



INDIAN NOTICES TO MARINERS FOR 2009

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

EDITION No. 12 DATED 16 JUN 2009

(CONTAINS NOTICES 216 TO 226)

REACH US 24 HOURS A DAY



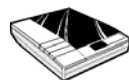
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CONTENTS

<u>Section No.</u>	<u>Title</u>	<u>Page No.</u>
I.	List of Charts Affected	05
II.	Permanent Notices	06
III.	Temporary and Preliminary Notices	11
IV.	Marine Information	12
V.	Radio Navigational Warnings in force	13
VI.	Corrections to Sailing Directions	19
VII.	Corrections to List of Lights	20
VIII.	Corrections to List of Radio Signals	22
IX.	Reporting of Navigational Dangers.	23

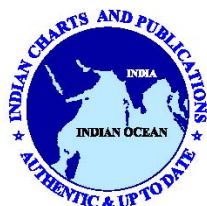
Mariner's Obligation and A Chart Maker's Plea. Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt.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

**Chief Hydrographer
to the Government of India**

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

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

EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts 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.

INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

(a) **NEW EDITION ELECTRONIC NAVIGATIONAL CHARTS**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	<i>IN52056J</i>	2056	JAFARABAD PORT	31-03-2009
2	<i>IN62100P</i>	2100	PORT PIPAVAV	31-03-2009

(b) **ENCs PERMANENTLY WITHDRAWN**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	<i>IN52056J</i>	2056	JAFARABAD HARBOUR	31-12-2003
2	<i>IN62100P</i>	2100	PIPAVAV WEST CHANNEL	30-04-1996

(c) **FORTHCOMING CHARTS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2076 (INT 7338)	JAWAHARLAL NEHRU PORT AND TROMBAY	20,000	New Chart
2002 (INT 7351)	PORTS OF NEW MANGLORE AND MANGLORE	20,000	New Edition
2027	ROZI ANCHORAGE	25,000	New Edition
2035	KALPANI AND CHERIYAM ISLANDS	25,000	New Edition

(d) **FORTHCOMING PUBLICATION**

<i>Publication</i>	<i>Price</i>	<i>Remarks</i>
NAUTICAL ALMANAC 2010 (INP 11)	Rs. 2370.00	

AVAILABILITY OF ENCs:

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

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: incho@dataone.in Website: www.hydrobharat.nic.in	Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in Website: www.c-map.co.in	United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk
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SECTION – I**List of charts affected by****The Notices 216 to 226 contained in this Edition**

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	217
203 (INT 7319)	2	226(T)
207	2	217,218
208	2	217,218
225	4	224
254	2	217,218
263 (INT 7383)	4	224
264	4	224
289	1	222
292 (INT 7021)	2	217
317	4	221
358 (INT 7394)	4	221
2001	3	219,220
2013	2	226(T)
2015 (INT 7337)	3	219
2016 (INT 7336)	3	219
2031	2	226(T)
2039	2	217
2044	2	217,218
2063	4	224
2068	2	226(T)
2076	3	219
2097	1	223
2100	2	216
7508 (INT 508)	7	225
7708 (INT 708)	1	225


SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*** 216/(12/09) INDIA – West Coast – Approaches to Port Pipavav – Recommended Route.**

Source: DG Shipping - MS Notice & INM 381/08

(HJ/1130/08)

Chart 2100 [NE 31 Mar 09]

Insert	Pecked line , - - - - - , joining	20° 40'.50N., 71° 23'.65E. (S Border) 20° 47'.30N., 71° 35'.00E. (E Border)
	legend, <i>Recommended Route</i> (see note) & traffic	20° 43'.88N., 71° 29'.29E.
	direction flow  centered on:	
	accompany Note, RECOMMENDED ROUTE, centered on:	20° 55'.28N., 71° 26'.42E.

*** 217/(12/09) INDIA – West Coast – Gulf of Khambhat (Cambay) Southern Portion – Racon.**

Source: DLL, Jamnagar

(HJ/1130/17)

Chart 21 [previous update 204/09]

Insert	Racon (G), at light	21° 12'.20N., 72° 06'.60E.
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Chart 292 [previous update 187/09]

Insert	Racon (G), at light	21° 12'.20N., 72° 06'.60E.
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Chart 254 [previous update 170/09]

Insert	Racon (G), at light	21° 12'.20N., 72° 06'.60E.
--------	---------------------	----------------------------

Amend	Light to, Fl.7s12m8M	21° 42'.00N., 72° 18'.40E.
-------	----------------------	----------------------------

Chart 208 [previous update 212/09]

Insert	Racon (G), at light	21° 12'.20N., 72° 06'.60E.
--------	---------------------	----------------------------

Amend	Light to, Fl(2).10s46m27M	21° 35'.95N., 72° 21'.15E.
-------	---------------------------	----------------------------

	Light to, Fl.7s12m8M	21° 42'.00N., 72° 18'.40E.
--	----------------------	----------------------------

	Light to, Fl.12s20m10M	21° 46'.70N., 72° 14'.00E.
--	------------------------	----------------------------

Chart 207 [previous update 622/08]

Insert	Racon (G), at light	21° 12'.20N., 72° 06'.60E.
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Chart 2044 [previous update 170/09]

Insert	Racon (G), at light	21° 12'.18N., 72° 06'.62E.
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Chart 2039 [previous update 140/09]

Amend	Light to, Fl(2).10s46m27M	21° 35'.90N., 72° 21'.19E.
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*** 218/(12/09) INDIA – West Coast – Gulf of Khambhat (Cambay) Southern Portion – Gopnath Point - Wreck.**

Source: INS Jamuna ROS B(N) – 152

(HJ/1130/17)

Chart 254 [previous update 217/09]


Delete  21° 12′.35N., 72° 08′.20E.
 legend, *Less Water Rep*(1993), centered on 21° 06′.90N., 72° 07′.20E.

Chart 207 [previous update 217/09]


Delete  21° 12′.35N., 72° 08′.20E.
 legend, *Less Water Rep*(1993), centered on 21° 06′.90N., 72° 07′.60E.

Chart 208 [previous update 217/09]



Delete  21° 12′.35N., 72° 08′.20E.
 legend, *Less Water Rep*(1993), centered on 21° 06′.80N., 72° 07′.00E.

Chart 2044 [previous update 217/09]

Delete  21° 12′.35N., 72° 08′.20E.
 legend, *Less Water Rep*(1993), centered on 21° 06′.90N., 72° 07′.20E.

***219/(12/09) India – West Coast – Mumbai Docks – Wreck. Beacon. Chimney.**

Source: NHO, Dehradun

(HJ/1030/87)

Chart 2015 [previous update 172/09]

Insert  2 Wk 18° 58′.10N., 72° 52′.35E.

Chart 2016 [previous update 091/09]

Insert  2 Wk 18° 58′.10N., 72° 52′.35E.

Chart 2076 [previous update 091/09]

Insert  2 Wk 18° 58′.10N., 72° 52′.35E.

Chart 2001 [previous update 157/09]

Insert  2 Wk 18° 58′.15N., 72° 52′.31E.

 (39) 18° 57′.25N., 72° 50′.79E.

Substitute  (5) for  18° 56′.43N., 72° 50′.79E.

***220/(12/09) India – West Coast – Jawaharlal Nehru Port and Trombay – Foul Ground Area.**

Source: INS Nirdeshak ROS C(N) - 494

(HJ/1030/87)

Chart 2001 [previous update 219/09]

Delete	limit of foul ground area, pecked line, joining	(a)	18° 56′.57N., 72° 53′.50E. (E. Border)
		(b)	18° 56′.57N., 72° 53′.15E.
		(c)	18° 57′.35N., 72° 53′.15E.
		(d)	18° 57′.35N., 72° 53′.50E. (E. Border)
Insert	limit of foul ground area, pecked line, joining	(a)	18° 56′.66N., 72° 53′.50E. (E. Border)
		(b)	18° 56′.66N., 72° 53′.07E.
		(c)	18° 57′.45N., 72° 53′.07E.
		(d)	18° 57′.45N., 72° 53′.50E. (E. Border)

***221/(12/09) India and Sri Lanka- Palk Bay Western portion – Margarita Shoal – Depths.**

Source: INS Sandhayak ROS G(P)-173



(HJ/930/90)

Chart 358 [previous update 178/09]Substitute depth 3₉ for depth 4₂ 9° 07′.45N., 79° 24′.52E.**Chart 317** [previous update 493/07]Substitute depth 3₉ for depth 4₂ 9° 07′.45N., 79° 24′.52E.**222/(12/09) Strait of Hormuz to Qatar – United Arab Emirates – Anchorage Areas.**

Source: BA Notice – 3047/09

(HJ/1132/49)

Chart 289 [previous update 203/09]

Insert	limit of anchorage area, pecked line, joining	(a)	24° 51′.00N., 54° 12′.50E.
		(b)	24° 53′.00N., 54° 12′.50E.
		(c)	24° 53′.00N., 54° 16′.50E.
		(d)	24° 51′.00N., 54° 16′.50E.
			and
		(e)	24° 43′.00N., 54° 10′.00E.
		(f)	24° 43′.00N., 54° 08′.00E.
		(g)	24° 45′.00N., 54° 08′.00E.
	(h)	24° 45′.00N., 54° 10′.00E.	
		T ₁ centered on	24° 52′.00N., 54° 14′.50E.
		T ₂ centered on	24° 44′.00N., 54° 09′.00E.

223/(12/09) Arabia – Gulf of Oman – Masqat Matrah and Marsa Darsayt - Fisher’s Rock – Light beacon. Buoy.

Source: BA Notice 2991/09

(HJ/1132/31)

Chart 2097 (Masqat Matrah and Marsa Darsayt) [previous update 416/08]

Insert  Fl.R.3s (a) 23° 37′.75N., 58° 35′.75E.




Delete  Fl.R.3s, close NW of: (a) above

Chart 2097 (Masqat to Mina Al Fah) [previous update 416/08]

Insert  Fl.R.3s (a) 23° 37′.75N., 58° 35′.75E.

Delete  Fl.R.3s, close NW of: (a) above

224/(12/09) Sri Lanka – West Coast – Approaches to Colombo – depths.

Source: BA Notice 2995/09

(HJ/930/70)

Chart 263 [previous update 095/09] CEYLON 1933 DATUM

Insert depth 24₆ 7°00′.20N., 79°45′.00E.
 depth 27₄ enclosed by 30m contour 6°59′.40N., 79°43′.00E.
 depth 23₇ 6°54′.00N., 79°46′.50E.

Substitute depth 21₉ enclosed by 30m contour for depth 27₅ enclosed by 30m contour 6°55′.50N., 79°45′.50E.

Chart 264 [previous update 095/09] CEYLON 1933 DATUM

Insert depth 24₆ 7°00′.20N., 79°45′.00E.
 depth 27₄ enclosed by 30m contour 6°59′.40N., 79°43′.00E.
 depth 23₇ 6°54′.00N., 79°46′.50E.

Substitute depth 21₉ enclosed by 30m contour for depth 27₅ enclosed by 30m contour 6°55′.50N., 79°45′.50E.

224/(12/09) Sri Lanka – West Coast – Approaches to Colombo – depths.(Continue)**Chart 225** [previous update 095/09] CEYLON 1933 DATUM

Insert	depth 24 ₆ enclosed by 30m contour	(a)	7°00′.15N., 79°45′.04E.
	depth 27 ₄ enclosed by 30m contour		6°59′.40N., 79°42′.96E.
	depth 25 ₈ enclosed by 30m contour		6°59′.27N., 79°45′.41E.
	depth 27 ₆ enclosed by 30m contour		6°57′.78N., 79°43′.61E.
	depth 9 ₇ enclosed by 10m contour		6°54′.94N., 79°50′.10E.
	depth 22 ₈ enclosed by 30m contour SE to enclose		6°54′.62N., 79°46′.00E.
	depth 21 ₁ and extend 30 m contour W to enclose		6°52′.76N., 79°47′.22E.
Substitute	depth 23 ₇ for 27 ₅		6°53′.99N., 79°46′.47E.
	depth 21 ₉ enclosed by 30m contour for depth 27 ₅ enclosed by 30m contour		6°55′.49N., 79°45′.53E.
	depth 7 ₄ enclosed by 10m contour for depth 9 ₇ enclosed by 10m contour		6°53′.21N., 79°50′.66E.
Delete	depth 29 enclosed by 30m contour, adjacent to	(a)	above

Chart 2063 [previous update 128/09] CEYLON 1933 DATUM

Insert	depth 24 ₆ enclosed by 30m contour		7°00′.15N., 79°45′.04E.
	depth 25 ₈ enclosed by 30m contour		6°59′.27N., 79°45′.41E.
	depth 9 ₇ enclosed by 10m contour		6°54′.94N., 79°50′.10E.
	depth 7 ₄ enclosed by 10m contour		6°53′.21N., 79°50′.66E.

225/(12/09) Indonesia – Java Sea - Wrecks.

Source: BA Notice 3019/09

(HJ/927/50)

Chart 7508 (INT 508) [previous update 165/09]

Insert			4° 44′.20S., 109° 18′.40E.
			5° 50′.10S., 109° 00′.90E.

Chart 7708 (INT 708) [previous update 165/09]

Insert			5° 50′.10S., 109° 00′.90E.
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SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

***226(T)/(12/09) INDIA – WEST COAST – Port of Okha – Buoys.**

Source: Gujarat Maritime Board

(HJ/1131/20)

1. Following buoys are laid in the following positions:

<u>Sl. No.</u>	<u>Buoy No.</u>	<u>Position</u>	<u>Characteristics</u>
(a)	Port Hand No. 1	22° 30′.66N., 69° 05′.25E.	<i>Fl.R.5s</i>
(b)	Port Hand No. 2	22° 29′.42N., 69° 05′.64E.	<i>Fl.R.5s</i>
(c)	Port Hand No. 3	22° 29′.00N., 69° 05′.48E.	<i>Fl.R.5s</i>
(d)	Stbd Hand No. 3	22° 28′.98N., 69° 05′.35E.	<i>Fl.G.5s</i>
(e)	Stbd Hand No. 4	22° 28′.19N., 69° 05′.43E.	<i>Fl.G.5s</i>

2. Mariners to exercise caution.

Charts affected – 203(INT 7319) – 2068 – 2031 - 2013.

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>
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<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

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 14 Jun 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	142	2007 Series: 019. 2008 Series: 341 377 387 . 2009 Series: 055 103 104 105 107 110 114 115 116 117 122 129 130 134 136 137 138 141 142.
II	E. Atlantic	137	2009 Series: 030 073 104 120 135 136 137.
III	Mediterranean	236	2008 Series: 412 512. 2009 Series: 154 170 173 176 186 196 207 209 217 218 221 222 223 226 229 230 231 232 233 234 235 236.
IV	N.W. Atlantic	210	2009 Series: Nil
V	W. Atlantic	1186	2009 Series: 876
VI	S.W. Atlantic	154	2009 Series: Nil.
VII	S.E. Atlantic	112	2009 Series: 028 096 097 101 103 109 112.
VIII	Indian Ocean	299	2009 Series: - 193 220 245 257 268 269 273 274 276 277 278 279 280 282 284 285 288 289 290 292 293 294 295 296 297 298 299

3. NAVAREA Warnings issued during the period from 29 May 09 to 14 Jun 09 (both dates inclusive) are as tabulated below:-

271 to 272. Cancelled.
273. India West Coast – Mumbai Harbour. Charts 21 22 211 255 292 293 2001 2015 2016 2076 INT 705 INT 706. South-East prongs reef buoy (red) position 18-51.52N 072-48.90E has been temporarily withdrawn and replaced with a temporary lighted marker buoy flashing intermittently and unreliable.
2. Mariners to exercise caution.

274. Bay of Bengal – Southern Portion. Charts 31 33 INT 706. 3D seismic data survey in progress by osprey explorer till 15 Jun 2009 in area bounded by.

(A)	14-30.00N	081-15.00E	(B)	11-00.00N	081-15.00E
(C)	11-30.00N	083-15.00E	(D)	13-00.00N	083-40.00E

2. Vessel is towing a single streamer of 8500 meters length attached to a yellow coloured tail buoy with white flashing light at end of cable.

3. All vessels operating in vicinity are to maintain a clearance of 06 NM and exercise caution.

4. Cancel this message on 16 Jun 2009.

275. Cancelled.

276. Arabian Sea. Charts 22 23 265 293 INT 705. The position of ARGO floats in Indian EEZ is tabulated below.

FLOAT ID	POSITION	
2901095	08-53.40N	071-14.40E
2900554	18-58.20N	067-48.60E
2900778	11-37.20N	071-41.40E
2901131	21-36.60N	068-09.60E

2. Mariners to exercise caution.

277. Bay of Bengal. Charts 33 41 357 473 INT 706. The position of Argo floats in Indian EEZ is tabulated below.

FLOAT ID	POSITION	
2900876	10-54.00N	082-18.00E
2900883	05-54.00N	079-48.00E
2901073	14-17.40N	081-18.60E
5901373	15-07.20N	092-37.80E
2901075	14-24.60N	091-34.20E

2. Mariners to exercise caution.

278. Sri Lanka west coast–Off Colombo. Charts 32 225 263 264 INT 706. Maldive registered MV Medhufaaruu call sign 8QGJ MMSI No 459332000 sunk in position 06-48.47N 079-49.68E.

2. All Vessels Operating In Vicinity To Keep Sharp Lookout And Render Assistance.

279. Cancel Navarea VIII message 226 and 253 of 2009. India West Coast – Arabian Sea. Charts 21 22 202 207 209 211 251 254 253 255 271 291 292 293 INT 705 INT 706. Present position of oil rigs / drill ships as follows.

ABAN II	20-06.65N	072-04.06E
ABAN III	19-25.13N	071-21.11E
ABAN IV	18-40.36N	072-21.46E
ABAN V	18-48.40N	072-20.00E
BADRINATH	18-36.36N	071-21.93E
CE THROTON	19-20.48N	072-12.11E
DISCOVERY 1	20-20.16N	072-01.35E
ENERGY DRILLER	09-07.75N	075-54.83E
FG McCLINTOCK	17-45.38N	072-31.43E
JT ANGEL	18-34.95N	072-14.45E

KEDARNATH	20-43.31N	072-38.81E
NOBLE GEORGE McLEOD	18-39.66N	072-13.33E
NOBLE CHARLIE YESTER	19-27.50N	071-22.93E
NOBLE ED HOLT	18-33.63N	072-14.93E
PRIDE HAWAI	19-21.80N	071-23.83E
PRIDE PENNSYLVANIA	19-18.21N	071-15.95E
RANDOLPH YOST	18-29.85N	072-15.00E
RON TAPPMAYER	19-12.00N	072-11.00E
SAGAR GAURAV	19-28.60N	071-12.63E
SAGAR JYOTI	19-36.61N	071-22.90E
SAGAR KIRAN	19-24.05N	071-19.05E
SAGAR LAXMI	18-36.15N	071-01.63E
SAGAR PRAGATI	19-38.26N	071-19.93E
SAGAR SAMRAT	19-32.13N	071-18.81E
SAGAR SHAKTI	19-32.65N	071-21.35E
SAGAR UDAY	19-21.96N	071-19.56E
TRIDENT – 2	18-37.23N	072-14.93E
TRIDENT – 12	18-29.05N	072-15.15E
VIRTUE 1	19-23.48N	071-25.18E
ENSCO 53	19-22.38N	072-00.60E
GREATDRILL CHETNA	20-32.30N	072-08.88E

2. Wide berth requested.

280. Cancel Navarea VIII messages 227 229 and 252 of 2009. India East Coast– Bay of Bengal. CHARTS 31

32 33 301 351 352 353 354 355 356 357 3009 INT 706. Present position of oil rigs / drill ships as follows.

ACTINIA	15-22.31N	080-42.15E
DISCOVERER SEVEN SEAS	16-03.53N	081-44.26E
DEEP SEA MATDRILL	16-22.11N	081-57.75E
HERCULES 258	16-40.43N	082-24.00E
HERCULES 260	16-19.26N	081-46.98E
SAGAR BHUSHAN	16-15.63N	082-11.21E
SAGAR RATNA	16-22.68N	082-01.35E
DISCOVERER 534	20-07.50N	087-26.90E
ATWOOD BEACON	16-40.90N	082-28.60E
DEEP WATER FRONTIER	16-41.50N	082-41.30E
PERRO NEGRO III	16-40.10N	082-25.70E
DEEPWATER EXPEDITION	16-01.30N	082-47.10E
ESSAR WILD CAT	16-42.30N	082-32.20E
DEEP DRILLER 8	11-32.12N	079-56.07E

2. Wide berth requested.

281. Cancelled.
282. Indian Ocean – Northern Part. Charts INT 70 INT 71 INT 72 INT 701 INT 702. Yellow coloured buoy with flash light and radar reflector marking the fiber optic submarine cable temporary laid in position 04-25.50S 041-12.20E. 2. All vessels operating in vicinity are to maintain a safe distance from the buoy.
283. Cancelled.
284. India West Coast- Arabian sea. Charts 22 256 257 272 293 INT 705. Seismic survey is in progress by MV MUNIN explorer till 20 Jun 2009 in area bounded by. (A) 14-38.38N 073-23.41E (B) 13-21.10N 074-12.53E (C) 12-17.23N 074-54.08E (D) 09-42.55N 075-45.85E (E) 08-51.35N 072-20.63E (F) 10-44.11N 071-35.06E (G) 12-18.85N 071-01.56E (H) 13-42.60N 070-26.30E 2. Vessel is towing a single streamer of 6.5 nm length with white flashing light at end of the cable. 3. All vessels operating in vicinity are to maintain a clearance of 10 nm all around the vessel and exercise caution. 4. Cancel this message on 21 Jun 2009.
285. India West Coast – Approaches to Mumbai. Charts 21 22 211 255 292 293 INT 705. Man overboard reported from MV NINOS in position 18-46.95N 072-36.30E at 041330 UTC. 2. All vessels operating in vicinity to keep a sharp lookout and render assistance.
286. Cancelled.
287. Cancel Navarea VIII Message 260 of 2009. India West Coast- Approaches to Mumbai . Charts 21 22 211 255 292 293 2016 INT 705. Cable laying operation is in progress by MV Cable Innovator till 06 Jul 2009 from position 18-59.00N 070-37.00E to 19-00.09N 072-34.80E. 2. All vessels operating in vicinity to give wide berth at least 01 nm all around the vessel and exercise caution. 3. Cancel this message on 07 Jul 2009.
288. Cancel Navarea VIII Message 283 of 2009. India West Coast – Gopnath. Charts 21 207 208 254 292 2044 INT 705. Gopnath Point Lighthouse Racon in position 21-12.20N 072-06.60E not reliable. 2. Mariners to exercise caution.
289. India West Coast – Mul Dwarka. Charts 21 206 207 253 292 2055 INT 705. 90 cm diameter deep orange colour buoy floating on the surface and moored with anchor in following position. (a) 20-45.10N 070-39.93E fl 5 20 s (b) 20-45.10N 070-40.35E fl 5 20 s 2. Mariners to exercise caution.
290. India West Coast – Mul Dwarka. Charts 21 206 207 253 292 2055 INT 705. Seaguard current meter observation in progress till 10 Oct 2009 in position 20-45.10N 070-40.33E 2. Current meter deployed on a mooring with 20 cm white colour surface float without flash light. 3. Mariners to exercise caution. 4. Cancel this message on 11 Oct 2009.
291. Cancelled.

<p>292. Indian Ocean-Off Raphael Island. Charts INT 70 INT 71 INT 702 INT 705. Uncharted wreck of (Boat Kervor 1) in position 16-26.61S 059-36.40E, visible all states of tide.</p> <p>2. Mariners to exercise caution.</p>								
<p>293. 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 17 Jun 2009. Danger area bounded by</p> <table> <tr> <td>(a) 17-42.0N</td> <td>083-18.0E</td> <td>(b) 17-47.0N</td> <td>083-32.0E</td> </tr> <tr> <td>(c) 17-34.0N</td> <td>083-30.0E</td> <td>(d) 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 18 Jun 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>294. 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 and 1230 UTC to 1430 UTC on 19 Jun and 23 Jun 2009 respectively. Danger area bounded by</p> <table> <tr> <td>(a) 09-57.50N</td> <td>075-59.50E</td> <td>(b) 09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c) 09-44.00N</td> <td>076-17.50E</td> <td>(d) 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 24 Jun 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>295. India West Coast – Mormugao. Charts 22 257 INT 705 INT 706. Firing practice by naval aircraft between 0230 UTC to 1230 UTC from 14 Jun to 21 Jun 2009. Danger area bounded by</p> <table> <tr> <td>(a) 15-13.00N</td> <td>073-57.00E</td> <td>(b) 15-13.00N</td> <td>073-52.00E</td> </tr> <tr> <td>(c) 15-11.00N</td> <td>073-57.00E</td> <td>(d) 15-11.00N</td> <td>073-52.00E</td> </tr> </table> <p>2. Safe flying height 3500 metres.</p> <p>3. Cancel this message on 22 Jun 2009.</p>	(a) 15-13.00N	073-57.00E	(b) 15-13.00N	073-52.00E	(c) 15-11.00N	073-57.00E	(d) 15-11.00N	073-52.00E
(a) 15-13.00N	073-57.00E	(b) 15-13.00N	073-52.00E					
(c) 15-11.00N	073-57.00E	(d) 15-11.00N	073-52.00E					
<p>296. Indian Ocean – Southern Part. Charts INT 70 INT 71 INT 72 INT 701 INT 703. Cable operations in progress by C/S Chamarel till 25 Jun 2009 in the following coordinates</p> <table> <tr> <td>(a) 19-55.00S</td> <td>055-00.00E</td> <td>(b) 20-06.00S</td> <td>055-18.00E</td> </tr> <tr> <td>(c) 20-30.00S</td> <td>055-23.00E</td> <td>(d) 20-52.50S</td> <td>055-32.40E</td> </tr> </table> <p>2. Mariners to exercise caution.</p> <p>3. Cancel this message on 26 Jun 2009.</p>	(a) 19-55.00S	055-00.00E	(b) 20-06.00S	055-18.00E	(c) 20-30.00S	055-23.00E	(d) 20-52.50S	055-32.40E
(a) 19-55.00S	055-00.00E	(b) 20-06.00S	055-18.00E					
(c) 20-30.00S	055-23.00E	(d) 20-52.50S	055-32.40E					
<p>297. India West Coast – Gulf of Kachchh. Charts 21 2017 2080 INT 705. Racon at Navlakhi Lighthouse in position 22-57.60N 070-26.70E unreliable.</p> <p>2. Mariners to exercise caution.</p>								
<p>298. India East Coast- Paradip Port. Charts 31 352 3010 INT 706. Fairway buoy at position 20-14.60N 086-42.75E sunk. Mariners to exercise caution.</p> <p>2. In lieu spherical buoy in position 20-14.64N 086-42.62E Fl (W) 10s established.</p>								
<p>299. Cancelled.</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	110	2007 Series: 062 095 172 200 212. 2008 Series: 022 027 044 046 051 061 069 089 105 107 128 176 179 182 191 202 207 211 213 216. 2009 Series: 001 002 010 024 035 040 077 086 087 091 092 095 099 101 103 104 107 108 109 110.
X	Australia, New Guinea	134	2009 Series: 086 089 096 102 103 113 117 118 119 125 127 128 133 134.
XI	Malacca Strait, China Sea, N. Pacific	0352	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: 0054 0113 0160 0210 0219 0322 0336 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0475 0618 0675 0677. 2009 Series: 0120 0125 0171 0215 0244 0251 0259 0265 0266 0281 0307 0311 0315 0316 0317 0322 0332 0333 0335 0340 0341 0342 0343 0344 0345 0346 0348 0349 0350 0351 0352
XII	N.E. Pacific	256	2009 Series: Nil
XIII	N.W. Pacific	053 of 08	2009 Series: Nil
XIV	S.W. Pacific	028	2009 Series: 028.
XV	S.E. Pacific	048	2009 Series: Nil
XVI	E. Pacific	041	2009 Series: Nil
Hydropacs	Pacific, Indian Ocean	1069	2008 Series: 1140 1141 1473. 2009 Series: 687
Hydroplants	Atlantic, Mediterranean	1050	2008 Series: 300. 2009 Series: Nil

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP-1), - Quilon

Page 172, Article 5.40
Delete Para 2

Source: INM-177 (09/09) 12/09

Chapter-8, Page 264

Article 8.225, Para 1, Line 2:
Delete position (22°06'.5N, 68°57'.8E) and replace by position (22°08'.4N, 68°55'.4E)

Source: INM-187 (10/09) 12/09

Chapter 7 (Page-224)

Article 7.139, Para 3:
Insert position and height ' (18° 03'.09 N, 72° 59'.69 E)' '(15m in height)' at the end of line 2.

Article 7.139,
Insert new Para after Para 3:
4 **Major lights:** Srivardhan Light (9 m in height)
(18° 03'.06N, 72° 59'.67E)



(Photo Courtesy: INS Sutlej)

Srivardhan Light

Article 7.139,
Renumber para 4 to 5

Source: INS Sutlej ROS C(N)-504 12/09

D7393-891	- South Breakwater. Spur. SB1	25 54.6 N 51 39.2 E	Fl R 3s	..	..	Beacon	(P) 2009
*	*	*	*	*	*	*	*
D7393-892	- North Breakwater. Spur. SB2	25 55.8 N 51 38.4 E	Fl W 5s	..	..	Beacon	(P) 2009
*	*	*	*	*	*	*	*
D7393-893	- Spur. SB3	25 55.0 N 51 38.2 E	Oc G 3s	..	..	Beacon	<i>ec 1.</i> (P) 2009
*	*	*	*	*	*	*	*
D7393-894	- Spur. SB4	25 55.4 N 51 38.0 E	Oc W 3s	..	..	Beacon	<i>ec 1.</i> (P) 2009
*	*	*	*	*	*	*	*
D7393-895	- Spur. SB5	25 55.5 N 51 37.5 E	Iso R 3s	..	..	Beacon	(P) 2009
*	*	*	*	*	*	*	*
D7393-898	- Spur. SB8	25 54.9 N 51 37.0 E	Oc G 5s	..	..	Beacon	<i>ec 2.</i> (P) 2009
*	*	*	*	*	*	*	*
D7393-899	- Spur. SB9	25 54.6 N 51 37.1 E	Oc R 5s	..	..	Beacon	<i>ec 2.</i> (P) 2009
*	*	*	*	*	*	*	*
D7740	Astola Island	25 07.4 N 63 50.3 E	Fl W 15s	89	19		*
F1174-3	-Laem Phan Wa	7 48.0 N 98 24.6 E	Fl(3)WR 15s	51	23	..	TE 2009
		*					*
F1222-6	Remove from list						
F1623-6	- Tuanku Jaafar Power Station. Intake. Seaward end	2 31.8 N 101 47.1 E	F R	5	5	Metal post	<i>fl 0.3, ec 3.7, fl 0.3, ec 3.7, fl 0.3, ec 11.7</i> <i>Racon(G)</i> TR 2009.
	*	*		*	*	*	*

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. 10 dated 16 May 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. 09 dated 01 May 2009)

NIL

SECTION – IX: REPORTING OF NAVIGATIONAL DANGERS

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

Appeal to all Mariners:

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

National Hydrographic Office
107-A, Rajpur Road,
Post Box No. 75, Dehradun - 248 001
(UTTARAKHAND), INDIA
e-mail: - inho@dataone.in; inho_marinesafety@dataone.in
 inho_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 216/09
Chart 2100*

RECOMMENDED ROUTE

Recommended routes are shown to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.