



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 20 DATED 16 OCT 2008

(CONTAINS NOTICES 526 TO 556)

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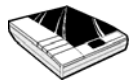
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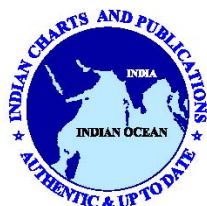
Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. of India at the above mentioned address/fax number/ E mail ID immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and short comings in Indian charts/publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section IX with N to M editions 1, 7, 13 and 19.

**Chief Hydrographer
to the Government of India**

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

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

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

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

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

(a) NEW ELECTRONIC NAVIGATIONAL CHARTS:

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN62074P	2074	PAWAS BAY- RANPAR PORT	31-08-2008

(b) NEW EDITION ELECTRONIC NAVIGATIONAL CHARTS:

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN52077P	2077	PAVAS ANCHORAGE	30-11-2006
2.	IN52077H	2077	HARNAI ANCHORAGE	30-11-2006

(c) ENCs PERMANENTLY WITHDRAWN:

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN52077P	2077	PAVAS ANCHORAGE	30-11-2006
2.	IN52077H	2077	HARNAI ANCHORAGE	30-09-2003

(d) 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 ENCs:

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

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	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	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
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SECTION – I
List of charts affected by
The Notices 526 to 556 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	536	143(INT 7005)	32	532
21	2	552(T)	157(INT 7006)	32	532
22(INT 752)	3	529	171(INT 7122)	32	532
32(INT 754)	5	554(T)	941A	46	545,548
41	6	556(T)	1228	40	537
207	2	551(T)	1235(INT 7289)	40	538
208	2	550(T)	1312	46	545
211	3	526,527	1353	45	541
253(INT7328)	2	552(T)	1495(INT 7736)	38	531
254(INT 7331)	2	550(T), 551(T)	1497(INT 7735)	38	531
255(INT 7334)	3	526	2056	46	549
268(INT 7353)	4	529	2137	46	545,547,548
272	4	529	2149	46	547,548,549
273	4	529	2443	40	536
289	1	536	2444	40	534,535
292(INT 7021)	2	526,550(T), 552(T)	2523(INT 7250)	40	539
293(INT 7022)	3	526	2785	46	549
319	7	540	2872	46	544,545
357(INT 7397)	5	554(T)	2873	46	545
360	7	540	2884(INT 7278)	40	538
361	7	540	2886	40	539
471	6	556(T)	2887(INT 7232)	40	536
2004	3	553(T)	2889(INT 7211)	40	535,536
2016(INT 7336)	3	526,527	2964(INT 758)	32	532,533
2039	2	550(T)	2970(INT 7002)	32	533
2045(INT 7360)	3	530	3176(INT 7216)	40	536
2047	4	529	3177	40	536
2077	3	528	3179	40	534,535
3002(INT 7410)	5	555(T)	3409	40	536
3012(INT 7411)	5	555(T)	3413	40	534
3029	5	554(T)	3476	46	546
7508(INT 508)	7	541,545	3713	40	536
7704(INT 704)	1	532	3721	46	544
7705(INT 705)	1	533	3921	45	541
7706(INT 706)	1	541, 556(T)	3945	45	541
7707(INT 707)	1	541	3950	40	539
8010	1	533	4043	45	543
			4044	45	542


SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***526/(20/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Anchorage Area. Legend.**

Source: Mumbai Port Trust

(HJ/1030/87)

Chart 292 (INT 7021) [previous update 503/08]


Delete *Limit of Anchorage Area,*  *joining:* 19° 08′·00N., 72° 29′·60E.
 19° 08′·00N., 72° 33′·20E.
 19° 02′·00N., 72° 34′·80E.
 19° 02′·00N., 72° 31′·10E.

Legend, *Anchorage A*, centered on: 19° 06′·00N., 72° 32′·50E.


Limit of Anchorage Area  *joining:* 18° 35′·35N., 72° 33′·51E.
 18° 45′·82N., 72° 23′·38E.
 18° 53′·00N., 72° 31′·72E.
 18° 42′·00N., 72° 41′·76E.

Legend, *Anchorage B*, centered on: 18° 44′·00N., 72° 31′·00E.

Chart 293 (INT 7022) [previous update 504/08]

Delete *Limit of Anchorage Area,*  *joining:* 19° 08′·00N., 72° 29′·60E.
 19° 08′·00N., 72° 33′·20E.
 19° 02′·00N., 72° 34′·80E.
 19° 02′·00N., 72° 31′·10E.

Legend, *Anchorage A*, centered on: 19° 06′·00N., 72° 32′·50E.

Limit of Anchorage Area  *joining:* 18° 35′·35N., 72° 33′·51E.
 18° 45′·82N., 72° 23′·38E.
 18° 53′·00N., 72° 31′·72E.
 18° 42′·00N., 72° 41′·76E.

Legend, *Anchorage B*, centered on: 18° 44′·00N., 72° 31′·00E.


***526/(20/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Anchorage Area. Legend. (continued)**

Chart 255 (INT 7334) [previous update 503/08]

Insert *Limit of Anchorage Area,*  *joining:* 19° 11'·4N., 72° 29'·8E.
19° 11'·4N., 72° 32'·8E.
19° 02'·6N., 72° 36'·0E.
19° 02'·6N., 72° 31'·1E.

Delete *Limit of Anchorage Area,*  *joining:* 19° 08'·00N., 72° 29'·60E.
19° 08'·00N., 72° 33'·20E.
19° 02'·00N., 72° 34'·80E.
19° 02'·00N., 72° 31'·10E.

Legend, *Anchorage A*, centered on: 19° 05'·00N., 72° 32'·00E.

Limit of Anchorage Area,  *joining:* 18° 35'·35N., 72° 33'·51E.
18° 45'·82N., 72° 23'·38E.
18° 53'·00N., 72° 31'·72E.
18° 42'·00N., 72° 41'·76E.

Legend, *Anchorage B*, centered on: 18° 44'·00N., 72° 31'·00E.

Chart 211 [previous update 503/08]

Insert *Limit of Anchorage Area*  *joining:* 19° 11'·4N., 72° 29'·8E.
19° 11'·4N., 72° 32'·8E.
19° 02'·6N., 72° 36'·0E.
19° 02'·6N., 72° 31'·1E.

Delete *Limit of Anchorage Area*  *joining:* 19° 08'·00N., 72° 29'·60E.
19° 08'·00N., 72° 33'·20E.
19° 02'·00N., 72° 34'·80E.
19° 02'·00N., 72° 31'·10E.





Legend, *Anchorage A*, centered on: 19° 05'·00N., 72° 32'·00E.

Limit of Anchorage Area  *joining:* 18° 35'·35N., 72° 33'·51E.
18° 45'·82N., 72° 23'·38E.
18° 53'·00N., 72° 31'·72E.
18° 42'·00N., 72° 41'·76E.

Legend, *Anchorage B*, centered on: 18° 44'·00N., 72° 32'·00E.

***526/(20/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Anchorage Area. Legend. (continued)**

Chart 2016 (INT 7336) [previous update 503/08]

Insert	<i>Limit of Anchorage Area</i>		<i>joining:</i>	<p>19° 02′.70N., 72° 31′.08E. (N Border)</p> <p>19° 02′.60N., 72° 31′.10E.</p> <p>19° 02′.60N., 72° 36′.00E.</p> <p>19° 02′.70N., 72° 35′.96E. (N Border)</p>
Delete	<i>Limit of Anchorage Area</i>		<i>joining:</i>	<p>19° 02′.70N., 72° 34′.60E. (N Border)</p> <p>19° 02′.00N., 72° 34′.80E.</p> <p>19° 02′.00N., 72° 31′.10E.</p> <p>19° 02′.70N., 72° 30′.90E. (N Border)</p>
	Legend, <i>Anchorage A</i> and		, centered on:	19° 02′.60N., 72° 32′.80E.
	<i>Limit of Anchorage Area</i>		<i>joining:</i>	<p>18° 48′.55N., 72° 26′.50E. (W Border)</p> <p>18° 53′.00N., 72° 31′.72E.</p> <p>18° 42′.00N., 72° 41′.75E. (S Border)</p>
	Legend, <i>Anchorage B</i> ,		centered on:	18° 47′.00N., 72° 31′.00E.

***527/(20/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Restricted Area.**

Source: NHO Dehradun and NAVAREA VIII Warning 485/04.

(HJ/1030/87)

Chart 211 [previous update 526/08]

Insert	limit of restricted area,	TTTTT	, joining:	<p>18° 50′.80N., 72° 39′.00E.</p> <p>18° 50′.55N., 72° 41′.63E.</p> <p>18° 50′.85N., 72° 43′.50E.</p> <p>18° 53′.50N., 72° 43′.50E.</p> <p>18° 53′.50N., 72° 39′.00E.</p>
	legend, <i>Restricted Area</i> ,		centred on;	18° 53′.20N., 72° 42′.20E.

527/(20/08) INDIA – WEST COAST – Inner Approaches to Mumbai – Restricted Area. (Continued)*Chart 2016 (INT 7336)** [previous update 526/08]

Insert limit of restricted area, TTTTT, joining: 18° 50′·80N., 72° 39′·00E.
 18° 50′·55N., 72° 41′·63E.
 18° 50′·85N., 72° 43′·50E.
 18° 53′·50N., 72° 43′·50E.
 18° 53′·50N., 72° 39′·00E.

legend, *Restricted Area*, centred on; 18° 53′·20N., 72° 42′·20E.

Cancel former INM 407(T)/04.***528/(20/08) INDIA – WEST COAST – Pawas Anchorage – Cliffs.**

Source: NHO Dehradun

(HJ/1030/66)

Chart 2077 [previous update 482/08]

Insert Cliffs TTTT TTTT along the Coast; *from:* 16° 53′·61N., 73° 16′·68E.
to: 16° 54′·73N., 73° 17′·18E.

***529/(20/08) INDIA – WEST COAST – Plans in Lakshadweep – Light.**

Source: NHO Dehradun

(HJ/1030/17)

Chart 22 (INT 752) [previous update 505/08]

Amend Light to, Fl.11M 11° 06′·7N., 72° 43′·2E.

Chart 272 [previous update 341/08]

Amend Light to, Fl.15s.11M 11° 06′·7N., 72° 43′·2E.

Chart 273 [previous update 321/08]

Amend Light to, Fl.15s.11M 11° 06′·7N., 72° 43′·2E.

Chart 268 (INT 7353) [previous update 321/08]

Amend Light to, Fl.15s.33m11M 11° 06′·7N., 72° 43′·2E.

Chart 2047 (Plan Amini Island) [previous update 205/08]

Amend Light to, Fl.15s.33m11M 11° 06′·75N., 72° 43′·25E.

***530/(20/08) INDIA – WEST COAST – Port of Kochi (Cochin) – Maintained Depth. Limit.**

Source: NHO Dehradun

(HJ/930/93)

Chart 2045 (INT 7360) [previous update NE 31 May 08]

Insert Pecked line, - - - - , joining; 9° 58′.430N., 76° 15′.090E.
9° 58′.280N., 76° 15′.114E.

531/(20/08) INDIAN OCEAN - La Réunion - North West Coast - Baie de Saint-Paul Westwards - Anchorage area.

Source: BA Notice 5227/08

(HJ/1132/04)

BA Chart 1495 (INT 7736) [previous update 414/08]

Delete limit of anchorage area, pecked line, joining: 20° 58′.60S., 55° 12′.00E.
(existing limit)
21° 00′.60S., 55° 12′.00E.
21° 00′.60S., 55° 13′.70E.
(existing limit)
and
20° 59′.70S., 55° 14′.50E.
(existing limit)
21° 00′.60S., 55° 15′.06E.
(existing limit)


BA Chart 1497 (INT 7735) [previous update 501/06]

Delete limit of anchorage area, pecked line, joining: 20° 58′.60S., 55° 12′.00E.
(existing limit)
21° 00′.60S., 55° 12′.00E.
21° 00′.60S., 55° 13′.70E.
(existing limit)
and
20° 59′.70S., 55° 14′.50E.
(existing limit)
21° 00′.60S., 55° 15′.10E.
(existing limit)

532/(20/08) RED SEA - Dahlak Bank - Islet. Depths.

Source: BA Notice 5262/08

*(HJ/1033/48)***Chart 7704 (INT 704)** [*previous update 360/07*](WGS 84 DATUM)

Insert	islet, radius 0.1M, enclosed by danger line	14° 48′.8N., 41° 17′.1E.
	depth 33	15° 19′.3N., 41° 36′.1E.
	depth 31	17° 42′.1N., 40° 45′.2E.
	depth 	16° 58′.2N., 39° 19′.0E.
Substitute	depth 34 for 35	15° 04′.3N., 41° 43′.5E.
Delete	depth 28 ₅ enclosed by 30m contour	15° 48′.5N., 41° 26′.0E.

BA Chart 143 (INT 7005) [*previous update 100/08*]

Insert	islet, radius 0.1M, enclosed by danger line	14° 48′.8N., 41° 17′.1E.
	depth 33 enclosed by 50m contour	(a) 15° 19′.3N., 41° 36′.1E.
	depth 34 enclosed by 50m contour	(b) 15° 04′.3N., 41° 43′.5E.
	100m approximate contour, joining:	(c) 15° 49′.8N., 41° 17′.0E. (existing contour)
		(d) 15° 49′.9N., 41° 19′.1E. (existing contour)
		and
		(e) 15° 48′.8N., 41° 19′.4E. (existing contour)
		(f) 15° 48′.4N., 41° 18′.6E. (existing contour)
Delete	depth 58, close S of:	(a) above
	depth 54, close NE of:	(b) above
	former 100m approximate contour, joining:	(c)-(f) above
		(d)-(e) above
	200m approximate contour, within:	(c)-(f) above
	depth 33	15° 49′.0N., 41° 21′.9E.
	depth 28 ₈ and associated 50m approximate contour	15° 49′.1N., 41° 25′.5E.

532/(20/08) RED SEA - Dahlak Bank - Islet. Depths.(Continued)**BA Chart 157 (INT 7006) [previous update 177/07]**

Insert	islet, radius 0.1M, enclosed by danger line	14° 48′.8N., 41° 17′.1E.
	depth 33 enclosed by 50m contour	15° 19′.3N., 41° 36′.1E.
	depth 34 enclosed by 50m contour	15° 04′.3N., 41° 43′.5E.
	depth 16 Rep(2004)	(a) 16° 58′.1N., 39° 18′.9E.
	100m approximate contour, joining:	(b) 15° 49′.6N., 41° 17′.0E. (existing contour)
		(c) 15° 49′.9N., 41° 19′.0E. (existing contour)
		and
		(d) 15° 48′.8N., 41° 19′.4E. (existing contour)
		(e) 15° 48′.2N., 41° 18′.8E. (existing contour)

Delete	depth 33	15° 49′.0N., 41° 21′.9E.
	depth 28 ₈ and associated 50m contour	15° 49′.1N., 41° 25′.5E.
	depth 19 ₂ , adjacent to:	(a) above
	former 100m approximate contour, joining:	(b)-(e) above
		(c)-(d) above

BA Chart 171 (INT 7122) [previous update 405/05]

Insert	islet, radius 0.1M, enclosed by danger line and extend 20m approximate contour S to enclose	14° 48′.83N., 41° 17′.06E.
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BA Chart 2964 (INT 758) [previous update 126/08]

Insert	depth 33 enclosed by 50m contour	15° 19′.3N., 41° 36′.1E.
	depth 34 and extend 50m contour NW to enclose	(a) 15° 04′.3N., 41° 43′.5E.
Delete	depth 46, close SE of:	(a) above
	depth 28 ₈ and associated 50m contour	15° 49′.3N., 41° 25′.5E.

533/(20/08) YEMEN - Balhaf - Light. Radar beacon.

Indian List of Light Vol D & E 2003; D 7311.23

LRS Vol. 2, 2007, 76200

Source: BA Notice 5263/08

*(HJ/1033/31)***Chart 7705 (INT 705) [previous update 510/08](WGS 84 DATUM)**Insert  Balh,af 13° 58′.9N., 48° 11′.2E.**Chart 8010 [previous update 451/07] (WGS 84 DATUM)**Insert  Fl.5s90m20M (a) 13° 58′.9N., 48° 11′.2E.
radar beacon, Racon(B), at light (a)above**BA Chart 2964 (INT 758) [previous update 532/08]**Insert  Fl.20M, Balh,af (a) 13° 58′.9N., 48° 11′.2E.
radar beacon, Racon(B), at light (a)above**BA Chart 2970 (INT 7002) [previous update 451/07]**Insert  Fl.5s90m20M (a) 13° 58′.9N., 48° 11′.2E.
radar beacon, Racon(B), at light (a)above**534/(20/08) UNITED ARAB EMIRATES - Jazirat Das North-westwards and South-eastwards - Mooring buoys.**

Source: BA Notice 5323/08


*(HJ/1132/57)***BA Chart 2444 [previous update 261/07]**Insert  F 25° 10′.40N., 52° 51′.20E.
25° 07′.40N., 52° 54′.20E.**BA Chart 3179 [previous update 286/07] (WGS 84 DATUM)**Insert  F 25° 07′.40N., 52° 54′.20E.**BA Chart 3413 (plan C, Approaches to Jazirat Das) [previous update 285/06]**Insert  F 25° 10′.40N., 52° 51′.20E.
25° 07′.40N., 52° 54′.20E.

**535/(20/08) UNITED ARAB EMIRATES - Jazirat Arzanah Northwards - Satah Oilfield - Restricted area.
Legend.**

Source: BA Notice 5324/08


(HJ/1132/47)

BA Chart 2444 [previous update 534/08]

Insert limit of restricted area, , joining: (a) 24° 57'·78N., 52° 31'·50E.
(b) 24° 57'·71N., 52° 35'·45E.
(c) 24° 53'·22N., 52° 35'·42E.
(d) 24° 53'·24N., 52° 31'·47E.


legend, *Safety Zone*, within: (a) - (d)above

BA Chart 2889 (INT 7211) [previous update 512/08]

Insert limit of restricted area, , joining: (a) 24° 57'·8N., 52° 31'·5E.
(b) 24° 57'·7N., 52° 35'·5E.
(c) 24° 53'·2N., 52° 35'·4E.
(d) 24° 53'·2N., 52° 31'·5E.

legend, *Safety Zone*, within: (a) - (d)above

BA Chart 3179 [previous update 534/08]

Insert limit of restricted area, , joining: (a) 24° 57'·78N., 52° 31'·50E.
(b) 24° 57'·71N., 52° 35'·45E.
(c) 24° 53'·22N., 52° 35'·42E.
(d) 24° 53'·24N., 52° 31'·47E.

legend, *Safety Zone*, within: (a) - (d)above

536/(20/08) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zabi) to Şir Abu -Nuayr - Submarine cable.

Source: BA Notice 5325/08

(HJ/1132/54)

Chart 20 [previous update 516/08](WGS 84 DATUM)

Insert submarine cable, , joining: 25° 12'·0N., 54° 15'·8E.
(existing cable)
24° 47'·6N., 54° 18'·3E.
24° 40'·0N., 54° 12'·4E.
24° 29'·0N., 54° 19'·6E.
(existing cable)


536/(20/08) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zabi) to Şir Abu -Nuayr - Submarine cable.(Continued)

Chart 289 [previous update 516/08](WGS 84 DATUM)

Insert submarine cable, , joining:


25° 12′·0N., 54° 15′·8E.
 (existing cable)
 24° 58′·2N., 54° 17′·6E.
 24° 47′·6N., 54° 18′·3E.
 24° 40′·0N., 54° 12′·4E.
 24° 32′·9N., 54° 16′·2E.
 24° 28′·8N., 54° 19′·8E.
 24° 28′·8N., 54° 20′·7E.(shore)

BA Chart 2443 [previous update 042/05](WGS 84 DATUM)

Insert submarine cable, , joining:


25° 12′·98N., 54° 14′·38E.
 (existing cable)
 25° 12′·20N., 54° 15′·76E.
 24° 58′·20N., 54° 17′·64E.
 24° 53′·30N., 54° 17′·94E.
 (Source data diagram)

BA Chart 2887 (INT 7232) [previous update 512/08]

Insert submarine cable, , joining:


25° 12′·0N., 54° 15′·8E.
 (existing cable)
 25° 06′·1N., 54° 16′·6E.(S border)

BA Chart 2889 (INT 7211) [previous update 535/08]

Insert submarine cable, , joining:

25° 13′·0N., 54° 14′·4E.(shore)
 25° 12′·2N., 54° 15′·8E.
 24° 58′·2N., 54° 17′·6E.
 24° 47′·6N., 54° 18′·3E.
 24° 40′·0N., 54° 12′·4E.
 24° 32′·9N., 54° 16′·2E.
 24° 29′·0N., 54° 19′·6E.
 (existing cable)

BA Chart 3176 (INT 7216) [previous update 389/08]

Insert submarine cable, , joining:

25° 12′·98N., 54° 14′·38E.
 (existing cable)
 25° 12′·20N., 54° 15′·76E.
 24° 58′·20N., 54° 17′·64E.
 24° 47′·61N., 54° 18′·31E.
 24° 44′·50N., 54° 15′·87E.(S border)

536/(20/08) UNITED ARAB EMIRATES - Abu Dhabi (Abu -Zabi) to Şir Abu -Nuayr - Submarine cable.(Continued)

BA Chart 3177 [previous update 261/08]

Insert submarine cable, , joining: 24° 54′·00N., 54° 17′·90E.
(N border)
24° 47′·61N., 54° 18′·31E.
24° 40′·02N., 54° 12′·35E.
24° 32′·94N., 54° 16′·18E.
24° 28′·97N., 54° 19′·62E.
(existing cable)

BA Chart 3409 (plan D, Şir Abu -Nuayr) [previous update 467/08]

Insert submarine cable, , joining: 25° 12′·98N., 54° 14′·38E.
(existing cable)
25° 12′·20N., 54° 15′·76E.(E border)

BA Chart 3713 [previous update 488/08]

Insert submarine cable, , joining: 24° 41′·80N., 54° 13′·74E
(N border)
24° 40′·02N., 54° 12′·35E.
24° 32′·94N., 54° 16′·18E.
24° 28′·90N., 54° 19′·67E.
(existing cable)

537/(20/08) IRAQ - Approaches to Umm Qaşr -Khawr Sakaa - Foul.

Source: BA Notice 5107/08

(HJ/1133/91)

BA Chart 1228 [previous update 466/08]

Insert  29° 59′·81N., 48° 00′·74E.

538/(20/08) IRAQ - Approaches to Shaţţal. Arab or Arvand Rud - Obstruction.

Source: BA Notice 5108/08

(HJ/1133/91)

BA Chart 1235 (INT 7289) [previous update NE 31 Jul 08]

Insert  Obstn PA 29° 47′·12N., 48° 43′·90E.

BA Chart 2884 (INT 7278) [previous update 514/08]


Insert  Obstn PA 29° 47′·12N., 48° 43′·90E.

539/(20/08) QATAR - Ra.s Laffan Northwards - Buoy. Maritime limit.

Source: BA Notice 5163/08

(HJ/1132/68)


BA Chart 2523 (INT 7250) [previous update 421/08]

Delete  *Fl(3)5s Diving Ops* (a) 26° 04'·00N., 51° 33'·64E.
circular maritime limit, pecked line, and associated legend, *Diving Research Area*, centred on: (a)above

BA Chart 2886 [previous update 421/08]

Delete  *Fl(3)5s* 26° 04'·1N., 51° 33'·9E.

BA Chart 3950 [previous update 188/08]

Delete  *Fl(3)5s* (a) 26° 03'·89N., 51° 33'·58E.
circular maritime limit, pecked line, and associated legend, *Diving Operations Area*, centred on: (a)above

540/(20/08) BANGLADESH - Pussur River to Elephant Point - Legends. Depths. Wreck. Cautionary note.

Source: BA Notice 5155/08

(HJ/1128/19)

Chart 360 [previous update 155/08]


Insert depth 3₄ enclosed by 5m contour 21° 21'·29N., 90° 43'·39E.
depth 6₇ enclosed by 10m contour 21° 19'·60N., 91° 07'·57E.
depth 8₆ enclosed by 10m contour 21° 15'·94N., 91° 19'·79E.
depth 9₅ enclosed by 10m contour 21° 19'·82N., 91° 27'·61E.
 21° 37'·07N., 91° 20'·14E.
the accompanying note, CHANGING DEPTHS, centred on: 22° 07'·50N., 89° 33'·50E.
legend, *Changing Depths (see Note)*, centred on: 21° 58'·60N., 91° 13'·40E.
21° 30'·95N., 90° 48'·70E.
21° 27'·60N., 90° 15'·75E.

Chart 361 [previous update 304/08]


Insert depth 6₇ enclosed by 10m contour 21° 19'·60N., 91° 07'·57E.
depth 8₆ enclosed by 10m contour 21° 15'·94N., 91° 19'·79E.
depth 9₅ enclosed by 10m contour 21° 19'·82N., 91° 27'·61E.
 21° 37'·07N., 91° 20'·14E.
the accompanying note, CHANGING DEPTHS, centred on: 22° 24'·50N., 92° 06'·50E.
legend, *Changing Depths (see Note)*, centred on: 21° 58'·60N., 91° 13'·40E.

Chart 319 [previous update 304/08]

Insert depth 6₇ 21° 19'·60N., 91° 07'·57E.
depth 8₆ 21° 15'·94N., 91° 19'·79E.
depth 9₅ enclosed by 10m contour 21° 19'·82N., 91° 27'·61E.

541/(20/08) MALACCA STRAIT - Sumatera Eastwards - Pulau Pandang North-eastwards - Wreck.



Source: BA Notice 5166/08

(HJ/927/39)

Chart 7508(INT 508) [previous update 473/08] (WGS 84 DATUM)Insert  3° 35′.4N., 100° 00′.8E.**Chart 7706(INT 706)** [previous update 493/08] (WGS 84 DATUM)Insert  3° 35′.4N., 100° 00′.8E.**Chart 7707(INT 707)** [previous update 493/08] (WGS 84 DATUM)Insert  3° 35′.4N., 100° 00′.8E.**BA Chart 1353** [previous update 455/08]Insert  PA 3° 35′.4N., 100° 00′.8E.**BA Chart 3921** [previous update 455/08]Insert  PA 3° 35′.40N., 100° 00′.80E.**BA Chart 3945** [previous update 394/08]Insert  PA 3° 35′.40N., 100° 00′.80E.**542/(20/08) SINGAPORE - Johor Strait - Eastern Part - Dockyard Reach - Buoyage.**


Source: BA Notice 5322/08

(HJ/927/16)

BA Chart 4044 [previous update 368/08]Move  *FL.R.2.5s Senoko A,* from: 1° 28′.54N., 103° 48′.54E.
to: 1° 28′.57N., 103° 48′.50E. *FL.R.5s Denman Shoal,* from: 1° 28′.50N., 103° 48′.31E.
to: 1° 28′.55N., 103° 48′.46E.**543/(20/08) MALAYSIA - Peninsular Malaysia, East Coast -Johor - Pelabuhan Calder - Approaches to Sungai Santi - Buoy. Wreck.**

Source: BA Notice 5207/08

(HJ/927/15)

BA Chart 4043 [previous update 274/08]Insert  *Fl(2)G.10s* (a) 1° 23′.84N., 104° 05′.64E. close S of: (a)above

544/(20/08) INDONESIA - Kalimantan - West Coast - Pulau Padangtikar Southwards - P. Masatiga - Light.

Indian List of Light Vol F & K 2003; K 1403.5


Source: BA Notice 5171/08

(HJ/827/90)

BA Chart 2872 [previous update NC 31 Jul 08]Insert  Fl.5s12M 0° 56′.8S., 109° 14′.8E.**BA Chart 3721** [previous update 522/08]Insert  Fl.5s92m12M 0° 56′.75S., 109° 14′.95E.**545/(20/08) INDONESIA - Sumatera - Belitung Northwards - Wrecks.**

Source: BA Notice 5170/08

(HJ/827/82)

Chart 7508(INT 508)[previous update 541/08](WGS 84 DATUM)Delete  1° 55′.0S., 107° 50′.0E.**BA Chart 941 A** [previous update 522/08]Insert  1° 44′.6S., 107° 58′.0E.Substitute ++ for  1° 55′.0S., 107° 50′.0E.**BA Chart 1312** [previous update 522/08]Insert  1° 44′.6S., 107° 58′.0E.Substitute ++ for  1° 55′.0S., 107° 50′.0E.**BA Chart 2137** [previous update 441/08]Substitute ++ for  1° 55′.0S., 107° 50′.0E.**BA Chart 2872** [previous update 544/08]Substitute ++ for  1° 54′.9S., 107° 50′.2E.**BA Chart 2873** [previous update NC 31 Jul 08]Substitute ++ for  1° 54′.9S., 107° 50′.2E.**546/(20/08) INDONESIA - Sumatera - East Coast - Entrance to Sungai Palembang - Buoyage.**

Source: BA Notice 5156/08

(HJ/827/75)

BA Chart 3476 (Panel A) [previous update 330/08]Insert  Fl.R.5s No2 2° 12′.38S., 104° 55′.50E.

Fl.G.5s No1 2° 12′.86S., 104° 55′.25E.



Fl.5s 2° 12′.16S., 104° 55′.44E.

Delete  Fl.7s 2° 12′.22S., 104° 55′.41E.

547/(20/08) INDONESIA - Sumatera - Belitung - Tanjungpandan North-westwards - Buoy.

Source: BA Notice 5169/08

(HJ/827/72)

BA Chart 2137 [previous update 545/08]Substitute  *Fl.5s* for  2° 42' 18S., 107° 31' 34E.**BA Chart 2149** [previous update 523/08]Substitute  *Fl.5s* for  2° 42' 2S., 107° 31' 3E.**548/(20/08) INDONESIA - Java Sea - Five Fathom Bank North-westwards and North-eastwards - Wrecks.**

Source: BA Notice 5167/08

(HJ/827/63)

BA Chart 941 A [previous update 545/08]Insert  3° 27' 3S., 106° 35' 3E.
 *Masts* 3° 38' 3S., 106° 20' 0E.**BA Chart 2137** [previous update 547/08]Insert  3° 27' 27S., 106° 35' 27E.
3° 38' 11S., 106° 42' 55E.**BA Chart 2149** [previous update 547/08]Insert  for 3° 27' 3S., 106° 35' 3E.
3° 38' 1S., 106° 42' 6E.
Move  *Masts*, from: 3° 37' 2S., 106° 20' 0E.
to: 3° 38' 3S., 106° 20' 1E.**549/(20/08) INDONESIA - Jawa - North West Coast - Tanjung Cikoneng - Light.**

Indian List of Light Vol F & K 2003; K 1050

Source: BA Notice 5168/08

(HJ/827/34)

BA Chart 2056 [previous update 475/08]

Amend light to, Fl(2)29s60m19M 6° 04' 40S., 105° 53' 20E.

BA Chart 2149 [previous update 548/08]

Amend light to, Fl(2)29s19M 6° 04' 4S., 105° 53' 2E.

BA Chart 2785 [previous update 279/08]

Amend light to, Fl(2)29s19M 6° 04' 4S., 105° 53' 2E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***550(T)/(20/08) INDIA – WEST COAST – Gulf of Khambhat Northern Portion – Obstruction.**

Source: NAVAREA VIII Warnings 383/08

(HJ/1130/17)

1. MV Homi Bhabha is reported to have been grounded in position 21° 30′.21N., 72° 36′.88E .
2. Mariners to exercise Caution.

Charts affected – 292(INT 7021) - 254(INT 7331) – 208 - 2039.

***551(T)/(20/08) INDIA – WEST COAST – Diu Head to Gopnath Point - Buoys.**

Source: NAVAREA VIII Warnings 351/08 and 369/08

(HJ/1130/08)

1. Fairway Buoy No 1 Position 20° 35′.55N., 71° 56′.33E with characteristics FL.10s have been reported to be Unlit.
2. Buoy No. 3 Position 20° 40′.58N., 71° 59′.06E with characteristics Fl.5s have been report to be adrift from its position.
3. Mariners to exercise Caution.

Charts affected – 254(INT 7331) - 207.

***552(T)/(20/08) INDIA – WEST COAST – Veraval to Pipavav – Seismic Survey.**

Source: Shipping Corporation of India & NAVAREA VIII Warnings 418/08.

(HJ/1131/00)

1. Seismic Survey By RV Sagar Sandhani from 15 Oct to 30 Jun 2009 in area bounded by:

(a)	20°39'.05N	069°12'.70E	(b)	20°39'.16N	069°23'.13E
(c)	20°16'.33N	069°27'.88E	(d)	20°16'.02N	069°22'.73E
(e)	19°58'.90N	069°24'.95E	(f)	19°55'.00N	069°21'.55E
(g)	19°54'.52N	069°11'.18E	(h)	20°15'.30N	069°10'.76E
(j)	20°23'.03N	069°12'.00E	(k)	20°36'.27N	069°12'.61E
2. Vessel towing two seismic cables of length 5000 meters each with green and yellow buoys with flashing light to mark the tail end of each cable.
3. Vessel will be accompanied by Chase Boats ‘VYAS and MAHE’, which will be within 5 NM from the vessel.
4. All vessels operating in vicinity are to maintain a clearance of 06 nm all around the vessel and exercise caution
5. Cancel this notice on 01 Jul 2009.

Charts affected – 21 - 292(INT 7021) – 253(INT 7328).

***553(T)/(20/08) INDIA – WEST COAST – Kochi (Cochin) Harbour - Buoys.**

Source: Hydrographic Note INS Jamuna & NAVAREA VIII Warnings 319/08
(HJ/930/93)

1. Kochi Channel Buoys have been shifted temporarily to the following Positions.(Everest Datum)

Buoy No.	Position
01	09° 57′.792N., 76° 10′.628E
02	09° 57′.921N., 76° 10′.599E
03	09° 57′.859N., 76° 11′.517E
04	09° 57′.993N., 76° 11′.458E

2. Mariners to exercise caution.

Charts affected – 2004(INT 7359).

***554(T)/(20/08) INDIA – EAST COAST – Approaches to Tirukkadaiyur Port - Racon.**

Source: PPGC Pvt. Ltd & NAVAREA VIII Warnings 242/08
(HJ/1030/10)

1. Racon (O) at port office of Tirukkadaiyur in position 11° 04′.41N., 79° 51′.16E not transmitting.
2. Mariners to exercise caution.

Charts affected – 32 (INT 752) - 357(INT 7397) - 3029.

***555(T)/(20/08) INDIA – EAST COAST – Approaches to Vishakhapatnam - Obstruction.**

Source: NAVAREA VIII Warnings 356/08
(HJ/1029/76)

1. A Pontoon size 6x5x1 meter with 05m high Superstructure sunk in position 17° 40′.20N., 83° 18′.20E.The location is marked with a danbuoy.
2. Mariners to exercise caution and keep clear of the above location..

Charts affected – 3002 (INT 7410) - 3012(INT 7411).

***556(T)/(20/08) INDIA – ANDAMAN SEA – Katchall Island to Sumatera – Current Meter Observation.**

Source: NAVAREA VIII Warnings 398/08
(HJ/928/74)

1. A Current meter array has been deployed in 2300m(approx) depth at Position 07° 46′.75N., 95° 16′.49E for a duration of 04 months on 23 Sep 08.The Current meter array has been moored at the seabed by anchor and top most current meter is about 60m below the Mean Sea Level.
2. All vessels operating within the vicinity are advised not to approach/operate with in 500m radius of the above location and exercise caution.

Charts affected – 41 – 471 - 7706 (INT 706).

SECTION – IV: MARINE INFORMATION

MUMBAI NAVTEX COAST STATION

MSI Promulgation by Mumbai NAVTEX Coast Station position 19° 05'.00 N 072° 50'.00 E is closed for maintenance.

(Source - NAVAREA VIII Warning 305/08)

PIRACY REPORT

MT Stolt Valor along with 22 crew member's enroute from Suez, to Mumbai on 15 Sep 2008.
Description of the Vessel: -

General Cargo Ship	-	MT Stolt Valor
Flag	-	Hong Kong
IMO	-	9274290

Mariners are requested to keep lookout for the above vessel. Any information concerning the vessel to be reported to piracy reporting centre

(Source - NAVAREA VIII Warning 379/08)

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.

Distribution of Indian Paper Charts and Nautical Publications

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

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

SECTION – V: RADIO NAVIGATIONAL WARNINGS IN FORCE

- For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 15 Oct 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	310	2007 Series: 019 035 050 247 279 293 329. 2008 Series: 176 200 206 238 261 263 266 271 297 307 308 310.
II	E. Atlantic	294	2008 Series: 017 239 254 258 277 285 286 288 290 291 292 293 294..
III	Mediterranean	417	2008 Series: 352 354 358 364 372 373 374 376 377 379 381 383 385 387 388 392 393 395 396 397 398 399 403 405 408 409 411 412 414 415 416 417.
IV	N.W. Atlantic	403	2007 Series: 196. 2008 Series: Nil.
V	W. Atlantic	496	2007 Series: 1078. 2008 Series: Nil.
VI	S.W. Atlantic	185	2008 Series: Nil.
VII	S.E. Atlantic	162	2008 Series: 055 060 072 102 114 148 149 159 161 162.
VIII	Indian Ocean	424	2008 Series – 242 262 305 315 319 326 351 353 356 358 369 379 383 388 392 393 394 398 400 401 407 410 411 415 416 417 418 419 420 421 422 423 424

- NAVAREA Warnings issued during the period from 27 Sep 08 to 15 Oct 08 (both dates inclusive) are as tabulated below:-

398. India Andaman Sea. Charts 41 471 INT 706. Current Meter deployed for Oceanographic Observation in position 07-46.75N., 095-16.49E. 2. Vessels to keep clear by 500 metres and exercise caution.
399. Cancelled.
400. Cancel NAVAREA VIII Messages 361 366 367 370 371 and 372 of 2008. India East Coast– Bay of Bengal. Charts 31 32 33 301 351 352 353 354 355 356 357 3009 INT 706. Present position of Oil Rigs / Drill Ships as follows:-
ATWOOD BEACON 16-41.00N 082-26.25E
DEEP WATER FRONTIER 16-30.00N 082-31.67E
SAGAR VIJAY 16-35.68N 082-27.22E
HERCULES 260 16-22.20N 081-53.12E
DEEP DRILLER I 16-41.87N 082-28.86E
ABAN II 16-22.10N 082-05.70E
DEEP DRILLER – 4 15-51.76N 081-17.47E
PERRO NEGRO III 16-40.16N 082-25.72E
DISCOVERER 534 16-31.38N 082-31.82E
HERCULES 258 16-37.13N 082-22.27E
SAGAR JYOTI 16-22.07N 081-59.41E
DISCOVERER SEVEN SEAS 17-56.11N 078-38.87E
ENERGY DRILLER 16-15.67N 082-11.10E
DEEPWATER EXPEDITION 16-30.38N 082-30.12E
DEEP SEA METDRILL 16-22.12N 081-57.76E
SAGAR BHUSHAN 16-15.64N 082-11.22E
2. Wide berth requested.

401. Cancel NAVAREA Eight messages 346 and 362 of 2008. India West Coast – Arabian Sea. Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present position of Oil Rigs / Drill Ships as follows :-

ABAN III	19-28.40N	071-12.62E
ABAN IV	18-36.16N	071-01.65E
ABAN V	20-43.00N	072-19.06E
BADRINATH	20-18.23N	070-00.03E
FRONTIER ICE	19-54.20N	071-18.95E
JT ANGEL	19-15.28N	071-29.85E
KEDARNATH	19-25.00N	072-08.90E
NOBLE CHARLIE YESTER	19-28.15N	071-14.64E
NOBLE ED HOLT	19-29.72N	071-22.89E
PRIDE PENNSYLVANIA	19-19.46N	071-14.10E
PRIDE HAWAI	18-31.88N	072-16.74E
RON TAPMEYER	19-11.99N	072-11.00E
RANDOLPH YOST	18-30.06N	072-15.95E
SAGAR GAURAV	19-40.42N	071-19.37E
SAGAR LAXMI	18-36.16N	071-01.64E
SAGAR PRAGATI	18-41.47N	072-20.89E
SAGER RATNA	19-40.14N	072-00.33E
SAGAR SAMRAT	19-32.13N	071-18.82E
SAGAR SHAKTI	19-17.17N	071-25.47E
SAGAR UDAY	19-16.26N	071-29.06E
SAGAR KIRAN	18-53.21N	072-51.56E
TRIDENT – 2	19-26.07N	071-24.27E
TRIDENT – 12	19-25.23N	071-16.98E
ENSCO-50	19-18.23N	072-02.75E
ENSCO-53	19-18.78N	071-56.82E
ACTINIA	20-01.08N	070-25.99E

2. Wide berth requested.

402 to 406. Cancelled.

407. Bay of Bengal – Gulf of Martaban. Charts 41 410 412 451 452 INT 071 INT 706. Scouting Survey in progress by MV 443 and MV ANH 4 till 15 Oct 2008 in area by the line joining points:-

(a) 16-00.00N 095-41.00E (b) 16-00.00N 097-34.00E

2. Anchoring fishing and trawling prohibited within a radius of 2.5 NM from survey area

3. Cancel this message on 16 Oct 2008

408 to 409. Cancelled.

410. India West Coast – Mumbai Harbour. Charts 21 22 211 255 292 293 2015 2016 INT 705. Sea Cable project in progress by MFB Phalguni till 28 Oct 2008 up to 12 NM from position 18-56.32N 072-49.44E.

2. Mariners to exercise caution.

3. Cancel this message on 29 Oct 2008.

411. India West Coast- Arabian Sea. Charts 22 293 INT 71 INT 73 INT 704 INT 705. Firing practice by Naval Ships from 0430 UTC to 0730 UTC on 15 Oct 2008. Danger area bounded by:

(a) 16-10.0N 069-40.0E (b) 17-10.0N 069-40.0E

(c) 17-10.0N 070-30.0E (d) 16-10.0N 070-30.0E

2. Safe flying height 6000 metres.

3. Cancel this message on 16 Oct 2008.

412 to 414. Cancelled.																				
<p>415. India East Coast – Bay of Bengal. Charts 32 33 313 356 357 INT 705. Rocket launching scheduled from launch pad 13-43.2N., 080-13.8E between 0030 UTC to 0230 UTC from 19 Oct to 28 Oct 2008.</p> <p>2. Danger area as follows:-</p> <p>(a) Danger Zone – 1 . Circle of 10 NM around the launcher</p> <p>(b) Danger Zone–2 . Sector between radii of 35 NM and 75 NM from launch pad and between azimuth angles 80 degree and 125 degree from true north</p> <p>(c) Danger Zone -3 . Area bounded by following points:-</p> <table> <tr> <td>(i) 12-45.0N 082-45.0E</td> <td>(ii) 13-15.0N 082-45.0E</td> </tr> <tr> <td>(iii) 13-15.0N 084-00.0E</td> <td>(iv) 12-45.0N 084-00.0E</td> </tr> </table> <p>(d) Danger Zone – 4 . Area bounded by following points:-</p> <table> <tr> <td>(i) 12-25.0N 084-00.0E</td> <td>(ii) 13-00.0N 084-00.0E</td> </tr> <tr> <td>(iii) 13-00.0N 085-40.0E</td> <td>(iv) 12-25.0N 085-40.0E</td> </tr> </table> <p>(e) Danger Zone – 5 . Area bounded by following points:-</p> <table> <tr> <td>(i) 11-25.0N 088-10.0E</td> <td>(ii) 12-00.0N 088-10.0E</td> </tr> <tr> <td>(iii) 12-00.0N 089-10.0E</td> <td>(iv) 11-25.0N 089-10.0E</td> </tr> </table> <p>(f) Danger Zone – 6 . Area bounded by following points:-</p> <table> <tr> <td>(i) 08-45.0N 094-30.0E</td> <td>(ii) 10-45.0N 094-30.0E</td> </tr> <tr> <td>(iii) 10-45.0N 095-30.0E</td> <td>(iv) 08-45.0N 095-30.0E</td> </tr> </table> <p>(g) Danger Zone – 7 . Area bounded by following points:-</p> <table> <tr> <td>(i) 16-00.0S 130-00.0W</td> <td>(ii) 17-00.0S 130-00.0W</td> </tr> <tr> <td>(iii) 08-00.0S 090-00.0W</td> <td>(iv) 09-00.0S 090-00.0W</td> </tr> </table> <p>3. Mariners to exercise caution.</p> <p>4. Cancel this message on 29 Oct 2008.</p>	(i) 12-45.0N 082-45.0E	(ii) 13-15.0N 082-45.0E	(iii) 13-15.0N 084-00.0E	(iv) 12-45.0N 084-00.0E	(i) 12-25.0N 084-00.0E	(ii) 13-00.0N 084-00.0E	(iii) 13-00.0N 085-40.0E	(iv) 12-25.0N 085-40.0E	(i) 11-25.0N 088-10.0E	(ii) 12-00.0N 088-10.0E	(iii) 12-00.0N 089-10.0E	(iv) 11-25.0N 089-10.0E	(i) 08-45.0N 094-30.0E	(ii) 10-45.0N 094-30.0E	(iii) 10-45.0N 095-30.0E	(iv) 08-45.0N 095-30.0E	(i) 16-00.0S 130-00.0W	(ii) 17-00.0S 130-00.0W	(iii) 08-00.0S 090-00.0W	(iv) 09-00.0S 090-00.0W
(i) 12-45.0N 082-45.0E	(ii) 13-15.0N 082-45.0E																			
(iii) 13-15.0N 084-00.0E	(iv) 12-45.0N 084-00.0E																			
(i) 12-25.0N 084-00.0E	(ii) 13-00.0N 084-00.0E																			
(iii) 13-00.0N 085-40.0E	(iv) 12-25.0N 085-40.0E																			
(i) 11-25.0N 088-10.0E	(ii) 12-00.0N 088-10.0E																			
(iii) 12-00.0N 089-10.0E	(iv) 11-25.0N 089-10.0E																			
(i) 08-45.0N 094-30.0E	(ii) 10-45.0N 094-30.0E																			
(iii) 10-45.0N 095-30.0E	(iv) 08-45.0N 095-30.0E																			
(i) 16-00.0S 130-00.0W	(ii) 17-00.0S 130-00.0W																			
(iii) 08-00.0S 090-00.0W	(iv) 09-00.0S 090-00.0W																			
<p>416. Cancel NAVAREA VIII Message 413 of 2008. India West Coast- Port of Mumbai. Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing exercise by Colaba Point from 0530 UTC to 0800 UTC on 17 Oct 2008. Danger area bounded by following co-ordinates:</p> <table> <tr> <td>(a) 18-48.00N 072-38.00E</td> <td>(b) 18-53.35N 072-48.45E</td> </tr> <tr> <td>(c) 19-00.00N 072-44.05E</td> <td>(d) 19-00.00N 072-38.00E</td> </tr> </table> <p>2. Safe flying height 2000 meters.</p> <p>3. Cancel this message 18 Oct 2008.</p>	(a) 18-48.00N 072-38.00E	(b) 18-53.35N 072-48.45E	(c) 19-00.00N 072-44.05E	(d) 19-00.00N 072-38.00E																
(a) 18-48.00N 072-38.00E	(b) 18-53.35N 072-48.45E																			
(c) 19-00.00N 072-44.05E	(d) 19-00.00N 072-38.00E																			
<p>417. India East Coast – Off Pt Calimere. Charts 32 INT 73 INT 706. Wooden boat length 06 metre strips colors yellow partly sunk in position 10-00.9N., 084-25.5E</p> <p>2. All vessels operating in vicinity to keep sharp lookout and render assistance.</p>																				
<p>418. India West Coast – Arabian Sea. Charts 21 22 253 292 293 INT 705. Seismic survey by RV Sagar Sandhani from 15 Oct to 30 Jun 2009 in area bounded by:</p> <table> <tr> <td>(a) 20-39.05N 069-12.70E</td> <td>(b) 20-39.16N 069-23.13E</td> </tr> <tr> <td>(c) 20-16.33N 069-27.88E</td> <td>(d) 20-16.02N 069-22.73E</td> </tr> <tr> <td>(e) 19-58.90N 069-24.95E</td> <td>(f) 19-55.00N 069-21.55E</td> </tr> <tr> <td>(g) 19-54.52N 069-11.18E</td> <td>(h) 20-15.30N 069-10.76E</td> </tr> <tr> <td>(j) 20-23.03N 069-12.00E</td> <td>(k) 20-36.27N 069-12.61E</td> </tr> </table> <p>2. Vessel towing two seismic cables of length 5000 meters each with green and yellow buoys with flashing light to mark the tail end of each cable.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 06 NM all around the vessel and exercise caution.</p> <p>4. Cancel this message on 01 Jul 2009.</p>	(a) 20-39.05N 069-12.70E	(b) 20-39.16N 069-23.13E	(c) 20-16.33N 069-27.88E	(d) 20-16.02N 069-22.73E	(e) 19-58.90N 069-24.95E	(f) 19-55.00N 069-21.55E	(g) 19-54.52N 069-11.18E	(h) 20-15.30N 069-10.76E	(j) 20-23.03N 069-12.00E	(k) 20-36.27N 069-12.61E										
(a) 20-39.05N 069-12.70E	(b) 20-39.16N 069-23.13E																			
(c) 20-16.33N 069-27.88E	(d) 20-16.02N 069-22.73E																			
(e) 19-58.90N 069-24.95E	(f) 19-55.00N 069-21.55E																			
(g) 19-54.52N 069-11.18E	(h) 20-15.30N 069-10.76E																			
(j) 20-23.03N 069-12.00E	(k) 20-36.27N 069-12.61E																			

419. India West Coast- Arabian Sea. Charts 21 22 253 292 INT 705. Firing exercise by Naval Ships Between 1230 UTC and 1630 UTC on 14 Oct and 15 Oct 2008. Danger area as follows:

Date	Time (UTC)	Area	
14 Oct 2008	(1230 - 1630)	17-39.0N	071-24.0E
		17-39.0N	071-48.0E
		16-40.0N	072-33.0E
		16-10.0N	072-26.0E
		16-10.0N	070-45.0E
		16-40.0N	070-41.0E
		Area	
15 Oct 2008	(1230 - 1630)	21-24.0N	069-12.0E
		19-26.0N	067-07.0E
		18-44.0N	068-12.0E
		20-10.0N	066-32.0E
		21-00.0N	067-07.0E

2. Safe flying height 10000 metres.
3. Cancel this message on 16 Oct 2008.

420. Self Cancelling. Cancel NAVAREA VIII Message 406 of 2008.

421. Bay of Bengal – Off Kakinada. Charts 31 354 355 INT 706. Firing practice by Naval Ships from 0330 UTC to 0830 UTC on 23 Oct and 24 Oct 2008 in area bounded by:

(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

2. Safe flying height 10000 metres
3. Cancel this message on 25 Oct 2008

422. Andaman Sea – India Andaman Islands. Charts 33 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast battery at Ross Island between 0630 UTC to 1030 UTC on 22 Oct 2008. Danger area 15 NM seaward around 11-40.6N 092-46.0E.

2. Safe flying height 13000 metres.
3. Cancel this message on 23 Oct 2008.

423. Refer NAVAREA VIII Message 400 of 2008. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706. Drill Ship Deepwater Frontier moved to new position 16-30.17 N., 082-32.61 E,

2. Wide berth requested.

424. 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 17 Oct 2008.

2. Danger Zone
Sector of radius 11 NM from gun position between 045 degree and 075 degree.
3. Safe flying height 12800 meters.
4. Cancel this message on 18 Oct 2008.

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	197	2007 Series: 022 027 062 095 106 155 172 200 212. 2008 Series: 006 022 027 044 045 046 051 061 065 069 089 101 105 107 128 157 160 173 176 179 180 182 183 184 187 189 190 191 195 197.
X	Australia, New Guinea	315	2008 Series: 270 276 280 289 290 293 294 295 303 304 305 310 314 315.
XI	Malacca Strait, China Sea, N. Pacific	0563	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 0362 0375 0380 0384 0398 0411 0412 0439 0442 0464 0465 0469 0475 0501 0516 0520 0522 0523 0527 0536 0537 0541 0546 0547 0548 0549 0550 0551 0552 0554 0556 0557 0558 0559 0560 0561 0562 0563
XII	N.E. Pacific	415	2008 Series: Nil
XIII	N.W. Pacific	053	2008 Series: Nil
XIV	S.W. Pacific	077	2008 Series: 073 077.
XV	S.E. Pacific	114	2008 Series: Nil
XVI	E. Pacific	153	2008 Series: Nil
Hydropacs	Pacific, Indian Ocean	1954	2008 Series: 1140 1141 1473.
Hydroplants	Atlantic, Mediterranean	1643	2008 Series: 300 1361.

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteri stics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6518	Remove from list						
D6642	Ilha Tambúzi. E Point	11 22.02 S 40 39.05 E	Fl(2)W 10s	35	11	White round masonry tower, black bands 26	
		*			*		*
E6037	Jazīrat Shākir. SE Point	27 27.17 N 34 02.25 E	Fl(2)W 20s	37	22	White round stone tower, black stripe, white dwelling, black stripes	Vis 187°-100°(273°). TE 2008
--	--	--	Racon	--	--	--	ALRS Vol 2 Station 74330 *
F1267	- Singkel	2 15.25 N 97 45.58 E	Fl W 6s	15	10	White metal framework tower 30	<i>fl 1</i> *
F1270	- Karang Panjang *	2 16.93 N 97 23.74 E	Q(3)W 6s	10	12	White metal framework tower *	<i>(fl 0.5, ec 0.5) x 2, fl 0.5, ec 3.5</i> *
F1270-5	- Pulau Panjang. N Point	2 16.95 N 97 24.10 E	Fl W 3s	31	7	White metal framework tower 10 *	<i>fl 0.3</i> *
F1271-5	-Pulau Bagu	2 17.67 N 97 23.75 E	Fl(4)W 18s	45	16	White beacon *	<i>(fl 0.3, ec 3.6) x 3, fl 0.3, ec 6</i> *
F1290	Susoh. Ujang Seurangga	3 42.80 N 96 48.43 E	Fl G 5s	10	12	Green beacon 7	<i>fl 0.5</i> *
F1319	Ujung Pidie *	5 30.24 N 95 52.92 E *	Fl(3)W 20s	60	41	Metal tower *	<i>(fl 0.5, ec 3) x 2, fl 0.5, ec 12.5</i> *

F1326	- NW of Tg Hagu. Pier	5 11-50 N 97 09-00 E	F R	..	2	White structure 15		*
F1413-1	- Ldg Lts 196.5°. Rear. 1M from front	1 11-50 N 102 09-50 E	Fl R 3s	14	8	White ▽ on white framework tower 13	<i>fl 0-3.</i> TE 2008	*
F1413-2	- Pulau Tengah	1 09-00 N 102 09-52 E	Fl G 3s	..	4	..	<i>fl 0-5</i>	*
*	*	*	*	*	*	*		*
F1475	Kuala Jerlun	6 12-38 N 100 14-00 E	Fl G 3s	10	5	Green △ on white column		*
*	*	*	*	*	*	*		*
F1606	- No 25	2 58-42 N 101 18-45 E	Fl(2)R 15s	12	4	Red ○ on white column on piles	Destroyed; light buoy Fl(2)R 15s in situ (T) 2008	*
		*						*
K0839	- Pulau Batumakele. Ldg Lts 186°. Front (I)	0 03-30 S 98 17-60 E	Fl W 3s	13	10	White beacon 12	<i>fl 0-3. Ra refl</i>	*
						*		*
K0839-1	- Pulau Batumakele. Ldg Lts 186°. Rear (I)	0 03-67 S 98 17-60 E	Fl W 5s	18	10	White beacon 18	<i>fl 0-5</i>	*
						*		*
K1084	Pu Rakit. Near S end (I)	5 56-26 S 108 22-79 E	Fl W 15s	54	20	White metal framework tower 50	<i>fl 0-5</i>	*
		*						*
K1124	- W Mole. Head (I)	6 51-43 S 109 41-50 E	LFl G 6s	5	3	Metal framework 5	<i>fl 2</i>	*
		*	*					*
K1133-1	- Tanjung Emas. Ldg Lts 176°. Rear. 600m from front (I)	6 57-36 S 110 25-25 E	Iso W 2s	23	11	▽ on mast 15		*
	*	*	*			*		*

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. 19 dated 01 Oct 2008)

NIL

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

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

NIL

INP 31(5), 1997

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

NIL

INP 31(6), 2005

(Last correction: Edition No. 19 dated 01 Oct 2008)

PAGE 92, INDIA, PĪPĀVĀV, Pilots and Port, PROCEDURE.

Delete section (4) and replace by:

(4) **Pilot generally boards** at a position that lies on the line of the leading transits (010°) at 20°52'·50N 71°29'·80E.

Pipavav Port

20/08

SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS

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

Appeal to all Mariners:

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

National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARAKHAND), INDIA
e-mail: - incho@dataone.in; incho_marinesafety@dataone.in
incho_navwarnings@dataone.in; incho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up Form IH 102 (Enclosed with editions 1,7,13 & 19 of N to M)

2. Kindly follow the instructions below in order to help the Hydrographic Office (the recipient) to quickly issue NAVAREA warning / Notice to Mariners for the benefit of all other mariners at sea.

Position Reporting

3. When a position is defined by bearings (true or magnetic to be specified) more than two bearings should be used in order to provide a check. Distances observed by Radar should be corrected for index errors. Latitude and Longitude obtained from GPS / DGPS should specify the datum (WGS 84 or other). A copy / tracing from the largest scale chart may be used for forwarding details, with the corrections and additions being shown thereon in red.

Depth Reporting

4. When soundings are obtained using Echo Sounders, the echo-gram should be duly annotated with date, time, position and depth, etc., before enclosing it with the Form IH 102. It is important to state whether echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be applied where necessary. The make, name and type of echo sounder should also be given. Care should be taken to set the echo sounder to the largest scale / phase, so as to obtain maximum details of echo of the feature. Efforts should be made to identify and negate false echoes if any.

5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

6. Reports on shoal soundings, uncharted dangers and navigational aids out of order should be reported through fastest available means at the mariner's discretion, and also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 50 metres should be of sufficient importance to justify a radio message.

7. Port information should be forwarded on form IH 102a together with IH 102. Form 102a contains the information required for Sailing Direction and should be used as an *aide memoir*. Where there is insufficient space on the form, additional sheet should be used.

Please Note: - The receipt of all Hydrographic Notes will be duly acknowledged by the Hydrographic Office. Normally, the sender's ship or name is quoted as the source when the Notices to Mariners reporting the change is issued, unless the information is received through a foreign Notices to Mariners. Further communication from the Hydrographic Office to the sender of the hydrographic note will only be necessary to verify unusual features or abnormal values reported.

To accompany Indian Notice to Mariners 540/08

Chart 360

CHANGING DEPTHS

The channels and depths in this area are subject to frequent change and depths less than charted can be expected. Mariners should navigate with extreme caution and seek local knowledge.

To accompany Indian Notice to Mariners 540/08

Chart 361

CHANGING DEPTHS

The channels and depths in this area are subject to frequent change and depths less than charted can be expected. Mariners should navigate with extreme caution and seek local knowledge.