



INDIAN NOTICES TO MARINERS FOR 2008

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

EDITION No. 24 DATED 16 DEC 2008

(CONTAINS NOTICES 619 TO 641)

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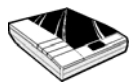
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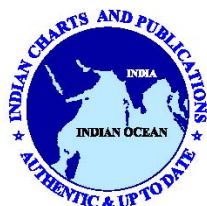
Mariner's Obligation and A Chart Maker's Plea. Observing Changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt.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

**Chief Hydrographer
to the Government of India**

**National Hydrographic Office
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India**

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

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

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

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

- (a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation

and

- (b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE**(a) NEW INDIAN ELECTRONIC NAVIGATIONAL CHART**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN42073C	2073	APPROACHES TO KUNDAPURA (COONDAPOOR)	31-05-2008

(b) 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.	IN42028R	2028	APPROACHES TO RATNAGIRI	31-01-2008
2.	IN52028B	2028	MIRYA AND RATNAGIRI BAYS	31-01-2008

(c) ENCs PERMANENTLY WITHDRAWN

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1.	IN42073C	2073	APPROACHES TO KUNDAPURA (COONDAPOOR)	31-12-2002
2.	IN42028R	2028	APPROACHES TO RATNAGIRI	31-12-2003
3.	IN52028B	2028	MIRYA AND RATNAGIRI BAYS	31-12-2003

(d) FORTHCOMING CHARTS

Chart No	Title	Scale	Remarks
2001	MUMBAI DOCKS	10 000	New Edition
2013	PORT OF OKHA	12 500	New Edition
3001 (INT 7402)	APPROACHES TO CHENNAI	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 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: incho@dataone.in Website: www.hydrobharat.nic.in	Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in	United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk
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SECTION – I
List of charts affected by
The Notices 619 to 641 contained in this Edition

INDIAN H.O. Chart No.	Folio No.	Notice No.	ADMIRALTY Chart No.	Folio No.	Notice No.
20	1	627	677	37	624
21	2	639(T)	933	46	638
31	5	641(T)	1223	40	626
32(INT 754)	5	641(T)	1312	46	635
203(INT 7319)	2	619	1353	45	631
207	2	622	1358	45	634,636
253(INT 7328)	2	639(T)	2152	45	633
254(INT 7331)	2	622	2403	45	636
288	1	627	2523(INT 7250)	40	628
292(INT 7021)	2	622, 639(T)	2760	46	637
355(INT 7405)	5	641(T)	2779	46	637
356(INT 7400)	5	641(T)	2780	46	637
360	7	629	2781	46	637
361	7	629	2882(INT 7264)	40	627
432	7	630	2884(INT 7278)	40	627
436	7	631	2886(INT 7243)	40	628
2006	4	623	3179	40	625
2013	2	619	3789	40	628
2031	2	619	3791	40	628
2034	2	621	3833	45	636
2068	2	619	3947	45	634
2081	2	622	3948	46	636
2083	2	620	3950	40	628
3029	5	640(T)	4043	45	632
4026	7	631			
7508(INT 508)	7	635			
7705(INT705)	1	627			

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***619/(24/08) INDIA – WEST COAST – Gulf of Kachchh – Okha Harbour – Port Limit.**

Source: GMB, Okha Port.

(HJ/1131/21)

Chart 203(INT 7319) [previous update 585/08]

Insert	port limit, pecked line,- - - - - , joining	(a)	22° 32′-00N, 68° 59′-30E.
		(b)	22° 32′-00N, 69° 16′-00E.
		(c)	22° 19′-00N, 69° 16′-00E.
		(d)	22° 19′-00N, 69° 09′-00E.
		(e)	22° 26′-00N, 69° 09′-00E.
		(f)	22° 26′-00N, 68° 59′-30E.

legend, *Limit of Port of Okha*, along:

(a)-(b) above
 (b)-(c) above
 (c)-(d) above
 (d)-(e) above
 (e)-(f) above

Chart 2068 [previous update 585/08]

Delete	port limit, pecked line,- - - - - , joining and associated legend <i>Limit of Port of Okha</i>		22° 25′-60N, 68° 59′-04E.
			22° 32′-00N, 68° 59′-32E.
			22° 32′-00N, 69° 06′-50E.
			22° 28′-50N, 69° 06′-50E.
			22° 26′-20N, 69° 03′-15E.

Insert	port limit, pecked line,- - - - - , joining:	(a)	22° 24′-00N, 69° 09′-00E.(S Border)
		(b)	22° 26′-00N, 69° 09′-00E.
		(c)	22° 26′-00N, 68° 59′-30E.
		(d)	22° 32′-00N, 68° 59′-30E.
		(e)	22° 32′-00N, 69° 16′-00E.
		(f)	22° 24′-00N, 69° 16′-00E.(S Border)

legend, *Limit of Port of Okha*, along:

(b)-(c) above
 (c)-(d) above
 (d)-(e) above
 (e)-(f) above

619/(24/08) INDIA – WEST COAST – Gulf of Kachchh – Okha Harbour – Port Limit.(Continued)*Chart 2031** [previous update 112/08]

Delete	port limit, pecked line,- - - - -, joining and associated legend <i>Limit of Port of Okha</i>		22° 25′.60N, 68° 59′.04E. 22° 32′.00N, 68° 59′.32E. 22° 32′.00N, 69° 06′.50E. 22° 28′.50N, 69° 06′.50E. 22° 26′.20N, 69° 03′.15E.
Insert	port limit, pecked line,- - - - -, joining: legend, <i>Limit of Port of Okha</i> , along:	(a) (b) (c) (d) (e)	22° 24′.00N, 69° 09′.00E.(S Border) 22° 26′.00N, 69° 09′.00E. 22° 26′.00N, 68° 59′.30E. 22° 32′.00N, 68° 59′.30E. 22° 32′.00N, 69° 10′.00E. (E Border) (b)-(c) above (c)-(d) above (d)-(e) above

Chart 2013 [previous update 112/08]

Delete	port limit, pecked line,- - - - -, joining and associated legend <i>Limit of Port of Okha</i>		22° 31′.00N, 69° 06′.50E. 22° 28′.50N, 69° 06′.50E. 22° 27′.10N, 69° 04′.50E.
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***620/(24/08) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Sikka – Port Limit.**

Source: Reliance ports & Terminal Ltd.

(HJ/1131/20)

Chart 2083 [previous update NE 31 May 08] WGS84 DATUM

Insert	port limit, pecked line,- - - - -, joining:	(a) (b) (c) (d) (e)	22° 27′.90N, 69° 51′.00E. 22° 25′.50N, 69° 45′.00E. 22° 34′.00N, 69° 45′.00E. 22° 39′.50N, 69° 55′.00E. 22° 30′.80N, 69° 55′.00E.
			(W Border of Plan) (N Border of Plan)
	legend, <i>Limit of port of Sikka</i> , along:		(a)-(b) above (b)-(c) above (c)-(d) above (d)-(e) above

***621/(24/08) INDIA – WEST COAST– Hazira Port – Channel Dredged Area.**

Source: Hazira Port Pvt Ltd.

(HJ/1130/17)

Cancel former INM 543(T)/07 and 241(T)/08.**Chart 2034** [previous update 178/08]

Insert	limit of dredged area, pecked line,- - - - - , joining	(a)	21° 05′·39N, 72° 36′·87E.
		(b)	21° 05′·33N, 72° 36′·24E.
		(c)	21° 05′·20N, 72° 36′·29E.
			and
		(d)	21° 05′·00N, 72° 36′·37E.
		(e)	21° 04′·95N, 72° 36′·38E.
		(f)	21° 05′·17N, 72° 37′·05E.

Delete	pecked line,- - - - - , joining	(a) above
		(c) above
		and
		(d) above
		21° 05′·20N, 72° 36′·86E.
		21° 05′·20N, 72° 36′·97E.
		(f) above

***622/(24/08) INDIA – WEST COAST– Malacca Banks – Wreck.**

Source: INS Sutlej ROS - B(N) - 149.

(HJ/1130/17)

Chart 292(INT 7021) [previous update 599/08]


Insert		(a)	21° 00′·03N, 72° 03′·69E.
Delete	 Mast, close SE of:	(a) above	

Chart 254(INT 7331)[previous update 381/08]

Insert		(a)	21° 00′·03N, 72° 03′·69E.
Delete			20° 42′·80N, 71° 59′·28E.
	 Mast, close SE of:	(a) above	

622/(24/08) INDIA – WEST COAST– Malacca Banks – Wreck.(Continued)*Chart 207** [previous update 481/08]

Insert		(a)	21° 00′.03N, 72° 03′.69E.
Delete			20° 42′.80N, 71° 59′.28E.
			20° 54′.15N, 71° 32′.12E.
		Rk, close SE of:	(a) above

Chart 2081 [previous update 481/08]

Delete			20° 54′.15N, 71° 32′.12E.
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***623/(24/08) INDIA – Lakshadweep – Minicoy Island - Light.**

Indian List of Lights Vol F & K 2003; F- 0758.1

Source: DLL Cochin

(HJ/ 930/87)

Chart 2006 [previous update 206/08]

Insert		Fl(2)10s.22m12M	08° 17′.50N, 73° 03′.95E.
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624/(24/08) MADAGASCAR - East Coast - Île Sainte-Marie - Pointe des Sorciers - Light.

Indian List of Light Vol D & E 2003: D- 6956

Source: BA Notice 6327/08

(HJ/733/30)

BA Chart 677 (plan, Ambodifototra) [previous update 285/01] UNDETERMINED DATUM

Amend	light to, F.WR.59ft8/6M	16° 59′.40S., 49° 51′.03E.
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BA Chart 677 [previous update 285/01] UNDETERMINED DATUM

Amend	light to, F.WR.8/6M	16° 59′.45S., 49° 51′.05E.
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625/(24/08) UNITED ARAB EMIRATES - Ar Ru'ays (Ruwais) - Buoyage. Depths.

Source: BA Notice 6445/08

(HJ/1132/47)

BA Chart 3179 [previous update 605/08] WGS84 DATUM


Move		Q.R, from:	24° 09′.54N., 52° 44′.27E.
		to:	24° 09′.68N., 52° 44′.25E.
Delete		depth 14 ₁	24° 09′.95N., 52° 44′.00E.

626/(24/08) KUWAIT -Mina -' Az Zawr (Mina' Sa'ud) -Mooring buoys.

Source: BA Notice 6467/08

(HJ/1133/81)


BA Chart 1223 (plan C, Mina' Az Zawr (Mina' Sa'ud) [previous update 489/08] WGS84 DATUM

Insert	 <i>Q S1</i>	28° 43'·83N., 48° 23'·92E.
	 <i>Q S2</i>	28° 43'·76N., 48° 24'·62E.
	 <i>Q S3</i>	28° 44'·62N., 48° 26'·19E.
	 <i>Q S4</i>	28° 45'·11N., 48° 22'·77E.
	 <i>Q S5</i>	28° 42'·22N., 48° 23'·77E.

627/(24/08) ARABIA - Soroosh Oilfield North-westwards and Westwards - Wrecks.

Source: BA Notice 6457/08

(HJ/1133/90)

Chart 20 [previous update 609/08] WGS84 DATUMSubstitute  *Wk* for  29° 08'·7N., 49° 15'·4E.**Chart 288 [previous update 603/08] WGS84 DATUM**Insert  *Wk* 29° 05'·0N., 49° 15'·7E.Substitute  *Wk* for  29° 08'·7N., 49° 15'·8E.**Chart 7705(INT 705) [previous update 606/08] WGS84 DATUM**Delete  29° 09'·0N., 49° 16'·0E.**BA Chart 2882(INT 7264) [previous update 570/08] WGS84 DATUM**Insert  *Wk* 29° 05'·0N., 49° 15'·7E.Substitute  *Wk* for  29° 08'·7N., 49° 15'·7E.**BA Chart 2884(INT 7278) [previous update 570/08] WGS84 DATUM**Insert  *Wk* 29° 05'·0N., 49° 15'·7E.Substitute  *Wk* for  29° 08'·7N., 49° 15'·8E.

628/(24/08) QATAR - Ra's Laffan North-westwards - Breakwater. Jetty. Landmark.

Source: BA Notice 6494/08

*(HJ/1132/58)***BA Chart 2523(INT 7250) [previous update 603/08] WGS84 DATUM**

Insert	breakwater, single firm line, joining:	25° 57'·73N., 51° 29'·29E. 25° 57'·53N., 51° 29'·29E.
	jetty, single firm line, joining:	25° 57'·49N., 51° 29'·24E. 25° 57'·23N., 51° 29'·24E. (shore)
	symbol, flare stack, FLARE (160)	25° 55'·12N., 51° 34'·06E.

BA Chart 2886(INT 7243) [previous update 603/08] WGS84 DATUM

Insert	symbol, flare stack, FLARE (160)	25° 55'·1N., 51° 34'·1E.
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BA Chart 3789 [previous update 603/08] WGS84 DATUM

Insert	symbol, flare stack, FLARE (160)	25° 55'·119N., 51° 34'·057E.
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BA Chart 3791 [previous update 603/08] WGS84 DATUM

Insert	symbol, flare stack, FLARE (160)	25° 55'·12N., 51° 34'·06E.
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BA Chart 3950 [previous update 603/08] REVISED NAHRWAN DATUM

Insert	breakwater, single firm line, joining:	25° 57'·63N., 51° 29'·23E. 25° 57'·43N., 51° 29'·23E.
	jetty, single firm line, joining:	25° 57'·39N., 51° 29'·18E. 25° 57'·13N., 51° 29'·18E. (shore)
	symbol, flare stack, FLARE (160)	25° 55'·02N., 51° 34'·00E.

629/(24/08) BAY OF BENGAL - Bangladesh - Cox.s Bazar South-westwards - Depths.

Source: BA Notice 6597/08

*(HJ/1128/89)***Chart 360 [previous update 588/08] INDIAN DATUM**

Insert	depth 15 ₃	21° 08'·9N., 91° 01'·5E.
	depth 19 ₅ enclosed by 20m contour	(a) 21° 06'·5N., 90° 59'·3E.
	depth 24 ₅	21° 04'·7N., 90° 57'·2E.
	depth 46 enclosed by 50m contour	(b) 21° 01'·0N., 90° 58'·0E.
Delete	depth 22, close NW of:	(a) above
	depth 57	21° 03'·5N., 90° 55'·2E.
	depth 55	21° 01'·8N., 90° 51'·6E.
	depth 62, close ENE of:	(b) above

629/(24/08) BAY OF BENGAL - Bangladesh - Cox's Bazar South-westwards - Depths.(Continued)**Chart 361** [previous update 588/08] INDIAN DATUM

Insert	depth 15 ₃		21° 08'·9N., 91° 01'·5E.
	depth 19 ₅ enclosed by 20m contour	(a)	21° 06'·5N., 90° 59'·3E.
	depth 24 ₅		21° 04'·7N., 90° 57'·2E.
	depth 46 enclosed by 50m contour	(b)	21° 01'·0N., 90° 58'·0E.
Delete	depth 22, close NW of:	(a)	above
	depth 57		21° 03'·5N., 90° 55'·2E.
	depth 55		21° 01'·8N., 90° 51'·6E.
	depth 62, close ENE of:	(b)	above




630/(24/08) THAILAND - West Coast - Chong Pak Ko Westwards to Hin Khi Nok Northwards - Depths. Islet. Light.

Indian List of Lights Vol F & K 2003: F- 1166.5

Source: BA Notice 6625/08

(HJ/927/15)

Chart 432 [previous update 348/08] INDIAN DATUM

Insert	depth 13 ₉		8° 49'·62N., 98° 11'·14E.
	depth 11 ₉	(a)	8° 51'·54N., 98° 12'·47E.
	depth 9 ₁ and extend 10m contour N to enclose		8° 38'·96N., 98° 12'·73E.
	 with seabed character, R	(b)	8° 38'·98N., 98° 14'·62E.
	 with seabed character, R		8° 40'·42N., 98° 13'·43E.
Substitute	islet for  Fl(3)10s8m8M		8° 36'·15N., 98° 14'·04E.
Delete	depth 13 ₉ , close NW of:	(a)	above
	depth 4 ₆ , close NE of:	(b)	above

631/(24/08) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Pinang, West Coast and Southwards - P. Rimau - Lights.

Indian List of Light Vol F & K 2003: F- 1540, 1540.8

Source: BA Notice 6405/08

(HJ/927/59)

Chart 436 [previous update 565/07]

Amend	range of light to, 10M		5° 23'·48N., 100° 11'·50E.
			5° 14'·70N., 100° 16'·60E.

Chart 4026 [previous update 565/07]

Amend	range of light to, 10M		5° 23'·48N., 100° 11'·50E.
			5° 14'·70N., 100° 16'·60E.

BA Chart 1353 [previous update 541/08] REVISED KERTAUI DATUM

Amend	range of light to, 10M		5° 14'·7N., 100° 16'·6E.
-------	------------------------	--	--------------------------

632/(24/08) MALAYSIA - Peninsular Malaysia, West Coast - Johor - Sungai Lebam - T. Serindet Northwards - Reported anchorage.

Source: BA Notice 6641/08

(HJ/927/15)

BA Chart 4043 [previous update 613/08] WGS84 DATUM

Delete



1° 31′.36N., 104° 06′.05E.

633/(24/08) MALACCA STRAIT - Malaysia - Pulau Indah - Tanjung Balai Northwards - Buoy.

Source: BA Notice 6421/08

(HJ/927/28)

BA Chart 2152 [previous update 472/08] REVISED KERTAU DATUM

Delete



Fl(2)G.10s

2° 59′.65N., 101° 23′.50E.

634/(24/08) MALACCA STRAIT - Permatang Alur Mudah (Fair Channel Bank) - Mudah Utara - Buoy. Light.

Indian List of Light Vol F & K 2003: F- 1655

Source: BA Notice 6374/08

(HJ/927/17)

BA Chart 1358 [previous update 573/08] REVISED KERTAU DATUM

Substitute



Fl(2) for



Fl(2)6s15M Mudah Utara

1° 37′.2N., 102° 57′.2E.

BA Chart 3947 [previous update 593/08] REVISED KERTAU DATUM

Substitute



Fl(2) for



Fl(2)6s15M Mudah Utara

1° 37′.2N., 102° 57′.2E.

635/(24/08) INDONESIA - Kalimantan - West Coast - T. Bila North-eastwards - Light.

Indian List of Lights Vol F & K 2003: F- 1891

Source: BA Notice 6646/08

(HJ/927/15)

Chart 7508 (INT 508) [previous update 545/08] COMPATIBLE WITH WGS84 DATUM

Insert



1° 12′.2N., 108° 57′.6E.

BA Chart 1312 [previous update 545/08] UNDETERMINED DATUM

Insert



Fl(2)15s23M

1° 12′.2N., 108° 57′.6E.

636/(24/08) INDONESIA - Sumatera - Pulau Karimun Besar - Pulau Merak North-westwards - Lights. Light-beacons. Buoyage. Legend.

Indian List of Lights Vol F & K 2003: F- 1417.4, 1417.42, 1417.43

Source: BA Notice 6526/08

(HJ/927/16)










BA Chart 1358 [previous update 634/08] UNDETERMINED DATUM

Insert  Fl.R.4s12M 1° 00′.2N., 103° 21′.0E

BA Chart 2403 [previous update 521/08] WGS84 DATUM

Insert  Fl.G.5s12M 0° 59′.96N., 103° 21′.22E.

BA Chart 3833 [previous update 574/08] WGS84 DATUM

Insert		Fl.4s15m12M	1° 00′.21N., 103° 21′.19E.
			
		Fl.R.4s15m12M	1° 00′.18N., 103° 21′.03E.
			
		Fl.G.5s15m12M	0° 59′.96N., 103° 21′.22E.
			
		Fl.G.5s	0° 59′.41N., 103° 21′.40E.
		Q	0° 59′.16N., 103° 21′.41E.
			

BA Chart 3948 [previous update 399/08] UNDETERMINED DATUM

Insert  Fl.R.4s15m12M 1° 00′.18N., 103° 20′.90E.

 Fl.G.5s15m12M 0° 59′.96N., 103° 21′.09E.

legend, *Buoyed*, centred on: 0° 59′.60N., 103° 20′.70E.

637/(24/08) INDONESIA - Sumatera - West Coast - Padang Westwards - Bengkulu Westwards - Depths. Restricted area. Legends.

Source: BA Notice 6504/08



(HJ/827/69)

BA Chart 2760 [previous update 578/08] UNDETERMINED DATUM

Substitute depth 18 for depth 23 3° 46′.5S., 100° 56′.2E.

637/(24/08) INDONESIA - Sumatera - West Coast - Padang Westwards - Bengkulu Westwards - Depths. Restricted area. Legends. (Continued)

BA Chart 2779 [previous update 578/08] UNDETERMINED DATUM

Insert	circular limit of restricted area, radius 1M,  centred on:	(a) 0° 51'·5S., 100° 03'·2E.
		(b) 0° 57'·0S., 100° 00'·2E.
	legend, <i>Explosives Dumping Ground</i> , close W of:	(a) above (b) above
Delete	former circular limit of restricted area, radius 1M,  and associated legend, <i>Explosives Dumping Ground</i> , close W of:	(a) above

BA Chart 2780 [previous update 494/08] UNDETERMINED DATUM

Substitute	depth 18 for depth 23	3° 46'·5S., 100° 56'·2E.
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BA Chart 2781 [previous update 138/08] UNDETERMINED DATUM


Substitute	depth 18 for depth 23	3° 46'·5S., 100° 56'·2E.
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638/(24/08) INDONESIA - Jawa - Jakarta North-westwards - Tanjung Pasir South-eastwards - Beacons. Clearing line.

Source: BA Notice 6408/08

(HJ/927/28)

BA Chart 933 [previous update 428/08] UNDETERMINED DATUM

Delete	symbol, beacon with topmark, PA	(a) 6° 01'·90S., 106° 41'·77E.
	 PA	6° 01'·12S., 106° 42'·07E.
	clearing line, pecked line, and associated legend, Bns in line 201° approx, extending in direction 021° from:	(a) above

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***639(T)/(24/08) INDIA – WEST COAST – Veraval to Pipavav – Seismic Survey.**

Source: NAVAREA VIII Warnings 514/08.

(HJ/1131/00)

1. Seismic Survey is in progress by RV Sagar Sandhani from 08 Dec to 30 Jun 09 in area bounded by:
 - (a) 20°42'.00N 069°05'.00E
 - (b) 20°42'.00N 069°35'.00E
 - (c) 20°15'.00N 069°35'.00E
 - (d) 20°15'.00N 069°05'.00E
2. Vessel towing two seismic cables of length 5000 meters each with green and yellow buoys with flashing light to mark the tail end of each cable.
3. All vessels operating in vicinity are to maintain a clearance of 06 nm all around the vessel and exercise caution.
4. Cancel this notice on 01 Jul 2009.
5. **Cancel former INM 552(T)/08**

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

***640(T)/(24/08) INDIA – EAST COAST – Approaches to Tirukkadaiyur Port – Buoy.**

Source: PPN Power Generating Company Pvt. Ltd. Tamilnadu

(HJ/1030/10)

1. The discharge cooling water pipeline marker buoy is missing from its position 11°04'.40N 079°51'.68E.
2. Mariners to exercise caution.

Charts affected – 3029.

***641(T)/(24/08) INDIA AND SRILANKA - Kochi (Cochin) to Vishakhapatnam– Seismic Survey.**

Source: NAVAREA VIII Warnings 519/08.

(HJ/1029/58)

1. Seismic Survey is in progress by CGG Alize upto 28 Feb 09 in area bounded by:
 - (a) 15°03'.40N 081°28'.80E
 - (b) 15°17'.80N 082°00'.00E
 - (c) 15°02'.50N 081°59'.90E
 - (d) 15°02'.50N 081°47'.10E
 - (e) 14°34'.40N 081°46'.60E
 - (f) 14°34'.40N 081°28'.80E
2. Vessel towing eight streamer cables of length 8000 metres each attached to a orange coloured tail buoy with white flashing light and radar reflector on both side
3. All vessels operating in vicinity to keep a safe distance of 06 NM all around the vessel and exercise caution.
4. Cancel this notice on 01 Mar 2009.

Charts affected – 31 – 32(INT 754) - 355(INT 7405) – 356(INT 7400).

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

TSUNAMI NOTICE

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

SECTION – V: RADIO NAVIGATIONAL WARNINGS IN FORCE

- For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2004.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 13 Dec 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	371	2007 Series: 019 050 247 293 329. 2008 Series: 200 206 341 343 344 354 356 359 363 365 368 371.
II	E. Atlantic	349	2008 Series: 292 313 336 337 347 348 349.
III	Mediterranean	517	2008 Series: 352 412 426 452 465 466 468 470 472 475 481 483 484 485 486 494 498 502 506 507 510 511 512 513 514 515 516 517.
IV	N.W. Atlantic	501	2007 Series: 196. 2008 Series: Nil.
V	W. Atlantic	957	2007 Series: 1078. 2008 Series: Nil.
VI	S.W. Atlantic	221	2008 Series: Nil.
VII	S.E. Atlantic	195	2008 Series: 055 070 072 102 148 170 185 188 189 190 191 192.
VIII	Indian Ocean	523	2008 Series – 326 353 358 469 485 486 487 491 493 496 501 504 505 506 508 509 510 512 514 515 517 518 519 520 521 522

- NAVAREA Warnings issued during the period from 29 Nov 08 to 13 Dec 08 (both dates inclusive) are as tabulated below:-

<p>501. Bay of Bengal – Nicobar Islands. Charts 33 41 472 INT 706. Man overboard reported by MV Hawk arrow in position 06-16.30N., 093-52.40E.</p> <p>2. Mariners advised to keep sharp lookout and render assistance.</p>
<p>502 to 503. Cancelled.</p>
<p>504. India West Coast – Arabian Sea. Charts 21 201 202 204 250 251 252 271 291 292 2005 INT 705. Seismic Survey is in progress by Northern Explorer Till 15 Dec 2008 in area bounded by:</p> <p>(a) 23-25.0N 067-30.0E (b) 23-25.0N 068-45.0E (c) 21-55.0N 068-45.0E (d) 21-55.0N 067-30.0E</p> <p>Vessel towing one seismic cable of length 07 NM with white flashing light. All vessels operating in vicinity are to maintain a clearance of 09 NM and exercise caution.</p> <p>4. Cancel this message on 16 Dec 2008.</p>
<p>505. India West Coast- Arabian Sea. Charts 22 219 259 273 INT 706. Man overboard reported by MV Shaitan Singh in position 10-59.70N., 075-30.60E on 010100 UTC.</p> <p>2. All vessels operating in vicinity to keep a sharp lookout and render assistance.</p>

506. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. Firing exercise between 2330 UTC to 1800 UTC will be carried out on following dates from 10 Dec to 13 Dec 2008 and 14 Dec to 17 Dec 2008 and 29 Dec 2008 to 01 Jan 2009.

2. Danger area bounded by
 (a) 19-14.60N 084-53.70E (b) 19-37.05N 085-27.85E
 (c) 18-46.05N 085-22.86E

And arc of 42 NM radius joining point (b) and (c).

3. Safe flying height 6100 metres.
 4. Cancel this message on 02 Jan 2009.

507. Cancelled.

508. Cancel NAVAREA VIII message 473 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	19-15.28N	071-29.85E
ABAN IV	18-36.16N	071-01.65E
ABAN V	20-43.00N	072-19.06E
BADRINATH	19-02.66N	070-45.32E
DISCOVERY – 1	20-20.16N	072-01.35E
FRONTIER ICE	19-54.20N	071-18.95E
JT ANGEL	18-38.26N	072-14.04E
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	19-32.00N	071-19.16E
PRIDE HAWAI	18-31.88N	072-16.74E
RON TAPMEYER	19-12.00N	072-11.00E
RANDOLPH YOST	19-05.34N	072-06.88E
SAGAR GAURAV	19-40.42N	071-19.37E
SAGAR LAXMI	18-36.16N	071-01.64E
SAGAR PRAGATI	19-38.26N	071-19.93E
SAGAR 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	19-26.06N	071-24.26E
TRIDENT – 12	19-27.80N	071-16.83E
DEEP DRILLER 4	19-19.28N	072-00.48E
ENSCO-50	19-20.13N	072-01.28E
CE THORONTON	19-53.35N	071-14.50E
FG MCCLINTOCK	20-06.27N	071-25.56E

2. Wide berth requested

509. Cancel NAVAREA VIII message 472 and 494 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	16-40.01N	082-29.00E
DEEP WATER FRONTIER	16-29.98N	082-32.39E
SAGAR VIJAY	16-35.68N	082-27.22E
HERCULES 260	16-22.20N	081-53.10E
DEEP DRILLER I	16-41.87N	082-28.86E
ABAN II	09-27.90N	078-58.60E
PERRO NEGRO III	16-40.16N	082-25.72E
DISCOVERER 534	16-31.96N	082-00.53E
HERCULES 258	16-37.13N	082-22.27E
SAGAR JYOTI	16-22.06N	081-59.41E
DISCOVERER SEVEN SEAS	08-00.91N	078-42.33E
DEEPWATER EXPEDITION	16-41.81N	082-41.56E
DEEPSEA MATDRILL	16-22.12N	081-57.76E
ACTINIA	11-16.40N	080-01.00E
SAGAR BHUSHAN	16-15.64N	082-11.22E

2. Wide berth requested

<p>510. Gulf of Khambhat – Off Gopnath Point. Charts 21 207 208 254 292 2044 INT 705. Hydrographic survey will be carried out by Naval Survey Vessel and four survey motor boats from 10 Dec to 22 Dec 2008 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>21-12.20N</td> <td>072-09.30E</td> <td>(b)</td> <td>21-09.60N</td> <td>072-06.60E</td> </tr> <tr> <td>(c)</td> <td>21-09.00N</td> <td>072-08.50E</td> <td>(d)</td> <td>21-12.20N</td> <td>072-12.00E</td> </tr> </table> <p>2. All vessels operating in vicinity are to maintain a clearance of 500 metres and exercise caution</p> <p>3. Cancel this message on 23 Dec 2008</p>	(a)	21-12.20N	072-09.30E	(b)	21-09.60N	072-06.60E	(c)	21-09.00N	072-08.50E	(d)	21-12.20N	072-12.00E																		
(a)	21-12.20N	072-09.30E	(b)	21-09.60N	072-06.60E																									
(c)	21-09.00N	072-08.50E	(d)	21-12.20N	072-12.00E																									
<p>511. Cancelled.</p>																														
<p>512. India West Coast – Arabian Sea. Charts 21 22 251 252 253 254 255 271 292 INT 705. Seismic Survey in progress by GGS Atlantic till 15 Dec 2008 in area bounded by :</p> <table> <tr> <td>(a)</td> <td>21-20.00N</td> <td>066-15.00E</td> <td>(b)</td> <td>22-20.00N</td> <td>068-30.00E</td> </tr> <tr> <td>(c)</td> <td>20-15.00N</td> <td>071-50.00E</td> <td>(d)</td> <td>18-20.00N</td> <td>068-40.00E</td> </tr> </table> <p>2. Vessel towing a single streamer of 5.4 NM length with white flashing light to mark the tail end of the cable.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 6.5 NM and exercise caution.</p> <p>4. Cancel this message on 16 Dec 2008.</p>	(a)	21-20.00N	066-15.00E	(b)	22-20.00N	068-30.00E	(c)	20-15.00N	071-50.00E	(d)	18-20.00N	068-40.00E																		
(a)	21-20.00N	066-15.00E	(b)	22-20.00N	068-30.00E																									
(c)	20-15.00N	071-50.00E	(d)	18-20.00N	068-40.00E																									
<p>513. Cancelled.</p>																														
<p>514. India West Coast – Arabian Sea. Charts 21 253 292 INT 705. Seismic Survey by RV Sagar Sandhani from 08 Dec to 30 Jun 2009 in area bounded by</p> <table> <tr> <td>(a)</td> <td>20-42.00N</td> <td>069-05.00E</td> <td>(b)</td> <td>20-42.00N</td> <td>069-35.00E</td> </tr> <tr> <td>(c)</td> <td>20-15.00N</td> <td>069-35.00E</td> <td>(d)</td> <td>20-15.00N</td> <td>069-05.00E</td> </tr> </table> <p>2. Vessel towing two seismic cables of length 5000 metres each with green and yellow buoys with flashing light to mark the tail end of each cable.</p> <p>3. All vessels operating in vicinity are to maintain a clearance of 06 NM all around the vessel and exercise caution.</p> <p>4. Cancel this message on 01 Jul 2009.</p>	(a)	20-42.00N	069-05.00E	(b)	20-42.00N	069-35.00E	(c)	20-15.00N	069-35.00E	(d)	20-15.00N	069-05.00E																		
(a)	20-42.00N	069-05.00E	(b)	20-42.00N	069-35.00E																									
(c)	20-15.00N	069-35.00E	(d)	20-15.00N	069-05.00E																									
<p>515. India West Coast – Mormugao. Chart 22 214 215 257 2020 2022 2078 INT 706. Firing exercise by Naval Coast Battery from position 15-24.6N 073-47.1E between 0430 UTC to 0730 UTC on 17 Dec 2008.</p> <p>2. Danger area: Sector of 10 NM radius between 200 degree to 260 degree from the position.</p> <p>3. Safe flying height 6500 metres.</p> <p>4. Cancel this message on 18 Dec 2008.</p>																														
<p>516. Cancelled.</p>																														
<p>517. Refer NAVAREA VIII Message 509 of 2008 and Cancel NAVAREA VIII 511 of 2008. India East Coast - Bay of Bengal. Charts 31 32 355 INT 706. Drill ship Deepwater Frontier moved to new position 16-29.98 N 082-34.08 E.</p> <p>2. Wide berth requested.</p>																														
<p>518. India East Coast –Bay of Bengal. Charts 31 352 353 INT 706. Seismic Survey is in progress by Seisquest in area bounded by:</p> <table> <tr> <td>(a)</td> <td>19-33.2N</td> <td>085-59.1E</td> <td>(b)</td> <td>19-37.5N</td> <td>086-10.3E</td> </tr> <tr> <td>(c)</td> <td>19-31.6N</td> <td>086-13.6E</td> <td>(d)</td> <td>19-32.3N</td> <td>086-15.1E</td> </tr> <tr> <td>(e)</td> <td>19-28.5N</td> <td>086-17.1E</td> <td>(f)</td> <td>19-26.4N</td> <td>086-12.8E</td> </tr> <tr> <td>(g)</td> <td>19-25.1N</td> <td>086-13.4E</td> <td>(h)</td> <td>19-18.9N</td> <td>085-55.1E</td> </tr> <tr> <td>(j)</td> <td>19-22.5N</td> <td>085-53.7E</td> <td>(k)</td> <td>19-25.3N</td> <td>086-01.8E</td> </tr> </table> <p>2. Vessel towing eight streamer cables of length 6000 metres each attached to yellow coloured tail buoy with white flashing light and radar reflector.</p> <p>3. All vessels operating in vicinity to keep a safe distance of 05 Nm and exercise caution.</p> <p>4. Cancel this message on 11 Jan 2009.</p>	(a)	19-33.2N	085-59.1E	(b)	19-37.5N	086-10.3E	(c)	19-31.6N	086-13.6E	(d)	19-32.3N	086-15.1E	(e)	19-28.5N	086-17.1E	(f)	19-26.4N	086-12.8E	(g)	19-25.1N	086-13.4E	(h)	19-18.9N	085-55.1E	(j)	19-22.5N	085-53.7E	(k)	19-25.3N	086-01.8E
(a)	19-33.2N	085-59.1E	(b)	19-37.5N	086-10.3E																									
(c)	19-31.6N	086-13.6E	(d)	19-32.3N	086-15.1E																									
(e)	19-28.5N	086-17.1E	(f)	19-26.4N	086-12.8E																									
(g)	19-25.1N	086-13.4E	(h)	19-18.9N	085-55.1E																									
(j)	19-22.5N	085-53.7E	(k)	19-25.3N	086-01.8E																									
<p>519. India East Coast –Bay of Bengal. Charts 31 32 355 356 INT 706. Seismic Survey is in progress by CGG Alize in area bounded by:</p> <table> <tr> <td>(a)</td> <td>15-03.4N</td> <td>081-28.8E</td> <td>(b)</td> <td>15-17.8N</td> <td>082-00.0E</td> </tr> <tr> <td>(c)</td> <td>15-02.5N</td> <td>081-59.9E</td> <td>(d)</td> <td>15-02.5N</td> <td>081-47.1E</td> </tr> <tr> <td>(e)</td> <td>14-34.4N</td> <td>081-46.6E</td> <td>(f)</td> <td>14-34.4N</td> <td>081-28.8E</td> </tr> </table> <p>2. Vessel towing eight streamer cables of length 8000 metres each attached to a orange coloured tail buoy with white flashing light and radar reflector on both side.</p> <p>3. All vessels operating in vicinity to keep a safe distance of 06 NM all around the vessel and exercise caution</p> <p>4. Cancel this message on 01 Mar 2009.</p>	(a)	15-03.4N	081-28.8E	(b)	15-17.8N	082-00.0E	(c)	15-02.5N	081-59.9E	(d)	15-02.5N	081-47.1E	(e)	14-34.4N	081-46.6E	(f)	14-34.4N	081-28.8E												
(a)	15-03.4N	081-28.8E	(b)	15-17.8N	082-00.0E																									
(c)	15-02.5N	081-59.9E	(d)	15-02.5N	081-47.1E																									
(e)	14-34.4N	081-46.6E	(f)	14-34.4N	081-28.8E																									

<p>520. India East Coast – Bay of Bengal. Charts 31 32 356 INT 706. Hydrographic Survey in progress by Naval Hydrographic vessel till 24 Dec 2008 in area bounded by:</p> <p>(a) 14-32.0N 080-00.0E (b) 14-32.0N 080-30.0E (c) 15-05.0N 080-30.0E (d) 15-05.0N 080-00.0E</p> <p>2. All vessels operating in vicinity are to maintain a safe distance of 01 NM all around the vessel and exercise caution.</p> <p>3. Cancel this message on 25 Dec 2008.</p>
<p>521. Andaman Sea - India Andaman Islands. Charts 41 404 473 4016 INT 706. Man overboard reported by Naval Ship in position 11- 46.5N., 093-09.5E at 112015 UTC.</p> <p>2. All vessels operating in vicinity to keep a sharp lookout and render assistance.</p>
<p>522. Self Cancelling. Cancel NAVAREA VIII message 480 of 2008.</p>
<p>523. Self Cancelling. NAVAREA VIII-warning inforce</p> <p>2008 series - 326 353 358 469 485 486 487 491 493 496 501 504 505 506 508 509 510 512 514 515 517 518 519 520 521 522</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	235	2007 Series: 022 027 062 095 106 155 172 200 212. 2008 Series: 006 022 027 044 045 046 051 061 069 089 105 107 128 157 160 176 179 180 182 184 189 190 191 199 201 202 203 205 207 209 210 211 213 216 217 218 219 220 222 223 224 225 226 228 229 231 232 233 234 235.
X	Australia, New Guinea	369	2008 Series: 276 324 325 330 335 336 337 340 341 347 349 351 353 356 366 367 368 369.
XI	Malacca Strait, China Sea, N. Pacific	0741	1996 Series: 0925. 1998 Series: 0655. 1999 Series: 0053 0187 0310. 2001 Series: 0182 0775. 2003 Series: 0106 0304. 2004 Series: 0361. 2005 Series: 0271 0307. 2006 Series: 0005 0250 0303 0561. 2007 Series: 0002 0093 0133 0309 0344 0366 0457 0513 0519 0523 0546 0557. 2008 Series: 0004 0006 0011 0014 0018 0020 0054 0091 0113 0160 0210 0219 0322 0326 0336 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0412 0469 0475 0618 0634 0675 0677 0681 0686 0692 0697 0702 0704 0705 0706 0708 0709 0711 0712 0714 0723 0724 0725 0730 0731 0732 0735 0737 0738 0739 0740 0741
XII	N.E. Pacific	524	2008 Series: Nil
XIII	N.W. Pacific	053	2008 Series: Nil
XIV	S.W. Pacific	085	2008 Series: 073 085.
XV	S.E. Pacific	146	2008 Series: Nil
XVI	E. Pacific	187	2008 Series: Nil
Hydropacs	Pacific, Indian Ocean	2410	2008 Series: 1140 1141 1473 1656 2198.
Hydroplants	Atlantic, Mediterranean	2110	2008 Series: 300.

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

Indian Notices to Mariners, Special Edition-2008
Special Notice No-28, (Page – 199)
List of Depots and Chart agents for the sale of Indian
Charts and other Hydrographic Publications

Insert new agent at the end Agents List.

M/s JM Maritime Services
 24/24C Kavarana Building
 Ground Floor, Wadi Bunder
 P.D. Mellow Road
 Mumbai – 400 009
 Tel: +91 22 23736956/6907
 Cell: +91 9820788357

NHO Dehradun

24/08

Indian Notices to Mariners, Special Edition-2008
Special Notice No-8

*Insert List of Base Stations at the end of Para 17
 (Proposed System):*

**ESTABLISHMENT OF NATIONAL AIS NETWORK
 LIST OF BASE STATIONS**

S. No.	Indian List of Light No.	Name of Lighthouse	Latitude (N) Longitude. (E)
1.	0396	Dwarka Point	22 14.2 68 57.5
2.	0397	Kachchigadh	22 19.8 68 56.9
3.	0398	Navadra	21 56.5 69 13.9
4.	0400	Porbandar	21 37.3 69 37.2
5.	0404	Navibander	21 27.0 69 47.2
6.	0406	Mangrol	21 06.5 70 06.3
7.	0410	Veraval	20 54.6 70 21.2
8.	0414	Diu Head	20 41.5 70 49.7
9.	0432	Jafarabad	20 51.4 71 22.9

S. No.	Indian List of Light No.	Name of Lighthouse	Latitude (N) Longitude. (E)
10.	0438	Jegri Island	21 02.4 71 48.2
11.	0444	Gopnath	21 12.2 72 06.6
12.	0448	Piram Island	21 35.9 72 21.2
13.	0470	Luhara Point	21 39.5 72 32.9
14.	0476	Hazira	21 05.5 72 38.6
15.	0479	Kanai Creek	20 48.7 72 49.7
16.	0480	Valsad Khadi	20 37.8 72 53.2
17.	0489	Umargam	20 11.7 72 45.0
18.	0494	Arnala	19 27.4 72 44.8
19.	0499	Utan	19 16.5 72 46.8
20.	0556	Kanhoji Angre Island	18 42.1 72 48.8
21.	0558	Korlai Fort	18 32.3 72 54.5
22.	0562	Nanwell Point	18 16.8 72 56.3
23.	0566	Tolkeshwar Point	17 33.9 73 08.5
24.	0578	Jaigarh Head	17 17.8 73 11.6
25.	0580	Ratnagiri	16 59.2 73 16.4
26.	0586	Wagapur Point	16 36.3 73 19.3
27.	0590	Devgarh	16 23.3 73 22.6
28.	0600	Vengurla Point	15 51.2 73 37.0
29.	0606	Aguada	15 29.5 73 46.4
30.	0634	Oyster Rocks	14 49.2 74 03.7

S. No.	Indian List of Light No.	Name of Lighthouse	Latitude (N) Longitude. (E)
31.	0644	Honavar	14 16.5 74 26.6
32.	0648	Bhatkal	13 57.0 74 32.0
33.	0651	Coondapoor	13 39.6 74 39.5
34.	0658	Kaup	13 13.4 74 44.2
35.	0660	Suratkal Point	13 00.2 74 47.4
36.	0668.5	Kasargod	12 30.3 74 58.5
37.	0669.5	Mount Dilli	12 00.4 75 12.2
38.	0672	Cannanore	11 51.5 75 21.4
39.	0682	Kadalur Point	11 28.0 75 38.3
40.	0689	Bey pore	11 09.4 75 48.4
41.	0692	Ponnani	10 46.5 75 55.3
42.	0693	Chetwai	10 33.1 76 01.1
43.	0694.5	Azhikod	10 11.9 76 09.5
44.	0705	Manakkodam	9 45.0 76 17.1
45.	0706	Alleppey	9 29.5 76 19.3
46.	0712	Tangasseri Point	8 52.7 76 34.0
47.	0715	Anjengo	8 40.5 76 45.4
48.	0718	Vilinjam	8 22.9 76 58.8
49.	0724	Muttam Point	8 07.4 77 19.1
50.	0726	Cape Comorin	8 04.9 77 32.8
51.	0730	Manappad Point	8 22.3 78 03.9

S. No.	Indian List of Light No.	Name of Lighthouse	Latitude (N) Longitude. (E)
52.	0734	Pandiyan Tivu.	8 47.1 78 11.9
53.	0738	Kilakkarai	9 13.5 78 47.0
54.	0900	Pamban Island	9 17.2 79 13.3
55.	0901.5	Pasipaptanam	9 48.3 79 04.7
56.	0901.2	Ammapatnam	10 00.6 79 13.7
57.	0902	Kodikkarai	10 16.7 79 49.6
58.	0914	Nagapattinam	10 45.9 79 51.1
59.	0919	Porto Novo	11 30.2 79 46.2
60.	0926	Puducherry	11 54.9 79 49.9
61.	0932	Mahabalipuram	12 36.8 80 11.5
62.	0936	Chennai	13 02.4 80 16.8
63.	0950	Pulicat	13 25.2 80 19.7
64.	0951	Armagon	13 53.5 80 12.3
65.	0952	Krishnapatnam	14 15.3 80 07.6
66.	0952.95	Nizampatnam	15 53.0 80 38.3
67.	0952.9	Vodarevu	15 47.7 80 24.7
68.	0952.5	Ramaypatnam	15 02.7 80 03.0
69.	0953	Nagayalanka	15 47.2 80 59.2
70.	0955	Machilipatnam	16 14.8 81 14.1
71.	0957	Antervedi	16 19.0 81 43.5
72.	0958	Sacramento	16 35.2 82 16.8
73.	0964	Vakalapudi	17 00.8 82.17.1

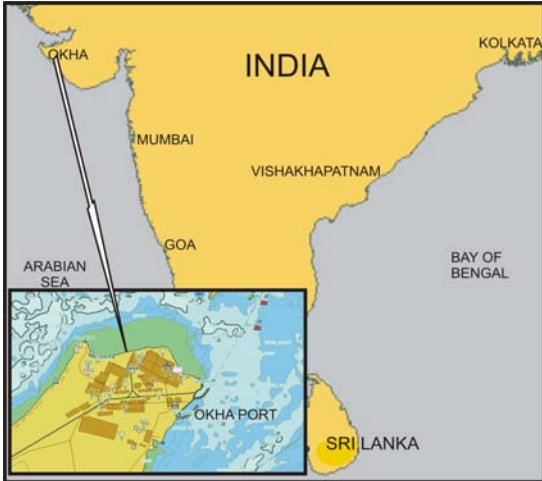
S. No.	Indian List of Light No.	Name of Lighthouse	Latitude (N) Longitude. (E)
74.	0966	Pentakota	17 18.0 82 37.0
75.	0968	Pudimadaka	17 29.3 83 00.3
76.	0970	Dolphin's Nose	17 40.5 83.17.7
77.	0980	Santhapalli	18 03.9 83 38.4
78.	0982	Kalingapatnam	18 20.4 84 07.6
79.	0986	Baruva	18 52.8 84 35.8
80.	0988	Gopalpur	19 15.3 84 54.5
81.	1003	Chandrabhaga	19 52.1 86 06.6
82.	1004.4	Paradip	20 15.3 86 39.5
83.	1006	False Point	20 19.8 86 44.5
84.		Maipura	20 42.5 87 15.0
85.	1028	Sagar Island	21 39.4 88 02.9
86.	1029	Dariapur	21 47.4 87 51.9
87.	0355	Jakhau	23 14.4 68 36.3
88.	0356	Chhachhi	22 57.2 69 00.1
89.	0357	Mandvi	22 49.7 69 20.9
90.	0362.11	Navinal Point	22 44.4 69 42.8
91.	0368	Jodiya Bandar	22 43.5 70 16.8
92.	0370	Navlakhi	22 57.6 70 26.7
93.	0380	N W Point	22 36.2 69 57.1
94.	0388	Okha	22 28.6 69 04.2

West Coast of India Pilot (INP-1)
Chapter 9 (Page-270 to 273)
(Delete Article 9.30 to 9.61 and Replace by)

OKHA APPROACHES AND HARBOUR

General information

Chart 2055, 2013, 2031 (ENC-IN520130, IN520310)



Extract of ENC-IN520130 (Port of Okha)

Position

9.30

I The port of Okha (22° 28' N, 69° 05' E) lies between the N end of Okhamandal Peninsula and Bet Shankhodhar (1 mile SE) (9.62). The town of Okha is situated close W of the port.



Okha Port

Function

9.31

I The chief exports are bauxite, salt, soya bean meal, soda ash and rice where as the main imports are refined petroleum products, fertiliser, coke and coal.

Port limits

9.32

I The Port Limits are as follows:
 a) 22° 32'·00 N., 68° 59'·30E
 b) 22° 32'·00 N., 69° 16'·00E.
 c) 22° 19'·00 N., 69° 16'·00E.
 d) 22° 19'·00 N., 69° 09'·00E.
 e) 22° 26'·00 N., 69° 09'·00E.
 f) 22° 26'·00 N., 68° 59'·30E.

Approach and entry

9.33



Northern Light Samiyani Island (F0389)

I The approach to the port is from NW passing N of Samiani Shoal, and is entered between Samiani Island North Light (22° 29'.5 N, 69° 05'.5 E)(9.24) and the shoal ground extending NNW from Bet Shankhodhar (9.62).

Traffic

9.34

I About 100 vessels use the port annually.

Port authority

9.35

I The port is administered by the Port Officer, Gujarat Maritime Board, Okha.

Limiting conditions

Controlling depths

9.36

I It is reported that a limiting draught of 8.5m is in force for the alongside berth.

Deepest and longest berth

9.37

I Sayaji Pier (9.57).

Mean tidal levels

9.38

I Mean spring range about 3.0m; mean neap range about 1.6m. See information in *Indian Tide Tables (Page-61)*.

Density of water**9.39**

1 Density of water is 1.025 g/cm³.

Maximum size of vessel handled**9.40**

1 **Length:** 180m

Draught: 6.7 to 8.0m (tide dependent).

Breadth: 30m due to narrow entrance.

Local weather**9.41**

1 Strong NE winds adversely affect the working of cargo on vessels lying at anchor off the port.

2 A confused sea often occurs during periods of strong winds, at high water springs over the shallow ground lying NW of Padmatirth Point (22° 27'.6 N, 69° 05'.6 E) (9.55).

Arrival information**Part operations****9.42**

1 Movement of vessels is restricted to daylight hours only.

Port radio**9.43**

1 There is a port radio station, for details see the relevant *List of Radio Signals (ILRS Vol-6)*.

Notice of ETA required**9.44**

1 Notice of the ETA is required Twenty-four hours in advance; any subsequent alterations must be notified as soon as possible.

Outer anchorages**9.45**

1 **General.** A vessel may obtain anchorage in the outer roadstead, as shown on the chart, with Samiani Island Lighthouse (F0390)(22° 29'.3 N, 69° 05'.2 E) (9.51) bearing 171° distant 1¼ miles in depths of about 12m, sand and broken shell.

Examination. For details of anchorage see 1.42.



Samiyani Light (F 0390)

Pilots and tugs**9.46**

1 **Pilotage.** For merchant vessels pilotage is compulsory; the pilot boarding place is situated about 1¼ miles NNW of Samiani Island Lighthouse at position (20°30'.49N, 69°04'.53E). The pilot boards during daylight hours 1½ hours before high water, or at low water, during the NE monsoon; and 30 minutes before high water or 1½ hours before low water during the SW monsoon.

2 For further information see the relevant *List of Radio Signals (ILRS Vol-6)*.

3 **Tugs** are available, they join in the entrance channel.

Requirement for local knowledge**9.47**

1 To navigate through the channel which leads from W between Samiani Shoal and Humani Point; and for the channel leading SSW between Samiani Shoal and Samiani Island, local knowledge is considered essential. For details of these channels see 9.54.

Harbour**General layout****9.48**

1 Okha harbour comprises a stretch of water encompassed by land, islands or drying shoals, it provides alongside berths and an exposed anchorage are observed.

2 General depths of 6 to 8m in the area NE of the berths. But this area is surrounded by shoaler water with very shallow patches and foul ground in places.

Signals**9.49**

1 **Storm signals** are displayed from the port flagstaff standing close WNW of Okha Point by using the general system is used. See 1.47 and Special Notice No 6.

Tidal streams**9.50**

1 **Channel W of Okha.** In the channel between Samiani Shoal and Humani Point, tidal streams set ESE on the in-going stream and WNW on the out-going, a rate of 3½ kn is attained at neaps.

2 **North of Samiani Island.** The streams between North of Samiani Island and Chandri Reef, 2½ miles NE, set SE on the in-going and WNW on the out-going; the in-going stream attains a rate of 3 kn at springs and the out-going 2 kn at neaps.

3 **West of Samiani Island,** the in-going stream sets NE and the out-going SW, at rates of 1¾ kn at neaps; SE of the island the reverse is the case.

4 **South end of Samiani Island.** The in-going stream, around South end of Samiani Island sets strongly S and E and thence S through the harbour curving towards E round the S end of Bet Shankhodhar with a rate of 1¼ to 1½ kn at neaps and 2 kn at springs.

5 The out-going stream, coming from E round the S end of Bet Shankhodhar, reaches shoal water NW of Padmatirth Point (22° 27'.6 N, 69° 05'.6 E) and here divides into two streams; one setting along the W side of the harbour and W of Samiani Island and the other N and NE between Samiani Island the N part of Bet Shankhodhar; thence it sets WNW to the N of Samiani Island. This out-going stream has a rate of 1¼ kn at neaps.

6 **Okha harbour.** At springs, strong eddies form in the harbour with the in-going and out-going streams, also a strong undertow occurs at the anchorage off Okha Point.

7 **Caution.** There is a strong race N and S of Samiani Island, except at slack water and as tidal streams on each side of this island are fairly slack a vessel may take a sheer when entering or leaving the race; there is also a heavy tide-rip on all the shoals especially on the outgoing stream.

Landmarks

9.51

1 Simiani Island Light (F0390) (white round stone tower, 20m in height) (22° 29'.3 N, 69° 05'.2 E) stands near the centre of Silmigni Island; a tomb, with a spire, stands on a small mound close NNE of the light.



Okha Light House (F 0388)

2 Humani Point (Okha) Light (F0388) (white square masonry tower, red bands, 23m in height) (22° 28'.6 N, 69° 04'.2 E). Two radio masts standing close SSW of the light are marked by fixed red lights.

Directions

Approach channel

9.52

1 A course should be shaped for the pilot boarding place or the outer anchorage from a position in deep-water N of Humani Point (22° 29' N, 69° 04' E) (9.21), there after for the harbour entrance, giving due attention to the following off-lying dangers (with positions from Samiani Island Centre Light (22° 29'.3 N, 69° 05'.2 E): A wreck (1¼ miles NNW), with a depth of 5m over it.

2 A dangerous wreck (1½ miles NNW) lies close SSE of a 9.1m shoal patch and 2½ cables N of the pilot boarding position.

3 Samiani Shoal (extends 2 miles NW), which dries in parts, is marked near its NW and SE ends, respectively, by Nos 1 Buoy (starboard hand).

4 Chandri Reef (2½ miles NE) (9.21) has shoal patches extending 1¾ Miles W; No 1 buoy (port hand) is moored near the W end of the shoal patches.

5 Isolated shoal patches lie in the channel between Samiani Shoal and the shoal patches extending W from Chandri Reef.

6 Chandri Rock (1½miles ENE).

Harbour channel

9.53

Cautions:

1 It is best to enter or leave harbour at about the time of high water slack, because of the strong tidal race that may otherwise be encountered, both N and S of Samiani Island.

2 It is reported that buoys are frequently missing.

3 The channel leads SSW from the harbour entrance; passing SE of shoal ground, marked by one buoy (starboard hand), extending SE from Samiani Island; and NW of shoal ground, marked by one buoy (port hand), extending N and NW of Bet Shankhodhar; parts of the latter shoal ground dries.

Minor channels

9.54

1 **Caution.** Across these channels which are very narrow, strong tidal streams set, making their use difficult.

2 The channel used by coastal vessels and small craft; leading from W between Samiani Shoal and Humani Point and then S of Samiani Island. Foul ground and shoal water extend offshore between Humani and Okha Points (9.55). Numerous detached patches exist in the channel. A dangerous wreck lies 1 cable W of the S extremity of Samiani Island.

3 The channel leading SSW between Samiani Shoal and Samiani Island is seldom used.

Useful marks

9.55

1 Okha Point (22° 28'.4 N, 69° 05'.0 E) is low and sandy with the port flagstaff and a rest house standing close W.

2 Padmatirth Point (22° 27'.6 N, 69° 05'.6 E) a small bluff tableland that forms the NW extremity of Bet Shankhodhar Island; the point becomes an islet at high water springs. A small white-domed mosque stands on the point with a flagstaff ½ cable SSE; a white domed tomb stands 7½ cables E of the point.

3 Bet Shankhodhar Island Beacons (22° 28' N, 69° 07' E); a number of beacons stand in this vicinity, their positions are shown on the chart.

Berths

Anchorage

9.56

1 Vessels of draught not exceeding 5m may obtain anchorage SE of Okha Point (9.55).

Jetties and wharf

9.57

1 **Caution.** The local authority should be consulted for the least depth alongside the berths.

2 **Sayaji Pier.** Close S of Okha Point (9.55), Sayaji Pier, a concrete pile structure is located, 180m long and 20.5m wide; it is joined to the coast by 110m long and 12.2m wide approach. Vessels up to 165m in length can be berthed in a least depth of about 7.5m on the SE side of the pier; on its NW side vessels up to 93m in length can be berthed in a least depth of about 5.8m. There is a depth of 8.5m available alongside this pier. Vessels of deeper draught anchored off the port to be lightened by barges.

3 Extending SW from the root of Sayaji Pier, there is a 305m long wharf for the use of lighters; a small concrete jetty at its S end is used by ferry boats plying between Okha and Bet Shankhodhar.

4 **Second Pier,** of concrete pile construction with a berthing face 145m long and a width 13.7m is situated close SW of Sayaji Pier, vessels up to 180m in length and

8.5m draught can be accommodated. It is reported that there was a depth of 7.5m alongside this pier and that it had been used by a vessel 178 m in length with 28m beam. There is a deep-water berth on the SE side of the pier where vessels berth bows NE.

5 **Passenger Jetty** and a small slipway lie 3 cables SW of the root of Second Pier; 3 cables farther SW a wooden jetty has a reported depth of 2.4m alongside. It is primarily used by small crafts.

Port services

Repairs

9.58

1 There is a small patent slip with cradle length 35m, normally used for repairs to port craft, otherwise only minor repairs can be undertaken.

Other facilities

9.59

1 Nearest Hospital 11km; lighters are available for vessels at anchor.

Supplies

9.60

1 Fuel oil can be arranged with 3 days advance notice; limited fresh water and provisions in small quantities.

Communications

9.61

1 Railhead- Okha town.
 Airport- Jamnagar (97km).
 Porbandar (108km)

**INS Sutlej ROS A (N)- 237
 & Okha Port**

24/08

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7283-6	- BFI-1	11 36-05 N 43 06-55 E	VQ(9) 10s	..	3	▽ △ on yellow beacon, black band	
*	*	*	*	*	*	*	*
D7283-65	- BFI-2	11 35-98 N 43 06-62 E	VQ(6)+LFl W 10s	..	3	▽ △ on black beacon, yellow top	
*	*	*	*	*	*	*	*
D7283-7	- BFI-3	11 35-90 N 43 06-72 E	VQ(9) W 10s	..	3	▽ △ on yellow beacon, black band	
*	*	*	*	*	*	*	*
D7283-75	- BFI-3	11 35-82 N 43 06-66 E	VQ(9) W 10s	..	3	▽ △ on yellow beacon, black band	
*	*	*	*	*	*	*	*
D7400-95	- Khalifa Bin Salm n Jetty. Head	26 10-68 N 50 42-84 E	Fl G 2s	6	5		
					*		
E6138-5	- Sulain Island	16 45-60 N 42 12-80 E	Fl W 10s	Beacon	
*	*	*	*	*	*	*	*
F0437.9	Pipavav Port No.2 Lts in line 033°. Front *	20 55-46 N 71 31-01 E	Fl.R.3s				
F0437.91	Pipavav Port. No 2 Lts in line 033°. Rear. 285m from front *	20 55-59 N 71 31-11 E	Oc.R.6s				
F0758.1	Minicoy North	8 17-50 N 73 03-95 E	Fl(2)W 10s	22	12	Black and white square masonry tower 22	<i>fl 1, ec 2, fl 1, ec 6</i>
*	*	*	*	*	*	*	*
F1166-5	Remove from list						

SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**INP 31(1), 2005***(Last correction: Edition No. 02 dated 16 Jan 2008)*

NIL

INP 31(2), 2007*(Last correction: Edition No. 23 dated 01 Dec 2008)***PAGE 31, INDIA section.****78950 Savai Bet Lt.**Delete morse identification **M** and replace by: **N****Pipavav Port****24/08****BA, VOLUME 3 Part 1, NP 283(1), 2006/07***(Last correction: Edition No. 15 dated 01 Aug 2006)*

NIL

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

NIL

INP 31(6), 2005*(Last correction: Edition No. 22 dated 16 Nov 2008)***PAGE 40, SAUDI ARABIA, DAMMĀM, AD (MĪNĀ'AL MALIK 'ABD AL 'AZIZ), Pilots, Reporting System and Port, PROCEDURE, section (1) (c).** Delete and replace by:

(c) Vessels less than 150 GT

PAGE 40, SAUDI ARABIA, DAMMĀM, AD (MĪNĀ'AL MALIK 'ABD AL 'AZIZ), Pilots, Reporting System and Port, PROCEDURE, section (7). Delete and replace by:7) **Pilot normally boards** between Lt buoys D11 and D13. Pilot boards vessels over 10m draught, except container vessels, in the vicinity of Lt buoy D1 (outside the channel)**BA 49/08****24/08**

SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS

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

Appeal to all Mariners:

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

National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARAKHAND), INDIA
e-mail: - inho@dataone.in; inho_marinesafety@dataone.in
 in角度_navwarnings@dataone.in; inho_helpdesk@dataone.in
Fax No.: (0135) 2748373
WEB: www.hydrobharat.nic.in

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

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

Position Reporting

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

Depth Reporting

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

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

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

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

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