



INDIAN NOTICES TO MARINERS FOR 2009

(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 03 DATED 01 FEB 2009
(CONTAINS NOTICES 089 TO 098)

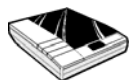
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Mariner's Obligation and A Chart Maker's Plea. Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested 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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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 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 CHART**

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

(c) NEW EDITION INDIAN CHARTS

| <i>Chart No.</i> | <i>Date of Publication</i> | <i>Title, Limits & Description</i> | <i>Scale</i> | <i>Folio</i> | <i>Price</i> |
|------------------|----------------------------|---|--------------|--------------|--------------|
| 2001 | 31-12-2008 | MUMBAI DOCKS Limits 18° 54'.70N; 72° 49'.85E. 19° 00'.00N; 72° 53'.50E. | 10 000 | 3 | Rs. 1360.00 |

(d) INDIAN CHARTS PERMANENTLY WITHDRAWN:

| <i>Chart No.</i> | <i>Date of Publication</i> | <i>Title, Limits & Description</i> | <i>On Publication of New Chart / Edition</i> | <i>Date of Publication</i> |
|------------------|----------------------------|--|--|----------------------------|
| 2001 | 01-02-2001 | MUMBAI DOCKS | 2001(NE) | 31-12-2008 |

(d) 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 | | | | |

(e) 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. | IN43010A | 3010 | APPROACHES TO PARADIP | 31-10-2008 |
| 2. | IN53010P | 3010 | PARADIP PORT | 31-10-2008 |

(f) ENCs PERMANENTLY WITHDRAWN

| <i>Sl. No.</i> | <i>Cell Name</i> | <i>Chart No.</i> | <i>Title</i> | <i>Publication Date</i> |
|----------------|------------------|------------------|------------------------------|-------------------------|
| 1. | IN43010A | 3010 | APPROACHES TO PARADIP | 31-01-2003 |
| 2. | IN53010P | 3010 | PARADIP PORT | 31-01-2003 |

(g) **FORTHCOMING CHARTS**

| CHART NO | TITLE | SCALE | REMARKS |
|-------------------|--------------------------------|---------|-------------|
| 2505 | APPROACHES TO MATHURIN HARBOUR | 50 000 | New Chart |
| 358 (INT 7394) | APPROACHES TO PALK BAY | 300 000 | New Edition |

AVAILABILITY OF ENC's:

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

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

SECTION – I**List of charts affected by****The Notices 089 to 098 contained in this Edition**

| CHART NUMBER | FOLIO NO. | NOTICE NO. |
|---------------------|------------------|-------------------|
| 31 | 5 | 098(T) |
| 32(INT 754) | 5 | 098(T) |
| 203(INT 7319) | 2 | 089,090,096(T) |
| 211 | 3 | 097(T) |
| 225 | 4 | 095 |
| 263 | 4 | 095 |
| 264 | 4 | 095 |
| 271 | 2 | 096(T) |
| 354(INT 7400) | 5 | 098(T) |
| 355(INT 7405) | 5 | 098(T) |
| 356(INT 7400) | 5 | 093 |
| 2015(INT 7337) | 3 | 091,097(T) |
| 2016(INT 7336) | 3 | 091 ,097(T) |
| 2021 | 2 | 089 |
| 2060 | 2 | 089 |
| 2068 | 2 | 089,090,096(T) |
| 2076 | 3 | 091, 097(T) |
| 2079 | 2 | 089,096(T) |
| 2080 | 2 | 089 |
| 2504 | 7 | 092 |
| 7070(INT 70) | 1 | 094 |
| 7073(INT 73) | 1 | 094 |
| 7700(INT 700) | 1 | 094 |

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

***089/(03/09) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Mundra Port – Port Limit. Legend. Lights. Maintain Depth. Racon. Buoys.**

Indian List of Lights Vol. F & K 2003, F-0362,0364

Source: Gujarat Maritime Board

(HJ/1131/20)

Chart 203(INT 7319) [previous update 619/08]

| | | |
|--------|---|---|
| Insert | port limit, pecked line - - - - - , joining: | 22° 49'·40N, 69° 47'·20E. 22° 49'·40N, 69° 39'·00E. 22° 48'·38N, 69° 38'·97E. (a) 22° 48'·42N, 69° 32'·33E. (b) 22° 38'·95N, 69° 32'·30E. 22° 37'·55N, 69° 36'·92E. (c) 22° 37'·40N, 69° 37'·05E. (d) 22° 37'·40N, 69° 42'·00E (e) 22° 40'·60N, 69° 47'·20E |
| | legend, <i>Limit of Port of Mundra</i> , along: | (a)-(b) above (c)-(d) above |
| | Racon C , at light | (f) 22° 43'·85N, 69° 42'·37E |
| Amend | light to, Fl.3s11m5M | 22° 45'·77N, 69° 42'·31E |
| | light to, Fl(2)15s32m19M | (f) above |
| Delete | port limit, pecked line, - - - - - , joining: | 22° 45'·20N, 69° 39'·00E 22° 45'·00N, 69° 39'·00E 22° 45'·00N, 69° 36'·00E (g) 22° 40'·60N, 69° 36'·00E (h) (e) above |
| | legend, <i>Limit of Port of Mundra</i> , along: | (g) – (h) above |

***089/(03/09) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Mundra Port – Port Limit. Legend. Lights. Maintain Depth. Racon. Buoys.(Continued)**

Chart 2080 [previous update 064/09]

Insert port limit, pecked line, - - - - - , joining: 22° 49′.40N, 69° 47′.20E
22° 49′.40N, 69° 41′.00E (W Border)

Racon C , at light (a) 22° 43′.85N, 69° 42′.37E

Amend light to, Fl.3s11m5M 22° 45′.77N, 69° 42′.31E

light to, Fl(2)15s32m19M (a) above

Chart 2068 [previous update 032/09]

Insert port limit, pecked line, - - - - - , joining: 22° 48′.40N, 69° 35′.30E.

(a) 22° 48′.42N, 69° 32′.33E.

(b) 22° 38′.95N, 69° 32′.30E.

22° 37′.55N, 69° 36′.92E.

22° 37′.40N, 69° 37′.05E.

(c) 22° 37′.40N, 69° 38′.80E

legend, *Limit of Port of Mundra*, along: (a) - (b) above

Racon C , at light (d) 22° 43′.85N, 69° 42′.37E

Amend light to, Fl.3s11m5M 22° 45′.77N, 69° 42′.31E

light to, Fl(2)15s32m19M (d) above

Delete port limit, pecked line, - - - - - , joining: 22° 46′.60N, 69° 39′.00E

22° 45′.00N, 69° 39′.00E

(e) 22° 45′.00N, 69° 36′.00E

(f) 22° 40′.60N, 69° 36′.00E

(c) above

legend, *Limit of Port of Mundra*, along: (e) – (f) above

***089/(03/09) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Mundra Port – Port Limit. Legend. Lights. Maintain Depth. Racon. Buoys.(Continued)**

Chart 2079 [previous update 064/09]

| | | |
|--------|---|---|
| Insert | port limit, pecked line, - - - - - , joining: | (a) 22° 47'·40N, 69° 32'·32E.(N Border) |
| | | (b) 22° 38'·99N, 69° 32'·29E. 22° 37'·59N, 69° 36'·91E. |
| | | (c) 22° 37'·44N, 69° 37'·04E. |
| | | (d) 22° 37'·44N, 69° 38'·79E. |
| | legend, <i>Limit of Port of Mundra</i> , along: | (a)-(b) above (c)-(d) above |
| | Racon C , at light | (e) 22° 43'·89N, 69° 42'·36E |
| Amend | light to, Fl.3s11m5M | 22° 45'·81N, 69° 42'·30E |
| | light to, Fl(2)15s32m19M | (e) above |
| | Maintained depth to, 14.5m, centered on: | 22° 44'·40N, 69° 43'·10E |
| | Buoy to, Q(9) No. 5 | 22° 44'·61N., 69° 43'·19E. |
| | Buoy to, Q(6) + LFI No. 7 | 22° 44'·71N., 69° 43'·06E. |
| Delete | port limit, pecked line, - - - - - , joining: | 22° 47'·40N, 69° 38'·99E.(N Border) 22° 45'·04N, 69° 38'·99E |
| | | (f) 22° 45'·04N, 69° 35'·99E |
| | | (g) 22° 40'·64N, 69° 35'·99E |
| | | (h) (d) above |
| | legend, <i>Limit of Port of Mundra</i> , along: | (f) – (g) above (g) – (h) above |

***089/(03/09) INDIA – WEST COAST – Gulf of Kachchh – Approaches to Mundra Port – Port Limit. Legend. Lights. Maintain Depth. Racon. Buoys.(Continued)**

Chart 2060 [previous update 032/09]

Insert port limit, pecked line, - - - - - , joining: 22° 39'·00N, 69° 32'·30E.(N Border)
 22° 38'·95N, 69° 32'·30E.
 22° 37'·55N, 69° 36'·92E.
 (a) 22° 37'·40N, 69° 37'·05E.
 (b) 22° 37'·40N, 69° 42'·00E.
 22° 38'·62N, 69° 44'·00E (E Border)

legend, *Limit of Port of Mundra*, along: (a) - (b) above

Chart 2021 [previous update 357/08]

Insert Racon C , at light (a) 22° 43'·89N, 69° 42'·36E

Amend light to, Fl.3s11m5M 22° 45'·81N, 69° 42'·30E
 light to, Fl(2)15s32m19M (a) above

Maintained depth to, 14.5m, centered on: 22° 44'·67N, 69° 42'·75E
 22° 44'·31N, 69° 43'·29E

Buoy to, Q(9) 22° 44'·608N., 69° 43'·193E.
 No. 5
 Buoy to, Q(6) + LFI 22° 44'·708N., 69° 43'·057E.
 No. 7

***090/(03/09) INDIA – WEST COAST – Gulf of Kachchh – Bouy.**

Source: DLL, Jamnagar

(HJ/1131/20)

Note: Former INM 060(T)/09 is cancelled.

Chart 203(INT 7319) [previous update 089/09]

Move  Paga VQ(3)5s from: 22° 35'·40N., 69° 14'·40E.
 to: 22° 35'·46N, 69° 14'·01E

Chart 2068 [previous update 089/09]

Move  Paga VQ(3)5s from: 22° 35'·40N., 69° 14'·40E.
 to: 22° 35'·46N, 69° 14'·01E

***091/(03/09) INDIA – West Coast – Port of Mumbai – Buoys.**

Source: Hydrographic Note -INS Nirdeshak

(HJ/1030/87)

Chart 2015(INT 7337) [previous update 117/08]






















| | | |
|--------|---|---------------------------|
| Delete |  | 18° 56'·34N., 72° 51'·19E |
| |  | 18° 56'·46N., 72° 51'·30E |
| |  | 18° 56'·56N., 72° 51'·39E |
| |  | 18° 57'·31N., 72° 51'·27E |
| |  | 18° 57'·35N., 72° 51'·30E |
| |  | 18° 57'·37N., 72° 51'·22E |
| |  | 18° 57'·54N., 72° 51'·61E |
| |  | 18° 57'·37N., 72° 51'·67E |
| |  | 18° 57'·67N., 72° 51'·26E |
| |  | 18° 57'·77N., 72° 51'·11E |
| |  | 18° 57'·90N., 72° 51'·17E |
| |  | 18° 57'·95N., 72° 51'·18E |
| |  | 18° 57'·91N., 72° 51'·30E |
| |  | 18° 57'·91N., 72° 51'·37E |
| |  | 18° 58'·04N., 72° 51'·20E |
| |  | 18° 58'·00N., 72° 52'·77E |
| |  | 18° 57'·84N., 72° 52'·30E |
| |  | 18° 57'·63N., 72° 52'·14E |
| |  | 18° 54'·76N., 72° 50'·88E |
| |  | |
| |  | |

Chart 2016(INT 7336) [previous update 527/08]

| | | |
|--------|---|---------------------------|
| Delete |  | 18° 58'·00N., 72° 52'·77E |
| |  | 18° 54'·76N., 72° 50'·88E |

Chart 2076 [previous update 116/08]

| | | |
|--------|---|---------------------------|
| Delete |  | 18° 58'·00N., 72° 52'·77E |
|--------|---|---------------------------|

Cancel former INM 167(T)/07.

***092/(03/09) INDIAN OCEAN – Mauritius – Mathurin Harbour – Danger Area. Contour. Rocks.**

Source: NHO Dehradun

(HJ/731/06)

Chart 2504 [previous update NC 31 Aug 08]

| | | | |
|--------|----------------------------------|-----|----------------------------|
| Insert | Danger area, , joining | (a) | 19° 39′.11S., 63° 24′.64E. |
| | | (b) | 19° 39′.11S., 63° 24′.67E. |
| | | (c) | 19° 39′.21S., 63° 24′.71E. |
| | | (d) | 19° 39′.27S., 63° 24′.69E. |
| | | (e) | 19° 39′.27S., 63° 24′.67E. |
| | | (f) | 19° 39′.21S., 63° 24′.64E. |

Seabed character 'Co' and ++(Rocks) within area (a)- (f) above

Delete 10m contour, within, area (a)- (f) above

***093/(03/09) INDIA – EAST COAST – Chennai to Ramaypatnam – Beacon.**

Source: INS Nirupak ROS J(N) - 165

(HJ/1029/59)

Chart 356(INT 7400) [previous update 207/08]Delete  15° 18′.5N, 80° 05′.8E.**094/(03/09) INDIAN OCEAN - Îles Kerguelen West-south-westwards, Îles Crozet East-south-eastwards, Prince Edward Islands North-eastwards and Southwest Indian Ridge - Depths. Legends.**

Source: BA Notice 169/09

(HJ/532/45)

Chart 7070(INT 70) [previous update 562/08] COMPATIBLE WITH WGS84 DATUM

| | | | |
|--------|---|-----|--------------------------|
| Insert | depth 375 enclosed by 1000m and 2000m contours and extend 3000m contour SW to enclose | (a) | 35° 10′.6S., 54° 17′.6E. |
| | depth 640 enclosed by 1000m contour | | 35° 47′.2S., 53° 34′.8E. |
| | depth 498 and extend 1000m contour NE to enclose | | 46° 18′.3S., 38° 39′.6E. |
| | depth 670 enclosed by 1000m, 2000m and 3000m contours | | 46° 56′.4S., 53° 49′.2E. |
| | depth 187 enclosed by 200m contour and extend 1000m contour E to enclose | (a) | 50° 03′.7S., 65° 59′.8E. |
| Delete | depth 272, close SW of: | | (a) above |

094/(03/09) INDIAN OCEAN - Îles Kerguelen West-south-westwards, Îles Crozet East-south-eastwards, Prince Edward Islands North-eastwards and Southwest Indian Ridge - Depths. Legends.(Continued)

Chart 7073(INT 73) [*previous update 052/09*] COMPATIBLE WITH WGS84 DATUM

Insert depth 187 enclosed by 200m contour and extend 1000m contour E to enclose (a) 50° 03'·7S., 65° 59'·8E.

Delete depth 272, close SW of: (a) above

Chart 7700(INT 700) [*previous update 275/00*] COMPATIBLE WITH WGS84 DATUM

Insert depth 375 enclosed by 1000m and 2000m contours and extend 3000m contour W to enclose 35° 12'·6S., 54° 17'·6E.

depth 640 enclosed by 1000m contour (a) 35° 47'·2S., 53° 34'·8E.

legend, *Izevsky Seamount*, centred on: 35° 12'·5S., 54° 46'·0E.

legend, *Geroevka Bank*, centred on: 35° 55'·0S., 52° 53'·0E.

Delete depth 1032, close NE of: (a) above

095/(03/09) SRI LANKA - West Coast - Colombo South-westwards - Depths.

Source: BA Notice 216/09

(HJ/930/60)

Chart 264 [*previous update 212/08*] CEYLON 1933 DATUM

Insert depth 15₂ enclosed by 20m contour (a) 6° 51'·7N., 79° 46'·7E.

Delete depth 20₁ enclosed by 30m contour, adjacent to: (a) above

Chart 263 [*previous update 212/08*] CEYLON 1933 DATUM

Insert depth 15₂ enclosed by 20m contour (a) 6° 51'·7N., 79° 46'·7E.

Delete depth 20₁ enclosed by 30m contour, adjacent to: (a) above

Chart 225 [*previous update 212/08*] CEYLON 1933 DATUM

Insert depth 15₂ enclosed by 20m contour (a) 6° 51'·69N., 79° 46'·73E.

Delete depth 20₁ adjacent to: (a) above

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***096(T)/(03/09) INDIA – WEST COAST – Gulf of Kachchh – Deep water route – Buoys.**

Source: DLL Jamnagar

(HJ/1131/20)

1. Following buoys are reported missing from laid position:-

| <u>SI No.</u> | <u>Buoy Name</u> | <u>Position</u> | <u>Charts Affected</u> |
|---------------|------------------|------------------------|------------------------------|
| (a) | Chandri Buoy | 22°37'.17N 069°07'.49E | 203(INT 7319) – 271 – 2068. |
| (b) | Sonar Buoy | 22°44'.77N 069°32'.35E | 203(INT 7319) – 2068 - 2079. |

2. Paga East Cardinal Buoy re-laid.

3. Mariners to exercise Caution.

4. **Cancel former INM 060(T)/09.**

***097(T) (03/09) INDIA – West Coast – Port of Mumbai – Buoys.**

Source: Hydrographic Note -INS Nirdeshak

(HJ/1030/87)

Refer INM 091/09

1. Following buoys are missing from their original charted position

| <u>SI No.</u> | <u>Position</u> | <u>Charts Affected</u> |
|---------------|---------------------------|--|
| (a) | 18° 58'·46N., 72° 54'·31E | 2016(INT 7336) -2015(INT 7337) - 2076. |
| (b) | 18° 58'·50N., 72° 54'·47E | 2016(INT 7336) -2015(INT 7337) - 2076. |
| (c) | 18° 57'·58N., 72° 54'·46E | 2015(INT 7337) - 2076. |
| (d) | 18° 57'·61N., 72° 54'·43E | 2015(INT 7337) - 2076. |
| (e) | 18° 48'·50N., 72° 48'·60E | 211 - 2016(INT 7336) - 2015(INT 7337). |

2. Mariners to exercise caution.

3. **Cancel former INM 167(T)/07.**

***098(T)/(03/09) INDIA – EAST COAST – Ramaypatnam to Sacramento Shoal – Seismic Survey.**

Source: NAVAREA VIII Warnings 052/09.

(HJ/1029/67)

1. 3D Seismic data survey in progress by Geco Searcher till 02 Apr 2009 in area bounded by

| | | | | | |
|-----|------------|-------------|-----|------------|-------------|
| (a) | 16°47'.00N | 082°47'.00E | (b) | 16°47'.00N | 084°10'.00E |
| (c) | 15°32'.00N | 082°38'.00E | (d) | 15°32'.00N | 081°54'.00E |

2. Vessel towing Six streamer cable of 6500 meters long attached to a orange coloured tail buoy with white flashing light.

3. All vessels operating in vicinity are to keep a safe distance of 04 NM and exercise caution.

4. **Cancel this Notice on 03 Apr 2009.**

Charts affected – 31 – 32(INT 754) – 354(INT 7400) – 355(INT 7405).

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 – 2008.
- NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 29 Jan 09, 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 | 020 | 2007 Series: 019 050 247 293. 2008 Series: 200 341 377 387 391 392 393 396. 2009 Series: 007 009 019 020. |
| II | E. Atlantic | 015 | 2008 Series: 337 351 352 355. 2009 Series: 007 008 014 015. |
| III | Mediterranean | 048 | 2008 Series: 412 512 534 540 543 544 547 548 555 556. 2009 Series: 005 019 024 025 031 032 034 035 040 041 042 043 045 046 047 048. |
| IV | N.W. Atlantic | 020 | 2009 Series: Nil |
| V | W. Atlantic | 191 | 2007 Series: 1078. 2009 Series: Nil. |
| VI | S.W. Atlantic | 034 | 2009 Series: Nil. |
| VII | S.E. Atlantic | 015 | 2008 Series: 102 148 185 188 189 191 192 198 201. 2009 Series: 012. |
| VIII | Indian Ocean | 061 | 2008 Series - 353 358 526 527 2009 Series - 010 011 012 020 028 029 038 039 040 041 043 044 045 046 049 052 053 054 055 056 057 058 059 060 061 |

- NAVAREA Warnings issued during the period from 15 Jan 09 to 29 Jan 09 (both dates inclusive) are as tabulated below:-

| | | | | | | | | |
|--|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-----------|
| 032 to 037. Canceled. | | | | | | | | |
| <p>038. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing Exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 27 Jan and 30 Jan 2009. Danger area bounded by:</p> <table> <tr> <td>(a) 09-57.5N</td> <td>075-59.5E</td> <td>(b) 09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c) 09-44.0N</td> <td>076-17.5E</td> <td>(d) 09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this message on 31 Jan 2009.</p> | (a) 09-57.5N | 075-59.5E | (b) 09-57.7N | 076-14.2E | (c) 09-44.0N | 076-17.5E | (d) 09-42.5N | 076-09.5E |
| (a) 09-57.5N | 075-59.5E | (b) 09-57.7N | 076-14.2E | | | | | |
| (c) 09-44.0N | 076-17.5E | (d) 09-42.5N | 076-09.5E | | | | | |
| <p>039. India Lakshadweep Sea – Lakshadweep Island. Charts 22 219 259 272 273 INT 705. Sailing vessel MSV Shani Al Madani sunk in approximate position 011-04.0N., 075-00.0E with 01 crew missing.</p> <p>2. Vessels transiting in area to keep a sharp look out exercise caution and render assistance.</p> | | | | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---|-----------|------------|------------|-----------|------------|------------|-----|-----------|------------|-----|-----------|------------|-----|----------|-----------|-----|----------|-----------|
| <p>040. Cancel NAVAREA Eight message 030 of 2009 India Lakshadweep Sea – Lakshadweep Island. Charts 22 273 INT 707. Seismic Survey is in progress by Northern Explorer till 31 Jan 2009 in area bounded by</p> <table border="0"> <tr> <td>(a)</td> <td>11-20.0N</td> <td>075-41.0E</td> <td>(b)</td> <td>11-20.0N</td> <td>073-43.0E</td> </tr> <tr> <td>(c)</td> <td>08-43.0N</td> <td>073-43.0E</td> <td>(d)</td> <td>08-43.0N</td> <td>076-13.0E</td> </tr> <tr> <td>(e)</td> <td>09-37.0N</td> <td>076-13.0E</td> <td>(e)</td> <td>11-20.0N</td> <td>075-41.0E</td> </tr> </table> <p>2. Vessel is towing single 07 NM long streamer cable mark by a yellow tail buoy 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 Feb 2009.</p> | (a) | 11-20.0N | 075-41.0E | (b) | 11-20.0N | 073-43.0E | (c) | 08-43.0N | 073-43.0E | (d) | 08-43.0N | 076-13.0E | (e) | 09-37.0N | 076-13.0E | (e) | 11-20.0N | 075-41.0E |
| (a) | 11-20.0N | 075-41.0E | (b) | 11-20.0N | 073-43.0E | | | | | | | | | | | | | |
| (c) | 08-43.0N | 073-43.0E | (d) | 08-43.0N | 076-13.0E | | | | | | | | | | | | | |
| (e) | 09-37.0N | 076-13.0E | (e) | 11-20.0N | 075-41.0E | | | | | | | | | | | | | |
| <p>041. Refer NAVAREA Eight message 011 of 2009. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Drill Ship Deepwater Frontier moved to new position 16-30.00 N.,082-31.67 E. 2. Wide berth requested.</p> | | | | | | | | | | | | | | | | | | |
| <p>042. Cancelled.</p> | | | | | | | | | | | | | | | | | | |
| <p>043. India East Coast- Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing exercise by Naval Coast Battery 13-07.17N., 080-18.70E between 0530 UTC to 0730 UTC on 30 Jan 2009. 2. Danger Zone Sector of radius 11 NM from gun position between 045 degree and 075 degree. 3. Safe flying height 12800 meters. 4. Cancel this message on 31 Jan 2009.</p> | | | | | | | | | | | | | | | | | | |
| <p>044. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 01 Feb to 07 Feb and 14 Feb to 21 Feb 2009 respectively. Danger area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>15-13.0N</td> <td>073-57.0E</td> <td>(b)</td> <td>15-13.0N</td> <td>073-52.0E</td> </tr> <tr> <td>(c)</td> <td>15-11.0N</td> <td>073-57.0E</td> <td>(d)</td> <td>15-11.0N</td> <td>073-52.0E</td> </tr> </table> <p>2. Safe flying height 3500 metres. 3. Cancel this message on 22 Feb 2009.</p> | (a) | 15-13.0N | 073-57.0E | (b) | 15-13.0N | 073-52.0E | (c) | 15-11.0N | 073-57.0E | (d) | 15-11.0N | 073-52.0E | | | | | | |
| (a) | 15-13.0N | 073-57.0E | (b) | 15-13.0N | 073-52.0E | | | | | | | | | | | | | |
| (c) | 15-11.0N | 073-57.0E | (d) | 15-11.0N | 073-52.0E | | | | | | | | | | | | | |
| <p>045. India West Coast – Arabian Sea. Charts 21 INT 705. Drilling operation in progress by Rig Virtue-1 in position 19-25.39N., 071-19.56E. 2. Wide berth requested.</p> | | | | | | | | | | | | | | | | | | |
| <p>046. Refer NAVAREA VIII message 011 of 2009. Cancel NAVAREA VIII message 037 of 2009. India East Coast- Bay of Bengal. Charts 31 32 355 INT 706. Drill ship Discoverer-534 moved to new position 16-32.21N 082-31.56E 2. Wide berth requested.</p> | | | | | | | | | | | | | | | | | | |
| <p>047 to 048. Cancelled.</p> | | | | | | | | | | | | | | | | | | |
| <p>049. India West Coast- Arabian Sea. Charts 22 256 293 INT 705 INT 706. Firing by Naval Ships from 0230 UTC to 0730 UTC on 31 Jan 2009. Danger area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>17-55.0N</td> <td>070-57.0E</td> <td>(b)</td> <td>18-11.0N</td> <td>071-34.0E</td> </tr> <tr> <td>(c)</td> <td>17-35.0N</td> <td>071-52.0E</td> <td>(d)</td> <td>17-18.0N</td> <td>071-16.0E</td> </tr> </table> <p>2. Safe flying height 6000 metres. 3. Cancel this message on 01 Feb 2009.</p> | (a) | 17-55.0N | 070-57.0E | (b) | 18-11.0N | 071-34.0E | (c) | 17-35.0N | 071-52.0E | (d) | 17-18.0N | 071-16.0E | | | | | | |
| (a) | 17-55.0N | 070-57.0E | (b) | 18-11.0N | 071-34.0E | | | | | | | | | | | | | |
| (c) | 17-35.0N | 071-52.0E | (d) | 17-18.0N | 071-16.0E | | | | | | | | | | | | | |
| <p>050 to 051. Cancelled.</p> | | | | | | | | | | | | | | | | | | |
| <p>052. India East Coast – Off Kakinada. Charts 31 INT 706. 3D Seismic Data Survey in progress by Geco Searcher till 02 Apr 2009 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>16-47.00N</td> <td>082-47.00E</td> <td>(b)</td> <td>16-47.00N</td> <td>084-10.00E</td> </tr> <tr> <td>(c)</td> <td>15-32.00N</td> <td>082-38.00E</td> <td>(d)</td> <td>15-32.00N</td> <td>081-54.00E</td> </tr> </table> <p>2. Vessel towing six streamer cable of 6500 meters long attached to a orange coloured tail buoy with white flashing light. 3. All vessels operating in vicinity are to keep a safe distance of 04 NM and exercise caution. 4. Cancel this message on 03 Apr 2009.</p> | (a) | 16-47.00N | 082-47.00E | (b) | 16-47.00N | 084-10.00E | (c) | 15-32.00N | 082-38.00E | (d) | 15-32.00N | 081-54.00E | | | | | | |
| (a) | 16-47.00N | 082-47.00E | (b) | 16-47.00N | 084-10.00E | | | | | | | | | | | | | |
| (c) | 15-32.00N | 082-38.00E | (d) | 15-32.00N | 081-54.00E | | | | | | | | | | | | | |
| <p>053. India West Coast-Gulf of Kachhh. Charts 21 203 292 2068 INT 705. Tilburn Buoy in position 22-37.2N 069-31.9E not functioning 2. Mariners to exercise caution.</p> | | | | | | | | | | | | | | | | | | |

| <p>054. India West Coast – Pigeon Island. Charts 22 216 257 2072 INT 706. Firing practice by Naval Ships and Aircraft on Pigeon Island between 0430 UTC to 0700 UTC from 01 Feb to 07 Feb 2009. Danger area 10 NM around Pigeon Island.</p> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 08 Feb 2009.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|------------|-----------------------|----------------------|-----------------------|----------------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|--|--|--|
| <p>055. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval Coast Battery Okha between 1030 UTC to 1230 UTC on 06 Feb 2009. Danger area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>22-22.0N</td> <td>068-50.0E</td> <td>(b)</td> <td>22-37.0N</td> <td>068-53.0E</td> </tr> <tr> <td>(c)</td> <td>22-42.0N</td> <td>069-08.0E</td> <td>(d)</td> <td>22-29.0N</td> <td>069-04.0E</td> </tr> </tbody> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 07 Feb 2009.</p> | (a) | 22-22.0N | 068-50.0E | (b) | 22-37.0N | 068-53.0E | (c) | 22-42.0N | 069-08.0E | (d) | 22-29.0N | 069-04.0E | | | | | | | | | | | | |
| (a) | 22-22.0N | 068-50.0E | (b) | 22-37.0N | 068-53.0E | | | | | | | | | | | | | | | | | | | |
| (c) | 22-42.0N | 069-08.0E | (d) | 22-29.0N | 069-04.0E | | | | | | | | | | | | | | | | | | | |
| <p>056. India East Coast- Visakhapatnam. Charts 31 32 308 354 3002 3012 INT 706. Seaward firing exercise by Naval Coast Battery from 0001 UTC to 0200 UTC and from 1500 UTC to 1700 UTC on 04 Feb and 18 Feb 2009 respectively. Danger area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>17-42.0N</td> <td>083-18.0E</td> <td>(b)</td> <td>17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c)</td> <td>17-34.0N</td> <td>083-30.0E</td> <td>(d)</td> <td>17-28.0N</td> <td>083-18.0E</td> </tr> </tbody> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 19 Feb 2009.</p> | (a) | 17-42.0N | 083-18.0E | (b) | 17-47.0N | 083-32.0E | (c) | 17-34.0N | 083-30.0E | (d) | 17-28.0N | 083-18.0E | | | | | | | | | | | | |
| (a) | 17-42.0N | 083-18.0E | (b) | 17-47.0N | 083-32.0E | | | | | | | | | | | | | | | | | | | |
| (c) | 17-34.0N | 083-30.0E | (d) | 17-28.0N | 083-18.0E | | | | | | | | | | | | | | | | | | | |
| <p>057. India East Coast - Gopalpur. Charts 31 352 353 3005 INT 706. firing exercise will be carried out on following dates</p> <table> <thead> <tr> <th>Date</th> <th>Time</th> </tr> </thead> <tbody> <tr> <td>05 Feb to 07 Feb 2009</td> <td>2330 UTC to 1800 UTC</td> </tr> <tr> <td>18 Feb to 20 Feb 2009</td> <td>2330 UTC to 1800 UTC</td> </tr> </tbody> </table> <p>2. Danger area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-37.05N</td> <td>085-27.85E</td> </tr> <tr> <td>(c)</td> <td>18-46.05N</td> <td>085-22.86E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>and arc of 42 NM radius joining point (b) and (c).</p> <p>3. Safe flying height 6100 metres.</p> <p>4. Cancel this message on 21 Feb 2009.</p> | Date | Time | 05 Feb to 07 Feb 2009 | 2330 UTC to 1800 UTC | 18 Feb to 20 Feb 2009 | 2330 UTC to 1800 UTC | (a) | 19-14.60N | 084-53.70E | (b) | 19-37.05N | 085-27.85E | (c) | 18-46.05N | 085-22.86E | | | | | | | | | |
| Date | Time | | | | | | | | | | | | | | | | | | | | | | | |
| 05 Feb to 07 Feb 2009 | 2330 UTC to 1800 UTC | | | | | | | | | | | | | | | | | | | | | | | |
| 18 Feb to 20 Feb 2009 | 2330 UTC to 1800 UTC | | | | | | | | | | | | | | | | | | | | | | | |
| (a) | 19-14.60N | 084-53.70E | (b) | 19-37.05N | 085-27.85E | | | | | | | | | | | | | | | | | | | |
| (c) | 18-46.05N | 085-22.86E | | | | | | | | | | | | | | | | | | | | | | |
| <p>058. India West Coast- Arabian Sea. Charts 21 292 291 INT 705. Naval Ships and Aircrafts will practice under water weapon firing round the clock from 29 Jan to 28 Feb 2009. Danger area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>20-28.0N</td> <td>070-33.0E</td> <td>(b)</td> <td>22-48.0N</td> <td>068-10.0E</td> </tr> <tr> <td>(c)</td> <td>21-24.0N</td> <td>067-30.0E</td> <td>(d)</td> <td>19-03.0N</td> <td>069-04.0E</td> </tr> </tbody> </table> <p>2. Cancel this message on 01 Mar 2009.</p> | (a) | 20-28.0N | 070-33.0E | (b) | 22-48.0N | 068-10.0E | (c) | 21-24.0N | 067-30.0E | (d) | 19-03.0N | 069-04.0E | | | | | | | | | | | | |
| (a) | 20-28.0N | 070-33.0E | (b) | 22-48.0N | 068-10.0E | | | | | | | | | | | | | | | | | | | |
| (c) | 21-24.0N | 067-30.0E | (d) | 19-03.0N | 069-04.0E | | | | | | | | | | | | | | | | | | | |
| <p>059. Bay of Bengal – Northern Portion. Charts 31 INT 73 INT 706. Srilankan fishing boat Max 2 Regn No IMUL-A-0053 CBO sinking in position 16-57.0N., 090-05.0E and 05 crew is missing.</p> <p>2. All vessels operating in vicinity to keep sharp lookout and render assistance.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>060. India West Coast – Arabian Sea. Charts 21 22 292 293 INT 705. Seismic Survey is in progress by Geowave Commander till 17 Mar 2009 in area bounded by:</p> <table> <tbody> <tr> <td>(a)</td> <td>19-00.00N</td> <td>070-30.00E</td> <td>(b)</td> <td>19-00.00N</td> <td>070-41.00E</td> </tr> <tr> <td>(c)</td> <td>18-37.00N</td> <td>071-05.00E</td> <td>(d)</td> <td>18-26.00N</td> <td>071-05.00E</td> </tr> <tr> <td>(e)</td> <td>19-00.00N</td> <td>070-30.00E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>2. The vessel is towing one streamer of 07 NM length with white flashing light at the end of the cable.</p> <p>3. All vessels operating in the area are to maintain a clearance of 09 NM and exercise caution.</p> <p>4. Cancel this message on 18 Mar 2009.</p> | (a) | 19-00.00N | 070-30.00E | (b) | 19-00.00N | 070-41.00E | (c) | 18-37.00N | 071-05.00E | (d) | 18-26.00N | 071-05.00E | (e) | 19-00.00N | 070-30.00E | | | | | | | | | |
| (a) | 19-00.00N | 070-30.00E | (b) | 19-00.00N | 070-41.00E | | | | | | | | | | | | | | | | | | | |
| (c) | 18-37.00N | 071-05.00E | (d) | 18-26.00N | 071-05.00E | | | | | | | | | | | | | | | | | | | |
| (e) | 19-00.00N | 070-30.00E | | | | | | | | | | | | | | | | | | | | | | |
| <p>061. India East Coast-Bay of Bengal. Charts 31 32 33 355 354 INT 706. Seismic Survey in progress by survey vessel Gilavar till 28 Feb 2009 in area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>16-36.70N</td> <td>082-23.30E</td> <td>(b)</td> <td>16-36.70N</td> <td>082-27.20E</td> </tr> <tr> <td>(c)</td> <td>16-34.10N</td> <td>082-28.90E</td> <td>(d)</td> <td>16-42.20N</td> <td>082-36.10E</td> </tr> <tr> <td>(e)</td> <td>16-42.80N</td> <td>082-38.10E</td> <td>(f)</td> <td>16-47.60N</td> <td>082-38.10E</td> </tr> <tr> <td>(g)</td> <td>16-47.70N</td> <td>082-23.30E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>2. The vessel is towing six streamer cable of 6000 metre length attached to a orange coloured tail bouy with white flashing light.</p> <p>3. All vessels operating in vicinity are to maintain a safe distance of 04 NM and exercise caution.</p> <p>4. Cancel this message on 01 Mar 2009.</p> | (a) | 16-36.70N | 082-23.30E | (b) | 16-36.70N | 082-27.20E | (c) | 16-34.10N | 082-28.90E | (d) | 16-42.20N | 082-36.10E | (e) | 16-42.80N | 082-38.10E | (f) | 16-47.60N | 082-38.10E | (g) | 16-47.70N | 082-23.30E | | | |
| (a) | 16-36.70N | 082-23.30E | (b) | 16-36.70N | 082-27.20E | | | | | | | | | | | | | | | | | | | |
| (c) | 16-34.10N | 082-28.90E | (d) | 16-42.20N | 082-36.10E | | | | | | | | | | | | | | | | | | | |
| (e) | 16-42.80N | 082-38.10E | (f) | 16-47.60N | 082-38.10E | | | | | | | | | | | | | | | | | | | |
| (g) | 16-47.70N | 082-23.30E | | | | | | | | | | | | | | | | | | | | | | |

| <u>NAVAREA No.</u> | <u>LOCATION</u> | <u>LAST NAVAREA</u> | <u>NAVAREA IN FORCE</u> |
|--------------------|---------------------------------------|---------------------|--|
| IX | Persian Gulf, Red Sea, NW Arabian Sea | 023 | 2007 Series: 022 027 062 095 106 155 172 200 212. 2008 Series: 022 027 044 045 046 051 061 069 089 105 107 128 157 176 179 182 184 189 190 191 199 201 202 203 207 211 213 216 225 226 229 244. 2009 Series: 001 002 003 007 009 010 016 020 022 023. |
| X | Australia, New Guinea | 014 | 2008 Series: 340 353 356 368 370 371 374 382 389 390 394 397 401. 2009 Series: 007 009 014 |
| XI | Malacca Strait, China Sea, N. Pacific | 0059 | 2001 Series: 0775. 2003 Series: 0106. 2004 Series: 0361. 2005 Series: 0307. 2007 Series: 0002 0093 0133 0309 0344 0366 0513 0519 0523 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 0675 0677 0785. 2009 Series: 0026 0032 0041 0046 0049 0051 0052 0053 0055 0056 0057 0058 0059. |
| XII | N.E. Pacific | 042 | 2009 Series: Nil |
| XIII | N.W. Pacific | 053 of 2008 | 2009 Series: Nil |
| XIV | S.W. Pacific | 090 of 2008 | 2008 Series: 085 090. 2009 Series: Nil |
| XV | S.E. Pacific | 153 of 2008 | 2009 Series: Nil |
| XVI | E. Pacific | 001 | 2009 Series: Nil |
| Hydropacs | Pacific, Indian Ocean | 207 | 2008 Series: 1140 1141 1473 1656 2198 2511. 2009 Series: Nil |
| Hydroplants | Atlantic, Mediterranean | 175 | 2008 Series: 300. 2009 Series: Nil |

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

Bay of Bengal Pilot (INP-2)

Page-117

Article 2.104:
Delete Para 3.

Source: ROS - [J(N)-165] 03/09

Page-121

Article 2.120:
Delete Para 2 & 3.

Source: ROS - [J(N)-165] 03/09

Page-138

Article 3.6:
Delete Para 7.

Source: ROS - [J(N)-158] 03/09

Page-146

Article 3.31,
Delete Para 12 and replace by:
12 Installation of SPM. Indian Oil Corporation (IOC) has installed SPM off Paradip at position (20°04'.7N, 86°41'.5E). Vessels handled at the SPM are reported to be:

| | |
|-----------------|-----------------|
| LOA | : 370m |
| Beam | : 60m |
| Maximum Draught | : 21m |
| Maximum Size | : 320000 MT DWT |
| Minimum Size | : 80000 MT DWT |

Source: Paradip Port Trust 03/09

Page-283

Article 8.38, Para 9, Line1:
Delete text 'Port Cornwallis Light' and read only 'Ross Island Light'

Source: ROS - [M(N)-165] 03/09

Page-284

Article 8.38, after Para 9, Photograph:
Amend title of photograph to 'Ross Island Light' in place of 'Port Cornwallis Light'.

Source: ROS - [M(N)-165] 03/09

Page-284

Article 8.39, Para 2, Line 2 to 4:
Delete text, 'a conspicuous ----- N of the point'.

Source: ROS - [M(N)-165] 03/09

**Indian Notices to Mariners,
Special Edition-2008**

Special Notice No-19

*Information about Radar Beacons
Page 151, Mundra Port Marine Control, Section (V)*

Delete Morse Code 'M' (_ _) and replace by Morse Code 'C' (_ . _ .)

Source: Mundra Port 03/09

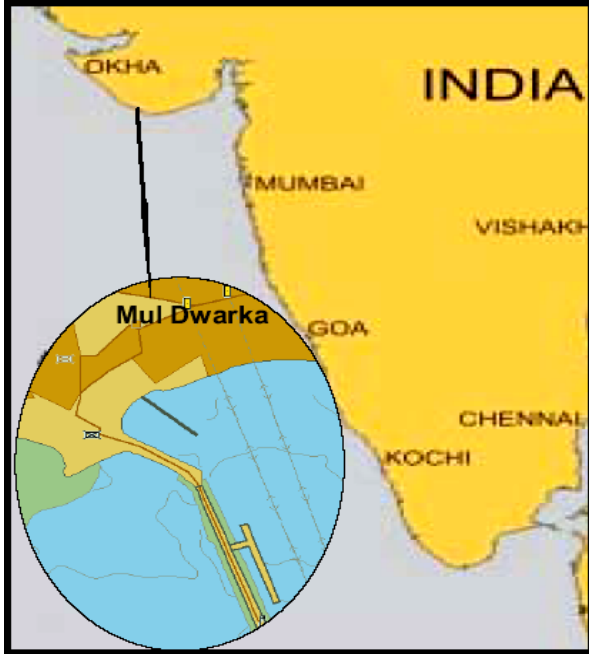
West Coast of India Pilot (INP-1)
Chapter 8 (Page-260)

Before Article 8.189, delete text "Other navigational aid".

Delete Article 8.189 and Replace by:

Mul Dwarka Port (ACL)
8.189

Chart-206, 2055 (ENC-IN3206VD, IN62055M)



Extract of ENC- IN62055M (Mul Dwarka Port)

1 **Mul Dwarka Port** (20° 45'34N, 70° 39'50E) is a fair weather port operated by the Ambuja Cement Ltd (ACL). It is exclusively used by ACL and not open to any other agency/ trade. Port may be used 24 Hrs.



(Photo Courtesy: INS Sutlej)

New Jetty (South Jetty) and Breakwater

2 **Function.** The port exports cement and imports coal, gypsum and furnace oil.

3 **Arrival Information.** Vessels should send ETA 72 hrs prior to arrival in Port with following information:

- (i) Name, Official No., Call Sign & Flag.
- (ii) GRT, NRT, DWT, LAO, Beam, Arrival Draft, Freeboard.
- (iii) Last Port of Call & Port Clearance Number.
- (iv) Port Health Details.
- (v) P&I Club/H&M Policy details and contact details of representative.
- (vi) Cargo details including Cranes, Hatches etc.
- (vii) ISPS Information including last 10 Ports of Call.
- (viii) Crew list.
- (ix) Validity of certificates.
- (x) Any Restrictions/Obstructions of concern.

4 **Port radio.** VHF channels 15 & 16 are used for Port/Pilots communication.

5 **Anchorage.** Open sea 2.5 nm SW of breakwater in 15m depth. During monsoon ships are advised to stay well clear of coast. Vessels to keep clear of the anchorage marked for coastal vessel on Indian chart 2055.

6 **Pilotage.** Pilotage is compulsory. Pilot Boards the vessel at Pilot Boarding ground in position (2 miles SW of breakwater).

7 **Directions.**

(a) **New Jetty (South Jetty).** The port of Mul Dwarka is entered on a course of 025° from a point 1.9nm SSW of the Breakwater Light. This course leads to a point 1.5 Cables SSE of the Breakwater light, from where, the ships are to turn to port heading on transit 341°. The transit runs parallel to the lay of new jetty will keep the ship 3 - 3.5 cables clear from the berth.

8 (b) **Old Jetty (North Jetty).** The 341° transit leads the vessels close to Old Jetty. At a point 019° - 0.8 cables from the N edge of New jetty on course 341°, alter course 310° heading for the leading light and tower of the Old Jetty. The leading light is situated in the centre of the seaward edge of the jetty. The maintained depth along this jetty is 5m on either side.

9 (c) **Caution.** During the pilotage phase, the vessel should not go eastwards of the limiting red transit 343° because of presence of shallow depths eastwards.

10 **Tugs.** Three tugs are available for berthing/unberthing. Communication can be established on Channel 15/16.

11 **Harbour Layout.** The port consists of two jetties Old Jetty (North Jetty), New Jetty (South Jetty) with four (04) berths:

| Jetty | Berth | Length | Depth | Remarks |
|-------------|---------|--------|-------|------------------------------|
| North (Old) | No. 1&2 | 120m | 5m | Used by coastal ships/crafts |
| South (New) | No. 3&4 | 296m | 10m | Used by foreign going ships |

12 **Tidal Range.** Range of tide 1.5 to 2 metres.

13 **Traffic.** Nearly 150 vessels and 5 million tons cargo are handled per year.

14 **Maximum size of vessels handled.** LOA 190m with a draft of 9.5m.

15 **Supplies.** Limited quantity of Fresh Provisions, Fresh Water.

16 **Search & Rescue.** Harbour Patrol and life boat available in the port.

17 **Services.** Radio Telegrams/Telephony, Medical, Fire, Navigational warnings and weather bulletins, Garbage & Waste Oil Disposal services are available on request at Port Control.

18 **Communications.**

Nearest Highway – NH 8E

Nearest Railhead – Kodinar (8km)

Nearest Airport – Diu (48km)

19 **Port Authority.** is exercised by,

Port Officer Veraval
Mul Dwarka Port
Ambuja Cements Ltd.
BCT (Bulk Cement Terminal)
Kodinar, Dist. Junagadh
Gujarat – 220 213
Tel: +91 02795 220214
Fax: +91 02795 220213
Email: rajkumar.chandele@ambujacement.com
Web: www.gujaratambuja.com

Important Contact Nos.

(i)Port Captain - +919898506018

(ii)Pilot - +919898506015

(iii)Manager (Logistics) - +919898507115

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

| No | Name & Location | Position (Lat-Long) | Characteri stics | Ht. mts | Range miles | Structure & Height (mts) | Remarks |
|-----------------|------------------------------------|--------------------------|---------------------|------------|----------------|--|---|
| D6644 | Remove from list | | | | | | |
| D6645 | Remove from list | | | | | | |
| D6646 | Remove from list | | | | | | |
| D6956 | - 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°-189°(139°) * |
| D7313-8 | - <i>Salalah Fairway</i> | 16 56.89 N 54 04.31 E | Mo(A) 10s | .. | 7 | Red ○ on red and white striped pillar buoy | |
| | -- | .. | Racon | .. | .. | | LRS Vol 2 Station 76240 |
| * | * | * | * | * | * | * | * |
| D7315-25 | -Hasik | 17 26.84 N 55 15.87 E | Fl G 5s | 4 | 5 | Green △ on grey metal beacon 3 | |
| * | * | * | * | * | * | * | * |
| D7315-3 | -Hasik | 17 26.84 N 55 15.89 E | Fl R 5s | 4 | 5 | Red □ on grey metal beacon 3 | |
| * | * | * | * | * | * | * | * |
| D7315-34 | - Juzur al Hallaniyat | 17 31.23 N 55 58.87 E | Fl G 5s | 4 | 5 | Green △ on grey metal beacon 3 | |
| * | * | * | * | * | * | * | * |
| D7315-35 | - Juzur al Hallaniyat | 17 31.22 N 55 58.89 E | Fl R 5s | 4 | 5 | Red □ on grey metal beacon 3 | |
| * | * | * | * | * | * | * | * |
| D7321-62 | - No 1 Berth. SE corner (AMNAS) | 23 37.66 N 58 34.31 E | Fl G 5s | 2 | 3 | In corner of quay wall | |
| | * | * | * | | * | * | |
| D7321-7 | - No 6 Berth. NE corner (AMNAS) | 23 37.55 N 58 34.14 E | Fl R 5s | 2 | 3 | In corner of quay wall | |
| | * | * | * | | * | * | |

| | | | | | | | |
|-----------------|--|-------------------------------|---------------------|----|-----------|---|---|
| D7321-72 | - No 6 Berth. SW corner (AMNAS) | 23 37-49 N 58 34-05 E * | Fl G 5s * | 2 | 3 | In corner of quay wall * | |
| D7321-8 | - <i>Fahl Fairway</i> | 23 40-90 N 58 32-48 E * | LFl W 10s * | .. | 7 | Red ○ on red and white striped pillar buoy * | Ra refl * |
| D7326-31 | - Harmool Harbour. Main Breakwater. Head (AMNAS) | 24 31-56 N 56 36-52 E * | Iso R 4s * | 5 | 5 | Grey metal post 3 * | * |
| D7326-32 | - Harmool Harbour. S Breakwater. Head (AMNAS) | 24 31-44 N 56 36-42 E * | Iso G 4s * | 5 | 5 | Grey metal post 2 * | * |
| D7680-3 | Ra'se Nāy Band. Eastwards | 27 24-09 N 52 38-21 E * | Fl(2)W 8s * | 9 | 8 | * | * |
| F0362 | Mundra Port. Marine Control Tower | 22 43.9 N 69 42.4 E .. | Fl(2)W15s Racon | 32 | 19 | White Structure black bands 30 * | <i>fl 0.3,ec 3.5,fl 0.3,ec 10.9</i> LRS Vol 2 Station 78806 * |
| F0364 | Mitha Port | 22 45.8 N 69 42.4 E * | Fl W 3s | 11 | 5 | White concrete tower 7 * | <i>fl 0.5</i> * |
| F 0901.2 | Remove from list, Renumbered to F 0901.7 | | | | | | |
| F 0901.7 | Ammapattinam | 10 00.6 N 79 13.7 E * | Fl (2) W15s * | 49 | 19 | Circular RCC black & white bands 45 * | <i>fl 0.5, ec 2.0, fl 0.5, ec-12</i> * |
| F1557-4 | Alur Barat Laut (NW Channel). NW1 | 4 15-73 N 100 33-84 E | Oc R 3s | 9 | 5 | White tower | TE; Light buoy Oc R in situ (T) 2008 * |

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. 01 dated 01 Jan 2009)**Page 30, India Section***78806, Mundra Port Marine Control Tower Lt. Racon***Delete entry and replace by:*

| | | | |
|--|----------|-------------------------|--------------|
| Mundra Port Marine Control Tower Lt Racon | C | 22° 43'.88N 69° 42'.36E | 78806 |
|--|----------|-------------------------|--------------|

Mundra Port**03/09****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)***PAGE 169, EGYPT, contact table, row 6.***Delete and replace by:*

| | | | |
|-----------------------------|--|--------------------------|--|
| SUEZ CANAL (ISMAILIA) (SUQ) | 64 3393118 64 3393128 64 3393126 | 64 3393230 64 3393517 | Telex +91 63238 SUCAN UN +91 63528 SUQSC UN Inmarsat C (AOR--E) 462299911 (Tlx) E--mail ismradio@hotmail.com |
|-----------------------------|--|--------------------------|--|

BA 03/09**03/09**

INP 31(6), 2005*(Last correction: Edition No. 02 dated 16 Jan 2009)**Page 90, India Section**Delete Mundra and replace by:***MUNDRA PORT** 22°43'N 69°42'E**Pilots and Port**

CALL: Mundra Port

TEL: +91 2838 289209

FAX: +91 2838 289170

EMAIL: unmesh.abhyankar@mundraport.comWEB: www.portofmundra.com

FREQUENCY: Ch 16; 73

HOURS: H 24

PROCEDURE:

(1) Pilotage is compulsory. Pilot boards in following positions:

(a) Container Terminal (A) - 22° 42'.30N, 69° 44'.00E

(b) Multipurpose Berth (B) - 22° 42'.32N, 69° 42'.20E

(c) SPM - 22° 38'.87N, 69° 38'.96E

(2) Vessels should send and update ETA 7 days, 5 days, 2 days, 48 hours and 24 hours prior to arrival.

Note: The port is operated by Mundra Port and Special Economic Zone Ltd.

Mundra Port**03/09***Page 90, India Section**Delete Muldwarka Port and replace by:***MUL DWARKA PORT (ACL)** 20°45'N 70°39'E**Pilots and Port**

CALL: Mul Dwarka Port

TEL: +91 02795 220214

FAX: +91 02795 220213

EMAIL: rajkumar.chandele@ambujacement.comWEB: www.gujaratambuja.com

FREQUENCY: Ch 16; 15

HOURS: H 24

PROCEDURE:

(1) Vessels should send ETA 72 hours prior to arrival in port.

(2) Pilot Boards the vessel at pilot boarding ground in position, 2 miles SW of breakwater.

Note: The port is operated by Ambuja Cements Pvt. Ltd. (ACL).

Muldwarka Port**03/09**

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.