



# INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 23 DATED 01 DEC 2008

(CONTAINS NOTICES 599 TO 618)

REACH US 24 HOURS A DAY



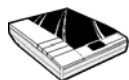
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in角度\_helpdesk@dataone.in



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



visit

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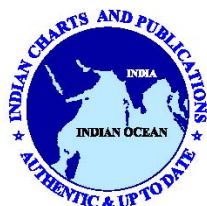
**Mariner's Obligation and A Chart Maker's Plea.** Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt. 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>Price(Rs)</i>	<i>Remarks</i>
<b>Indian Notices to Mariners Special Edition 2008</b>	<b>1000.00</b>	<b>Permanently withdrawn Indian Notices to Mariners Special Edition 2004</b>

**(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 INDIAN ELECTRONIC NAVIGATIONAL CHART**

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

**(d) FORTHCOMING CHARTS**

<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

**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 599 to 618 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>
20	1	603,609	2403	45	618(P)
21	2	599	2523(INT 7250)	40	603,617(T)
31	5	614(T),615(T)	2886(INT 7243)	40	603
33	5	616(T)	2889(INT 7211)	40	605
41	6	616(T)	2895	32	607
201	2	599	2896	32	607
202	2	599	3174	40	609
204	2	599	3175(INT 7212)	40	604
251(INT 7318)	2	599	3176(INT 7216)	40	604
252(INT 7325)	2	599	3179	40	605
271	2	599	3411(INT 7218)	40	604
288	1	603	3412(INT 7219)	40	604
289	1	603,609	3736(INT 7258)	40	608
291	2	599	3737(INT 7255)	40	608
292(INT 7021)	2	599	3738(INT 7254)	40	608
352(INT 7416)	5	614(T)	3785	32	606
353(INT 7413)	5	614(T)	3789	40	603
403	6	616(T)	3790(INT 7252)	40	617(T)
404	6	616(T)	3791	40	603
405	6	616(T)	3831	45	618(P)
473	6	616(T)	3950	40	603,605
3002(INT 7410)	5	600	3951	40	605
3010(INT 7418)	5	601	4035	45	612
4008	6	602	4036	45	611
4014	6	616(T)	4038	45	610
4016	6	616(T)	4039	45	610
7705(INT 705)	1	599,606	4040	45	610,612
7706(INT 706)	1	614(T),615(T),616(T)	4041	45	612
8004	1	609	4042	45	618(P)
8005	1	609	4043	45	613,618(P)

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

**\*599/(23/08) INDIA – WEST COAST – Jakhau to Dwarka – Wreck.**

Source: INS Sarveshak ROS A(N) -243

(HJ/1131/21)

**Chart 21** [previous update 503/08]

Delete  Mast PA 22° 46′.0N, 68° 44′.0E.

**Chart 291** [previous update 381/08]

Delete  PA 22° 08′.4N, 68° 55′.4E.

**Chart 292(INT 7021)** [previous update 526/08]

Delete  PA 22° 08′.4N, 68° 55′.4E.

**Chart 271** [previous update 378/08]

Delete  Mast PA 22° 46′.0N, 68° 44′.0E.



PA

22° 08′.4N, 68° 55′.4E.



23° 20′.0N, 68° 18′.0E.

**Chart 251(INT 7318)** [previous update 381/08]

Delete  Mast PA 22° 46′.0N, 68° 44′.0E.



23° 20′.0N, 68° 18′.0E.

**Chart 252(INT 7325)** [previous update 381/08]

Delete  PA 22° 08′.4N, 68° 55′.4E.

**Chart 201** [previous update 337/08]

Delete  23° 20′.0N, 68° 18′.0E.

**Chart 202** [previous update 381/08]

Delete  Mast PA 22° 46′.0N, 68° 44′.0E.



PA

22° 08′.4N, 68° 55′.4E.



23° 20′.0N, 68° 18′.0E.

**Chart 204** [previous update 381/08]

Delete  PA 22° 08′.4N, 68° 55′.4E.

**Chart 7705(INT 705)** [previous update 533/08]

Delete  Mast PA 22° 46′.0N, 68° 44′.0E.

**\*600/(23/08) INDIA – EAST COAST– Approaches to Vishakhapatnam-Gangavarm Port – Port limit. Anchorage limit. Buoys. Pilot boarding. Legend.**

Source: Gangavaram Port






(HJ/1029/76)

**Cancel former INM 168(P)/07 and 402(P)/08**

**Chart 3002(INT 7410) [previous update 405/07]**

Insert	port limit, pecked line,-----, joining	(a) 17° 38′.56N, 83° 15′.62E. (b) 17° 34′.89N, 83° 21′.89E. (c) 17° 27′.50N, 83° 15′.90E. (S border) and (d) 17° 27′.50N, 83° 10′.35E. (S border) (e) 17° 28′.00N, 83° 09′.75E. (W border)
	legend, <i>limit of port of Gangavaram</i> , along	(a)-(b) above (b)-(c) above (d)-(e) above
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage A</i> , centered on:	17° 35′.39N, 83° 17′.52E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage B</i> , centered on:	17° 35′.40N, 83° 16′.04E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage C</i> , centered on:	17° 34′.21N, 83° 16′.79E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage D</i> , centered on:	17° 34′.38N, 83° 18′.62E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage E</i> , centered on:	17° 32′.96N, 83° 15′.26E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage F</i> , centered on:	17° 30′.32N, 83° 16′.54E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage G</i> , centered on:	17° 30′.55N, 83° 12′.69E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage I</i> , centered on:	17° 28′.28N, 83° 10′.94E.
	circular limit of anchorage area, 1250 m radius, and legend, <i>Anchorage J</i> , centered on:	17° 27′.38N, 83° 13′.19E.
	circular limit of examination anchorage area, 600 m radius, and legend , <i>Examination anchorage</i> , centered on:	17° 36′.52N, 83° 16′.11E.

**\*600/(23/08) INDIA – EAST COAST– Approaches to Vishakhapatnam-Gangavarm Port – Port limit. Anchorage limit. Buoys. Pilot boarding. Legend.(Continued)**

Insert	dumping area, pecked line,-----, joining	17° 35′.85N, 83° 16′.91E. 17° 36′.21N, 83° 17′.33E. 17° 36′.49N, 83° 16′.84E. 17° 36′.13N, 83° 16′.43E. 17° 36′.20N, 83° 16′.90E.
	legend, <i>Dumping Area</i> , centered on:	
	 <i>Fl.G.5s</i> <i>No.1</i>	17° 37′.64N, 83° 15′.82E.
	 <i>Fl.R.5s</i> <i>No.2</i>	17° 37′.50N, 83° 15′.74E.
	 <i>Fl(3).G.15s</i> <i>No.3</i>	17° 37′.60N, 83° 15′.28E.
	 <i>Fl(3).R.15s</i> <i>No.4</i>	17° 37′.46N, 83° 15′.29E.
		17° 36′.98N, 83° 17′.60E.

Delete	port limit, pecked line,-----, joining	17° 38′.43N, 83° 15′.37E. (f) 17° 36′.28N, 83° 19′.31E. (g) 17° 32′.91N, 83° 16′.25E. 17° 35′.20N, 83° 12′.33E.
	legend, <i>limit of port of Gangavaram</i> , along	(f)–(g) above

**\*601/(23/08) INDIA – EAST COAST- Plan Paradip Port - Light.**

Source: NHO Dehradun

(HJ/1129/03)

**Chart 3010(INT 7418)** [previous update NE- 31 Oct 2008]

Amend	range of light to, 8M	20° 16′.71N, 86° 40′.05E.
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**\*602/(23/08) INDIA – Andaman Islands– Stewart Sound-Wreck.**

Source: INS Nirupak ROS M(N) - 167

(HJ/1028/27)

**Chart 4008** [previous update 097/08]

Delete	 <i>PA</i>	12° 56′.4N, 92° 57′.3E.
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**603/(23/08) QATAR – Ra's Laffan North-eastwards - Submarine pipelines. Legends. Tanker mooring buoys.**

Source: BA Notice 5993/08

**Former Notice INM 202(P)/08 is cancelled.**

(HJ/1132/67)

**Chart 20** [previous update 568/08] WGS84 DATUM

Insert symbol, lighted tanker mooring buoy (a) 26° 00'·8N., 52° 04'·9E.  
submarine pipeline, , joining: 25° 55'·1N., 51° 34'·4E.  
(shore)  
25° 57'·8N., 51° 36'·4E.  
(a) above


**Chart 288** [previous update 568/08]

Delete legend, See INM 202(P)/08, centred on: 26° 22'·00N., 52° 10'·00E.


**Chart 289** [previous update 569/08]

Delete legend, See INM 202(P)/08, centred on: 26° 23'·00N., 52° 01'·00E.

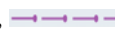
**BA Chart 2523 (INT 7250)** [previous update 568/08] WGS84 DATUM

Insert submarine pipeline, , joining: 25° 55'·07N., 51° 34'·35E.  
(shore)  
25° 56'·63N., 51° 34'·88E.  
25° 57'·43N., 51° 35'·49E.  
(a) 25° 57'·77N., 51° 36'·38E.  
(b) 26° 00'·67N., 52° 03'·72E.  
26° 00'·78N., 52° 04'·91E.  
Delete legend, Gas (see Note), along: (a)-(b) above  
legend, Pipeline See NM 1024(P)/07, centred on: 26° 01'·70N., 52° 04'·00E.

**BA Chart 2886 (INT 7243)** [previous update NE- 21 Aug 2008 ] WGS84 DATUM


Insert submarine pipeline, , joining: 25° 55'·1N., 51° 34'·4E.  
(shore)  
25° 56'·6N., 51° 34'·9E.  
(a) 25° 57'·8N., 51° 36'·4E.  
(b) 26° 00'·7N., 52° 03'·7E.  
26° 00'·8N., 52° 04'·9E.  
Delete legend, Gas (see Note), along: (a)-(b) above  
legend, PIPELINES See NM 1024(P)/08, close NE of: (b) above

**BA Chart 3789** [previous update 410/07] WGS84 DATUM

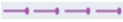
Insert submarine pipeline, , joining: (a) 25° 55'·088N., 51° 34'·361E.  
(shore)  
(b) 25° 56'·315N., 51° 34'·772E.  
(scale)  
Delete legend, Gas (see Note), along: (a)-(b) above

**603/(23/08) QATAR – Ra’s Laffan North-eastwards - Submarine pipelines. Legends. Tanker mooring buoys.**  
**(Continued)**

**BA Chart 3791** [previous update 188/08] WGS84 DATUM

Insert	submarine pipeline,  , joining:	25° 55′.09N., 51° 34′.36E. (shore) 25° 56′.63N., 51° 34′.88E. 25° 57′.43N., 51° 35′.49E. (a) 25° 57′.77N., 51° 36′.38E. (b) 25° 58′.26N., 51° 40′.93E. 25° 58′.36N., 51° 43′.16E. (c) 25° 58′.69N., 51° 44′.84E. (d) 25° 59′.55N., 51° 53′.00E. (E border) and 26° 01′.77N., 51° 34′.58E. (scale) (e) 26° 01′.01N., 51° 34′.36E. (f) 25° 57′.90N., 51° 34′.31E. 25° 57′.33N., 51° 34′.17E. 25° 55′.60N., 51° 33′.20E. (shore) (a)-(b) above (c)-(d) above (e)-(f) above
Delete	legend, <i>Gas (see Note)</i> , along:  legend, <i>See INM 202(P)/08</i> , centred on:	26° 01′.00N., 51° 43′.50E

**BA Chart 3950** [previous update 539/08] REVISED NAHRWAN DATUM

Insert	symbol, tanker mooring buoy, <i>Mo(U)5s CALM-1</i> symbol, tanker mooring buoy, <i>Mo(U)5s CALM-2</i> submarine pipeline,  , joining:	(a) 26° 00′.56N., 52° 03′.66E. (b) 26° 00′.67N., 52° 04′.85E. 25° 54′.96N., 51° 34′.30E. (shore) 25° 56′.52N., 51° 34′.82E. 25° 57′.32N., 51° 35′.43E. (c) 25° 57′.66N., 51° 36′.32E. (d) (a) above (b) above and (e) 26° 04′.62N., 51° 35′.49E. (N border) (f) 26° 00′.90N., 51° 34′.30E. 25° 57′.58N., 51° 34′.25E. (existing pipeline) (c)-(d) above (e)-(f) above
Delete	legend, <i>Gas (see Note)</i> , along:  legend, <i>See INM 202(P)/08</i> , close N of:	(b) above

**604/(23/08) UNITED ARAB EMIRATES - Dubai (Dubayy) - Dubai Dry Docks South-westwards - Restricted area. Buoyage. Works.**

Source: BA Notice 6189/08

(HJ/1132/54)





**BA Chart 3175 (INT 7212)[ previous update 512/08 ] WGS84 DATUM**

Insert	limit of restricted area, entry prohibited, pecked line, joining:	(a)	25° 15′·20N., 55° 15′·00E.
		(b)	25° 14′·50N., 55° 14′·90E.
		(c)	25° 14′·20N., 55° 15′·60E.
		(d)	25° 14′·60N., 55° 15′·80E.

**BA Chart 3176 (INT 7216)[ previous update 536/08 ] WGS84 DATUM**

Insert	limit of restricted area, entry prohibited, pecked line, joining:	(a)	25° 15′·20N., 55° 15′·00E.
		(b)	25° 14′·50N., 55° 14′·90E.
		(c)	25° 14′·20N., 55° 15′·60E.
		(d)	25° 14′·60N., 55° 15′·80E.

**BA Chart 3411 (INT 7218)[ previous update 513/08 ] WGS84 DATUM**

Insert	 Q	(a)	25° 15′·20N., 55° 15′·00E.
	 Q(9)15s	(b)	25° 14′·50N., 55° 14′·90E.
	 Q(6)+LFl.15s	(c)	25° 14′·20N., 55° 15′·60E.
	 Q(3)10s	(d)	25° 14′·60N., 55° 15′·80E.
	limit of restricted area, entry prohibited, pecked line, joining:		(a) above
			(b) above
			(c) above
			(d) above
	legend, Jumaira Gardens City Works in progress (2008), within:		(a)-(d) above

**BA Chart 3412 (INT 7219)[ previous update 513/08 ] WGS84 DATUM**

Insert	limit of restricted area, entry prohibited, pecked line, joining:	(a)	25° 15′·20N., 55° 15′·00E.
		(b)	25° 14′·50N., 55° 14′·90E.
		(c)	25° 14′·20N., 55° 15′·60E.
		(d)	25° 14′·60N., 55° 15′·80E.
	legend, Works in progress (2008) (buoyed), within:		(a)-(d) above

**605/(23/08) UNITED ARAB EMIRATES - Jazirat Dayyinah to Qaşar Mal'ab –Buoyage.**

Source: BA Notice 5994/08

(HJ/1132/47)

**BA Chart 2889 (INT 7211)[ previous update 536/08 ] WGS84 DATUM**

Insert  *Q* 24° 58'·98N., 52° 23'·33E.

**BA Chart 3179[ previous update 535/08] WGS84 DATUM**

Insert  *Q* 24° 58'·98N., 52° 23'·33E.

**BA Chart 3950[ previous update 603/08] REVISED NAHRWAN DATUM**

Insert  *Q* 24° 58'·87N., 52° 23'·27E.

**BA Chart 3951[ previous update 420/08] REVISED NAHRWAN DATUM**

Insert  *Q* 24° 41'·90N., 51° 48'·19E.  
24° 39'·47N., 51° 53'·96E.  
24° 36'·70N., 51° 42'·96E.  
24° 26'·55N., 51° 32'·32E.

 *Q(9)15s* 24° 30'·26N., 51° 42'·52E.  
24° 27'·33N., 51° 40'·22E.  
24° 25'·38N., 51° 30'·85E.  
24° 24'·04N., 51° 31'·63E.  
24° 23'·06N., 51° 31'·71E.

**606/(23/08) OMAN - South East Coast - Al Qiblō-yah North-eastwards and Ra.s al Madrasah Eastwards and South- westwards - Depths.**

Source: BA Notice 6250 /08

(HJ/1032/82)

**Chart 7705 (INT 705)[ previous update 599/08] COMPATIBLE WITH WGS84 DATUM**

Insert depth 183 and extend 200m contour SE to enclose (a) 18° 25'·8N., 57° 39'·0E.

Delete depth 474, close SE of: (a) above

**BA Chart 3785 [ previous update 415/08 ] WGS84 DATUM**

Insert depth 252 (a) 19° 03'·3N., 58° 15'·0E.

depth 183 (b) 18° 25'·8N., 57° 39'·0E.

depth 84, enclosed by 100m contour 17° 33'·6N., 56° 26'·8E.

Delete depth 373, close NE of: (a) above

depth 283, adjacent to: (b) above

**607/(23/08) OMAN - South East Coast - Approaches to Port Salalah (Mina Raysut) - Anchorage area.**  
**Cautionary note.**


Source: BA Notice 6274 /08

(HJ/1032/65)

**BA Chart 2895**[ *previous update 484/08*] WGS84 DATUM

Insert	limit of anchorage area, pecked line, joining:	16° 56′.00N., 54° 04′.00E. 16° 56′.00N., 54° 05′.40E. 16° 54′.00N., 54° 05′.40E. 16° 54′.00N., 54° 04′.00E.
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**BA Chart 2896**[ *previous update 484/08*] WGS72 DATUM

Insert	limit of anchorage area, pecked line, joining:	(a) 16° 56′.00N., 54° 04′.00E. (b) 16° 56′.00N., 54° 05′.39E. (c) 16° 54′.00N., 54° 05′.39E. (d) 16° 54′.00N., 54° 04′.00E.
	 D, within:	(a)-(d) above
Delete	the accompanying note, SALALAH ANCHORAGE AREAS, centred on: former note, SALALAH ANCHORAGES, centred on:	16° 55′.00N., 53° 56′.78E. 16° 55′.54N., 53° 56′.70E.

**608/(23/08) BAHRAIN – Mina Salman and approaches - Light. Depths. Works.**

Source: BA Notice 6093 /08

Indian List of Light Vol. D&E, 2003, D-7400.95

(HJ/1132/69)

**BA Chart 3736 (INT 7258)**[ *previous update 390/08* ] WGS84 DATUM

Insert	★ Fl.G.2s6m depth 5 <sub>9</sub> depth 9 <sub>3</sub> and extend 10m contour SW to enclose legend, Works in progress (2008), centred on:	26° 10′.680N., 50° 42′.840E. 26° 11′.121N., 50° 41′.787E. 26° 11′.012N., 50° 41′.583E. 26° 11′.300N., 50° 41′.350E.
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**BA Chart 3737 (INT 7255)**[ *previous update 390/08* ] WGS84 DATUM

Insert	★ Fl.G.2s depth 5 <sub>9</sub> legend, Works in progress (2008), centred on:	26° 10′.68N., 50° 42′.84E. (a) 26° 11′.12N., 50° 41′.79E. 26° 11′.25N., 50° 41′.20E.
Delete	depth 7 <sub>6</sub> , close NW of:	(a) above

**BA Chart 3738 (INT 7254)**[ *previous update 390/08* ] WGS84 DATUM

Insert	★ Fl.G	26° 10′.68N., 50° 42′.84E.
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**609/(23/08) STRAIT OF HORMUZ - Bukha Oilfield - Platform. Radar beacon.**

Source: BA Notice 6276 /08

Indian List of Radio Signal Vol.2 - 76710  
(HJ/1132/64)**Chart 20** [ *previous update 603/08* ]

Insert  (a) 26° 22'·8N., 55° 58'·8E.  
radar beacon, Racon (B), at platform (a)above

**Chart 289** [ *previous update 603/08* ]

Insert  *West Bukha* (a) 26° 22'·8N., 55° 58'·8E.  
radar beacon, Racon (B), at platform (a)above

**Chart 8004** [ *previous update 569/08* ]

Insert  *West Bukha* (a) 26° 22'·8N., 55° 58'·8E.  
radar beacon, Racon (B), at platform (a)above

**Chart 8005** [ *previous update 511/08* ]

Insert  *West Bukha* (a) 26° 22'·79N., 55° 58'·80E.  
radar beacon, Racon (B), at platform (a)above

**BA Chart 3174** [ *previous update 516/08* ] WGS84 DATUM



Insert  *West Bukha* (a) 26° 22'·9N., 55° 58'·8E.  
radar beacon, Racon (B), at platform (a)above

**610/(23/08) SINGAPORE - Tuas View Southwards -Buoyage.**



Source: BA Notice 6015/08

(HJ/927/16)



**BA Chart 4038** [ *previous update 470/08* ] WGS84 DATUM

Move  *VQ(9)10s PKHDB-16A*, from: 1° 13'·13N., 103° 36'·07E  
to: (a) 1° 13'·08N., 103° 36'·29E  
Delete  *Fl.Y.2s PKHDB-16* (a)above

**BA Chart 4039** [ *previous update 521/08* ] WGS84 DATUM

Move  *VQ(9)10s PKHDB-16A*, from: 1° 13'·13N., 103° 36'·07E  
to: (a) 1° 13'·08N., 103° 36'·29E  
Delete  *Fl.Y.2s PKHDB-16* (a)above

**BA Chart 4040** [ *previous update 521/08* ] WGS84 DATUM

Move  *VQ(9)10s PKHDB-16A*, from: 1° 13'·13N., 103° 36'·07E  
to: (a) 1° 13'·08N., 103° 36'·29E  
Delete  *Fl.Y.2s PKHDB-16* (a)above

**611/(23/08) SINGAPORE - Pulau Semakau Northwards - Maritime limit. Legend. Buoyage.**

Source: BA Notice 6017/08

(HJ/927/16)

**BA Chart 4036** [previous update 520/08] WGS84 DATUM

Delete maritime limit, pecked line, joining:

- (a) 1° 13′.470N., 103° 45′.334E.  
(N border)
- (b) 1° 13′.369N., 103° 45′.563E.
- (c) 1° 13′.381N., 103° 45′.785E.
- (d) 1° 13′.470N., 103° 45′.778E.  
(N border)

legend Works in progress (2006), within:



Fl.Y.4s Ular 2



Fl(4)Y.15s Ular 1

(a)-(d) above

(b) above

(c) above

**612/(23/08) SINGAPORE - Pulau Sebarok Southwards - Depths.**

Source: BA Notice 6018/08

(HJ/927/16)

**BA Chart 4035** [previous update 519/08] WGS 84 DATUMInsert depth 17<sub>2</sub>

(a) 1° 11′.941N., 103° 47′.605E.

Delete depth 16, close SE of:

(a) above

**BA Chart 4040** [previous update 610/08] WGS 84 DATUMSubstitute depth 17<sub>2</sub> for depth 16

1° 11′.94N., 103° 47′.61E.

**BA Chart 4041** [previous update 519/08] WGS 84 DATUMSubstitute depth 17<sub>2</sub> for depth 16

1° 11′.94N., 103° 47′.61E.

**613/(23/08) MALAYSIA - Peninsular Malaysia, East Coast - Johor - Pelabuhan Calder - Approaches to Sungai Santi – Light buoy.**

Source: BA Notice 6210/08

(HJ/927/15)

**BA Chart 4043** [previous update 543/08] WGS84 DATUM

Amend light-buoy to, Fl(2)10s

1° 23′.83N., 104° 05′.64E.

**SECTION – III: TEMPORARY AND PRELIMINARY NOTICES****\*614(T)/(23/08) INDIA – EAST COAST– Bay of Bengal - Seismic Survey.**

Source: NAVAREA VIII Warnings 477/08.

(HJ/1029/93)

1. Seismic Survey By “Western Spirit” till 30 May 2009 in area bounded by:
  - (a) 19° 50′.0N, 086° 20′.0E.
  - (b) 19° 50′.0N, 087° 10′.0E.
  - (c) 19° 22′.0N, 087° 10′.0E.
  - (d) 19° 22′.0N, 086° 20′.0E.
2. Vessel towing 08 in number 6000 meters long Streamer Cables with a flashing light.
3. All vessels operating in vicinity are to maintain a safe distance of 05 NM from the vessel and exercise caution.
4. **Cancel this notice on 31 May 2009.**

**Charts affected – 31 - 352(INT 7416) – 353(INT 7413)-7706(INT 706).****\*615(T)/(23/08) INDIA – EAST COAST- Bay of Bengal - Seismic Survey.**

Source: NAVAREA VIII Warnings 497/08.

(HJ/1029/53)

1. Seismic Survey By “Bergen Surveyor” till 31 Dec 2008 in area bounded by:
  - (a) 15° 00′.0N, 085° 00′.0E.
  - (b) 15° 00′.0N, 086° 30′.0E..
  - (c) 16° 00′.0N, 086° 45′.0E.
  - (d) 16° 00′.0N, 085° 00′.0E.
2. Vessel towing 01 in number 10300 meters long Streamer Cable attached with a yellow colored tail buoy with white flashing light.
3. All vessels operating in vicinity are to maintain a safe distance of 08 NM from the vessel and exercise caution.
4. **Cancel this notice on 01 Jan 2009.**

**Charts affected – 31-7706(INT 706)****\*616(T)/(23/08) INDIA – ANDAMAN SEA-Andaman Island - Seismic Survey.**

Source: NAVAREA VIII Warnings 478/08.

(HJ/1028/26)

1. Seismic Survey By “Geco Topaz” till 31 Jan 2009 in area bounded by:
  - (a) 12° 30′.5N, 093° 45′.0E.
  - (b) 12° 30′.0N, 093° 17′.0E..
  - (c) 11° 40′.0N, 093° 17′.0E.
  - (d) 11° 40′.0N, 093° 06′.0E.
  - (e) 11° 00′.0N, 093° 06′.0E.
  - (f) 11° 00′.0N, 093° 45′.0E.
2. Vessel towing 08 in number 6000 meters long Streamer Cables attached with a yellow colored tail buoy with white flashing light.
3. All vessels operating in vicinity are to maintain a safe distance of 06 NM from the vessel and exercise caution.
4. **Cancel this notice on 01 Feb 2009.**

**Charts affected – 33-41-403-404-405-473-4014-4016-7706(INT 706)**



**617(T)/(23/08) QATAR – Ra's Rakan Northwards - Five Fathom Patch - Buoy.**

Source: BA Notice 6047(T)/08

*(HJ/1132/68)*

1. The isolated danger buoy marking Five Fathom Patch is reported (2008) to be out of position by approximately 1000 metres. The new position is reported to be approximately 26° 30′.66N., 51° 18′.67E.

**BA Charts affected -2523 (INT 7250) - 3790 (INT 7252)****618(P)/(23/08) SINGAPORE STRAIT - Changi South-eastwards - Submarine cables.**

Source: Source: BA Notice 6016(P)/08

*(HJ/927/15)*

1. Submarine cable laying operations, within the traffic separation scheme, are in progress until early 2009.

2. Submarine cables are to be laid joining the following positions (WGS84 Datum):

JAKABARE (Jakarta-Batam-Singapore cable system)

1° 17′.064N., 104° 09′.244E.

1° 17′.002N., 104° 09′.291E.

1° 16′.898N., 104° 09′.370E.

1° 16′.820N., 104° 09′.429E.

1° 16′.760N., 104° 09′.475E.

1° 16′.609N., 104° 09′.589E.

1° 16′.539N., 104° 09′.642E.

1° 16′.384N., 104° 09′.759E.

1° 16′.138N., 104° 09′.858E.

1° 15′.949N., 104° 10′.045E.

1° 15′.868N., 104° 10′.325E.

1° 15′.757N., 104° 11′.118E.

1° 15′.622N., 104° 11′.449E.

1° 15′.504N., 104° 11′.600E.

1° 15′.089N., 104° 11′.797E.

1° 15′.054N., 104° 11′.813E.

1° 15′.041N., 104° 11′.817E.

BSCS (Batam-Singapore cable system)

1° 17′.078N., 104° 08′.968E.

1° 17′.113N., 104° 09′.146E.

1° 16′.995N., 104° 09′.197E.

1° 16′.974N., 104° 09′.206E.

1° 16′.861N., 104° 09′.254E.

1° 16′.807N., 104° 09′.277E.

1° 16′.702N., 104° 09′.322E.

1° 16′.607N., 104° 09′.364E.

1° 16′.448N., 104° 09′.433E.

1° 16′.098N., 104° 09′.584E.

1° 16′.023N., 104° 09′.570E.

1° 15′.976N., 104° 09′.561E.

1° 15′.914N., 104° 09′.592E.

1° 15′.828N., 104° 09′.696E.

1° 15′.777N., 104° 09′.932E.

1° 15′.755N., 104° 10′.282E.

1° 15′.643N., 104° 11′.080E.

1° 15′.377N., 104° 11′.430E.

1° 15′.083N., 104° 11′.462E.

1° 15′.057N., 104° 11′.465E.

1° 14′.999N., 104° 11′.459E.

3. Mariners are requested to navigate with caution and to avoid anchoring or trawling in the vicinity of the cable routes.

4. Charts will be amended as appropriate in due course.

**BA Charts affected -2403 -3831 -4042 -4043**

## 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)

### 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 28 Nov 08, covering the entire world are listed below against the respective NAVAREA.

<b><u>NAVAREA No.</u></b>	<b><u>LOCATION</u></b>	<b><u>LAST NAVAREA</u></b>	<b><u>NAVAREA IN FORCE</u></b>
I	N.E. Atlantic	358	<b>2007 Series:</b> 019 050 247 279 293 329. <b>2008 Series:</b> 200 206 319 324 327 328 331 341 343 344 353 354 356 358
II	E. Atlantic	344	<b>2008 Series:</b> 017 277 286 292 313 325 336 337 343 344.
III	Mediterranean	497	<b>2008 Series:</b> 352 412 415 420 426 429 430 432 433 434 435 451 452 458 462 465 466 468 470 472 475 481 483 484 485 486 490 493 494 496 497.
IV	N.W. Atlantic	477	<b>2007 Series:</b> 196. <b>2008 Series:</b> Nil.
V	W. Atlantic	821	<b>2007 Series:</b> 1078. <b>2008 Series:</b> Nil.
VI	S.W. Atlantic	202	<b>2008 Series:</b> Nil.
VII	S.E. Atlantic	185	<b>2008 Series:</b> 055 072 102 148 170 176 180 185.
VIII	Indian Ocean	500	<b>2008 Series –</b> 326 353 358 450 467 469 472 473 474 477 478 480 484 485 486 487 491 492 493 494 495 496 497 498 499 500

- NAVAREA Warnings issued during the period from 15 Nov 08 to 28 Nov 08 (both dates inclusive) are as tabulated below:-

<b>475. Cancelled.</b>
<b>476. Cancelled.</b>
<b>477. India East Coast – Bay of Bengal .</b> Charts 31 32 353 354 INT 706. Seismic survey in progress by ‘Western Spirit’ till 30 May 2009 in area bounded by:- (a) 19-50.0N 086-20.0E (b) 19-50.0N 087-10.0E (c) 19-22.0N 086-20.0E (d) 19-22.0N 087-10.0E 2. Vessel towing 08 in number 6000 metres long streamer cable with a flashing light. 3. All vessels operating in vicinity are to maintain a safe distance of 05 NM from the vessel and exercise caution. 4. Cancel this message on 31 May 2009.
<b>478. Andaman Sea – India Andaman Island.</b> Charts 33 41 401 473 INT 706. Seismic survey will in progress by Geco Topaz till 31 Jan 2009 in area bounded by:- (a) 12-30.5N 093-45.0E (b) 12-30.0N 093-17.0E (c) 11-40.0N 093-17.0E (d) 11-40.0N 093-06.0E (e) 11-00.0N 093-06.0E (f) 11-00.0N 093-45.0E 2. Vessel towing 08 streamer cables of 6000 meters long attached to a yellow coloured tail buoy with white flashing light. 3. All vessels operating in vicinity are to keep a safe distance of 06 NM and exercise caution. 4. Cancel this message on 01 Feb 2009.
<b>479. Cancelled.</b>
<b>480. Refer Navarea VIII message 472 of 2008. India East Coast – Bay of Bengal.</b> Charts 31 32 354 355 INT 706. Rig Essar Wild Cat unstable due to tension on anchor and shifted to new position 16-41.0N, 082-31.25E. 2. Mariners to exercise caution.
<b>481. Cancelled.</b>
<b>482. Self cancelling. Cancel NAVAREA VIII Message 443 of 2008.</b>
<b>483. Self cancelling. Cancel NAVAREA VIII Message 449 462 463 464 and 465 of 2008.</b>

<p><b>484. India East Coast- Chennai.</b> 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 28 Nov 2008</p> <ol style="list-style-type: none"> <li>2. Danger zone sector of radius 11 NM from Gun position between 045 degree and 075 degree.</li> <li>3. Safe flying height 12800 meters.</li> <li>4. Cancel this message on 29 Nov 2008.</li> </ol>								
<p><b>485. 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 28 Nov 02 Dec 05 Dec 12 Dec and 16 Dec 2008 . Danger area bounded by:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 09-57.5N</td> <td style="width: 25%;">075-59.5E</td> <td style="width: 25%;">(b) 09-57.7N</td> <td style="width: 25%;">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> <ol style="list-style-type: none"> <li>2. Safe flying height 10000 metres.</li> <li>3. Cancel this message on 17 Dec 2008.</li> </ol>	(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E	(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E
(a) 09-57.5N	075-59.5E	(b) 09-57.7N	076-14.2E					
(c) 09-44.0N	076-17.5E	(d) 09-42.5N	076-09.5E					
<p><b>486. India East Coast – off Suryalanka .</b> Charts 31 32 355 3026 INT 706. Firing exercise by IAF Aircrafts from firing point 15-50.50N 080-29.50E between 0130 UTC to 1630 UTC on 28 Nov 29 Nov 05 Dec 06 Dec 08 Dec 11 Dec 12 Dec and 13 Dec 2008 . Danger area an arc of 60 NM radius between 100 degree and 210 degree from firing point.</p> <ol style="list-style-type: none"> <li>2. No over flight permissible over the danger area.</li> <li>3. Cancel this message on 14 Dec 2008.</li> </ol>								
<p><b>487. India West Coast – off Diu Head.</b> Charts 21 206 253 292 INT 705. Orange coloured mooring buoy adrift in position 20-17.87N 070-48.98E.</p> <ol style="list-style-type: none"> <li>2. Mariners to exercise caution.</li> </ol>								
<p><b>488. Cancelled.</b></p>								
<p><b>489. Cancelled.</b></p>								
<p><b>490. Self Cancelling. Cancel NAVAREA VIII message 489 of 2008.</b></p>								
<p><b>491. India West Coast – Mormugao.</b> Charts 22 214 215 257 293 2009 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 27 Nov to 07 Dec and 14 Dec to 21 Dec 2008. Danger area bounded by:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 15-13.0N</td> <td style="width: 25%;">073-57.0E</td> <td style="width: 25%;">(b) 15-13.0N</td> <td style="width: 25%;">073-52.0E</td> </tr> <tr> <td>(c) 15-11.0N</td> <td>073-57.0E</td> <td>(d) 15-11.0N</td> <td>073-52.0E</td> </tr> </table> <ol style="list-style-type: none"> <li>2. Safe flying height 3500 metres.</li> <li>3. Cancel this message on 22 Dec 2008.</li> </ol>	(a) 15-13.0N	073-57.0E	(b) 15-13.0N	073-52.0E	(c) 15-11.0N	073-57.0E	(d) 15-11.0N	073-52.0E
(a) 15-13.0N	073-57.0E	(b) 15-13.0N	073-52.0E					
(c) 15-11.0N	073-57.0E	(d) 15-11.0N	073-52.0E					
<p><b>492. India East Coast – Bay of Bengal.</b> Charts 31 32 308 354 3002 3012 INT 706. Firing practice by Naval Ships from 0930 UTC to 1230 UTC on 28 Nov, 02 Dec, 04 Dec 2008 and from 0330 UTC to 0630 UTC on 29 Nov 2008. Danger area bounded by:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 17-41.30N</td> <td style="width: 25%;">083-17.20E</td> <td style="width: 25%;">(b) 17-46.25N</td> <td style="width: 25%;">083-25.50E</td> </tr> <tr> <td>(c) 17-39.60N</td> <td>083-29.80E</td> <td>(d) 17-34.50N</td> <td>083-21.60E</td> </tr> </table> <ol style="list-style-type: none"> <li>2. Safe flying height 10000 meters.</li> <li>3. Cancel this message on 05 Dec 2008.</li> </ol>	(a) 17-41.30N	083-17.20E	(b) 17-46.25N	083-25.50E	(c) 17-39.60N	083-29.80E	(d) 17-34.50N	083-21.60E
(a) 17-41.30N	083-17.20E	(b) 17-46.25N	083-25.50E					
(c) 17-39.60N	083-29.80E	(d) 17-34.50N	083-21.60E					
<p><b>493. Arabian Sea. Charts</b> INT 71 INT 72 INT 73 INT 705. Data buoy MB 22 laid in position 11-06.15N 066-59.18E adrift. Last known position 11-07.23N, 066-59.31E</p> <ol style="list-style-type: none"> <li>2. Mariners to exercise caution.</li> </ol>								
<p><b>494. Refer NAVAREA VIII message 472 of 2008. India East Coast- Bay of Bengal.</b> Charts 31 32 355 INT 706. Drill ship Discoverer-534 moved to new position 16-31.96N, 082-30.55E.</p> <ol style="list-style-type: none"> <li>2. Wide berth requested.</li> </ol>								
<p><b>495. India West Coast – Arabian Sea.</b> Charts 22 214 256 257 293 2042 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 0730 UTC on 27 Nov and 28 Nov 2008. Danger area bounded by:-</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">(a) 15-44.0N</td> <td style="width: 25%;">072-54.0E</td> <td style="width: 25%;">(b) 15-53.0N</td> <td style="width: 25%;">073-12.0E</td> </tr> <tr> <td>(c) 14-58.0N</td> <td>073-38.0E</td> <td>(d) 14-50.0N</td> <td>073-19.0E</td> </tr> </table> <ol style="list-style-type: none"> <li>2. Safe flying height 9500 meters.</li> <li>3. Cancel this message on 29 Nov 2008.</li> </ol>	(a) 15-44.0N	072-54.0E	(b) 15-53.0N	073-12.0E	(c) 14-58.0N	073-38.0E	(d) 14-50.0N	073-19.0E
(a) 15-44.0N	072-54.0E	(b) 15-53.0N	073-12.0E					
(c) 14-58.0N	073-38.0E	(d) 14-50.0N	073-19.0E					

<p><b>496. India East Coast- Visakhapatnam.</b> Charts 31 32 308 354 3002 3012 INT 706. Firing exercise by Naval Coast Battery from 0001 UTC to 0200 UTC and from 1500 UTC to 1700 UTC on 03 Dec and 17 Dec 2008. Danger area bounded by:-</p> <p>(a) 17-42.0N 083-18.0E (b) 17-47.0N 083-32.0E (c) 17-34.0N 083-30.0E (d) 17-28.0N 083-18.0E</p> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 18 Dec 2008.</p>
<p><b>497. India East Coast-Bay of Bengal.</b> Charts 31 INT 706. Seismic survey is in progress by Bergen Surveyor till 31 Dec 2008 in area bounded by:-</p> <p>(a) 15-00.00N 085-00.00E (b) 15-00.00N 086-30.00E (c) 16-00.00N 086-45.00E (d) 16-00.00N 085-00.00E</p> <p>2. Vessel towing 01 in number 10300 metres long streamer cable attached to a yellow coloured tail buoy fitted with white flashing light. 3. All vessels operating in vicinity are to maintain a clearance of 08 NM and exercise caution. 4. Cancel this message on 01 Jan 2009.</p>
<p><b>498. India West Coast-Vilinjam Anchorage.</b> Charts 22 23 32 222 260 261 273 2012 INT 706. Man overboard reported in position 08-22.35N , 076-58.35E. 2. All vessels operating in vicinity to keep a sharp lookout and render assistance.</p>
<p><b>499. India West Coast- Okha.</b> Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval Coast Battery between 1030 UTC to 1230 UTC on 05 Dec 2008. Danger area bounded by:-</p> <p>(a) 22-22.0N 068-50.0E (b) 22-37.0N 068-53.0 E (c) 22-42.0N 069-08.0E (d) 22-29.0N 069-04.0 E</p> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 06 Dec 2008.</p>
<p><b>500. Self cancelling. NAVAREA VIII-warning inforce</b> 2008 series - 326 353 358 467 469 472 473 474 477 478 480 484 485 486 487 491 492 493 494 495 496 497 498 499</p>

<u>NAVAREA No.</u>	<u>LOCATION</u>	<u>LAST NAVAREA</u>	<u>NAVAREA IN FORCE</u>
IX	Persian Gulf, Red Sea, NW Arabian Sea	229	<b>2007 Series:</b> 022 027 062 095 106 155 172 200 212. <b>2008 Series:</b> 006 022 027 044 045 046 051 061 069 089 105 107 128 157 160 176 179 180 182 184 189 190 191 199 201 202 203 205 207 209 210 211 213 216 217 218 219 220 221 222 223 224 225 226 228 229.
X	Australia, New Guinea	351	<b>2008 Series:</b> 276 319 321 323 324 325 329 330 332 335 336 337 339 340 341 345 347 349 351.
XI	Malacca Strait, China Sea, N. Pacific	0715	<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 0469 0475 0558 0602 0618 0631 0634 0661 0675 0677 0681 0686 0692 0695 0697 0701 0702 0703 0704 0705 0706 0707 0708 0709 0711 0712 0713 0714 0715.
XII	N.E. Pacific	482	<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	129	<b>2008 Series:</b> Nil
XVI	E. Pacific	171	<b>2008 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	2261	<b>2008 Series:</b> 1140 1141 1473 1656 1982 2198..
Hydroplants	Atlantic, Mediterranean	1981	<b>2008 Series:</b> 300.

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

**West Coast of India Pilot (INP – 1)**  
**Chapter – 2, (Page – 90)**  
**North Male Atoll – General Information**

*Article 2.260*

*Para 2, Line 2*

*Delete Position (4° 22'.53 N, 73° 38'.70 E) and*

*Replace by (4° 34'.35 N, 73° 22'.66 E).*

*INS Nirdeshak ROS [O(N) –164 23/08*

**West Coast of India Pilot (INP-1)**  
**Chapter 8 (Page-252)**  
**Pipavav Port – General Information**

*Article 8.112, Insert text at the end of Para 2:*

The Light Towers are painted with black and yellow horizontal bands.

*Article 8.113, Insert text in para 1:*

**Emergency Anchorage.** Designated in position (20°53'.7N, 071°30'.4E). In case of emergency, approaching vessels should, as far as possible, anchor in this position (subject to vessel draft 13m depth). Vessels should communicate with Port Control as soon as possible, informing of such intentions.

*Pipavav port*

*23/08*

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

No	Name & Location	Position (Lat-Long)	Characteris tics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
<b>D6956</b>	- Pointe des Sorciers	16 59.47 S 49 51.02 E	F WR *	18	W8 R6 *	White 8-sided tower 6	R010°-050°(40°), W050°-190°(140°)
<b>E6021-8</b>	<b>Ayn Sukhna</b>	29 36.12 N 32 20.52 E	Fl W 5s	44	<b>22</b>	White daymark on framework tower 39	
-	-	..	Oc WRG	40	<b>15</b>	..	G260°-273°(13°), W273°-298°(25°), R298°-306°(8°)
-	-	..	Racon	..	..	..	ILRS Vol 2 Station 74890. <b>TR 2008</b> *
<b>E6035</b>	<b>Jazīrat Jūbāl. Bluff Point</b>	27 40.80 N 33 48.42 E	Fl W 5s	24	<b>15</b>	White GRP tower 10	
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 74390. <b>TR 2008</b> *
<b>E6037</b>	<b>Jazīrat Shākīr. SE Point</b>	27 27.17 N 34 02.25 E	Fl(2)W 20s	37	<b>22</b>	White round stone tower, black stripe, white dwelling, black stripes	Vis 187°-100°(273°). <b>TE 2008</b>
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 74330. <b>TR 2008</b> *
<b>F1005-2</b>	- S Breakwater.	20 15.55 N 86 40.78 E *	Fl R 5s *	10 *	7 *	Metal column 8	
<b>F1005-4</b>	- N Breakwater. Head	20 15.82 N 86 40.80 E *	Fl G 5s *	8	7	Green metal column 8 *	
<b>F1005-8</b>	- Ldg Lts 332.7°. Front *	20 16.71 N 86 40.05 E *	Q W	50 *	8	Grey metal framework tower 50 *	Channel marked by Lts in line

<b>F1005-81</b>	- Ldg Lts 332.7°. Rear. 200m from front	20 16-78 N 86 40-01 E	Oc W 10s	60	8	Grey metal framework tower 60	
	*	*	*	*		*	
<b>F1005-811</b>	- Starboard. Lts in line 332.7°. Front	20 16-75 N 86 40-08 E	Q G	50	6	White tower, green bands	Mark starboard side of channel
	*	*	*	*	*		
<b>F1005-812</b>	- Starboard. Lts in line 332.7°. Rear	20 16-82 N 86 40-04 E	Oc G 10s	60	6	Grey metal framework tower	
	*	*	*	*	*	*	
<b>F1005-813</b>	- Port. Lts in line 332.7°. Front	20 16-65 N 86 40-03 E	Q R	28	6	Grey metal framework tower 28	Mark port side of channel
	*	*	*	*	*	*	
<b>F1005-814</b>	- Port. Lts in line 332.7°. Rear	20 16-72 N 86 39-99 E	Oc R 10s	33	6	Grey metal framework tower 33	
	*	*	*	*	*	*	
<b>F1005-85</b>	- N Quay. No 1 Ldg Lts. Front	20 16-79 N 86 40-57 E	Q G	10	6	Grey metal framework tower	
	*	*	*	*	*	*	
<b>F1005-851</b>	- N Quay. No 1 Ldg Lts. Rear	20 16-82 N 86 40-58 E	Oc G 10s	15	6	Grey metal framework tower	
*	*	*	*	*	*	*	*
<b>F1005-87</b>	- N Quay. No 2 Ldg Lts. Front	20 16-94 N 86 40-34 E	Q R	10	6	Grey metal framework tower 10	
	*	*	*	*	*	*	
<b>F1005-871</b>	- N Quay. No 2 Ldg Lts. Rear	20 16-96 N 86 40-35 E	Oc R 10s	15	6	Grey metal framework tower 15	
*	*	*	*	*	*	*	*
<b>F1005-9</b>	- Port Control	20 16-21 N 86 40-10 E	Fl G 2s	15	6	White concrete tower, black stripes	
	*	*	*	*	*	*	



<b>F1005-92</b>	- Customs Office	20 16-25 N 86 40-00 E	Fl R 15s	15	6	Grey mast on building	
*	*	*	*	*	*	*	*
<b>F1005-94</b>	- SE of Water Tower	20 16-13 N 86 39-94 E	Fl RG 5s	21	6		
*	*	*	*	*	*	*	*
<b>F1417-4</b>	- Lubukkankong, N	1 00-25 N 103 21-19E	Fl W 4s	15	12	White beacon 9	<i>fl 0-5. Ra refl</i>
*	*	*	*	*	*	*	*
<b>F1417-42</b>	- Lubukkankong, N	1 00-18 N 103 21-04E	Fl R 4s	15	12	Red $\square$ on red beacon 9	<i>fl 0-5. Ra refl</i>
*	*	*	*	*	*	*	*
<b>F1417-43</b>	- Lubukkankong, N	0 59-96 N 103 21-22E	Fl G 5s	15	12	Green $\triangle$ on green beacon 9	<i>fl 0-5. Ra refl</i>
*	*	*	*	*	*	*	*
<b>F1540</b>	- Off S end. Pulau Rimau, SE Point	5 14-68 N 100 16-50E	Fl(2)W 10s	39	10	White metal tower 17	
					*		*
<b>F9405</b>	- North East Coast. East of Teluk Aru. WHS-A	4 15-92 N 98 40-55 E	Mo(U)W 15s	..	12	Wellhead platform	Other installations, some marked by lights exist in this field
*	----	..	Horn Mo(U)	*	*	*	*

**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)***PAGE 25, OMAN section.**

Insert:

<b>West Bukha Oil Field Racon</b> (3 & 10 cm)	<b>26° 22'.89 N 55°58'.80 E 76710</b>
	<b>B</b>

**BA 44/08****23/08****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. 22 dated 16 Nov 2008)***NIL**

## **SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS**

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

### **Appeal to all Mariners:**

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

National Hydrographic Office  
107-A, Rajpur Road,  
Post Box No. 75, Dehradun - 248 001  
(UTTARAKHAND), INDIA  
e-mail: - [incho@dataone.in](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.

*To accompany Indian Notice to Mariners 607/08*

*BA Chart 2896*

SALALAH ANCHORAGE AREAS

- A. Inbound small vessels awaiting berth.
- B. Vessels requiring offshore services.
- C. Vessels carrying hazardous cargo and ship to ship (STS) operations.
- D. Inbound large vessels awaiting berth.