10 Oct, 14 Oct, 17 Oct, 21 Oct, 24 Oct, 28 Oct and 31 Oct 2008 . Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>09-57.5N</td> <td>075-59.5E</td> <td>(b)</td> <td>09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c)</td> <td>09-44.0N</td> <td>076-17.5E</td> <td>(d)</td> <td>09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 01 Nov 2008.</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
(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>395. 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 03 Oct 2008. Danger area bounded by</p> <table> <tr> <td>(a)</td> <td>22-22.0N</td> <td>068-50.0E</td> <td>(b)</td> <td>22-37.0N</td> <td>068-53.0E</td> </tr> <tr> <td>(c)</td> <td>22-42.0N</td> <td>069-08.0E</td> <td>(d)</td> <td>22-29.0N</td> <td>069-04.0E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 04 Oct 2008.</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
(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>396. India West Coast - Trivandrum. Charts 22 32 222 260 INT 706. Rocket launching from Thumba Equatorial rocket launching station 08-31.98N., 076-52.05E between 0430 UTC to 0630 UTC on 05 Oct 2008.</p> <p>2. Danger zones</p> <table> <tr> <td>(a)</td> <td>Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.</td> </tr> <tr> <td>(b)</td> <td>Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.</td> </tr> </table> <p>3. Cancel this message on 06 Oct 2008.</p>	(a)	Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.	(b)	Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.								
(a)	Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.											
(b)	Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.											
<p>397. Self Cancelling. NAVAREA VIII-Warning inforce.</p> <p>2008 series - 242 262 305 315 319 326 346 348 351 353 356 358 361 362 366 367 369 370 371 372 374 375 378 379 381 382 383 385 386 387 388 390 391 392 393 394 395 396</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	192	2007 Series: 022 027 062 095 106 155 172 200 212. 2008 Series: 006 022 027 044 045 046 051 061 065 069 089 101 105 107 128 157 160 161 165 166 172 173 176 177 179 180 181 182 183 184 185 186 187 188 189 190 191 192.
X	Australia, New Guinea	297	2008 Series: 255 269 270 273 276 289 290 292 293 294 295 297. .
XI	Malacca Strait, China Sea, N. Pacific	0527	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 0113 0160 0210 0219 0322 0326 0336 0347 0348 0349 0350 0352 0359 0362 0375 0380 0384 0398 0399 0411 0412 0416 0439 0442 0446 0454 0458 0459 0460 0461 0462 0463 0464 0465 0466 0469 04750484 0489 0496 0501 0502 0506 0512 0513 0514 0515 0516 0519 0520 0521 0522 0523 0524 0525 0526 0527.
XII	N.E. Pacific	390	2008 Series: Nil
XIII	N.W. Pacific	053	2008 Series: Nil
XIV	S.W. Pacific	073	2008 Series: 017 053 066 073
XV	S.E. Pacific	108	2008 Series: Nil
XVI	E. Pacific	153	2008 Series: Nil
Hydropacs	Pacific, Indian Ocean	1854	2008 Series: 1140 1141 1473.
Hydroplants	Atlantic, Mediterranean	11539	2008 Series: 300 1328 1361.

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

West Coast of India Pilot (INP-1)

Chapter 8 (Page-251&252)

(Delete Article 8.108 to 8.115 and Replace by)

PIPAVAV BANDAR

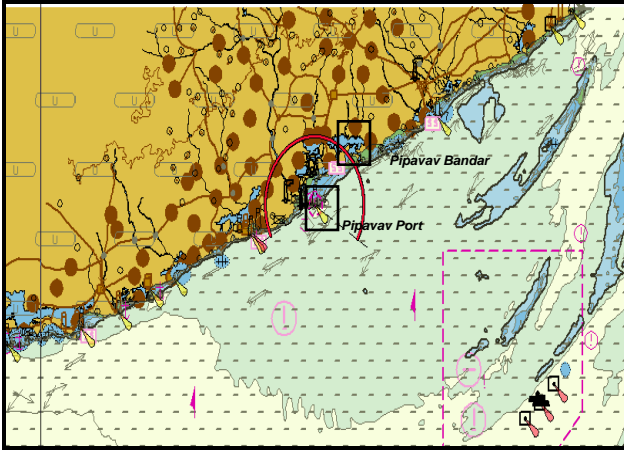
Chart 207(ENC-IN3207DG)

General Information

8.108

1 *Position.* Pipavav Bandar (20° 59' N, 71° 34' E) is an old port lies inland in Motapat Creek; However the port is no longer in use and now being used by some local traffic only.

2 **Motapat Creek**, separating the N side of Chanch Island from the mainland, is the outlet for waters covering an immense marsh at high water; and it provides a boat channel to Pipavav Bandar.



Extract of Chart 207 (Div Head to Gopnath Point)

PIPAVAV PORT

Chart 207, 2100 (ENC-IN52056P, IN62100P)

General information

8.108a

1 *Pipavav Port* (8.113) is an upcoming all season port, at position (20° 55' N, 71° 30' E), situated on the mainland NW of Shial Bet.

2 **Port Limits** The port is bounded by the following limits:

- a) 20° 53'.94 N., 71° 28'.80E (Shore)
- b) 20° 53'.15 N., 71° 32'.09E
- c) 20° 54'.03 N., 71° 34'.00E
- d) 20° 57'.07 N., 71° 34'.00E (Shore)

3 **Port Authority** The port is under the administrative control of

Gujarat Pipavav Port Limited
Post Bag No.- 45, Uchhaiya (Post)
Via Rajula,
Amreli Dist
Gujarat.- 365 560

4 Development. A new jetty with a berth for large container ships (No. 4 berth) and an LPG berth extending beyond has been constructed (2008). Berth No.4 has commenced operations while the pipe line for the LPG berth is under construction. A shipyard (Pipavav Shipyard Ltd or "PSL Yard") is under construction (2008) inshore between GPPL and L&T jetties. It will incorporate a 'dry' and 'wet' basin each capable of accommodating two Panamax size vessels.



Pipavav Port View

Topography

8.109

1 Shial Bet. (20° 54'.5 N, 71° 31' E), an island, bounded generally by low rocky hillocks lies between west and east channels. The NW and E sides are bounded by small sandy bays providing landing to small craft.

2 Mushroom Rock. 5 m high, with a lower rock close SW, stand on the coastal reef off the SW end of Shial Bet.

3 Chanch Island. runs parallel to the mainland about 5 miles long, with its centre located 5 miles NE of Shial Bet.

Limiting Conditions

8.110

1 Depths. The controlling depth for Pipavav Port is 11.5m.

2 Deepest and Longest Berth is the main jetty, 1075 m in length with a depth of 13.5m (8.113)

3 Tidal Levels. Mean spring range about 2.7 m; mean neap range about 1.2 m. See information in *Indian Tide Tables*.

4 Density of Water is 1.025gm/cm³.

5 Maximum Size of Vessel Handled. Pipavav Port has handled a vessel of 305m LOA & draft 12.5m.

6 Local weather. A heavy swell occurs, South of entrance, during the SW monsoon whenever a tropical disturbance builds up some distance South off the coast.

7 Approaches and Entry. Pipavav Port is approached from the South and entered through the buoyed channel in west channel (8.111)

8 Communication. Port control may be contacted on VHF channel 16 & 71 for pilotage and anchorage information. It may also be contacted on email *portcontrol@portofpipavav.com*. The Harbour Master's email ID is *harbourmaster@portofpipavav.com*

9 Notice to ETA. 72, 48, 24 and 12 hours notice of ETA should be sent to the Harbour Master.

10 Prohibited Anchorage area exists between 71° 29'.5 E and 71° 31'.5 E.

11 Pilotage. is compulsory and available 24 hours. Pilots generally board at a position that lies on the line of the leading transits (010°) at (20° 52.5N 071° 29.8E).

12 Tugs. 3 tugs with BP 60, 50 & 35 are available.

13 Regulation Concerning Entry. Vessels should not enter the buoyed channel without a pilot.

Approaches

8.111

1 Due to strong cross sets of currents in the channel entrance, all vessels, especially larger vessels (LOA>160m) or vessels with draughts of 9m or more, making the approach to embark their pilot, are recommended to first arrive at an approach position that lies with the (radar conspicuous) L&T jetty's SW end bearing about 007° distant 3 to 4 miles. This approach position lies on the leading transit line of 010°. From this position onwards, vessels should be making good a speed over the ground of 3 - 4 kt and a course over the ground of 010° i.e. keeping on the transit line. Vessels should constantly monitor the course and speed made good and adjust heading and engine power to keep her on the transit line. When the strength of the current is appreciable, substantial sets upto 30° may be needed to counteract and maintain the desired course.

2 Vessels should be prepared to take all way off and/or turn about with bold engines and helm so as to abort the approach, if they feel the pilot will not be able to board i.e. arrive on the bridge of the vessel ready to take the con, by the time the vessel has arrived at 20° 52.7'N, during the flood and 20° 53.0'N during the ebb. It is for this reason that approach speeds are recommended to be restricted to 3 to 4 kt. Vessels waiting at significant distances from the port should accordingly allow sufficient time in hand for the approach to the pilot boarding area so as to arrive at the time required by the pilot.

3 For smaller, lighter vessels, the pilot may give instructions for a boarding closer to the entrance of the buoyed channel but the method of approach as above should be followed:

4 Small (LOA<100m) light draught vessels (draught<4.5m) calling frequency at the port, may be boarded inside the channel about 2 to 3 cables SSE of the L&T jetty.

5 Small, highly maneuverable vessels e.g. offshore support vessels & tugs, are usually allowed to enter without a pilot.

6 **West Channel** leads W of Shial Bet Island. A drying reef close WNW of Mushroom Rock on both sides of the channel entrance is visible during low water. A pair of weather-beaten conical shape beacons is located on the drying reefs. It should not be confused with the buoys laid close by marking the E boundary of the navigation channel. A wreck, with only part of it visible during low water, lies on the reef off the west boundary of the buoyed channel, about 6½ cables WSW of this beacon.

7 **East Channel** leads N of the Bhensala Rock, Savai Bet and Shial Bet. This channel is shallow and almost redundant. It is used by the low draught local fishing vessels.

Directions

8.112

1 **Lights. West Channel No 1 Leading Lights:**

Front light (metal framework structure, 35m in height) (20°55'.1N 71°30'.3E),

Rear light (metal framework tower, 45m in height) (1 cable from the front light).

2 The alignment (009½°) of these lights leads into West Channel, marked by light buoys (lateral), and towards UCL Jetty.

3 **No 2 Leading Lights:**

Front light (20°55'.5N 71°31'.0E),

Rear light (1½ cables from the front light).

4 From a position in West Channel about 1 cable off UCL Jetty the alignment (033°) of these lights leads to GPPL jetty.

5 **Storm signals** are displayed at the top of the Port Control building which is located about 200m inland off the SW end of GPPL jetty.

6 **Buoyage.** Yellow coloured buoys (lateral system) with flashing yellow lights; have been placed off the NE end of the new LPG jetty. Their purpose is to give a transit line guide when turning vessels in the turning basin. Their positions are prone to shifting; nevertheless provide useful guidance during the turning maneuver.

7 **Tidal streams.** The in-going stream sets across the S approach to West Channel where it divides. One branch sets N through West Channel and thence NE towards Chanch Island with a spring rate of 2½ to 3 kn and a rate of about 2 kn at neaps; the other branch sets ENE past Savai Bet Reef and thence towards Bhensala Rock (20° 54'.9N, 71° 32'.8E) (8.106) at a rate of 3 kn at springs and from 2 to 3 kn at neaps.

8 The out-going stream, with a SW set S of Chanch Island, divides N of Bhensala Rock. One branch sets W through East Channel and thence SW through West Channel attaining a rate of 3 kn at springs and 2 kn at neaps; the other branch sets towards Savai Bet Reef and thence W along the coast with a rate of 2½ to 3 kn at springs and 1½ kn at neaps.

9 **Eddies.** Strong eddies form in the entrance of West Channel at high and low water.

10 **Landmarks:** for details of marks in the vicinity of the port, see 8.104.

Anchorage and Berths.

8.113

1 Vessels should contact Port Control for berthing prospects prior to anchoring. Deep draught vessels are recommended to anchor, at least 3 miles South of Savai Bet Light house, at depths suitable to their draft. Lesser draught vessels should anchor 2 to 3 miles SE of Savai Bet Lt. In any case the vessel navigation zone between Longitudes 071°29.5'E and 071°31.5'E from the entrance upto Latitude 20° 52.5'N should be kept clear by anchoring vessels."

2 Small crafts can obtain anchorage N of Bhensala Rock with local knowledge, bottom is generally mud; the tidal streams generally around 3.5 kn in the area.

3 Berths. Pipavav Port lies on the NW shore of West Channel. The main jetty on piles extends 8 cables SE from the port area and provide 3 berths on its SE face, 688 m length and reported (2008) depth alongside of 13.5m.

4 The old LPG jetty has been shifted NE wards and merged in line with the new No. 4 berth. The dredged depths (2006) at berth No. 4 and LPG jetty are 15.5m.

No.4 berth is 387m long with fenders at bollards spaced about 15m apart. This jetty has been designed to accommodate the larger container vessels that call at the port. The part of this new jetty that is meant for LPG handling is of a dolphin jetty design. The line of the No. 4 berth/LPG jetty is offset about 47m into the channel with respect to the line of the older berths (No. 1 to 3). Berths 1 to 3 as well as the No.4 berth & LPG jetty lie in direction 051°-231°. The bollards at the fenders of the older berths 1 to 3 are 18.5m apart and & that of berth 4 & LPG are 15 mtrs.

5 A cement factory, situated 1½ miles WSW of Chachuda Temple(20° 55' N, 71° 29' E), has a captive jetty extending 1¼ miles E from the coast; the jetty terminates in a dog-leg berth, 337 m in length with a charted depth(2008) of about 12.8m alongside. The extremities of the jetty is marked by FR lights.

Rail, Road and Air Services

8.114

1 Pipavav Port is connected with the road (NH-8E), railway system (Surendranagar 240 Km) for cargo & by Air (Diu Airport-80 km, Bhavnagar Airport-150km).

Port Services.

8.115

1 Supplies. Fresh water and diesel bunkers are available in limited quantities by road tanker. Provisions can be arranged with prior orders through ship chandlers.

2 Waste Disposal. Arrangements for reception of ships garbage and waste oil are available.

3 Shore Leave is not permitted. However, crew changes can be arranged.

4 Repairs. Minor repairs can be arranged through local workshop.

5 Medical. Port has an ambulance service with a tie up with a local hospital.

6 Fire. Port has a fire station with fire tenders and the ports tugs can supplement efforts with their fire nozzles.

7 Communication

Fax : +91 2794 302413

Tel : +91 2794 302400

E – mail : portcontrol@portofpipavav.com

WEB: www.pipavav.com

**INP 1 West Coast of India Pilot (2003 Edition) –
INDIA WEST COAST – Karwar to Mormugao Head
– General Information.**

204

*Article 6.162**Para 2. Line 2*

Delete text after “Moliem Point” Containing “a prominent -----
--- the jetty”.

INS Sutlej ROS:C - 501**19/08**

**INP 1 West Coast of India Pilot (2003 Edition) –
INDIA WEST COAST – Kundapura to Bhatkal –
Light.**

196

*Article 6.93,**Para 3 Line 1**Delete text “red bands”.***INS Nirdeshak ROS:D(N) - 190****19/08**

**INP 1 West Coast of India Pilot (2003 Edition) –
INDIA WEST COAST – Bhatkal – Anchorage.**

197

*Article 6.103,**Delete Para 1 and replace by*

1 Small crafts may attempt anchoring preferably with
local knowledge and assistance.

Ships and larger crafts may anchor W of the
Longitude 74° 29'.24 E within the Bhatkal Ports
Limits.

INS Nirdeshak ROS:D(N) - 190**19/08**

**INP 1 West Coast of India Pilot (2003 Edition) –
INDIA WEST COAST – Bhatkal to Karwar –
General Information.**

198

*Article 6.112,**Para 4, Line 3**Amend text to “Murudeshwar” in place of “Murdeshvar”.***INS Nirdeshak ROS:D(N) - 190****19/08**

**INP 1 West Coast of India Pilot (2003 Edition) –
INDIA WEST COAST – Vadinar Offshore
Terminal– General Information.**

270

Article 9.25,

Delete Para 1 and replace by:

1 Vadinar offshore Oil terminal, a satellite port of Kandla (9.139) lies, 5 ½ miles SE of the E end of the deep-water route(9.22), SBM1(22° 30'.56N; 69° 42'.07E)is situated 2 ¾miles NW of the N extremity of Narara Bet and about 1½miles off the reef, in depths of 30m. SBM II lies 1.1miles (22° 30'.24N; 69° 40'89E) WSW from SBM I. To the ESE of the SBM I lies the Essar oil SBM in position (22° 30'.22N; 69° 39'.58E).

Article 9.25,

Para 2, Line 2:

Amend maximum Draught to **25m**.

Article 9.25,

Para 2, Line 3:

Amend no of Vessels to **165**.

Article 9.26,

Para 3, Line 2:

Amend Notice of ETA to **72, 48 and 24 Hours**.

Article 9.26,

Para 5, Line 1:

Amend text "**2 miles**" in place of "3 miles".

Article 9.26,

Para 6, Delete line 2 to line 6 and replace by:

The pilot boards the tankers about 3 miles NW or N of the SBMs. Tankers are berthed during daylight hours, but may unberth at night. Vessels are advised to maintain a listening watch on VHF Ch 12 during lighterage operations.

Article 9.26,

Para 7, Delete and replace by:

7 **TUGS.** Three Tugs are available and equipped with basic firefighting equipments and chemical /Oil dispersant spraying booms. One tug with anti-pollution equipment is available. A dedicated fire fighting tug" Agni Shanti" is available with Kandla Port at 35 miles away.

**INP 2 Bay of Bengal Pilot (2007 Edition) – INDIA
EAST COAST – Nizamapatanam - Photograph**

118

Article 2.107,

Amend title of Photograph to "Nizamapatanam Fishing Harbour" in place of "Vadarevu Fishing Harbour" and move to, after Article 2.108 before Para 1

INS Sandhayak ROS: J(N)- 167

19/08

**Bay of Bengal Pilot (INP – 2)
Chapter – 2 (Page – 122 to 125)
Kakinada Bay – General Information**

Article 2.126

Delete Para 2 and replace by

2 Kakinada Deep Water Port with 4 cargo Berths length 910m, one OSV berth length 58m and two finger piers that cater exclusively for OSVs having 4 berths faces of 90m and 2 berth faces of 40m.

Article 2.127

Para1Line3

Delete text "610m length" and replace by "910m length"

Article 2.127

Para4Line2

Delete text "12m" and replace by "12.5m"

Article 2.130

Para1Line2

Delete text "22 and 30, is 186m" and replace by "1 and 10, is 205m"

Article 2.130

Delete Para 2 and replace by

2 The Middle berth demarcated between bollard numbers 10 and 20, is 205m long, can accommodate vessels upto 10.5m draft at all states of tide and 11.5m draft at high water. At middle berth ship loader for Alumina handling is present. Plans are to extend from N berth manifold to handle Phosphoric acid, POL products as well as Edible Oil. This berth is mainly for edible oil and Alumina but can handle any bulk cargoes cargoes such as Iron ore, Coal, Bentonite and Feldspar.

*Article 2.130**Delete Para 3 and replace by*

3 The Southern berth can be demarcated between bollard number 20 and 30, is 200m long and permissible drafts are same as middle berth. 4th berth is from bollard no 30 to 43 of 300m length. The south and 4th berth are for bulk cargoes such as Iron ore, Coal, Bentonite and Feldspar, general cargo, project cargoes and fertilizers. Ship's gear is used for loading /unloading and the port holds national record of loading 39000mt of iron ore in 24hrs. There are two fixed pipelines connected directly to receive edible oils to private tank farm facilities located outside the port area.

*Article 2.132**Delete Para 1 and replace by*

1 Two Mobile Cranes (1 x 20T & 1 x 35T)
Ten Forklifts (2 to 3T).
Mobile Harbour Crane - Liebherr LHM400:
100T - Out sourced
Liebherr Fixed Cargo Cranes - 4 x 40T at 29.5
mtrs outeach.

There are 15 RCC wharves and 30 jetties with a wharf- age length of about 1230m. Four railway sidings are available for loading as well as discharging of cargo from railway wagons. Electric supply and godown facilities are available along wharves. Depths alongside wharves and jetties are maintained at 12.1m.

*Article 2.133**Delete Para 1 "Development"***Kakinada Port****19/08**

**INP 2 Bay of Bengal Pilot (2007 Edition) – INDIA
EAST COAST – Gangavaram Port.- Port Limits**

127*Article 2.138a,**Delete Port Limits and replace by:*

The Port Limits are as follows:

- a) 17° 38'·56 N., 83° 15'·62E
- b) 17° 34'·89 N., 83° 21'·89E.
- c) 17° 24'·77 N., 83° 13'·52E.
- d) 17° 31'·79 N., 83° 05'·46E.

Gangavaram Port**19/08**

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6500	- Baixo Ribeiro	25 54-60 S 32 48-10 E	Iso WR 5s	17	W11 R 8	White round concrete structure	R 075°-244° (169°), W 244°-075°(191°). TE 2008 *
D6508	- Canal da Polana. Esparcelado da Catembe. Ldg Lts 239°. Front	25 59-85 S 32 34-72 E *	Oc R 4s	7	12	Red , yellow stripe, on dolphin 11	Vis 219°-259°(40°). TE 2008 *
D6634	Ponta do Diabo	12 44-74 S 40 37-80 E *	Fl(2)W 10s	10	10	White square masonry tower 6 *	<i>fl 1, ec 1-5, fl 1, ec 6-5</i> *
D7311-23	Balhãf - *	13 58-92 N 48 11-24 E .. *	Fl W 5s Racon *	90 .. *	20 .. * *	LRS vol 2 Station 76200 *
D7311-24	Balhãf LNG Terminal. Ldg Lts 093-8°. Front. A *	13 58-63 N 48 10-73 E *	Q R *	7 *	5 *	* *	* *
D7311-25	Balhãf LNG Terminal. Ldg Lts 093-8°. Rear. B. 116m from front *	13 58-62 N 48 10-79 E *	Q R *	10 *	5 *	* *	* *
D7311-27	Balhãf LNG Terminal. Jetty. Head *	13 58-59 N 48 10-47 E *	Fl(2)G 5s *	.. *	5 *	* *	* *
D7311-29	Balhãf LNG Terminal. Loading platform. SW end. MD1 ----- *	13 58-70 N 48 10-10 E .. *	Fl W 4s Horn 20s *	.. *	5 *	* *	* *
D7311-3	Balhãf LNG Terminal. Loading platform *	13 58-79 N 48 10-16 E *	Fl Vi 4s *	.. *	5 *	* *	* *

D7311-31	Balḥāf LNG Terminal. Loading platform. NE end. MD6	13 58.86 N 48 10.25 E	Fl W 4s	..	3		
*	*	*	*	*	*	*	*
F0437	Pipavav Port	20 54.6 N 71 30.2 E	FR				
	*	*	*	*	*	*	
F0437.7	Pipavav Port No.1 Lts in line 009.5°. Front	20 55.10 N 71 30.29 E	Fl 3s	35	10	Metal framework structure 35	
		*	*				
F0583	Pawas Point	16 53.53 N 73 16.72 E	Fl 2s	8	4	Metallic Structure Red & White Bands	
			*				
F0666.05	-Middle. 375m from front	12 55.73N 74 49.52E	Fl 4s	24	..	Beacon 24	
			*				*
F1222.5	Chowra Island	8 27.40N 93 02.90E	Fl 15s	16	10	White metal frame work tower 12	
--	--	--	Racon (B)				LRS Vol 2 Station 79600
			*				*
F 1228	Remove from List						
F1694-8	-Gusong	1 11.12 N 103 47.64 E	Fl(3)G 10s	6	4	Green Δ on green buoyant beacon	TE 2008
							*
K0846	Pulau Ujung (I)	0 25.25 S 99 53.57 E	Fl W 5s	30	12	White metal framework tower 30	<i>fl 0-5. Ra refl</i>
		*				*	*

K0850	Pulau Karsik (I)	0 35·80 S 100 04·13 E *	Fl(4)W 15s	32	16	White metal framework tower 31	<i>(fl 1, ec 2) x 3, fl 1, ec 5.</i> Vis 248°-163°(275°) *
K0861	Pulau Pisang (I)	0 59·70 S 100 20·10 E *	Fl W 5s *	10	10	White metal framework tower 10	<i>fl 0·5</i>
K1058	Pulau Payung Besar. S end (I)	5 49·36 S 106 33·20 E *	Fl(2)W 10s	32	10	White metal framework tower 10 *	<i>fl 1, ec 2, fl 1, ec 6.</i> Partially obscured 113°-264°(151°). TE 2008 *
K1060·5	Pulau Peniki (I)	5 41·49 S 106 42·67 E *	LFl W 5s *	32	16	White metal framework tower 35	<i>fl 2. TE 2008</i> *
K1273·2	Remove from list						
K1273·21	Remove from list						
K1274	Remove from list						
K1274·1	Remove from list						

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)***PAGE 24, before OMAN section.**

Insert:

YEMEN

Balhaf Lt Racon	13°58'9N 48°11'2E PA	76200
	B	
BA Notice 36/08		19/08

PAGE 31, INDIA section.

Delete

New Mangalore Lt Bn Racon	12°55'73N 74°49'52E	79030
	Z	
INS Jamuna ROS: D(N) 191		19/08

PAGE 34, NICOBAR ISLANDS (India) section.

Insert:

Chowra Island Lt Racon	8°27'40N 93°02'90E	79600
	B	
Dept. of Tele. Communication Port Blair		19/08

PAGE 85, Mauritius.

Delete entry and replace by:

Mauritius	-04	-05	26 Oct 2008 0200h LT	29 March 2009 0200h LT
------------------	-----	-----	----------------------	------------------------

BA Notice 36/08

19/08

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

NIL

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

NIL

INP 31(6), 2005*(Last correction: Edition No. 15 dated 01 Aug 2008)***PAGES 53 and 54 UNITED ARAB EMIRATES, ABŪZĀBY (ABU DHABI).**

Delete Pilots, Mīnā' Zāyid (Port Zayed) Port Control and Reporting System sections and replace by:

Pilots**CONTACT DETAILS:****PV**

VHF Frequency: Ch 09 16 67

HOURS:Mīnā' Zāyid: H24

Free Port and Musaffah Port: HJ

PROCEDURE:

- (1) **Pilotage is compulsory** for all vessels bound for Mīnā' Zāyid.
- (2) Piloted and non-piloted vessels are not to navigate the entrance channel unless advised by the pilot or Port Control.
- (3) **Pilot boards** between the Fairway Lt buoy (24°39'27N 54°14'22E) and Z15 Lt buoy (24°34'62N 54°20'38E) depending on vessel's draught.

NOTE:

Abu Dhabi Terminals provides pilotage for the Umm Al-Nār (Umm an Nār) Petroleum Port (24°26'50N 54°30'00E), operated by the AbūZāby (Abu Dhabi) National Oil Co (ADNOC).

Reporting System**PROCEDURE:**

- (1) All vessels transiting Mīnā' Zāyid and Khawr al Bighāl Channels are required to contact Port Control on VHF Chs 16 or 67 when passing the following Reporting Points:
- (2) **Non-piloted vessels Inward-Bound:**
 - (a) Before arrival
 - (b) When passing position 24°40'80N 54°15'00E
 - (c) When passing Lt buoys Nos Z23 and Z24 to enter Mīnā' Zāyid Channel
 - (d) When leaving Mīnā' Zāyid Channel and entering Khawr al Bighāl
- (3) **Non-piloted vessels Outward-Bound:**
 - (a) Before entering Khawr al Bighāl Channel from secondary channels
 - (b) When leaving Khawr al Bighāl and entering Mīnā' Zāyid Channel
 - (c) When passing position 24°40'80N 54°15'00E

Port**CONTACT DETAILS:****Port Control (Mīnā' Zāyid)**

VHF Frequency: Ch 16; 67

Telephone: +971(0)2 6731892 (direct line, H24)

+971(0)2 6975377 (switchboard, H24)

Fax: +971(0)2 6730090

E-mail: marine@adterminals.ae

Port Control (Free Port)

Telephone: +971(0)2 6730742

Fax: +971(0)2 6731645

E-mail: marine@adterminals.ae

Port Control (Musaffah Port)

Telephone: +971(0)2 5552423

Fax: +971(0)2 5547199

E-mail: marine@adterminals.ae

Hr Mr

Telephone: +971(0)2 6730604 (direct line, office hours)

+971(0)2 6975375 (switchboard, office hours)

Assistant Hr Mr

Telephone: +971(0)2 6734285 (direct line, office hours)

+971(0)2 6975288 (switchboard, office hours)

Container and General Cargo Terminal

Telephone: +971(0)2 6731139

Fax: +971(0)2 6731906

E-mail: berthbooking@adterminals.ae

Head Office

Telephone: +971(0)2 6730600

Fax: +971(0)2 6731023

E-mail: info@adterminals.ae

Website: www.adterminals.ae

Tugs

VHF Frequency: Ch 09 69

HOURS: H24**PROCEDURE:**

(1) **Notice of ETA:** Vessels should send ETA at Fairway Lt buoy via agents or directly to Marine Department and Berth Booking by e-mail or fax 72h, 48h and 24h in advance and confirm by VHF 6h prior to arrival.

(2) The initial ETA message shall include the following information:

- (a) Vessel's IMO No
- (b) Vessel's ISSC and date of issue
- (c) Name of vessel's Ship Security Officer (SSO)
- (d) Name and contact number of Company Security Officer (CSO)
- (e) Last 10 ports of call (state whether ISPS compliant and security level)

(3) Vessels should establish contact with Port Control 2h before ETA on VHF Chs 16 or 67.

(4) Vessels bound for the Umm Al-Nār (Umm an Nār) Petroleum Port should, on arrival at the pilot boarding position, forward the following information through the agent:

- (a) ETA at the turning basin at Umm Al-Nār (Umm an Nār)
- (b) Arrival draught
- (c) Estimated departure draught
- (d) Quantity and type of cargo
- (e) Master's and agent's names

NOTE:

Port Control can supply details on tide and weather conditions.

SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS

Instructions for raising Hydrographic Note (Form IH 102)

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 (Overleaf)

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.

I.H. 102a (Revised 2003)**HYDROGRAPHIC NOTE FOR PORT INFORMATION****(For Reporting Changes to Port Information)**

(I.H. 102 is also to accompany this note)

Name and address of ship / sender:

Ref No.: _____

Date : _____

Fax No.: _____, E-mail: _____

1.	a) NAME OF THE PORT : b) Location : Lat: _____, Long: _____ c) Listing in Guide to Port Entry: Yes/No. Sl. No.:	
2.	NAME AND ADDRESS OF PORT AUTHORITIES a) Name b) Address c) Phone d) Fax e) E-mail	
3.	GENERAL REMARKS a) Principal activities and trade b) Latest population figures and date c) Number of ships and tonnage handled per year d) Maximum size and draught of vessels handled. e) Copy of Port Handbook <i>if available</i> .	
4.	ANCHORAGES a) Type / Purpose b) Minimum Depth at anchorage c) Shelter afforded d) Holding ground e) Recommended pilotage to the anchorage	
5.	PILOTAGE a) Authority for requests. b) Embarkation position c) Regulations d) Documents to be provided	
6.	DIRECTIONS a) Entry and berthing information. b) Tides (Height) c) Tidal Streams. d) Navigational aids.	
7.	POLLUTION CONTROL a) Local regulations in force (if any)	

<p>8. TUGS</p> <ul style="list-style-type: none"> a) Number available b) Max. hp. c) Requesting authority d) Availability times e) Communication with Tugs f) Hiring Charges 	
<p>9. BERTHING AND WHARVES</p> <ul style="list-style-type: none"> a) Number of berths available b) Length, c) Depth alongside d) Facilities available. e) Procedures for requesting berthing and hiring charges 	
<p>10. CARGO HANDLING</p> <ul style="list-style-type: none"> a) Containers b) Lighters c) Roll on/ roll off, etc. 	
<p>11. CRANES</p> <ul style="list-style-type: none"> a) Brief details and max. Capacity. b) Container handling facilities 	
<p>12. BRIDGES</p> <p>Vertical clearances</p>	
<p>13. REPAIRS</p> <ul style="list-style-type: none"> a) Hull, machinery and underwater b) Ship and boat yards c) Docking or Slipway facilities (Give size of vessels handled or dimensions) d) Hards and ramps. e) Divers / Diving Assistance 	
<p>14. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, coastguard, etc.</p>	
<p>15. SUPPLIES</p> <ul style="list-style-type: none"> a) Fuel with type and quantities available. b) Freshwater and rate of supply. c) Provisions d) Chart Agents 	
<p>16. SERVICES</p> <ul style="list-style-type: none"> a) Radio Telegrams/Telephony b) Medical. c) Quarantine d) Consuls. e) Ship chandlery and stevedores, f) Compass adjustment, g) Tank cleaning, h) Hull painting. j) Diving and underwater examination k) Police / Ambulance / Fire l) Navigational warnings and weather bulletins m) Garbage Disposal n) Telephones p) Waste oil disposal 	
<p>17. COMMUNICATIONS</p> <ul style="list-style-type: none"> a) Road, rail and air services available b) Nearest airport or airfield. c) Port Radio and Information service (Frequencies and operating hours) 	

18. PORT AUTHORITY Designation, address and telephone number.	
19. SMALL CRAFT FACILITIES a) Information and facilities for small craft /yachts visiting the port. b) Yacht clubs, berths etc.	
20. SHORE LEAVE	
21. CLUBS / RECREATION / INFORMATION KIOSKS – Their location.	
22. VIEWS (duly annotated) Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour, etc. (Picture postcards may also be useful).	

Signature of Observer/Reporter.....

To

The Chief Hydrographer to the Government of India

**National Hydrographic Office
107 A, Rajpur Road**

Post Box No. 75,

Dehradun- 248001

(UTTARAKHAND), INDIA

E Mail: incho@dataone.in / incho_marinesafety@dataone.in

incho_navwarnings@dataone.in / incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB: www.hydrobharat.nic.in

I.H. 102 (Revised 2003)

HYDROGRAPHIC NOTE

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

Date :

Ref. No:

Details of the Sender / Originator

1. **Name of ship or sender:**
2. **Address of sender:**

 E-mail; Fax No.; Tel. No.:.....

3. **General Locality:**
4. **Chart / Publication Affected:**
 - a) Chart published by INHO / UKHO / other (Specify):
 - b) Chart No.: Edition Date:
 - c) Latest Edition of Indian N to M held:.....

Details of Changes / Dangers Observed

5. Object of Change:	Date/Time of observation	Charted Observed	Position/Area
(a) Bathymetry:			
(i) Depth -
(ii) Depth Contour -
(iii) Channel Depth -
(b) Navigational Dangers:			
(i) New Shoals.....
(ii) New Rocks.....
(iii) New Reefs.....
(iv) New Wrecks.....
(v) New Nav-aid (Specify) -
(c) Casualties to existing Nav-Aids:			
(i) Buoys.....
(ii) Lights.....
(iii) Fog signals.....
(iv) Racons.....
(v) Transit Marks
(vi) Leading Lines.....
(vii) Clearance bearings.....
(d) Designated Areas:			
(i) Exercise Areas
(ii) Prohibited Areas
(iii) Pilot Station
(iv) Anchorage
(v) Foul Ground

- (e) Port Information:
- (i) Berthing
 - (ii) Cranage
 - (iii) Tugs
 - (iv) Dry Docks
 - (v) Repair Facilities
 - (vi) Pilotage
 - (vii) Fuel
 - (viii) Water
 - (ix) Any other (Specify) :.....
- (f) Environmental Data:
- (i) Met information
 - (ii) Tides and Tidal Stream.
 - (iii) Pollutants
 - (iv) Effluents.....
 - (v) Marine Life / Habitats
- (g) Other changes, if any, with Details:
6. **Information on the Positions of Danger / Changes Reported above:**
- (a) Positioning System used:
 - (b) Datum (WGS/Everest/ Local (Specify) :
 - (c) Accompanying plots / photographs if any:
7. **Information on the Soundings / Depths Reported above:**
- a) Echo Sounder (Type) used:
 - b) Draught of Vessel set on Echo Sounder:
 - c) Observed water depth vis-à-vis charted depth:
 - d) Echo-gram accompanying this report: Yes / No
 - e) Whether voltage drop existed in equipment at observation time
 - f) Data and Time of depth observation
8. **Limitations if any in Reporting the changes above**

Signature of the Master / Reporter

Date:

To

The Chief Hydrographer to the Government of India

National Hydrographic Office

107 A, Rajpur Road

Post Box No. 75,

Dehradun- 248001

(UTTARAKHAND), INDIA

E Mail: incho@dataone.in / incho_marinesafety@dataone.in

incho_navwarnings@dataone.in /

incho_helpdesk@dataone.in

Fax No.: 91- 0135- 2748373

WEB: www.hydrobharat.nic.in

Please Note:

1. Please see Section X for Instructions for filling up this form.
2. Photograph / Sketches / Diagram, etc duly annotated will be useful supporting document.
3. Please rush this information to the Chief Hydrographer to the Govt. of India at the address given above, by the fastest available means.

TABLE FOR CONVERTING FEET AND FATHOMS TO METRES

Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres
1		0.305	55		16.764	162	27	49.378	498	83	151.790
1.5	¼	0.457	56		17.069	168	28	51.206	504	84	153.619
2		0.610	57	9½	17.374	174	29	53.035	510	85	155.448
3	½	0.914	58		17.678	180	30	54.864	516	86	157.277
4		1.219	59		17.983	186	31	56.693	522	87	159.106
4.5	¾	1.372	60	10	18.288	192	32	58.522	528	88	160.934
5		1.524	61		18.593	198	33	60.350	534	89	162.763
6	1	1.829	62		18.898	204	34	62.179	540	90	164.992
7		2.134	63	10½	19.202	210	35	64.008	546	91	166.421
8		2.438	64		19.507	216	36	65.837	552	92	168.250
9	1½	2.743	65		19.812	222	37	67.666	558	93	170.078
10		3.048	66	11	20.117	228	38	69.494	564	94	171.907
11		3.353	67		20.422	234	39	71.323	570	95	173.736
12	2	3.658	68		20.726	240	40	73.152	576	96	175.565
13		3.962	69	11½	21.031	246	41	74.981	582	97	177.394
14		4.267	70		21.336	252	42	76.810	588	98	179.222
15	2½	4.572	71		21.641	258	43	78.638	594	99	181.051
16		4.877	72	12	21.946	264	44	80.467	600	100	182.880
17		5.182	73		22.250	270	45	82.296			
18	3	5.486	74		22.555	276	46	84.125	Metres	Inches	
19		5.791	75	12½	22.860	282	47	85.954			
20		6.096	76		23.165	288	48	87.782	0.10	3.937	
21	3½	6.401	77		23.470	294	49	89.611	0.20	7.874	
22		6.706	78	13	23.774	300	50	91.440	0.30	11.811	
23		7.010	79		24.079	306	51	93.469	0.40	15.748	
24	4	7.315	80		24.384	312	52	95.098	0.50	19.685	
25		7.620	81	13½	24.689	318	53	96.926	0.60	23.622	
26		7.925	82		24.994	324	54	98.755	0.70	27.559	
27	4½	8.230	83		25.298	330	55	100.584	0.80	31.496	
28		8.534	84	14	25.603	336	56	102.413	0.90	35.433	
29		8.839	85		25.908	342	57	104.242	1.00	39.370	
30	5	9.144	86		26.213	348	58	106.070			
31		9.449	87	14½	26.518	354	59	107.899			
32		9.754	88		26.822	360	60	109.728			
33	5½	10.058	89		27.127	366	61	111.557			
34		10.363	90	15	27.432	372	62	113.386			
35		10.668	91		27.737	378	63	115.214			
36	6	10.973	92		28.042	384	64	117.043			
37		11.278	93	15½	28.346	390	65	118.872			
38		11.582	94		28.651	396	66	120.701			
39	6½	11.887	95		28.956	402	67	122.530			
40		12.192	96	16	29.261	408	68	124.358			
41		12.497	97		29.566	414	69	126.187			
42	7	12.802	98		29.870	420	70	128.016			
43		13.106	99	16½	30.175	426	71	129.845			
44		13.411	100		30.480	432	72	131.674			
45	7½	13.716	102	17	31.090	438	73	133.502			
46		14.021	108	18	32.918	444	74	135.381			
47		14.326	114	19	34.747	450	75	137.160			
48		14.630	120	20	36.576	456	76	138.989			
49		14.935	126	21	38.405	462	77	140.818			
50		15.240	132	22	40.234	468	78	142.646			
51	8½	15.545	138	23	42.062	474	79	144.475			
52		15.850	144	24	43.891	480	80	146.304			
53		16.154	150	25	45.720	486	81	148.133			
54	9	16.459	156	26	47.549	492	82	149.962			

TABLE FOR CONVERTING METRES TO FEET AND FATHOMS

Mtrs	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms	Metres	Feet	Fms
1	3.281	0.547	57	187.008	31.168						
2	6.562	1.094	58	190.289	31.715						
3	9.843	1.640	59	193.570	32.262	5000	16404.20	2734.03			
4	13.123	2.187	60	196.850	32.808	6000	19685.04	3280.84			
5	16.404	2.734	61	200.131	33.355	7000	22965.88	3827.65			
6	19.685	3.281	62	203.412	33.902	8000	26246.72	4374.45			
7	22.966	3.828	63	206.693	34.449	9000	29527.56	4921.26			
8	26.247	4.374	64	209.974	34.996	10000	32808.40	5468.07			
9	29.528	4.921	65	213.255	35.542	Inches	Feet	Metres	Factors		
10	32.808	5.468	66	216.535	36.089						
11	36.089	6.015	67	219.816	36.636	1	0.083	0.025	1 Inch=0.0254 m		
12	39.370	6.562	68	223.097	37.183	2	0.167	0.051	1 Foot=0.3048 m		
13	42.652	7.108	69	226.378	37.730	3	0.250	0.076	1 Fthm=1.8288 m		
14	45.932	7.655	70	229.659	38.276	4	0.333	0.102	or 6 feet		
15	49.213	8.202	71	232.940	38.823	5	0.417	0.127			
16	52.493	8.749	72	236.220	39.370	6	0.500	0.152			
17	55.774	9.296	73	239.501	39.917	7	0.583	0.178			
18	59.055	9.843	74	242.782	40.464	8	0.667	0.203			
19	62.336	10.389	75	246.063	41.010	9	0.750	0.229			
20	65.617	10.936	76	249.344	41.557	10	0.833	0.254			
21	68.898	11.483	77	252.625	42.104	11	0.917	0.279			
22	72.178	12.030	78	255.906	42.651	12	1.000	0.305			
23	75.459	12.577	79	259.186	43.198						
24	78.740	13.123	80	262.467	43.745	Fthms	Metres	Feet	Metres		
25	82.021	13.670	81	265.748	44.291						
26	85.302	14.217	82	269.029	44.838	200	365.760	700	213.360		
27	88.583	14.764	83	272.310	45.385	300	548.640	800	243.840		
28	91.864	15.311	84	275.591	45.932	400	731.520	900	274.320		
29	95.144	15.857	85	278.871	46.479	500	914.400	1000	304.800		
30	98.425	16.404	86	282.152	47.025	600	1097.280				
31	101.706	16.951	87	285.433	47.572	700	1280.160				
32	104.987	17.498	88	288.714	48.119	800	1463.040				
33	108.268	18.045	89	291.995	48.666	900	1645.920				
34	111.549	18.591	90	295.276	49.213	1000	1828.800				
35	115.829	19.138	91	298.556	49.759						
36	118.110	19.685	92	301.837	50.306	Factor = 1 m = 3.280839895 feet or					
37	121.391	20.232	93	305.118	50.853	39370078740 inches = 0.546806649 fthm					
38	124.672	20.779	94	308.399	51.400						
39	127.953	21.325	95	311.680	51.947						
40	131.234	21.872	96	314.961	52.493						
41	134.514	22.419	97	318.241	53.040						
42	137.795	22.966	98	321.522	53.587						
43	141.076	23.513	99	324.803	54.134						
44	144.357	24.059	100	328.084	54.658						
45	147.638	24.606	200	656.17	109.36						
46	150.919	25.153	300	984.25	164.04						
47	154.199	25.700	400	1312.34	218.72						
48	157.480	26.247	500	1640.42	273.40						
49	160.761	26.794	600	1968.50	328.08						
50	164.042	27.340	700	2296.59	382.76						
51	167.323	27.887	800	2624.67	437.45						
52	170.604	28.434	900	2952.76	492.13						
53	173.885	28.981	1000	3280.84	546.81						
54	177.165	29.528	2000	6561.68	1093.61						
55	180.446	30.074	3000	9842.52	1640.42						
56	183.727	30.621	4000	13123.36	2187.23						