



# INDIAN NOTICES TO MARINERS FOR 2009

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

EDITION No. 09 DATED 01 MAY 2009

(CONTAINS NOTICES 168 TO 185)

REACH US 24 HOURS A DAY



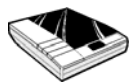
E-mail to

in角度@dataone.in  
in角度\_navwarnings@dataone.in  
in角度\_marinesafety@dataone.in  
in角度\_helpdesk@dataone.in



Write to

National Hydrographic Office  
107-A, Rajpur Road  
Dehradun – 248 001  
INDIA



Fax to

+91- 135 - 2748373



Contact Person

Joint Director of  
Hydrography (JDOH)  
Maritime Safety Services  
+91- 135 - 2747360-65



visit

www.hydrobharat.nic.in

## CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	06
II.	Permanent Notices	07
III.	Temporary and Preliminary Notices	14
IV.	Marine Information	16
V.	Radio Navigational Warnings in force	17
VI.	Corrections to Sailing Directions	22
VII.	Corrections to List of Lights	24
VIII.	Corrections to List of Radio Signals	25
IX.	Reporting of Navigational Dangers.	26

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

**Chief Hydrographer  
to the Government of India**

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

*Govt. of India Copyright*

No permission is required to make copies of these Notices. However, such copies are not to be commercially sold.



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. Sl 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.



**(d) FORTHCOMING CHARTS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2051	SALAYA HARBOUR	25,000	New Chart
2076 (INT 7338)	JAWAHARLAL NEHRU PORT AND TROMBAY	20,000	New Edition
3013 (INT 7422)	HUGLI RIVER-HALDIA TO KUKRAHATTI REACH	37,500	New Chart

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

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN53030A	3030	APPROACHES TO BHIMUNIPATNAM	30-09-2008
2	IN63030B	3030	BHIMUNIPATNAM ANCHORAGE	30-09-2008

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

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN3308AV	308	OUTER APPROACHES TO VISHAKHAPATNAM	15-10-2008

**(g) ENC'S PERMANENTLY WITHDRAWN**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	IN3308AV	308	OUTER APPROACHES TO VISHAKHAPATNAM	15-01-2003
2	IN43030A	3030	APPROACHES TO BHIMUNIPATNAM	15-07-2004
3	IN53030B	3030	BHIMUNIPATNAM ANCHORAGE	15-07-2004

**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](http://www.ukho.gov.uk) Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

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

**SECTION – I****List of charts affected by****The Notices 168 to 185 contained in this Edition**

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
200	2	180
203(INT 7319)	2	169
207	2	183(T)
208	2	170
215	3	173
216	3	173
224	4	178
225	4	185(P)
249	2	168
250	2	180
253(INT 7328)	2	183(T)
254(INT 7331)	2	170, 183(T)
292(INT 7021)	2	170, 183(T)
354(INT 7408)	5	168, 179, 184(T)
355(INT 7405)	5	168, 179
358(INT 7394)	4	178
391	5	168, 179, 184(T)
435	7	182
2008	3	173
2013	2	169
2015(INT 7337)	3	172
2025	3	174
2029(INT 7358)	3	176
2031	2	169
2032	3	177
2044	2	170
2049	2	180
2054	2	171
2058	3	175
2063	4	185(P)
2068	2	169
2081	2	171
2091	2	180
3009	5	184(T)
4026	7	181
4027	7	181

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

<b>*168/(09/09) Miscellaneous updates to charts</b>		
Source: NHO Dehradun		
<b>Chart</b>	<b>Previous Updates</b>	<b>Details</b>
<b>249</b>	397/02	Delete existing Chart No. 2049 and Magenta limit as follows: North 24° 57'·00N., East E Border South 24° 22'·40N., West 66° 11'·00E.
<b>354 (INT 7408)</b>	NE 31 Mar 09	Amend accompanying note 'ANCHORING AND TRAWLING', read , ' See Special Edition Notices Nos. 13 and 20', for, 'See Special Edition Notices Nos. 14 and 21'; centered on: 17° 43'·0N., 82° 25'·5E.
<b>355 (INT 7405)</b>	146/09	Amend accompanying note 'GAS AND OIL FIELD DEVELOPMENT AREA' read , 'See Special Edition Notices No 20' for , 'See Special Edition Notices No 21'; centered on; 16° 45'·0N., 080° 45'·0E.
		Amend accompanying note 'ANCHORING AND TRAWLING', read , ' See Special Edition Notices No. 13' for , 'See Special Edition Notices No. 14' ; centered on; 16° 39'·5N., 080° 45'·0E.
<b>391</b>	161/09	Amend accompanying note 'GAS AND OIL FIELD DEVELOPMENT AREA' read , 'See Special Edition Notices No 20' for , 'See Special Edition Notices No 21' ; centered on; 17° 30'·0N., 80° 32'·0E.
		Amend accompanying note 'ANCHORING AND TRAWLING' read , ' See Special Edition Notices No. 13' for , 'See Special Edition Notices No. 14 and 21'; centered on ; 17° 18'·0N., 80° 32'·0E.

**\* 169/(09/09) INDIA – WEST COAST – Gulf of Kachchh – Port of Okha - Racon. Depth.**

Source: DGLL

(HJ/1131/20)

**Chart 203(INT 7319) [previous update 090/09]**

Insert Racon , at light 22° 28'·57N., 69° 04'·21E.

Delete Racon 22° 28'·51N., 69° 04'·13E.

**Chart 2068 [previous update 136/09]**

Insert Racon , at light 22° 28'·57N., 69° 04'·21E.

Delete Racon 22° 28'·51N., 69° 04'·13E.

\* 169/(09/09) INDIA – WEST COAST – Gulf of Kachchh – Port of Okha - Racon. Depth.(Continued)

**Chart 2031** [previous update 619/08]

Insert Racon , at light 22° 28' .57N., 69° 04' .21E.

Delete Racon 22° 28' .51N., 69° 04' .13E.

**Chart 2013** [previous update 137/09]

Insert accompanying block showing amendments to depths and contours centered on; 22° 28' .29N., 69° 05' .16E.

Racon , at light 22° 28' .61N., 69° 04' .20E.


Delete Racon 22° 28' .55N., 69° 04' .12E.

\*170(09/09) INDIA - WEST COAST – Gulf of Khambhat (Cambay) Southern Portion – Offshore Pipeline. Anchoring Prohibited area. Obstruction.

Source: Bharuch Eco – Aqua Infrastructure Limited.

(HJ/1130/17)

**Chart 292(INT 7021)** [previous update 139/09]


Insert Offshore Pipeline  joining: 21° 28' .17N., 072°40' .17E

(a) 21° 28' .17N., 072°33' .75E



Diffuser

(a) above

Delete Offshore Pipeline  joining: 21° 27' .62N., 072°39' .18E


(b) 21° 28' .17N., 072°33' .73E



Diffuser

(b) above

**Chart 254(INT 7331)** [previous update 622/08]


Insert Offshore Pipeline  joining: 21° 28' .17N., 072°40' .17E

(a) 21° 28' .17N., 072°33' .75E



Diffuser

(a) above

Delete Offshore Pipeline  joining: 21° 27' .62N., 072°39' .18E

(b) 21° 28' .17N., 072°33' .73E




Diffuser

(b) above



**\*170(09/09) INDIA - WEST COAST – Gulf of Khambhat (Cambay) Southern Portion – Offshore Pipeline. Anchoring Prohibited area. Obstruction. (Continued)**


**Chart 208** [previous update 033/09]

Insert Offshore Pipeline  joining: 21° 28'·17N., 072°40'·17E

(a) 21° 28'·17N., 072°33'·75E

 Diffuser

(a) above


Delete Offshore Pipeline  joining: 21° 27'·62N., 072°39'·18E

(b) 21° 28'·17N., 072°33'·73E

 Diffuser

(b) above


**Chart 2044** [previous update 033/09]

Insert Offshore Pipeline  joining: 21° 28'·17N., 072°40'·17E

(a) 21° 28'·17N., 072°33'·75E

 Diffuser


(a) above

anchorage prohibited area,  joining: 21° 28'.33N., 72° 40'.22E.(Shore)

21° 28'.33N., 72° 33'.59E.

21° 28'.01N., 72° 33'.59E.

21° 28'.01N., 72° 40'.17E.(Shore)

Delete Offshore Pipeline  joining: 21° 27'·62N., 072°39'·18E

(b) 21° 28'·17N., 072°33'·73E

 Diffuser

(b) above

**\* 171(09/09) INDIA – WEST COAST – Madhwa Bay – legend.**

Source: INS Jamuna

(HJ/1130/09)

**Chart 2054(Plan Madhwa Bay)** [previous update 125/09]

Delete legend, (disused), centered on; 20° 42'·80N., 70° 55'·20E.

**Chart 2081** [previous update 156/09]

Delete legend, (disused), centered on; 20° 42'·84N., 70° 55'·64E.






**\* 172/(09/09) INDIA – WEST COAST – Port of Mumbai –Mumbai Docks – lights.**

Indian List of Vol F & K 2003 ; F:- 0524, 0525, 0525.1, 0534, 0534.1

Source: NHO Dehradun

(HJ/1030/87)

**Chart 2015 (INT 7337) [previous update 091/09]**

Delete	 Ldg Mark 3F.B4(occas)(vert)	18° 57'.06N., 72° 50'.57E.
	 F.R.12m	18° 55'.70N., 72° 50'.63E.
	 F.R.23m(occas)	(a) 18° 55'.62N., 72° 50'.13E.
	 F.R.14m(occas)	18° 55'.63N., 72° 50'.23E.
	Leading line, pecked and firm line and associated legend	(a) above
Lts	 264.9° extending in direction 84.9° from	

**\*173/(09/09) INDIA – WEST COAST – Karwar Harbour and Approaches – Wreck.**

Source: Port Office Karwar

(HJ/1030/45)

**Wreck of Barge MV Mahalaxmi.**

**Chart 215 [previous update 141/09 ]**

Insert  14° 48'.21N., 74° 03'.93E

**Chart 216 [previous update 143/09 ]**

Insert  14° 48'.21N., 74° 03'.93E

**Chart 2008 [previous update NE 30 Jun 08 ]**

Insert  14° 48'.273N., 74° 03'.875E

**\* 174/(09/09) INDIA – WEST COAST – Azhikkal Anchorage – Breakwater.**

Source: Port Department Thiruvananthapuram

(HJ/1030/14)

**Chart 2025 [previous update 147/05]**

Insert Breakwater, joining;

11° 56'.54N., 75° 17'.63E.  
 11° 56'.60N., 75° 17'.73E.  
 11° 56'.78N., 75° 17'.84E. (Shore)  
 and  
 11° 56'.32N., 75° 17'.68E.  
 11° 56'.55N., 75° 18'.00E.  
 11° 56'.57N., 75° 18'.12E. (Shore)

\* 175/(09/09) INDIA – WEST COAST – Cannanore and Tellicherry Anchorage –Moplah Bay – Breakwater.

Source: Port Department Thiruvananthapuram  
(HJ/1030/14)

**Chart 2058** [previous update NC 16 Apr 01]

Insert	Breakwater, joining;	11° 51'.12N., 75° 22'.65E. 11° 51'.14N., 75° 22'.60E. 11° 51'.12N., 75° 22'.58E. and 11° 51'.20N., 75° 22'.60E. 11° 51'.45N., 75° 22'.65E.(Shore)
--------	----------------------	--

\* 176/(09/09) INDIA – WEST COAST – Approaches to Kochi (Cochin) – Azhikode – Breakwater.

Source: Port Department Thiruvananthapuram  
(HJ/1030/03)

**Chart 2029(INT 7358)**[previous update 296/08]

Insert	Breakwater, joining;	10° 10'.50N., 76° 09'.87E. 10° 10'.60N., 76° 10'.03E.(Shore) 10° 10'.78N., 76° 10'.15E.(Shore) and 10° 10'.57N., 76° 09'.78E. 10° 10'.65N., 76° 09'.85E. 10° 10'.82N., 76° 09'.92E.(Shore)
--------	----------------------	--

\* 177/(09/09) INDIA – WEST COAST – Quilon Anchorage – Thankassery - Breakwater.

Source: Port Department Thiruvananthapuram  
(HJ/930/83)


**Chart 2032** [previous update NC 31 Mar 04]

Insert	Breakwater, joining;	08° 52'.16N., 76° 35'.04E. 08° 52'.54N., 76° 34'.25E. 08° 52'.71N., 76° 34'.07E. (Shore) and 08° 52'.44N., 76° 34'.95E. 08° 52'.64N., 76° 35'.07E. 08° 52'.68N., 76° 35'.07E. (Shore)
Delete	 depth 1 <sub>5</sub> depth 2 <sub>4</sub> depth 2 enclosed by 2m contour depth 7 <sub>2</sub>	08° 52'.14N., 76° 35'.03E. 08° 52'.60N., 76° 34'.20E. 08° 52'.40N., 76° 34'.52E. 08° 52'.38N., 76° 34'.66E. 08° 52'.27N., 76° 34'.85E.

**\*178(09/09) INDIA AND SRILANKA – Palk bay – Western position - Wreck.**

Source: NHO Dehradun

(HJ/930/91)


**Chart 358(INT 7394)** [previous update NE 15 Feb 09]Insert  PA 09° 08'·90N., 78° 55'·00E.**Chart 224** [previous update 483/08]Insert  PA 09° 08'·90N., 78° 55'·00E.**\* 179(09/09) INDIA – East Coast – Sacramento Shoal to Kalingapatnam – Wrecks. Light. Racon.**

Source: DG COMM CENTRE &amp; NHO Dehradun

(HJ/1029/77)

**Chart 391** [previous update 168/09] (WGS 84 DATUM)

Insert Racon (G), at light 17° 00'·9N., 82° 17'·0E.

Delete  16° 44'·7N., 82° 21'·4E.**Chart 354 (INT 7408)** [previous update 168/09] (WGS 84 DATUM)

Amend Light to, Fl(3)15s54m22M 17° 00'·9N., 82° 17'·0E.

Delete  PA 16° 44'·7N., 82° 21'·4E.

16° 36'·2N., 82° 20'·1E.

**Chart 355 (INT 7405)** [previous update 168/09]Delete  PA 16° 44'·6N., 82° 21'·5E.**180(09/09) PAKISTAN - Approaches to Port Muhammad Bin Qasim - Ahsan Channel North-eastwards - Wreck.**

Source: BA Notice 1855/09

(HJ/1131/42)


**Chart 200** [previous update NC 30 Apr 07](WGS 84 DATUM)Delete  24° 37'·35N., 67° 06'·27E.**Chart 250** [previous update 477/06](WGS 84 DATUM)Delete  24° 37'·35N., 67° 06'·27E.**Chart 2049** [previous update 412/06] (WGS 84 DATUM)Delete  24° 37'·35N., 67° 06'·27E.**Chart 2091(Plan , Approaches to Phitti Creek)** [previous update 661/07] (WGS 84 DATUM)Delete  24° 37'·35N., 67° 06'·27E.

**181/(09/09) MALAYSIA - Peninsular Malaysia, West Coast - Pinang Harbour - Tanjung City Marina South-eastwards - Buoy. Wreck.**

Source: BA Notice 1852/09

(HJ/927/59)

**Chart 4026** [previous update 054/09] (REVISED KERTAU DATUM)

Insert  (a) 5° 24′.72N., 100° 20′.98E.  
 Fl(2)10s, close NW of: (a) above

**Chart 4027** [previous update 043/07] (REVISED KERTAU DATUM)

Insert  Fl(2)10s 5° 24′.77N., 100° 20′.93E.  
 5° 24′.72N., 100° 20′.98E.

**182/(09/09) MALAYSIA - Peninsular Malaysia, West Coast - Pulau Langkawi - T. Gerak South-westwards - Wreck.**

Source: BA Notice 1864/09

(HJ/928/60)

**Chart 435** [previous update 152/09] (WGS84 DATUM )

Insert  6° 16′.5N., 99° 45′.9E.

## **SECTION – III: TEMPORARY AND PRELIMINARY NOTICES**

### **\*183(T)/(09/09) INDIA – WEST COAST – Diu Head to Gopnath Point – Seismic Survey.**

Source: NAVAREA VIII Warning 209/09.

(HJ/1130/08)

1. Seismic Survey in progress by Pacific Sword till 30 Jun 2009 in area bounded by
 

(a) 20° 49'.06N	071° 26'.75E	(b) 21° 02'.35N	071° 48'.86E
(c) 21° 02'.51N	072° 01'.99E	(d) 20° 58'.51N	072° 01'.86E
(e) 20° 51'.91N	071° 51'.08E	(f) 20° 38'.00N	071° 51'.15E
(g) 20° 30'.00N	071° 38'.60E	(h) 20° 30'.06N	071° 28'.03E
2. Vessel towing two in number 2.5 NM long streamer cables with radar reflector and white flashing light at the end of the cable.
3. All vessels operating in area are maintain a clearance of at least 01 NM on either side 02 NM ahead 05 NM astern of the vessel and exercise caution.
4. ***Cancel this Notice on 01 Jul 2009.***
5. ***Cancel former INM 167(T)/09.***

**Charts affected – 292(INT 7021) - 253(INT 7328) – 254(INT 7331) – 207.**

### **\*184(T)/(09/09) INDIA – EAST COAST – Approaches to Kakinada – Pilot Boarding Place.**

Source: Reliance Industries Ltd.

(HJ/1029/67)

1. Position 16° 54'.0N., 082° 29'.0 E is marked as temporary Pilot Boarding Place for MA Gas and Oilfield development area.
2. Mariners are advised to contact Port Office for more information.

**Charts affected – 391 - 354(INT 7408) – 3009.**

### **185(P)/(09/09) SRI LANKA - West Coast - Colombo Harbour and Approaches – Depths.**

Source: BA Notice 1820(P)/09

(HJ/930/70)

1. Numerous depths less than charted exist in Colombo Harbour and its approaches. The most significant are as follows:

19 <sub>4</sub> m	7° 02'.27N., 79° 46'.02E.
12 <sub>2</sub> m	7° 02'.21N., 79° 49'.25E.
13 <sub>1</sub> m	7° 01'.38N., 79° 48'.44E.
12 <sub>3</sub> m	7° 01'.05N., 79° 49'.31E.

**185(P)/(09/09) SRI LANKA - West Coast - Colombo Harbour and Approaches – Depths.(Continued)**

28 <sub>8</sub> m	7° 00′.89N., 79° 42′.17E.
13 <sub>8</sub> m	7° 00′.84N., 79° 48′.23E.
24 <sub>6</sub> m	7° 00′.17N., 79° 45′.17E.
6 <sub>3</sub> m	6° 59′.91N., 79° 50′.20E.
27 <sub>4</sub> m	6° 59′.42N., 79° 43′.09E.
25 <sub>8</sub> m	6° 59′.29N., 79° 45′.54E.
28 <sub>7</sub> m	6° 58′.98N., 79° 43′.13E.
28 <sub>8</sub> m	6° 58′.44N., 79° 43′.30E.
15 <sub>8</sub> m	6° 57′.82N., 79° 48′.79E.
27 <sub>6</sub> m	6° 57′.80N., 79° 43′.74E.
* 11 <sub>7</sub> m	6° 57′.61N., 79° 51′.15E.
* 8m	6° 57′.57N., 79° 51′.04E.
* 10 <sub>9</sub> m	6° 57′.57N., 79° 51′.10E.
25 <sub>7</sub> m	6° 57′.51N., 79° 45′.68E.
* 14 <sub>6</sub> m	6° 57′.46N., 79° 50′.76E.
15 <sub>7</sub> m	6° 57′.27N., 79° 48′.72E.
* 12 <sub>6</sub> m	6° 57′.25N., 79° 51′.07E.
* 12 <sub>3</sub> m	6° 57′.20N., 79° 50′.77E.
* 13 m	6° 56′.81N., 79° 51′.09E.
* 12 <sub>9</sub> m	6° 56′.79N., 79° 50′.76E.
* 14 <sub>4</sub> m	6° 56′.78N., 79° 50′.87E.
* 12 m	6° 56′.61N., 79° 50′.84E.
26 <sub>3</sub> m	6° 56′.55N., 79° 44′.81E.
24 <sub>2</sub> m	6° 56′.05N., 79° 45′.31E.
21 <sub>9</sub> m	6° 55′.51N., 79° 45′.66E.
9 <sub>7</sub> m	6° 54′.96N., 79° 50′.23E.
22 <sub>8</sub> m	6° 54′.64N., 79° 46′.13E.
23 <sub>7</sub> m	6° 54′.01N., 79° 46′.60E.
7 <sub>4</sub> m	6° 53′.23N., 79° 50′.79E.
21 <sub>1</sub> m	6° 52′.78N., 79° 47′.35E.
26 <sub>4</sub> m	6° 52′.49N., 79° 42′.70E.

(All positions are referred to WGS84 Datum).

2. \* Mariners are advised to contact the local port authority for the latest information.

3. ***Former Notice 155(P)/09 is cancelled.***

\* Indicates new or revised entry.

**Charts Affected – 225 – 2063.**

## SECTION – IV: MARINE INFORMATION

### MUMBAI NAVTEX COAST STATION

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

(Source - NAVAREA VIII Warning 305/08)

#### Distribution of Indian Paper Charts and Nautical Publications

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

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

### TSUNAMI NOTICE

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



## SECTION – V: RADIO NAVIGATIONAL WARNINGS IN FORCE

1. For details of NAVAREA limits and organization/ coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.
2. **NAVAREA Warnings in force:** - The serial numbers of all the NAVAREA warnings in force as on 29 Apr 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	098	<b>2007 Series:</b> 019 247. <b>2008 Series:</b> 341 377 387 . <b>2009 Series:</b> 055 066 067 069 073 074 077 080 083 086 089 091 093 096 098.
II	E. Atlantic	099	<b>2009 Series:</b> 007 021 030 058 069 073 078 099.
III	Mediterranean	185	<b>2008 Series:</b> 412 512. <b>2009 Series:</b> 051 130 137 143 145 147 149 150 154 155 159 161 164 165 166 169 170 173 174 176 177 182 183 184 185.
IV	N.W. Atlantic	142	<b>2009 Series:</b> Nil
V	W. Atlantic	845	<b>2007 Series:</b> 1078. <b>2009 Series:</b> Nil.
VI	S.W. Atlantic	119	<b>2009 Series:</b> Nil.
VII	S.E. Atlantic	088	<b>2009 Series:</b> 028 035 040 057 059 079 082 083 087 088.
VIII	Indian Ocean	219	<b>2009 Series:</b> - 120 164 167 171 172 173 177 179 180 181 182 187 191 193 194 195 196 197 199 202 204 205 206 208 209 210 211 212 213 214 215 216 217 218 219.

3. NAVAREA Warnings issued during the period from 16 Apr 09 to 29 Apr 09 (both dates inclusive) are as tabulated below:-

<b>187. Bay of Bengal – Southern Portion.</b> Charts 33 INT 706. 3D Seismic Survey will be carried out by Osprey Explorer from 17 Apr to 31 May 2009 in area bounded by:					
(a)	14-30.00N	081-15.00E	(b)	13-30.00N	082-00.00E
(c)	13-30.00N	083-40.00E	(d)	13-00.00N	083-40.00E
(e)	12-15.00N	083-30.00E	(f)	12-00.00N	083-30.00E
(g)	11-30.00N	083-15.00E	(h)	11-15.00N	082-15.00E
(j)	11-10.00N	081-45.00E	(k)	11-00.00N	081-15.00E
2. Vessel is towing a single 8500 meters long streamer cable attached to a yellow coloured tail buoy with white flashing light.					
3. All vessels operating in vicinity are to maintain a clearance of 06 NM and exercise caution.					
4. Cancel this message on 01 Jun 2009.					
<b>188 to 190. Cancelled.</b>					

<p><b>191. India West Coast – Mumbai Harbour.</b> Charts 21 22 211 255 292 293 2001 2015 2016 2076 INT 705 INT 706. South entrance marker buoy position 18-50.30N., 072-48.56E missing.</p> <p>2. Mariners to exercise caution.</p>																														
<p><b>192. Cancelled</b></p>																														
<p><b>193. India Ocean Western Part.</b> Charts INT 70 INT 71 INT 72 INT 700 INT 701. Vessel ILE D' Anjouain Derelict and adrift in position 09-39.96S 041-18.36E no personnel on board</p> <p>2. All vessels operating in vicinity are to keep a sharp lookout and render assistance.</p>																														
<p><b>194. Refer NAVAREA VIII Message 172 of 2009. India West Coast – Arabian Sea.</b> Charts 21 22 211 255 292 293 INT 705. Rig Aban IV moved to new position 18-40.37N., 072-21.47 E.</p> <p>2. Wide berth requested</p>																														
<p><b>195. Refer NAVAREA VIII Message 172 of 2009. India West Coast – Arabian Sea.</b> Charts 21 22 211 255 292 293 INT 705. Rig CE Thronton moved to new position 19-20.49N., 072-12.12 E.</p> <p>2. Wide berth requested.</p>																														
<p><b>196. India West Coast – Arabian Sea.</b> Charts 21 22 255 292 293 INT 705. Drilling operation in progress by Rig JT Angel in position 18-34.96N., 072-14.46E.</p> <p>2. Wide berth requested.</p>																														
<p><b>197. India West Coast – Arabian Sea.</b> Charts 21 22 211 255 293 INT 705. Drilling operation in progress by Rig Sagar Shakti in position 19-32.65N., 071-21.35E.</p> <p>2. Wide berth requested.</p>																														
<p><b>198. Cancelled.</b></p>																														
<p><b>199. India West Coast – Off Okha.</b> Charts 21 202 203 204 252 271 292 INT 705. Hydrographic survey will be progressed by Survey Vessel from 22 Apr to 31 May 2009 in the following area:</p> <table border="0"> <tr> <td>(a)</td> <td>21-36.35N</td> <td>068-58.97E</td> <td>(b)</td> <td>22-16.20N</td> <td>068-44.75E</td> </tr> <tr> <td>(c)</td> <td>22-01.10N</td> <td>068-16.68E</td> <td>(d)</td> <td>22-03.50N</td> <td>068-15.38E</td> </tr> <tr> <td>(e)</td> <td>22-17.88N</td> <td>068-42.13E</td> <td>(f)</td> <td>22-24.77N</td> <td>068-14.50E</td> </tr> <tr> <td>(g)</td> <td>22-27.35N</td> <td>068-15.23E</td> <td>(h)</td> <td>22-20.40N</td> <td>068-43.15E</td> </tr> <tr> <td>(j)</td> <td>22-16.27N</td> <td>068-47.75E</td> <td>(k)</td> <td>21-37.20N</td> <td>069-01.68E</td> </tr> </table> <p>2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution.</p> <p>3. Cancel this message on 01 Jun 2009.</p>	(a)	21-36.35N	068-58.97E	(b)	22-16.20N	068-44.75E	(c)	22-01.10N	068-16.68E	(d)	22-03.50N	068-15.38E	(e)	22-17.88N	068-42.13E	(f)	22-24.77N	068-14.50E	(g)	22-27.35N	068-15.23E	(h)	22-20.40N	068-43.15E	(j)	22-16.27N	068-47.75E	(k)	21-37.20N	069-01.68E
(a)	21-36.35N	068-58.97E	(b)	22-16.20N	068-44.75E																									
(c)	22-01.10N	068-16.68E	(d)	22-03.50N	068-15.38E																									
(e)	22-17.88N	068-42.13E	(f)	22-24.77N	068-14.50E																									
(g)	22-27.35N	068-15.23E	(h)	22-20.40N	068-43.15E																									
(j)	22-16.27N	068-47.75E	(k)	21-37.20N	069-01.68E																									
<p><b>200 to 201. Cancelled.</b></p>																														
<p><b>202. India East Coast – Off Yanam.</b> Charts 31 32 354 INT 706. Seabed Pipeline route survey operation is in progress by Sagar Paschim till 05 May 2009 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>16-44.70N</td> <td>082-21.00E</td> <td>(b)</td> <td>16-44.70N</td> <td>082-26.00E</td> </tr> <tr> <td>(c)</td> <td>16-39.80N</td> <td>082-26.10E</td> <td>(d)</td> <td>16-39.80N</td> <td>082-20.90E</td> </tr> </table> <p>2. All vessels operating in vicinity are to maintain a safe distance of 01 NM from survey vessel and exercise caution.</p> <p>3. Cancel this message on 06 May 2009</p>	(a)	16-44.70N	082-21.00E	(b)	16-44.70N	082-26.00E	(c)	16-39.80N	082-26.10E	(d)	16-39.80N	082-20.90E																		
(a)	16-44.70N	082-21.00E	(b)	16-44.70N	082-26.00E																									
(c)	16-39.80N	082-26.10E	(d)	16-39.80N	082-20.90E																									
<p><b>203. Cancelled.</b></p>																														
<p><b>204. Refer NAVAREA VIII message 172 of 2009 and Cancel NAVAREA VIII message 198 of 2009. India East Coast- Bay of Bengal.</b> Charts 31 32 355 INT 706. Drill ship Discoverer-534 moved to new position 16-09.30N., 082-31.10E.</p> <p>2. Wide berth requested.</p>																														

<p><b>205. India West Coast – Mormugao.</b> Charts 22 257 INT 705 INT 706. Firing practice by Naval Aircraft between 0230 UTC to 1230 UTC from 01 May to 07 May 2009. Danger area bounded by:</p> <table> <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.</p> <p>3. Cancel this message on 08 May 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><b>206. India West Coast - Kochi.</b> Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 01 May and 05 May 2009 respectively. Danger area bounded by:</p> <table> <tr> <td>(a)</td> <td>09-57.50N</td> <td>075-59.50E</td> <td>(b)</td> <td>09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c)</td> <td>09-44.00N</td> <td>076-17.50E</td> <td>(d)</td> <td>09-42.50N</td> <td>076-09.50E</td> </tr> </table> <p>2. Safe flying height 10000 meters.</p> <p>3. Cancel this message on 06 May 2009.</p>	(a)	09-57.50N	075-59.50E	(b)	09-57.70N	076-14.20E	(c)	09-44.00N	076-17.50E	(d)	09-42.50N	076-09.50E												
(a)	09-57.50N	075-59.50E	(b)	09-57.70N	076-14.20E																			
(c)	09-44.00N	076-17.50E	(d)	09-42.50N	076-09.50E																			
<p><b>207. Cancelled</b></p>																								
<p><b>208. India West Coast – Off Viliinjam.</b> Chart 22 23 222 260 261 INT 705. Two fishermen missing since 210330 UTC. Last known position 08-21.0N., 076-48.0E due to thunder strike on their fishing vallom.</p> <p>2. All vessels operating in vicinity to keep a sharp look out and render assistance.</p>																								
<p><b>209. India West Coast – Off Pipavav Bander.</b> Charts 21 22 253 254 292 INT 705. Seismic Survey is in progress by Pacific Sword till 30 Jun 2009 in area bounded by</p> <table> <tr> <td>(a)</td> <td>20-49.06N</td> <td>071-26.75E</td> <td>(b)</td> <td>21-02.35N</td> <td>071-48.86E</td> </tr> <tr> <td>(c)</td> <td>21-02.51N</td> <td>072-01.99E</td> <td>(d)</td> <td>20-58.51N</td> <td>072-01.86E</td> </tr> <tr> <td>(e)</td> <td>20-51.91N</td> <td>071-51.08E</td> <td>(f)</td> <td>20-38.00N</td> <td>071-51.15E</td> </tr> <tr> <td>(g)</td> <td>20-30.00N</td> <td>071-38.60E</td> <td>(h)</td> <td>20-30.06N</td> <td>071-28.03E</td> </tr> </table> <p>2. Vessel towing two in number 2.5 NM long streamer cables with radar reflector and white flashing light at the end of the cable.</p> <p>3. All vessels operating in area are maintain a clearance of atleast 01 NM on either side 02 NM ahead 05 NM astern of the vessel and exercise caution.</p> <p>4. Cancel this message on 01 Jul 2009.</p>	(a)	20-49.06N	071-26.75E	(b)	21-02.35N	071-48.86E	(c)	21-02.51N	072-01.99E	(d)	20-58.51N	072-01.86E	(e)	20-51.91N	071-51.08E	(f)	20-38.00N	071-51.15E	(g)	20-30.00N	071-38.60E	(h)	20-30.06N	071-28.03E
(a)	20-49.06N	071-26.75E	(b)	21-02.35N	071-48.86E																			
(c)	21-02.51N	072-01.99E	(d)	20-58.51N	072-01.86E																			
(e)	20-51.91N	071-51.08E	(f)	20-38.00N	071-51.15E																			
(g)	20-30.00N	071-38.60E	(h)	20-30.06N	071-28.03E																			
<p><b>210. Cancelled.</b></p>																								
<p><b>211. India West Coast – Arabian Sea.</b> Charts 21 22 211 255 292 293 INT 705. Drilling operation in progress rig Aban II in position 18-56.00N., 072-40.00 E.</p> <p>2. Wide berth requested.</p>																								
<p><b>212. Refer NAVAREA VIII Message 172 of 2009. India West Coast – Arabian Sea.</b> Charts 21 22 211 255 292 INT 705. Rig Sagar Gaurav moved to new position 19-28.60N., 071-12.63E.</p> <p>2. Wide berth requested.</p>																								
<p><b>213. India West Coast – Arabian Sea.</b> Charts 21 22 211 255 292 INT 705. Drilling operation in progress by rig Sagar Jyoti in position 19-36.62N., 071-22.90E.</p> <p>2. Wide berth requested.</p>																								
<p><b>214. Refer NAVAREA VIII Message 172 of 2009. India West Coast – Arabian Sea.</b> Charts 21 22 255 292 293 INT 705. Rig Trident-12 moved to new position 18-29.05N.,072-15.15E.</p> <p>2. Wide berth requested.</p>																								

<p><b>215. India West Coast – Mormugao.</b> 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 0530 UTC on 06 May 2009.</p> <p>2. Danger area Sector of 20 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 07 May 2009.</p>												
<p><b>216. India East Coast- Visakhapatnam.</b> 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 06 May 2009. Danger area bounded by:</p> <table> <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> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 07 May 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><b>217. India West Coast- Okha.</b> 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 May 2009. Danger area bounded by:</p> <table> <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> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 07 May 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><b>218. India East Coast – Bay of Bengal.</b> Charts 31 32 308 354 3002 3012 3035 INT 706. Hydrographic Survey will be carried out by Hydrographic Vessel and Survey Motor Boat from 04 May to 10 Jun 2009 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>17-18.00N</td> <td>083-09.00E</td> <td>(b)</td> <td>17-18.00N</td> <td>083-50.00E</td> </tr> <tr> <td>(c)</td> <td>17-48.50N</td> <td>083-50.00E</td> <td>(d)</td> <td>17-48.50N</td> <td>083-09.00E</td> </tr> </table> <p>2. All vessels operating in vicinity are to maintain a safe distance from the vessel and exercise caution.</p> <p>3. Cancel this message on 11 Jun 2009.</p>	(a)	17-18.00N	083-09.00E	(b)	17-18.00N	083-50.00E	(c)	17-48.50N	083-50.00E	(d)	17-48.50N	083-09.00E
(a)	17-18.00N	083-09.00E	(b)	17-18.00N	083-50.00E							
(c)	17-48.50N	083-50.00E	(d)	17-48.50N	083-09.00E							
<p><b>219. Refer NAVAREA VIII message 173 of 2009. India East Coast – Bay of Bengal.</b> Charts 31 32 355 INT 706. Rig Deepwater Frontier moved to new position 16-33.00 N., 082-31.00 E.</p> <p>2. Wide berth requested.</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	083	<b>2007 Series:</b> 062 095 155 172 200 212. <b>2008 Series:</b> 022 027 044 045 046 051 061 069 089 105 107 128 176 179 182 191 202 207 211 213 216 244. <b>2009 Series:</b> 001 002 009 010 024 035 040 043 047 060 062 072 074 077 078 080 081 082 083.
X	Australia, New Guinea	097	<b>2009 Series:</b> 044 048 060 067 072 076 083 084 085 086 088 089 090 092 096 097
XI	Malacca Strait, China Sea, N. Pacific	0260	<b>2001 Series:</b> 0775. <b>2003 Series:</b> 0106. <b>2004 Series:</b> 0361. <b>2005 Series:</b> 0307. <b>2007 Series:</b> 0002 0093 0133 0309 0344 0366 0513 0519 0523 0557 <b>2008 Series:</b> 0004 0054 0113 0160 0210 0219 0322 0336 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0475 0618 0675 0677. <b>2009 Series:</b> 0078 0079 0120 0125 0171 0183 0186 0187 0188 0202 0215 0216 0229 0240 0244 0250 0251 0253 0254 0255 0256 0257 0258 0259 0260
XII	N.E. Pacific	204	<b>2009 Series:</b> Nil
XIII	N.W. Pacific	053 of 08	<b>2009 Series:</b> Nil
XIV	S.W. Pacific	014	<b>2008 Series:</b> 085. <b>2009 Series:</b> 013 014.
XV	S.E. Pacific	031	<b>2009 Series:</b> 021
XVI	E. Pacific	041	<b>2009 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	830	<b>2008 Series:</b> 1140 1141 1473. <b>2009 Series:</b> 687
Hydroplants	Atlantic, Mediterranean	774	<b>2008 Series:</b> 300. <b>2009 Series:</b> Nil

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

### West Coast of India Pilot (INP-1)

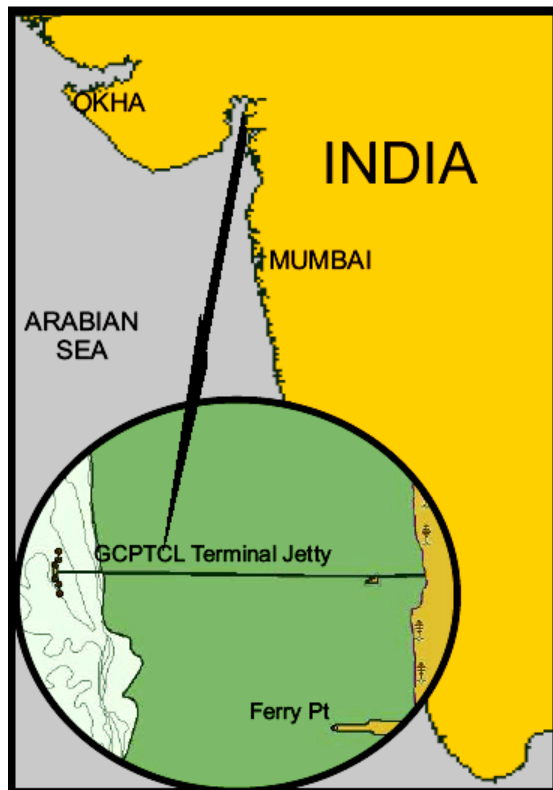
#### Chapter-8 (Page-256)

#### (Insert New Article After 8.143)

#### Dahej Port – GCPTCL Terminal

##### 8.143a

Chart 208, 2039, 2082 (ENC- IN3208GK, IN42039G, IN52082A, IN62082D)



*Extract of ENC-IN42039G*

- 1 **General Information.** The GCPTCL (Gujarat Chemical Port Terminal Company Limited) jetty is a Chemical cargo import/ export Terminal at Dahej. Terminal having "T" shaped jetty head, 2.4km approach trestle on piles with walkway from the edge of the main land.
- 2 **Position.** This GCPTCL jetty is located at position (21° 44'.46N, 72° 30'.56E) about 2.8 miles NW of Luhara village.
- 3 **Port Limits.** As shown on the Chart 2039.
- 4 **Function.** Naphtha is the principle Export/Import cargo of GCPTCL captive jetty.

#### 5 **Traffic.**

Year	2006-07	2007-08	2008-09
No. of Vessels	142	160	129
DWT	Varying, 6000 to 60000 DWT		

- 6 **Maximum Size of Vessels Handled.** Vessels upto 60,000 dwt with a LOA of 111m to 215m and a maximum draft of 14.5m.

7 **Arrival Information.** All arriving vessels are advised to contact the GCPTCL port control station on VHF Ch 16 at least 4 hrs and 2 hrs before arrival. All inbound and outbound vessels should report to the GCPTCL port control while crossing the port limits as shown on the chart and provide Q-88/Form C for confirming suitability of berthing.

8 **Notice of ETA.** Vessels should send ETA 72, 48, 24 and 6 hours in advance through agents.

9 **Port Radio.** VHF channels 16 and 77 are used for Port/Pilots communication.

10 **Anchorage.** Anchorage may be obtained 2.3 miles W of Jetty. Anchoring at slack water is recommended.

11 **Pilotage.** Pilotage is compulsory and Pilot boards 1nm W of GCPTCL jetty in position (21° 41'.45N, 72° 29'.50E).

12 **Approach Information.** Approach towards Dahej is made from the south. The GCPTCL jetty is open to sea with no channel restrictions.

13 **Tides.** Tides are semidiurnal with two High waters and two Low waters each lunar day. The tidal range is from 0.7m (LLWS) to 10.2m (HHWS) at CD.

14 **Tidal Streams.** The strength of the tides is unusually high on occasions during the spring tides. The tidal flows are 174° - 186° (T) on the Flood and 353° - 359° (T) on the Ebb. The tidal stream in the anchorage has a rate of 5 knots and at the berth upto 7 knots during the spring tides. Masters are advised to pay particular attention to mooring lines at all times while berthed alongside.

15 **Navigational Aids.** A 3-tier, Red Beacon Light (Fl R 5s) with range of 10nm, is installed on Port Control Building. This light is housed on top of the Port Control Building which is about 100m from the Jetty Head, along the walk way. Additionally, four Marine Lanterns (Fl W), are installed on two outer Mooring Dolphins & Berthing Dolphins.

16 **Tugs.** Two Tugs, 40 tons bollard pull each, steerable rudder propulsion are used for berthing/unberthing operations.

17 **Berthing and Wharves.** A single berth, "T" shaped jetty head, 241m in length and platform height of 20m at CD is located at the end of a 2.4km long piled approach trestle/walkway. Vessels berthing at GCPTCL jetty should have a minimum freeboard of 3.5m and a trim of 2.0m by stern. Vessels are berthed Port side alongside to. Mooring lines of 4+3+3 fwd and aft are used with rope diameter of minimum 64m. Vessels are berthed in HW and LW slack during the daylight hours. During dark hours, only HW slack. At the second hour of flooding after the LW slack the tugs may be kept in the vicinity on stand by if the current is strong, as the vessel tends to move off the berth especially during the spring tide. Additional crew are kept stand by to tend to the moorings.

18 **Pollution Control.** Engine room bilge water should be retained on board and Garbage of any sort should not be thrown over board. Master is advised to collect all domestic waste in plastic bags and land it at the next port.

19 **Harbour Facilities.** Cranes & Cargo handling equipment, Diving assistance, Search & Rescue, Medical, Repair facilities are not available at the terminal. Fire fighting facilities is available with fire tenders and tugs.

20 **Supplies.** Supply of fresh water is available.

21 **Shore Leave.** Shore leave is not permitted. However crew changes can be arranged.

22 **Rail, Road and Air Services.**  
**Nearest Highway** – NH-8 (50km)  
**Nearest Railhead** – Bharuch (45km)  
**Nearest Airport** – Vadodra (130km)

23 **Port Authority.**  
 Gujarat Maritime Board  
 Sector-10A, 'Chh' Road  
 Gandhinagar, Gujarat  
 Tel : +91 79-23238346/7  
 Mob : +91 9898081610  
 Fax : +91 79-23234703  
 Email : cnogmb@yahoo.com  
 Web : www.gmb.com

## SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7291	-	11 36.4 N 43 08.3 E	Lit	..	..	Green beacon	
*	*	*	*	*	*	*	*
D7291-5	-	11 36.5 N 43 08.2 E	Lit	..	..	Green beacon	
*	*	*	*	*	*	*	*
D7397	Bahrain Approach Channel. Offshore Tide Station	26 28.7 N 50 57.0 E	Fl W	..	..		Tide gauge. <b>In situ during works in progress (T) 2009</b>
*	*	*	*	*	*	*	*
D7586-9	- Al Fuḥayḥīl. Fishing Harbour. Entrance. S	29 04.7 N 48 08.6 E	Fl R				
*	*	*	*	*	*	*	*
D7586-91	- Al Fuḥayḥīl. Fishing Harbour. Entrance. N	29 04.8 N 48 08.6 E	Fl G				
*	*	*	*	*	*	*	*
E6025	<b>-Ra's Ghārib</b>	28 21.1 N 33 06.7 E	Fl(4)W 20s	46	22	White daymark on white metal framework tower on white dwelling 39	<i>(fl 0.2, ec 2.4) x 3, fl 0.2, ec 12. Vis 150°-308° (158°).</i> Liable to be obscured by sand storms
	--	..	Racon	..	..	..	ILRS Vol 2 Station 74680 *
F0524	Remove from list						
F0525	Remove from list						
F0525-1	Remove from list						
F0534	- Victoria Dock	18 57.1 N 72 50.8 E	F R	..	6	Framework tower	Occas
	*						*
F0534-1	Remove from list						
F1164	<b>Ko Chi (Satok)</b>	9 28.7 N 97 54.2 E	Fl W 10s	112	15	White metal framework tower 15	<i>fl 1</i>
	*						*
F1700-822	- Pulau Seraya	1 17.4 N 103 43.5 E	Q W				
*	*	*	*	*	*	*	*
K1133-3	- Tanjung Emas. E Breakwater. Head (I)	6 55.33 S 110 25.32 E	LF1 R 10s	14	10	Red beacon	<i>fl 3. TE; LF1 R 10s 8m 8M close E (T) 2009</i> *



**SECTION – VIII: CORRECTION TO LIST OF RADIO SIGNALS**

**INP 31(1), 2005**

*(Last correction: Edition No. 07 dated 01 Apr 2009)*

**NIL**

**INP 31(2), 2007**

*(Last correction: Edition No. 08 dated 16 Apr 2009)*

**NIL**

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

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

**NIL**

**INP 31(5), 1997**

*(Last correction: Edition No. 07 dated 01 Apr 09)*

**NIL**

**INP 31(6), 2005**

*(Last correction: Edition No. 08 dated 16 Apr 2009)*

*Page 85, India Section, Dahej*

*Delete entry and replace by:*

**DAHEJ - GCPTCL TERMINAL**

21° 44'N, 72° 30'E

**Pilots and Terminals**

CALL: GCPTCL Port Control

TEL: +91 79-23238346/7

FAX: +91 79-23234703

EMAIL: cnogmb@yahoo.com

WEB: www.gmb.com

FREQUENCY: Ch 16; 77

HOURS: H 24

PROCEDURE:

(1) Pilotage is compulsory. Pilot boards at position (21° 41'.45N, 72° 29'.50E).

(2) All arriving vessels are advised to contact the GCPTCL port control station on VHF Ch 16 at least 4 hrs and 2 hrs before arrival. All inbound and outbound vessels should report to the GCPTCL port control while crossing the port limits as shown on the chart.

Note: The terminal is operated by Gujarat Chemical Port Terminal Company Limited (GCPTCL) under the guidelines of Gujarat Maritime Board.

**GCPTCL**

**09/09**

## **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.

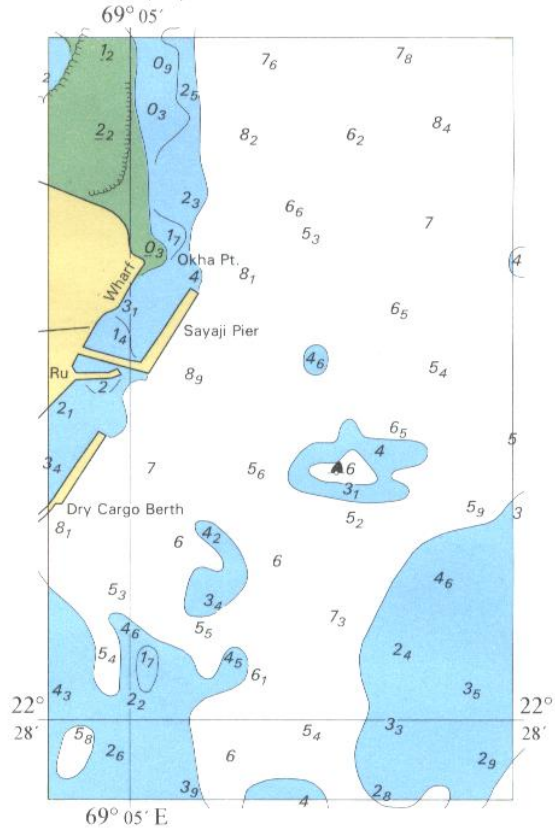
5. Reports, which cannot be confirmed or are lacking in certain details should not be withheld. Limitations or shortcomings should be duly notified in the form.

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.

To accompany Indian Notice to Mariners 169 of 2009



BLOCK CORRECTION FOR CHART - 2013