



# INDIAN NOTICES TO MARINERS FOR 2008

(PUBLISHED ON NHO WEBSITE ON 1<sup>ST</sup> & 16<sup>TH</sup> OF EVERY MONTH)

EDITION No. 22 DATED 16 NOV 2008

(CONTAINS NOTICES 585 TO 598)

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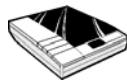
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Write to

National Hydrographic Office  
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



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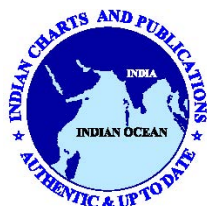
**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. 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  $000^{\circ}$  to  $359^{\circ}$ . 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 PUBLICATION**

<i>Publication</i>	<i>Date of Publication</i>	<i>Price</i>	<i>Remarks</i>
NIL			

**(b) NEW INDIAN CHART**

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

**(c) NEW EDITION INDIAN CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>308</b>	15-10-2008	<b>OUTER APPROACHES TO VISHAKHAPATNAM</b>  <u>Limits</u> 17° 17'.00N; 82° 43'.00E. 18° 08'.20N; 84° 08'.00E.	150,000	5	Rs. 1360.00
<b>3010 (INT 7418)</b>	31-10-2008	<b>PARADIP PORT</b>  <u>Limits</u> 20° 13'.00N; 86° 39'.49E 20° 17'.28N; 86° 45'.00E  <b>APPROACHES TO PARADIP</b>  <u>Limits</u> 20° 07'.00N; 86° 32'.00E 20° 21'.50N; 86° 53'.90E	15,000          60,000	5	Rs. 1360.00

**(d) INDIAN CHARTS PERMANENTLY WITHDRAWN**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
<b>308</b>	15-01-2003	<b>OUTER APPROACHES TO VISHAKHAPATNAM</b>	<b>308(NE)</b>	15-10-2008
<b>3010 (INT 7418)</b>	31-01-2003	<b>APPROACHES TO PARADIP &amp; PARADIP PORT</b>	<b>3010(NE)</b>	31-10-2008

**(e) NEW INDIAN ELECTRONIC NAVIGATIONAL CHART**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN63006C	3006	<b>CALCUTTA DOCKS</b>	30-09-2006

**(f) NEW EDITION ELECTRONIC NAVIGATIONAL CHART**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN3201GG	201	<b>GORA CHAN CREEK TO GODIA CREEK</b>	31-10-2007

**(g) ENCs PERMANENTLY WITHDRAWN**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN3201GG	201	<b>GORA CHAN CREEK TO GODIA CREEK</b>	15-09-1989

**(h) FORTHCOMING CHARTS AND PUBLICATION**

<b>Chart No</b>	<b>Title</b>	<b>Scale</b>	<b>Remarks</b>
<b>2001</b>	<b>MUMBAI DOCKS</b>	10 000	New Edition
<b>2013</b>	<b>PORT OF OKHA</b>	12 500	New Edition
<b>3001 (INT 7402)</b>	<b>APPROACHES TO CHENNAI</b>	60 000	New Edition
<b><i>Publication</i></b>			
<b>Indian Notices to Mariners Special Edition 2008</b>			

**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](http://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: <a href="mailto:incho@dataone.in">incho@dataone.in</a> Website: <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>	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: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>	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: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>
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**SECTION – I**  
**List of charts affected by**  
**The Notices 585 to 598 contained in this Edition**

<b>INDIAN H.O. Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>	<b>ADMIRALTY Chart No.</b>	<b>Folio No.</b>	<b>Notice No.</b>
21	2	596(T)	932	46	594
22(INT 752)	3	596(T)	1312	46	597(P)
203(INT 7319)	2	585	2403	45	597(P)
214	3	596(T)	3831	45	597(P),598(P)
215	3	596(T)	3833	45	597(P)
221	3	596(T)	3947	45	593
253(INT 7328)	2	596(T)	3949	46	598(P)
256(INT 7340)	3	596(T)	4034	45	590,591
257(INT 7343)	3	596(T)	4037	45	592
259(INT 7356)	3	596(T)	4041	45	597(P),598(P)
260(INT 7362)	3	596(T)	4042	45	589,597(P),598(P)
272	4	596(T)	4043	45	597(P),598(P)
292(INT 7021)	2	596(T)	4044	45	598(P)
293(INT 7022)	3	596(T)			
360	7	588			
361	7	588			
2008	3	595(T)			
2010	3	595(T)			
2028	3	586			
2060	2	585			
2068	2	585			
2074	3	586			
2077	3	586			
2080	2	585			
3021	7	588			
4011	6	587			
4037	6	587			
7703(INT 703)	1	596(T)			
7705(INT 705)	1	596(T)			

**SECTION – II: PERMANENT NOTICES**  
**INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS**

**\*585/(22/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Salaya and Pathfinder Inlet –SBM**

Indian List of Lights Vol. F&K, 2003. F-0381.8, 0382, 0384.5

Source: NHO, Dehradun

(HJ/1131/20)

**Chart 203 (INT 7319)** [previous update 557/08 ]

Substitute		<i>Fl.15s SBM I</i> <i>Racon (U) Horn</i>	for		<i>Fl.R.3s.3M SBM I</i> <i>Racon (U) Horn</i>	22° 30′.58N, 69° 42′.06E
------------	-----------------------------------------------------------------------------------	----------------------------------------------	-----	-----------------------------------------------------------------------------------	--------------------------------------------------	--------------------------

Delete		<i>ESSAR SBM</i> <i>Fl.R.15s</i>	22° 30′.04N, 69° 32′.16E
--------	-----------------------------------------------------------------------------------	-------------------------------------	--------------------------

	<i>IOC 1 SBM</i> <i>Fl(3).15s</i>	22° 34′.56N, 69° 41′.21E
-----------------------------------------------------------------------------------	--------------------------------------	--------------------------

**Chart 2068** [previous update 356/08 ]

Substitute		<i>Fl.15s SBM I</i> <i>Racon (U) Horn</i>	for		<i>Fl.R.3s.3M SBM I</i> <i>Racon (U) Horn</i>	22° 30′.58N, 69° 42′.06E
------------	-----------------------------------------------------------------------------------	----------------------------------------------	-----	-----------------------------------------------------------------------------------	--------------------------------------------------	--------------------------

Delete		<i>ESSAR SBM</i> <i>Fl.R.15s</i>	22° 30′.04N, 69° 32′.16E
--------	------------------------------------------------------------------------------------	-------------------------------------	--------------------------

	<i>IOC 1 SBM</i> <i>Fl(3).15s</i>	22° 34′.56N, 69° 41′.21E
-------------------------------------------------------------------------------------	--------------------------------------	--------------------------

**Chart 2080** [previous update 557/08 ]

Delete		<i>IOC 1 SBM</i> <i>Fl(3).15s</i>	22° 34′.56N, 69° 41′.21E
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**Chart 2060** [previous update 356/08 ]

Substitute		<i>Fl.15s SBM I</i> <i>Racon (U) Horn</i>	for		<i>Fl.R.3s.3M SBM I</i> <i>Racon (U) Horn</i>	22° 30′.58N, 69° 42′.06E
------------	-------------------------------------------------------------------------------------	----------------------------------------------	-----	-------------------------------------------------------------------------------------	--------------------------------------------------	--------------------------

Delete		<i>ESSAR SBM</i> <i>Fl.R.15s</i>	22° 30′.04N, 69° 32′.16E
--------	-------------------------------------------------------------------------------------	-------------------------------------	--------------------------

	<i>IOC 1 SBM</i> <i>Fl(3).15s</i>	22° 34′.56N, 69° 41′.21E
-------------------------------------------------------------------------------------	--------------------------------------	--------------------------

**Chart 2060 (Plan Pathfinder Inlet)**[previous update 356/08 ]

Substitute		<i>Fl.15s SBM I</i> <i>Racon (U) Horn</i>	for		<i>Fl.R.3s.3M SBM I</i> <i>Racon (U) Horn</i>	22° 30′.58N, 69° 42′.06E
------------	-------------------------------------------------------------------------------------	----------------------------------------------	-----	-------------------------------------------------------------------------------------	--------------------------------------------------	--------------------------

**\*586/(22/08) INDIA – WEST COAST – Pawas Anchorage – Buoy.**

Source: Ranpar Port, Ratnagiri

(HJ/1030/66)

**Chart 2028** [previous update 482/008 ]

Move		from:	16° 53′.33N, 73° 17′.12E.
		to:	16° 53′.33N, 73° 17′.03E.

**Chart 2077** [previous update 528/08 ]

Move		from:	16° 53′.33N, 73° 17′.12E.
		to:	16° 53′.33N, 73° 17′.03E.

**Chart 2074** [previous update NC - 31 Aug 08 ]

Move		from:	16° 53′.33N, 73° 17′.12E.
		to:	16° 53′.33N, 73° 17′.03E.

**\*587/(22/08) INDIA – Andaman Islands – Approaches to East Bay – Chowra Island to Tillannchaug Island-Mooring buoy.**

Source: Port Management Board, Andaman &amp; Nicobar Islands, Port Blair.

(HJ/928/86)

**Chart 4011** [previous update 403/04]

Insert		07° 59′.90N, 93° 24′.50E.
--------	-------------------------------------------------------------------------------------	---------------------------

**Chart 4037** [previous update 445/08]

Insert		08° 14′.63N, 93° 09′.57E.
		08° 18′.66N, 93° 08′.22E.

**588/(22/08) BANGLADESH - Approaches to Chittagong- Wreck.**


Source: BA Notice 5907/08

(HJ/1128/28)

**Chart 360** [previous update 540/08]

Insert	 PA	22° 12′.0N, 91° 46′.0E.
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**Chart 361** [previous update 540/08]

Insert	 PA	22° 12′.0N, 91° 46′.0E.
--------	----------------------------------------------------------------------------------------	-------------------------

**Chart 3021** [previous update 154/08]

Insert	 PA	22° 12′.0N, 91° 46′.0E.
--------	----------------------------------------------------------------------------------------	-------------------------

**Chart 3021(plan Chittagong)** [previous update 154/08]

Insert	 PA	22° 12′.00N, 91° 46′.00E.
--------	----------------------------------------------------------------------------------------	---------------------------





**589/(22/08) SINGAPORE STRAIT - Malaysia - Teluk Ramunia South-eastwards - Submarine cable..**

Source: BA Notice 5952/08

(HJ/927/15)

**BA Chart 4042** [previous update NE-24/07/2008] WGS84 DATUM

Insert	submarine cable,  joining:	(a)	1° 18′.94N, 104° 14′.89E. (existing cable) 1° 18′.95N, 104° 14′.99E. 1° 18′.91N, 104° 15′.14E.
		(b)	1° 18′.98N, 104° 15′.20E. (existing cable)
Delete	former submarine cable,  joining:	(a)	above
		(b)	above

**590/(22/08) SINGAPORE - East Jurong Channel - Jurong Island North-eastwards - Dredged depths.**

Source: BA Notice 5956/08

(HJ/927/16)

**BA Chart 4034** [previous update 519/08] WGS84 DATUM

Amend	dredged depth to, 12.8m (2008), centred on:	1° 16′.812N, 103° 44′.146E.
	dredged depth to, 15.5m (2008), centred on:	1° 17′.629N, 103° 43′.146E.

**591/(22/08) SINGAPORE -East Jurong Channel - Jurong Terminal South-eastwards -Rock.**

Source: BA Notice 5957/08

(HJ/927/16)

**BA Chart 4034** [previous update 590/08] WGS84 DATUM

Substitute	 (14 <sub>d</sub> ) for  (14 <sub>o</sub> )	1° 17′.916N., 103° 43′.664E
------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------

**592/(22/08) SINGAPORE -Tanjong Pagar Terminal Eastwards - Buoy.**

Source: BA Notice 5962/08

(HJ/927/16)

**BA Chart 4037** [previous update 519/08] WGS84 DATUM

Insert	 <i>Fl.Y.4s TP3</i>	1° 15′.831N, 103° 51′.109E.
--------	--------------------------------------------------------------------------------------------------------	-----------------------------












**593/(22/08) INDONESIA -Sumatera - Selat Lalang North-westwards - Buoyage. Light-beacon. Leading lights. Leading line.Light.**

Indian List of Lights Vol. F&K, 2003. F- 1411.9, 1412, 1412.1, 1412.6

Source: BA Notice 5976 /08

(HJ/927/17)

**BA Chart 3947**[ *previous update 576/08*] UNDETERMINED DATUM

Insert	 <i>Fl.R.4s No 4</i>		1° 11′.97N, 102° 14′.08E.
	 <i>Fl.G.4.5s No 3</i>		1° 12′.51N, 102° 13′.00E.
	 <i>Fl.G.1.5s</i>	(a)	1° 09′.48N, 102° 13′.41E.
Amend	light-beacon to, LFl.15s13m11M		1° 11′.20N, 102° 13′.00E
Substitute	 <i>Fl.G.2.5s No. 1</i> for  <i>Q.G</i>		1° 14′.48N, 102° 11′.40E
	 <i>Fl.R.4s No. 2</i> for  <i>Fl.R.4s</i>		1° 20′.35N, 102° 12′.00E.
Delete	 Iso.2s15m8M	(b)	1° 13′.20N, 102° 11′.50E.
	 Iso.2s18m8M, close S of:	(c)	(b)above
	 Iso.2s15m8M & F.Y and associated sector, close SE of:	(d)	(b)above
	legend, 270°, close E of:		(d)above
	 <i>Mo(U)15s</i> , adjacent to:		(a)above
	leading line, pecked and firm line, and associated legend, 180°, extending in direction 0°from:		(c)above

**594/(22/08) INDONESIA - Jawa - North Coast - Pelabuhan Tanjungpriok - Legend.**

Source: BA Notice 5774/08

(HJ/827/33)

**BA Chart 932 (plan A, Pelabuhan Tanjungpriok)**[ *previous update 350/08* ] WGS84 DATUM

Insert legend, *Reported Dredged to 14.0m (2008)*, centred on: 6° 05′.84S, 106° 53′.86E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*595(T)/(22/08) INDIA – WEST COAST – Karwar Harbour and Approaches – Transit Marks. Buoy.**

Source: INS Investigator.

(HJ/1030/45)

1. Forward and Aft transit marks inside the Karwar Naval Harbour on 359° - 179° leg, in position 14°46'54N., 74° 07'49E and 14°46'71N., 74° 07'49E (WGS 84 Datum) respectively, reported damaged.
2. Metallic Poles, painted Red & White have been erected on the same position as temporary transit marks. Forward transit mark has a red triangle on top and Aft transit mark has a white circular disk of 4m dia on top.
3. \*Karwar Harbour channel buoy CB 3 in position 14°45'45N. 74° 07'40E relaid.
4. Mariners to exercise cautions.
5. \*Indicates new or revised entry.
6. **Former INM 243(T)/08 is cancelled.**

**Charts affected – 2008 - 2010.****\*596(T)/(22/08) INDIA – WEST COAST – Arabian Sea – Mooring Deployed.**

Source: NAVAREA VIII Warning 449/08 &amp; NIO Goa.

(HJ/1030/77)

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

Sl.	Mooring	Positions		Depth(in metres)	Charts affected
a)	GRS -1	17° 08.74N	72° 04.84E	89.6	22(INT 752)- 256(INT 7340)- 293(INT 7022) - 7705(INT 705)
b)	GRD -1	17° 15.78N	71° 28.78E	324.0	22(INT 752)-293(INT 7022)- 7705(INT 705)
c)	OGS -3	15° 09.99N	73° 11.46E	93.2	22(INT 752)-293(INT 7022)-257(INT 7343)-214-215-7705(INT 705)
*d)	OGS -4	15° 10.06N	73° 11.69E	93.0	22(INT 752)- 214-215-257(INT 7343)-293(INT 7022)- 7705(INT 705)
e)	GBD -1	13° 35.90N	73° 14.64E	290.0	22(INT 752)- 257(INT 7343) -272- 293(INT 7022)- 7705(INT 705)
f)	GBS -1	13° 40.01N	73° 30.27E	96.0	22(INT 752)- 272-257(INT 7343) -293(INT 7022)- 7705(INT 705)
g)	GVAL -1	15° 12.45N	72° 42.09E	160.0	22(INT 752)-293(INT 7022)- 7705(INT 705)
h)	OGD -3	15° 08.83N	72° 42.61E	323.0	22(INT 752)-293(INT 7022)- 7705(INT 705)
*j)	OGD -4	15° 09.10N	72° 42.64E	323.0	22(INT 752)- 293(INT 7022) -7705(INT 705)
*k)	OKD -1	08° 58.76N	75° 13.93E	435.0	22(INT 752)-259(INT 7356)- 7703(INT 703)
*l)	OKS -1	09° 00.01N	75° 59.45E	97.0	22(INT 752)- 221-259(INT 7356)-260(INT 7362)- -7703(INT 703)
*m)	OMD -1	20° 00.05N	69° 14.09E	327.0	21-253(INT 7328) -292(INT 7021) -7705(INT 705)
*n)	OMS -1	19° 58.22N	69° 34.94E	89.0	21-253(INT 7328) -292(INT 7021) -7705(INT 705)

2. Mariners to exercise caution.
3. \*Indicates new or revised entry.
4. **Former INM 476(T)/08 is cancelled.**

**597(P)/(22/08) SINGAPORE - Singapore Strait to South China Sea - Submarine cable.**

Source: BA Notice 5772(P)/08

*(HJ/927/16)*

1. Submarine cable, Intra-Asia, has been laid joining the following positions (WGS84 Datum):

1° 19′.00N, 103° 58′.54E.

1° 18′.66N, 103° 58′.53E.

1° 18′.40N, 103° 59′.37E.

1° 18′.52N, 103° 59′.45E.

1° 18′.44N, 104° 00′.09E.

1° 16′.70N, 104° 03′.07E.

1° 17′.15N, 104° 07′.52E.

1° 16′.70N, 104° 07′.84E.

1° 17′.40N, 104° 09′.87E.

1° 17′.13N, 104° 10′.67E.

1° 17′.73N, 104° 17′.95E.

1° 18′.98N, 104° 20′.60E.

1° 18′.87N, 104° 21′.56E.

1° 19′.25N, 104° 22′.17E.

1° 19′.91N, 104° 22′.68E.

1° 21′.23N, 104° 24′.09E.

1° 22′.22N, 104° 25′.62E.

1° 23′.51N, 104° 28′.05E.

1° 25′.37N, 104° 30′.95E.

1° 28′.66N, 104° 35′.09E.

1° 34′.10N, 104° 38′.80E.

1° 41′.25N, 104° 42′.77E.

1° 50′.05N, 104° 47′.86E.

1° 55′.89N, 104° 50′.25E.

1° 58′.55N, 104° 49′.95E.

2° 01′.02N, 104° 47′.96E.

2° 07′.91N, 104° 48′.57E.

2° 26′.04N, 104° 56′.08E.

2° 36′.97N, 104° 57′.83E.

2° 38′.55N, 104° 57′.51E.

2° 40′.88N, 104° 56′.51E.

2° 50′.22N, 104° 58′.62E.

3° 06′.09N, 105° 06′.38E.

3° 17′.95N, 105° 13′.53E.

2. Mariners are advised to navigate with caution.

3. Mariners are advised not to anchor or trawl in the vicinity of the cable route.

4. Former Notice 501(P)/08 is cancelled.

**BA Charts affected -1312 -2403 -3831 -3833 -4041 -4042 -4043**

**598(P)/(22/08) SINGAPORE STRAIT - Singapore to Batam - Submarine cables.**

Source: BA Notice 5773(P)/08

(HJ/927/15)

1. Submarine cable laying of two adjacent cables and associated operations are in progress, until January 2009, in the vicinity of the following positions (WGS84 Datum):-

2. MIC-1 and Singapore - Batam 2

1° 10′.06N, 104° 08′.33E.

1° 10′.07N, 104° 08′.44E.

1° 10′.13N, 104° 08′.47E.

1° 10′.77N, 104° 08′.39E.

1° 12′.39N, 104° 08′.56E.

1° 12′.81N, 104° 08′.91E.

1° 12′.61N, 104° 10′.19E.

1° 13′.61N, 104° 10′.98E.

1° 14′.41N, 104° 11′.68E.

1° 14′.67N, 104° 11′.69E.

1° 15′.58N, 104° 11′.40E.

1° 15′.81N, 104° 10′.31E.

1° 16′.19N, 104° 08′.99E.

1° 16′.50N, 104° 08′.64E.

1° 16′.49N, 104° 08′.10E.

1° 17′.00N, 104° 07′.46E.

1° 17′.24N, 104° 06′.73E.

1° 17′.47N, 104° 06′.57E.

1° 17′.70N, 104° 06′.62E.

1° 18′.91N, 104° 05′.76E.

1° 22′.32N, 104° 00′.61E.

1° 22′.33N, 104° 00′.36E.

3. Mariners are advised to navigate with caution.

4. Mariners are advised not to anchor or trawl in the vicinity.

5. Former Notice 501(P)/08 is cancelled.

**BA Charts affected -3831 -3949 -4041 -4042 -4043 -4044**

## 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><b>*JEPPESEN MARINE</b>  <b>Jeppesen India Pvt. Ltd.</b>            505, Raheja Arcade,            Sector-11, CBD Belapur,            Navi Mumbai 400 614            Ph: 91 22 65103668            Fax: 91 22 67939504            Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a></p>	<p><b>*JEPPESEN MARINE</b>  <b>Jeppesen Norway AS</b>            P.O. 212,            N-4379, Egersund, Norway            Ph: 0047 51 464700            Fax: 0047 51 464701            Email: <a href="mailto:info@c-map.no">info@c-map.no</a>            Site: <a href="http://www.c-map.no">www.c-map.no</a></p>	<p><b>C-Map US Commercial</b>            133 Falmouth Road,            Building 2, Postal Code: 02649,            Mashpee, MA, America            Ph: +1 (508) 477 8010            Fax: +1 (508) 539 4381            Email: <a href="mailto:info@c-map.com">info@c-map.com</a></p>
<p><b>C-Map (UK) Ltd.</b>            Systems House            Delta Business Park            Salterns Lane, Fareham,            PO16 0QS, United Kingdom,            Ph: +44 (0) 1329 517777            Fax: +44 (0) 1329 517778            Email: <a href="mailto:info@c-map.co.uk">info@c-map.co.uk</a></p>	<p><b>Mari-Sys Pte Ltd.</b>            20 Ayer Rajah Crescent,            08-21, SE 139964,            Republic of Singapore            Ph: +65 6776 1898            Email: <a href="mailto:info@mari-sys.com">info@mari-sys.com</a></p>	<p><b>Bogerd Martin NV,</b>            Oude Leeuwenrui 37            2000 Antwerp, Belgium            Ph: +32 (3) 2134170            Fax: +32 (3) 2326167            Email: <a href="mailto:sales@martin.be">sales@martin.be</a>            Site: <a href="http://www.martin.be">www.martin.be</a></p>
<p><b>Bogerd Martin Tianjin(China Branch)</b>            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: <a href="mailto:charts-tj@martincn.com">charts-tj@martincn.com</a></p>	<p><b>C-Map Holland</b>            Paleiskade100            PO Box 7            1781 AR Den Helder,            Holland            Ph: +31 223 616 700            E Mail: CorMallie  <a href="mailto:cor@chartworx.nl">cor@chartworx.nl</a></p>	
<p>* Indicates C Map Norway AS has changed name to <b>Jeppesen Marine Norway AS</b>.            Indicates C Map India has changed name to <b>Jeppesen India</b>.</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 14 Nov 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	351	<b>2007 Series:</b> 019 035 050 247 279 293 329. <b>2008 Series:</b> 200 206 297 319 324 327 328 331 341 343 344 350 351
II	E. Atlantic	321	<b>2008 Series:</b> 017 277 286 292 301 303 309 313 315 316 317 320 321.
III	Mediterranean	464	<b>2008 Series:</b> 352 393 398 408 412 415 420 426 429 430 432 433 434 435 438 441 448 450 451 452 457 458 461 462 463 464.
IV	N.W. Atlantic	462	<b>2007 Series:</b> 196. <b>2008 Series:</b> 449 450 451 452 453 454 455 456 457 458 459 460 461 462.
V	W. Atlantic	737	<b>2007 Series:</b> 1078. <b>2008 Series:</b> Nil.
VI	S.W. Atlantic	195	<b>2008 Series:</b> Nil.
VII	S.E. Atlantic	176	<b>2008 Series:</b> 055 072 102 148 170 176
VIII	Indian Ocean	474	<b>2008 Series –</b> 326 353 358 435 440 442 443 446 449 450 451 462 463 464 465 466 467 468 469 472 473 474

- NAVAREA Warnings issued during the period from 30 Oct 08 to 14 Nov 08 (both dates inclusive) are as tabulated below:-

<b>448. Cancelled.</b>																					
<p><b>449. India West Coast- Arabian Sea.</b> Charts 22 23 268 272 273 INT 705 INT 706. Six underwater moorings consisting of an upward looking Acoustic Doppler Current Profiler (ADCP) for measuring the current laid in the following positions:-</p> <table> <thead> <tr> <th><b>Mooring</b></th> <th colspan="2"><b>Position</b></th> </tr> </thead> <tbody> <tr> <td>OKD-1</td> <td>08-58.76N</td> <td>075-13.93E</td> </tr> <tr> <td>OKS-1</td> <td>09-00.00N</td> <td>075-59.45E</td> </tr> <tr> <td>OGD-4</td> <td>15-09.10N</td> <td>072-42.64E</td> </tr> <tr> <td>OGS-4</td> <td>15-10.05N</td> <td>073-11.69E</td> </tr> <tr> <td>OMD-1</td> <td>20-00.05N</td> <td>069-14.09E</td> </tr> <tr> <td>OMS-1</td> <td>19-58.22N</td> <td>069-34.91E</td> </tr> </tbody> </table> <p>2. All vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.</p>	<b>Mooring</b>	<b>Position</b>		OKD-1	08-58.76N	075-13.93E	OKS-1	09-00.00N	075-59.45E	OGD-4	15-09.10N	072-42.64E	OGS-4	15-10.05N	073-11.69E	OMD-1	20-00.05N	069-14.09E	OMS-1	19-58.22N	069-34.91E
<b>Mooring</b>	<b>Position</b>																				
OKD-1	08-58.76N	075-13.93E																			
OKS-1	09-00.00N	075-59.45E																			
OGD-4	15-09.10N	072-42.64E																			
OGS-4	15-10.05N	073-11.69E																			
OMD-1	20-00.05N	069-14.09E																			
OMS-1	19-58.22N	069-34.91E																			
<p><b>450. India East Coast - Gopalpur .</b> Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC will be carried out on following dates:-</p> <table> <tbody> <tr> <td>(a) 02 Nov to 05 Nov 2008</td> <td>(c) 10 Nov to 14 Nov 2008</td> </tr> <tr> <td>(b) 15 Nov to 21 Nov 2008</td> <td>(d) 24 Nov to 27 Nov 2008</td> </tr> </tbody> </table> <p>Danger area bounded by:-</p> <table> <tbody> <tr> <td>(a) 19-14.60N</td> <td>084-53.70E</td> <td>(b) 19-37.05N</td> <td>085-27.85E</td> </tr> <tr> <td>(c) 18-46.05N</td> <td>085-22.86E</td> <td></td> <td></td> </tr> </tbody> </table> <p>And arc of 42 NM radius joining point (b) and (c)</p> <ol style="list-style-type: none"> <li>Safe flying height 6100 metres.</li> <li>Cancel this message on 28 Nov 2008.</li> </ol>	(a) 02 Nov to 05 Nov 2008	(c) 10 Nov to 14 Nov 2008	(b) 15 Nov to 21 Nov 2008	(d) 24 Nov to 27 Nov 2008	(a) 19-14.60N	084-53.70E	(b) 19-37.05N	085-27.85E	(c) 18-46.05N	085-22.86E											
(a) 02 Nov to 05 Nov 2008	(c) 10 Nov to 14 Nov 2008																				
(b) 15 Nov to 21 Nov 2008	(d) 24 Nov to 27 Nov 2008																				
(a) 19-14.60N	084-53.70E	(b) 19-37.05N	085-27.85E																		
(c) 18-46.05N	085-22.86E																				

<p><b>451. India west Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery between 0900 UTC to 1200 UTC on 04 Nov 07 Nov 14 Nov and 18 Nov 2008. Danger area bounded by</p> <table> <tr> <td>(a) 09-57.5N</td> <td>075-59.5E</td> <td>(b) 09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N</td> <td>076-17.5E</td> <td>(d) 09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 19 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													
<b>452 to 457. Cancelled.</b>																
<b>458. Self cancelling. Cancel NAVAREA VIII Message 448 of 2008.</b>																
<b>459. Cancelled.</b>																
<b>460. Cancelled.</b>																
<b>461. Cancelled.</b>																
<p><b>462. Andaman Sea – India Andaman Islands.</b> Charts 33 41 404 473 4015 INT 706. Wilson Island light 12-08.7N, 092-57.5E unlit.</p>																
<p><b>463. Andaman Sea. India Andaman Islands.</b> Charts 33 41 404 473 INT 706. South Button light 12-13.3N 093-01.3E unlit.</p>																
<p><b>464. Andaman Sea. India Andaman Islands.</b> Charts 33 41 404 473 INT 706. Middle Button light 12-16.6N 093-01.8E unlit.</p>																
<p><b>465. Andaman Sea. India Andaman Islands.</b> Charts 33 41 404 473 INT 706. North Button light 12-19.0N 093-04.2E unlit.</p>																
<p><b>466. India East Coast – Bay of Bengal.</b> Charts 31 33 INT 706. Seismic survey is in progress by vessel Osprey Explorer till 15 Nov 2008 in area bounded by:-</p> <table> <tr> <td>(a) 14-30.00N</td> <td>081-15.00E</td> <td>(b) 14-30.00N</td> <td>083-30.00E</td> </tr> <tr> <td>(c) 15-30.00N</td> <td>083-30.00E</td> <td>(d) 15-30.00N</td> <td>085-30.00E</td> </tr> <tr> <td>(e) 14-58.00N</td> <td>085-30.00E</td> <td>(f) 11-30.00N</td> <td>083-15.00E</td> </tr> <tr> <td>(g) 11-00.00N</td> <td>081-15.00E</td> <td></td> <td></td> </tr> </table> <p>2. Vessel towing a single 8500 metres long streamer cable attached to a yellow tail buoy with flashing light. 3. All vessels operating in vicinity are to maintain a clearance of 06 NM and exercise caution. 4. Cancel this message on 16 Nov 2008.</p>	(a) 14-30.00N	081-15.00E	(b) 14-30.00N	083-30.00E	(c) 15-30.00N	083-30.00E	(d) 15-30.00N	085-30.00E	(e) 14-58.00N	085-30.00E	(f) 11-30.00N	083-15.00E	(g) 11-00.00N	081-15.00E		
(a) 14-30.00N	081-15.00E	(b) 14-30.00N	083-30.00E													
(c) 15-30.00N	083-30.00E	(d) 15-30.00N	085-30.00E													
(e) 14-58.00N	085-30.00E	(f) 11-30.00N	083-15.00E													
(g) 11-00.00N	081-15.00E															
<p><b>467. India West Coast – Arabian Sea.</b> Charts 22 256 257 272 293 INT 705. Seismic survey is in progress by Northern Explorer till 30 Nov 2008 in area bounded by:-</p> <table> <tr> <td>(a) 15-00.0N</td> <td>071-45.0E</td> <td>(b) 14-00.0N</td> <td>071-45.0E</td> </tr> <tr> <td>(c) 14-00.0N</td> <td>072-40.0E</td> <td>(d) 14-40.0N</td> <td>072-40.0E</td> </tr> <tr> <td>(e) 14-40.0N</td> <td>073-05.6E</td> <td>(f) 15-00.0N</td> <td>072-55.8E</td> </tr> <tr> <td>(g) 15-00.0N</td> <td>071-45.0E</td> <td></td> <td></td> </tr> </table> <p>2. Vessel towing 01 in number 12000 metres long streamer cable with white flashing light. 3. All vessels operating in vicinity are to maintain a clearance of 09 NM and exercise caution. 4. Cancel this message on 01 Dec 2008.</p>	(a) 15-00.0N	071-45.0E	(b) 14-00.0N	071-45.0E	(c) 14-00.0N	072-40.0E	(d) 14-40.0N	072-40.0E	(e) 14-40.0N	073-05.6E	(f) 15-00.0N	072-55.8E	(g) 15-00.0N	071-45.0E		
(a) 15-00.0N	071-45.0E	(b) 14-00.0N	071-45.0E													
(c) 14-00.0N	072-40.0E	(d) 14-40.0N	072-40.0E													
(e) 14-40.0N	073-05.6E	(f) 15-00.0N	072-55.8E													
(g) 15-00.0N	071-45.0E															
<p><b>468. East Coast- Bay of Bengal.</b> Charts 31 41 301 352 371 INT 73 INT 706. Experimental Flight Vehicle Launching scheduled from ITR Launch Complex between 0330 UTC to 1030 UTC from 12 Nov to 14 Nov 2008</p> <p>2. Danger zone-area bound by following points:-</p> <table> <tr> <td>(a) 21-22.02N</td> <td>086-56.38E</td> <td>(b) 21-23.05N</td> <td>087-07.87E</td> </tr> <tr> <td>(c) 19-36.42N</td> <td>089-43.54E</td> <td>(d) 17-05.95N</td> <td>091-56.57E</td> </tr> <tr> <td>(e) 15-59.03N</td> <td>090-30.31E</td> <td>(f) 18-29.49N</td> <td>088-18.11E</td> </tr> <tr> <td>(g) 21-11.62N</td> <td>086-53.35E</td> <td>(h) 21-22.02N</td> <td>086-56.38E</td> </tr> </table> <p>3. Mariners to exercise caution. 4. Cancel this message on 15 Nov 2008.</p>	(a) 21-22.02N	086-56.38E	(b) 21-23.05N	087-07.87E	(c) 19-36.42N	089-43.54E	(d) 17-05.95N	091-56.57E	(e) 15-59.03N	090-30.31E	(f) 18-29.49N	088-18.11E	(g) 21-11.62N	086-53.35E	(h) 21-22.02N	086-56.38E
(a) 21-22.02N	086-56.38E	(b) 21-23.05N	087-07.87E													
(c) 19-36.42N	089-43.54E	(d) 17-05.95N	091-56.57E													
(e) 15-59.03N	090-30.31E	(f) 18-29.49N	088-18.11E													
(g) 21-11.62N	086-53.35E	(h) 21-22.02N	086-56.38E													
<p><b>469. India West Coast – Off Mumbai.</b> Charts 21 22 211 255 293 INT 705. Lighterage Operation in progress around 02 Nm of Mumbai Lighterage point 18-56.0N, 072-24.0E.</p> <p>2. Mariners to exercise caution.</p>																
<b>470. Cancelled.</b>																
<b>471. Cancelled.</b>																



**472. Cancel NAVAREA VIII message 430 and 447 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	16-59.87N	082-22.52E
Deep Water Frontier	16-30.00N	082-32.00E
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	09-27.96N	078-58.64E
PERRO NEGRO III	16-40.16N	082-25.72E
Discoverer 534	16-33.00N	082-33.00E
Hercules 258	16-37.13N	082-22.27E
Sagar Jyoti	16-22.06N	081-59.41E
Discoverer Seven Seas	08-56.00N	078-43.00E
Deepwater Expedition	16-42.00N	082-42.00E
Deepsea Matdrill	16-22.12N	081-57.76E
Essar Wild Cat	16-40.01N	082-31.80E
Sagar Bhushan	16-15.64N	082-11.22E

2. Wide berth requested.

**473. Cancel NAVAREA VIII Message 431 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	19-28.47N	071-12.52E
Aban IV	18-36.16N	071-01.65E
Aban V	20-43.00N	072-19.06E
Badrinath	19-22.01N	071-36.43E
Discovery – 1	20-20.16N	072-01.35E
Frontier ice	19-54.20N	071-18.95E
JT Angel	18-38.00N	072-14.00E
Kedarnath	19-11.75N	072-13.25E
Noble Charlie Yester	19-17.78N	071-20.67E
Noble ED Holt	18-33.63N	072-14.94E
Pride Pennsylvania	19-19.43N	071-14.10E
Pride Hawaii	18-31.88N	072-16.74E
Ron Tappmeyer	19-12.00N	072-11.00E
Randolph Yost	19-05.00N	072-06.00E
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	19-11.56N	071-58.67E
Sagar Uday	19-16.26N	071-29.06E
Sagar Kiran	17-49.11N	072-36.91E
Trident – 2	19-26.00N	071-24.00E
Trident – 12	19-27.00N	071-26.00E
Deep Driller 4	19-19.28N	072-00.48E
Ensco-50	19-18.23N	072-02.75E
CT Thoronton	19-53.00N	071-14.00E
FG McClintock	20-06.00N	071-25.00E

2. Wide berth requested.

**474. India West Coast – Approaches to Srivardhan and Bankot.** Charts 21 22 212 256 293 2030 INT 705. . Hydrographic survey will be progressed by Naval Survey Vessel Sutlej and Survey Motor Boat from 15 Nov to 10 Dec 2008 in the following area:-

- (a) 17-55.00N 072-49.50E (b) 17-55.00N 073-04.50E  
(c) 18-04.50N 073-04.50E (d) 18-04.50N 072-49.50E

2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution.  
3. Cancel this message on 11 Dec 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	219	<b>2007 Series:</b> 022 027 062 095 106 155 172 200 212. <b>2008 Series:</b> 006 022 027 044 045 046 051 061 069 089 105 107 128 157 160 173 176 179 180 182 184 189 190 191 199 201 202 203 205 207 209 210 211 213 214 215 216 217 218 219.
X	Australia, New Guinea	333	<b>2008 Series:</b> 276 280 303 319 321 323 324 325 329 330 332 333
XI	Malacca Strait, China Sea, N. Pacific	0679	<b>1996 Series:</b> 0925. <b>1998 Series:</b> 0655. <b>1999 Series:</b> 0053 0187 0310. <b>2001 Series:</b> 0182 0775. <b>2003 Series:</b> 0106 0304. <b>2004 Series:</b> 0361. <b>2005 Series:</b> 0271 0307. <b>2006 Series:</b> 0005 0250 0303 0561. <b>2007 Series:</b> 0002 0093 0133 0309 0344 0366 0457 0513 0519 0523 0546 0557. <b>2008 Series:</b> 0004 0006 0011 0014 0018 0020 0054 0091 0113 0160 0210 0219 0322 0326 0336 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0412 0439 0469 0475 0558 0602 0610 0618 0631 0634 0637 0638 0639 0641 0645 0646 0661 0673 0674 0675 0677 0678 0679.
XII	N.E. Pacific	469	<b>2008 Series:</b> Nil
XIII	N.W. Pacific	053	<b>2008 Series:</b> Nil
XIV	S.W. Pacific	085	<b>2008 Series:</b> Nil
XV	S.E. Pacific	124	<b>2008 Series:</b> Nil
XVI	E. Pacific	171	<b>2008 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	2215	<b>2008 Series:</b> 1140 1141 1473 1656 1982 2198..
Hydroplants	Atlantic, Mediterranean	1925	<b>2008 Series:</b> 300.

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

-NIL-

**SECTION – VII: CORRECTIONS TO LIST OF LIGHTS**

No	Name & Location	Position (Lat-Long)	Characteris tics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>D6590</b>	- Ilha de Mafamede. NW end	16 21·19 S 40 01·80 E	Fl(2)R 10s	24	13	White 6-sided tower 25	<i>fl 0·5, ec 1, fl 0·5, ec 8.</i> Vis 029°-049°(20°) over Puga Puga Island. Vis 206°-221°(15°) over Santo Antonio Reef. <b>TE 2008</b> *
<b>D7400-95</b> *	- Khalifa Bin Salmān Jetty. Head *	26 10·68 N 50 42·84 E *	Fl G 2s *	6 *	* *	* *	* *
<b>D7401-2</b>	- GIIC	26 11·42 N 50 41·28 E	2 F R(vert)	..	..	Dolphin	<b>TE; works in progress 2008</b> *
<b>F0381.8</b>	Remove from list						
<b>F0382</b>	Vādīnār OffshorTerminal SBM I	22 30·62 N 69 42·05 E	Fl W15s	..	..	..	Ra refl
	--	..	Horn				
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78830 *
	*	*	*		*		
<b>F0384.5</b>	Remove from list						
<b>F0397</b>	. <b>Kachchigadh</b>	22 19·87 N 68 56·92 E	Fl(4)W 15s	33	<b>26</b>	White round concrete tower, red bands 30	<i>(fl 0·4, ec 1·5) x 3, fl 0·4, ec 8·9</i>
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78900 *
		*	*				
<b>F0448</b>	- <b>Piram Island</b>	21 35·95 N 72 21·15 E	Fl(2)W 10s	46	<b>27</b>	White round masonry tower, black bands 27	<i>fl 0·3, ec 2·2, fl 0·3, ec 7·2</i>
	--	..	Racon	..	..	..	ILRS Vol 2 Station 78970 *
			*				
<b>F1005</b>	Remove from list						

<b>F1202.6</b>	North Button Island	12 19.0N 93 04.2E	Fl W 10s	57	8	White framework tower, black bands 14	<i>fl 0.5.</i> <b>TE 2008</b> *
<b>F1202.62</b>	Middle Button Island	12 16.6N 93 01.8E	Fl(2)W 20s	37	8	White framework tower, black bands 14	<i>fl 0.5, ec 1, fl 0.5, ec 18</i> <b>TE 2008</b> *
<b>F1202.64</b>	South Button Island	12 13.3N 93 01.3E	Fl W 15s	25	8	White metal framework tower, red bands 14	<i>fl 0.5</i> <b>TE 2008</b> *
<b>F1202.68</b>	Wilson Island	12 08.7N 92 57.5E	Fl(2)W 20s	. .	10	White framework tower , red bands 12	<i>fl 0.5, ec 1, fl 0.5, ec 18</i> <b>TE 2008</b> *
<b>F1371</b>	- Pertamina Jetty. E end	3 47:52 N 98 42:53 E *	Q W *	2	4.5	Dolphin *	
<b>F1371-5</b> *	- Passenger Terminal *	3 47:23 N 98 41:97 E *	F R *	50	2	 *	 *
<b>K1053-4</b>	- E Jetty. Head (I)	5 53:23S 106 01:60E *	Fl R 2.5s *	10	8	□ on beacon *	

**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 01Aug 2006)*

**NIL**

**INP 31(5), 1997**

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

**NIL**

**INP 31(6), 2005***(Last correction: Edition No. 20 dated 16 Oct 2008)***PAGE 26, DJIBOUTI I, after DJIBOUTI I entry.**

Insert new entry:

OTHER PORT IN THE AREA

**Doraleh** 11°36'N 43°05'E**Pilots and Port****CONTACT DETAILS:****Djibouti Port Control/Harbour Master**

Call: Djibouti Port Control

VHF Frequency: Ch 12 16

Telephone: +253 354001

+253 351284

Fax: +253 357078

E-mail: port@intnet.dj

**Horizon Djibouti Terminal**

Call: Horizon Djibouti Terminal

VHF Frequency: Ch 12 16

Telephone: +253 879644

+253 365000

+253 315030

**HOURS:** H24**PROCEDURE:**

(1) **Notice of ETA:** Vessels should send initial ETA to Djibouti Port Control/Harbour Master at least 48h prior to arrival, or immediately on leaving the last port, whichever is the later, and confirm ETA 24h prior to arrival at Doraleh Port pilot station. The initial ETA report should include the following:-

- (a) ETA, arrival draught, LOA, Gross Tonnage, displacement, number of crew, port of registry, last port, next port and health information.
- (b) Stowage plan for all cargo to be discharged and preferred order of discharge
- (c) Maximum freeboard measured from manifold to water surface during discharge.
- (d) Confirm maximum draft alongside will not exceed 20m for berth 1 and 18.5m for berth 2.
- (e) Best estimate of discharge time and discharge rate
- (f) Manifolds numbered from forward to be used for discharge
- (g) Confirm correct size presentation flanges will be fitted to discharge manifolds
- (h) Confirm vessel oil tight and scuppers sealed on arrival
- (i) Quantity, origin and stowage of slops
- (j) Free water in slops and cargo
- (k) Bunker requirements
- (l) Bills of lading in Metric Tonnes, vessels loaded Metric Tonnes and densities
- (m) Confirm a positive initial metacentric height of not less than 0.15m (corrected for free surface) will be maintained throughout all cargo and ballast operations.

(2) Vessels proceeding to Djibouti Doraleh Port Oil Jetty to discharge cargoes should forward their contact details via the agent to Horizon Djibouti Terminal at least 48h before ETA at the berth.

(3) Vessels should establish contact with Djibouti Port Control on VHF Ch 12 at least 2h before arrival at the pilot boarding area.

(4) Pilots are available H24.

(5) **Outward-bound vessels** should advise the Pilot Station via Port Control at least 1h prior to departure.

(6) **Pilot Boards** in position 11°40'·20N 43°05'·20E.

## **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](mailto:incho@dataone.in); [incho\\_marinesafety@dataone.in](mailto:incho_marinesafety@dataone.in)  
[incho\\_navwarnings@dataone.in](mailto:incho_navwarnings@dataone.in); [incho\\_helpdesk@dataone.in](mailto:incho_helpdesk@dataone.in)  
Fax No.: (0135) 2748373  
WEB: [www.hydrobharat.nic.in](http://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.