



# INDIAN NOTICES TO MARINERS FOR 2009

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

EDITION No. 14 DATED 16 JUL 2009

(CONTAINS NOTICES 235 TO 254)

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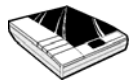
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## CONTENTS

<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	11
IV.	Marine Information	14
V.	Radio Navigational Warnings in force	15
VI.	Corrections to Sailing Directions	18
VII.	Corrections to List of Lights	21
VIII.	Corrections to List of Radio Signals	23
IX.	Reporting of Navigational Dangers.	25

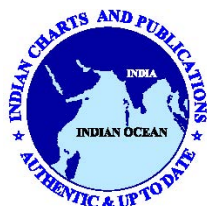
**Mariner's Obligation and A Chart Maker's Plea.** Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt.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

<i>Sl. No.</i>	<i>INP</i>	<i>Title</i>	<i>Publication Date</i>	<i>Price</i>
01.	INP 11	<b>NAUTICAL ALMANAC 2010</b>	Jun 2009	Rs. 2370.00

(b) **NEW INDIAN CHARTS**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>3034</b>	15-07-2009	<b>APPROACHES TO KRISHNAPATNAM</b>	50,000	5	Rs. 1360.00
		<u>Limits</u> 14° 08'.00N; 80° 05'.35E. 14° 20'.50N; 80° 23'.00E.			
		<b>KRISHNAPATNAM PORT</b>	15,000		
		<u>Limits</u> 14° 13'.00N; 80° 06'.00E. 14° 16'.75N; 80° 11'.32E.			

(c) **NEW EDITION INDIAN CHART**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
<b>2027</b>	30-06-2009	<b>ROZI ANCHORAGE</b>	25,000	2	Rs. 1360.00
		<u>Limits</u> 22° 29'.70N; 69° 57'.00E. 22° 43'.00N; 70° 06'.50E.			

(d) **INDIAN CHARTS PERMANENTLY WITHDRAWN**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits &amp; Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
<b>2027</b>	15-07-2004	<b>ROZI ANCHORAGE</b>	<b>2027 (NE)</b>	30-06-2009
<b>3031</b>	31-07-2003	<b>KRISHNAPATNAM ANCHORAGE</b>	<b>3034 (NC)</b>	15-07-2009
		<u>Limits</u> 14° 11'.60N; 80° 06'.50E. 14° 18'.75N; 80° 17'.00E.		

(e) **FORTHCOMING CHARTS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
<b>352 (INT 7416)</b>	<b>GOPALPUR TO PARADIP</b>	3,00,000	New Edition
<b>353 (INT 7413)</b>	<b>KALINGAPATNAM TO GOPALPUR</b>	3,00,000	New Edition
<b>2005</b>	<b>APPROACHES TO GODIA CREEK</b>	50,000	New Edition
<b>2058</b>	<b>CANNANORE AND TELLICHERRY ANCHORAGE</b>	30,000	New Edition
<b>2072</b>	<b>APPROACHES TO SHIRALI AND BHATKAL</b>	37,500	New Edition

(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	<i>IN62010M</i>	2010	<b>KARWAR NAVAL HARBOUR</b>	31-03-2008
2	<i>IN53005G</i>	3005	<b>GOPALPUR PORT</b>	31-03-2008
3	<i>IN53005M</i>	3005	<b>MACHILIPATNAM ANCHORAGE</b>	31-03-2008

(g) **ELECTRONIC NAVIGATIONAL CHART PERMANENTLY WITHDRAWN**

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	<i>IN62010M</i>	2010	<b>KARWAR HARBOUR</b>	15-10-2005
2	<i>IN53005G</i>	3005	<b>GOPALPUR PORT</b>	31-01-2002
3	<i>IN53005M</i>	3005	<b>MACHILIPATNAM ANCHORAGE</b>	31-01-2002
4	<i>IN52056P</i>	2056	<b>PIPAVAV PORT</b>	31-12-2003

**AVAILABILITY OF ENCs:**

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

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248 001 Tele: +91 135 2747365 Fax: +91 135 2748373 Email: <a href="mailto:incho@dataone.in">incho@dataone.in</a> Website: <a href="http://www.hydrobharat.nic.in">www.hydrobharat.nic.in</a>	Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: <a href="mailto:info@c-map.co.in">info@c-map.co.in</a> Website: <a href="http://www.c-map.co.in">www.c-map.co.in</a>	United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: <a href="mailto:helpdesk@ukho.gov.uk">helpdesk@ukho.gov.uk</a> Web site: <a href="http://www.ukho.gov.uk">www.ukho.gov.uk</a>
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**SECTION – I****List of charts affected by****The Notices 235 to 254 contained in this Edition**

<b>CHART NUMBER</b>	<b>FOLIO NO.</b>	<b>NOTICE NO.</b>
20	1	245,246
22 (INT 752)	3	241,248(T)
23	4	254(T)
31	5	254(T)
32 (INT 754)	5	254(T)
33	5	254(T)
41	6	254(T)
202	2	236
206	2	249(T),250(T)
207	2	239
211	3	240
225	4	254(T)
251 (INT 7318)	2	236
253 (INT 7328)	2	238,249(T),250(T)
254	2	238,239
259 (INT 7356)	3	241
264	4	254(T)
271	2	236
289	1	245,246
291	2	236
292 (INT 7021)	2	239
308	5	243
352 (INT 7416)	5	253(T)
354 (INT 7408)	5	243
356 (INT 7400)	5	235,254(T)
357 (INT 7397)	5	242
371	7	254(T)
391	5	254(T)
2011	3	251(T)
2015 (INT 7337)	3	240
2016 (INT 7336)	3	240
2022 (INT 7345)	3	252(T)
2051	2	235,237
2055	2	249(T),250(T)
2503	1	244
3010 (INT 7418)	5	253(T)
7070 (INT 70)	1	247
7072 (INT 72)	1	247
7705 (INT 705)	1	248(T)
7706 (INT 706)	1	254(T)
8004	1	246
8005	1	246

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


\* 235/(14/09) **Miscellaneous updates to charts**

Source: NHO Dehradun		
Chart	Previous Updates	Details
2051	NE 30 Apr 2009	Insert Chart No. 2060 (Plan) and Magenta limit as follows: North: 22° 32' .54N., East: – South: 22° 25' .57N., West: 69° 38' .65E.
356	229/09	Insert Chart No. 3034 and Magenta limit as follows: North: 14° 20' .50N., East: 80° 23' .00E. South: 14° 08' .00N., West: 80° 05' .35E.
		Delete existing Chart No. 3031 and Magenta limit as follows: North: 14° 18' .75N., East: 80° 17' .00E. South: 14° 11' .60N., West: 80° 06' .50E.

\* 236/(14/09) **INDIA – WEST COAST – Jakhau to Dwarka – Wrecks.**

Source: DG Shipping ,Navarea VIII – 319 & 320 of 09  
(HJ/1131/23)

**Chart 291** [previous update 204/09]

Insert  PA 22° 23' .99N, 68° 42' .32E  
 PA 22° 40' .00N, 68° 39' .00E

**Chart 271** [previous update 207/09]

Insert  PA 22° 23' .99N, 68° 42' .32E  
 PA 22° 40' .00N, 68° 39' .00E

**Chart 251 (INT 7318)** [previous update 599/08]

Insert  PA 22° 23' .99N, 68° 42' .32E  
 PA 22° 40' .00N, 68° 39' .00E

**Chart 202** [previous update 187/09]




Insert  PA 22° 23' .99N, 68° 42' .32E  
 PA 22° 40' .00N, 68° 39' .00E

\* 237/(14/09) **INDIA -WEST COAST – Gulf of Kachchh – Salaya Harbour – Lighterage operation area. Pilot boarding place. SBM.**

Source: NHO Dehradun

(HJ/1131/20)

**Chart 2051** [previous update 235/09]

Insert  01NM (a) 22° 32' .04N., 69° 36' .49E.  
 radius, centered on:  
 legend 'Lighterage Operation(May - Oct)', within; (a) above  
 22° 33' .04N, 69° 37' .99E  
 Delete  *ESSAR SBM* 22° 30' .08N, 69° 32' .15E  
*Fl.R.15s*

\* 238/(14/09) INDIA – West Coast – Approaches to Gulf of Khambhat – Sawai Bet – Racon.

Source: NHO, Dehradun

(HJ/1130/08)

**Chart 253 (INT 7328)** [previous update 210/09]

Amend Racon (N) for Racon (M), at light 20° 54'.20N., 71° 31'.60E.

**Chart 254** [previous update 218/09]

Amend Racon (N) for Racon (M), at light 20° 54'.20N., 71° 31'.60E.

\* 239/(14/09) INDIA – WEST COAST – Diu Head to Gopnath Point – Wreck.

Source: Navarea VIII - 220

(HJ/1130/02)

**Chart 292 (INT 7021)** [previous update 217/09]

Insert  PA 20° 42'.00N, 72° 07'.50E

**Chart 254** [previous update 238/09]

Insert  PA 20° 42'.00N, 72° 07'.50E

**Chart 207** [previous update 218/09]

Insert  PA 20° 42'.00N, 72° 07'.50E

\* 240/(14/09) INDIA -WEST COAST – Port Of Mumbai – Buoys.

Source: Hydrographic Note -INS Nirdeshak

(HJ/1130/87)

**Chart 211** [previous update 035/09]

Delete  18° 48'.50N, 72° 48'.60E

**Chart 2015 (INT 7337)** [previous update 219/09]

Delete  18° 48'.50N, 72° 48'.60E

 Fl.G.5s 18° 58'.46N, 72° 54'.31E

 Fl.5s 18° 58'.50N, 72° 54'.47E

 18° 57'.58N, 72° 54'.46E

 Explosive 18° 57'.61N, 72° 54'.43E

**Chart 2016 (INT 7336)** [previous update 219/09]

Delete  18° 48'.50N, 72° 48'.60E

 Fl.G.5s 18° 58'.46N, 72° 54'.31E

 Fl.5s 18° 58'.50N, 72° 54'.47E

**Cancel former INM 097(T)/09**



\* 241/(14/09) INDIA – West Coast – Badagara to Cochin – Depth.

Source: NHO, Dehradun  
(HJ/1030/14)

**Chart 22 (INT 752)** [previous update 213/09]

Substitute depth 39 for depth 30 enclosed by 30m contour 11° 06′.50N, 75° 30′.33E

**Chart 259 (INT 7356)** [previous update 295/08]

Substitute depth 39 for depth 30 11° 06′.50N, 75° 30′.33E

\* 242/(14/09) INDIA -EAST COAST – Point Calimere to Chennai – Wreck.

Source: INS Darshak ROS - I(N) - 124  
(HJ/1030/10)

**Chart 357 (INT 7397)** [previous update 159/09]

Substitute  for  11° 07′.06N, 79° 54′.13E

\* 243/(14/09) INDIA -EAST COAST – Outer Approaches to Visakhapatnam – Light.

Source: NHO Dehradun  
(HJ/1029/76)

**Chart 354 (INT 7408)** [previous update 179/09]

Delete  Fl(2)R.10s25m14M 17° 43′.20N, 83° 20′.40E

**Chart 308** [previous update NE 15 Oct 2008]

Delete  Fl(2)R.10s25m14M 17° 43′.20N, 83° 20′.40E

\* 244/(14/09) INDIAN OCEAN – Mauritius – Approaches to Cargados Carajos Shoals – Wreck.

Source: Hydrographic Note INS Niredeshak & Navarea VIII – 292.  
(HJ/732/34)

**Chart 2503** [previous update NC 31 Mar 2009]

Insert  16° 26′.61S, 59° 36′.40E

245/(14/09) United Arab Emirates – Nasr Oilfield - Wreck.

Source: BA Notice – 3523/09  
(HJ/1032/54)

**Chart 20** [previous update 231/09]

Insert  25° 22′.50N, 53° 24′.80E.

**Chart 289** [previous update 231/09]

Insert  25° 22′.50N, 53° 24′.80E.

**246/(14/09) STRAIT OF HORMUZ - Bukha Oilfield - Radar beacon.**

Source: BA Notice 3522 /09

Indian List of Radio Signal Vol.2 - 76710

(HJ/1132/64)

**Chart 20** [ *previous update 245/09* ]

Amend radar beacon to, Racon (W), at West Bukha platform 26° 22'·8N., 55° 58'·8E.

**Chart 289** [ *previous update 245/09* ]

Amend radar beacon to, Racon (W), at West Bukha platform 26° 22'·8N., 55° 58'·8E.

**Chart 8004** [ *previous update 118/09* ]

Amend radar beacon to, Racon (W), at West Bukha platform 26° 22'·8N., 55° 58'·8E.

**Chart 8005** [ *previous update 609/08* ]

Amend radar beacon to, Racon (W), at West Bukha platform 26° 22'·79N., 55° 58'·80E.

**247/(14/09) INDIAN OCEAN - Prince Edward Islands North-eastwards and Westwards to Îles Crozet West-southwestwards- Depths.**

Source: BA Notice – 3529/09

(HJ/433/47)

**Chart 7070 (INT 70)** [ *previous update 094/09* ]

Insert	$\ddot{4}1\ddot{7}:(2008)$	(a)	42° 39'·00S, 42° 41'·00E.	
	$\ddot{5}7\ddot{6}:(2008)$		43° 13'·00S, 41° 55'·00E.	
	$\ddot{4}4:(2008)$		48° 22'·00S, 44° 09'·00E.	
	Delete	$\ddot{3}5\ddot{9}:(2008)$	(b)	43° 46'·00S, 38° 54'·00E.
		$\ddot{5}3\ddot{6}:(2008)$		46° 59'·00S, 33° 51'·00E.
	depth 585 and associated 1000, 2000 and 3000m contours, adjacent to:		(a) above	
	depth 444 and associated 1000m contour, adjacent to:		(b) above	

**Chart 7072 (INT72)** [ *previous update 052/09* ]

Insert	$\ddot{4}1\ddot{7}:(2008)$	(a)	42° 39'·00S, 42° 41'·00E.	
	$\ddot{5}7\ddot{6}:(2008)$		43° 13'·00S, 41° 55'·00E.	
	$\ddot{4}4:(2008)$		48° 22'·00S, 44° 09'·00E.	
	Delete	$\ddot{3}5\ddot{9}:(2008)$	(b)	43° 46'·00S, 38° 54'·00E.
		$\ddot{5}3\ddot{6}:(2008)$		46° 59'·00S, 33° 51'·00E.
	depth 585 and associated 1000, 2000 and 3000m contours, adjacent to:		(a) above	
	depth 444 and associated 1000m contour, adjacent to:		(b) above	

## SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

**\*248(T)/(14/09) INDIA – ARABIAN SEA – Buoys.**

Source: Navarea VIII – 276/09

(HJ/930/88)

1. ARGO floats are laid in the following positions:-

<u>Float ID</u>	<u>Position</u>	<u>Charts affected</u>
2901095	08° 53' 40N., 71° 14' 40E.	22 (INT 752).
2900554	18° 58' 20N., 67° 48' 60E.	7705(INT 705).
2900778	11° 37' 20N., 71° 41' 40E.	22 (INT 752) - 7705(INT 705).
2901131	21° 36' 60N., 68° 09' 60E.	7705(INT 705).

2. Mariners to keep clear of the area and exercise caution.

**\*249(T)/(14/09) INDIA – WEST COAST – Mul Dwarka Port – Data Buoys.**

Source: NIO Goa & Navarea VIII – 289/09.

(HJ/1130/09)

1. Two directional wave rider buoys (deep orange colour) are laid in the following positions for a period of one year:-

<u>Sl. No.</u>	<u>Position</u>	<u>Characteristics</u>
(a)	20° 45' 10N., 70° 39' 97E.	Fl(5).20s
(b)	20° 45' 10N., 70° 40' 35E.	Fl(5).20s

2. Mariners to keep clear of the area and exercise caution.

**Charts affected – 253 (INT 7328) – 206 – 2055.**

**\*250(T)/(14/09) INDIA – WEST COAST – Mul Dwarka Port – Current Meter Observation.**

Source: NIO Goa & Navarea VIII – 290/09.

(HJ/1130/09)

1. Seaguard current meter has been deployed on a mooring in position 20° 45' 10N., 70° 40' 33E to measure the ocean current and position is marked with 20 cm white colour surface float without flash light.

2. Mariners to keep clear of the area and exercise caution.

3. *Cancel this message on 11 Oct 09.*

**Charts affected – 253 (INT 7328) – 206 – 2055.**

**\*251(T)/(14/09) INDIA – WEST COAST – Jaigarh Harbour – Works.**

Source: Maharashtra Maritime Board

(HJ/1030/76)

1. Dredging activities towards the development of Greenfield Port are in progress at Dhamankhol Bay, Jaigarh Port, bounded by:

- (a) 17° 18′.15N, 73° 12′.88E(Shore)
- (b) 17° 18′.20N, 73° 12′.90E
- (c) 17° 18′.60N, 73° 12′.50E
- (d) 17° 19′.40N, 73° 09′.90E
- (e) 17° 19′.10N, 73° 09′.80E
- (f) 17° 18′.60N, 73° 11′.40E
- (g) 17° 18′.25N, 73° 11′.58E(Shore)

\*2. Breakwater construction in progress within following co-ordinates:-

- (h) 17° 18′.33N, 73° 11′.75E(Shore)
- (j) 17° 18′.48N, 73° 11′.59E
- (k) 17° 18′.63N, 73° 11′.57E
- (l) 17° 18′.63N, 73° 11′.64E
- (m) 17° 18′.56N, 73° 11′.64E
- (n) 17° 18′.38N, 73° 11′.77E(Shore)

\*3. Berth construction and reclamation joining the following co-ordinates:-

- (p) 17° 18′.04N, 73° 12′.47E(Shore)
- (q) 17° 18′.12N, 73° 12′.36E
- (r) 17° 18′.38N, 73° 12′.60E
- (s) 17° 18′.26N, 73° 12′.73E
- (t) 17° 18′.20N, 73° 12′.72E(Shore)

\*4. Bund construction and reclamation joining the following co-ordinates:-

- (u) 17° 18′.46N, 73° 11′.64E
- (v) 17° 18′.12N, 73° 12′.36E

5. Mariners to exercise Caution.

6. **Former INM 120(T)/09 is cancelled.**

\* Indicates new or revised entry.

**Chart affected – 2011.**

**\*252(T)/(14/09) INDIA – WEST COAST – Approaches to Mormugoa – Buoy.**

Source: Navarea VIII – 245/09

(HJ/1130/56)

1. Marker buoy, position 15° 18′.54N., 73° 41′.51E, broken away from mooring and adrift.

2. Mariners to exercise caution.

**Charts affected –2022 (INT 7345).**

**\*253(T)/(14/09) INDIA – EAST COAST – Paradip Port – Buoy.**

Source: Paradip Port Trust &amp; Navarea VIII – 298/09

(HJ/1129/21)

1. Fairway buoy position 20° 14'·60N., 86° 42'·75E has been sunk. A spherical buoy Fl(W)10s established temporarily in position 20° 14'·64N., 86° 42'·62E.
2. Mariners to keep clear off the area and exercise caution.

**Charts affected – 352 (INT 7416) – 3010 (INT 7418).****\*254(T)/(14/09) INDIA – BAY OF BENGAL – Buoys.**

Source: Navarea VIII – 277/09

(HJ/1029/07)

1. ARGO floats are laid in the following positions:-

<u>Float ID</u>	<u>Position</u>	<u>Charts affected</u>
2900876	10° 54'·00N., 82° 18'·00E.	<b>33 – 7706 (INT706).</b>
2900883	05° 54'·00N., 79° 48'·00E.	<b>23 – 32 (INT 754) – 225 – 264 – 7706 (INT706).</b>
2901073	14° 17'·40N., 81° 18'·60E.	<b>31 – 391 – 356 (INT 7400) – 7706 (INT706).</b>
5901373	15° 07'·20N., 92° 37'·80E.	<b>31 – 41 – 371 – 7706 (INT706).</b>
2901075	14° 24'·60N., 91° 34'·20E.	<b>31 – 33 – 41 – 7706 (INT706).</b>

2. Mariners to keep clear off the area and exercise caution.

## 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 14 Jul 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	186	<b>2007 Series:</b> 019. <b>2008 Series:</b> 341 377 387. <b>2009 Series:</b> 055 129 134 138 144 145 146 148 150 153 156 157 159 162 169 170 172 174 175 179 180 181 183 185 186.
II	E. Atlantic	164	<b>2009 Series:</b> 030 104 140 150 163 164.
III	Mediterranean	279	<b>2008 Series:</b> 412 512. <b>2009 Series:</b> 176 186 217 223 231 250 251 252 262 263 264 266 270 271 272 276 277 278 279.
IV	N.W. Atlantic	257	<b>2009 Series:</b> Nil
V	W. Atlantic	1398	<b>2009 Series:</b> 876.
VI	S.W. Atlantic	165	<b>2009 Series:</b> Nil.
VII	S.E. Atlantic	131	<b>2009 Series:</b> 028 096 101 115 122 125 126 128 129 130 131
VIII	Indian Ocean	331	<b>2009 Series:</b> - 193 220 245 257 269 276 277 279 280 282 285 288 289 290 292 298 301 308 309 312 313 314 315 316 317 319 320 322 323 328 330 331

3. NAVAREA Warnings issued during the period from 30 Jun 09 to 14 Jul 09 (both dates inclusive) are as tabulated below:-

<p><b>324. 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 07 Jul 2009. Danger area bounded by.</p> <p>(a) 22-22.0N      068-50.0E      (b) 22-37.0N      068-53.0E</p> <p>(c) 22-42.0N      069-08.0E      (d) 22-29.0N      069-04.0E</p> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 08 Jul 2009.</p>
<p><b>325. Self Cancelling.</b> Cancel Navarea VIII message 278 of 2009 issued by INM edition 13 of 2009.</p>
<p><b>326. Cancelled.</b></p>

<p><b>327. India East Coast- Bay of Bengal.</b> Charts 31 41 301 352 371 INT 73 INT 706. Experimental flight vehicle launching scheduled from ITR launch complex between 0330 UTC to 1130 UTC from 08 Jul to 10 Jul 2009</p> <p>2. Danger zone-area bound by following points</p> <p>(o) 21-24.15N 086-58.36E (l) 20-33.43N 087-17.93E</p> <p>(r) 20-31.65N 087-11.35E</p> <p>3. Mariners to exercise caution</p> <p>4. Cancel this message on 11 Jul 2009</p>
<p><b>328. India East Coast- Bay of Bengal.</b> Charts 32 33 356 INT 706. Yellow and orange coloured submarine indicator buoy dia 1.5 metre characteristics 120 flashes per minute adrift between position 12-59.00N 082-00.70E and 14-11.90N 082-14.40E.</p> <p>2. Mariners to exercise caution on sighting report to Navarea VIII Coordinator.</p>
<p><b>329. Self Cancelling.</b> Navarea VIII-Warning Inforce.</p> <p>193 220 245 257 269 276 277 279 280 282 285 288 289 290 292 298 301 308 309 312 313 314 315 316 317 319 320 322 323 327 328</p>
<p><b>330. 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 and 1230 UTC to 1430 UTC on 17 Jul and 21 Jul 2009 respectively. Danger area bounded by.</p> <p>(a) 09-57.50N 075-59.50E (b) 09-57.70N 076-14.20E</p> <p>(c) 09-44.00N 076-17.50E (d) 09-42.50N 076-09.50E</p> <p>2. Safe flying height 10000 meters.</p> <p>3. Cancel this message on 22 Jul 2009.</p>
<p><b>331. Indian Ocean – Western Part.</b> Charts INT 70 INT 71 INT 72 INT 701 INT 703. Cable laying installation in progress by C/S Chamarel till 30 Jul 2009 between following position.</p> <p>(a) 19-55.00S 055-00.00E (b) 20-06.00S 055-18.00E</p> <p>(c) 20-30.00S 055-23.00E (d) 20-52.50S 055-32.40E</p> <p>2. All vessels operating in vicinity to maintain 01 nm distance from vessel and give wide berth.</p> <p>3. Cancel this message on 31 Jul 2009.</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	105	<p><b>2007 Series:</b> 022 027 062 092 095 106 155 168 172 200 212 263 264 274 278.</p> <p><b>2008 Series:</b> 002 006 007 021 022 027 044 045 046 051 061 065 066 069 070 076 077 086 087 088 089 094 095 099 100 101 102 104 105 106 107 108 128 176 179 182 191 202 207 211 213 216.</p> <p><b>2009 Series:</b> 001 002 010 024 035 040 062 077 086 087 091 092 095 099 101 103 104 105.</p>
X	Australia, New Guinea	154	<p><b>2009 Series:</b> 086 089 096 102 128 133 134 137 138 139 144 145 148 149 150 154.</p>



XI	Malacca Strait, China Sea, N. Pacific	0436	<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 0513 0519 0523 0557. <b>2008 Series:</b> 0054 0113 0160 0210 0219 0322 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0475 0618 0675 0677. <b>2009 Series:</b> 0120 0125 0171 0244 0251 0259 0265 0281 0311 0322 0369 0374 0391 0400 0401 0402 0403 0426 0427 0428 0429 0430 0431 0433 0434 0435 0436
XII	N.E. Pacific	283	<b>2009 Series:</b> Nil
XIII	N.W. Pacific	053 of 08	<b>2009 Series:</b> Nil
XIV	S.W. Pacific	028	<b>2009 Series:</b> Nil.
XV	S.E. Pacific	066	<b>2009 Series:</b> Nil
XVI	E. Pacific	041	<b>2009 Series:</b> Nil
Hydropacs	Pacific, Indian Ocean	1224	<b>2008 Series:</b> 1140 1141 1473. <b>2009 Series:</b> 687
Hydroplants	Atlantic, Mediterranean	1250	<b>2009 Series:</b> Nil

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

**West Coast of India Pilot (INP-1)**  
**Chapter 8 (Page-256)**

Article 8.143, Delete Para 8 and replace by:

8        **Development.** Construction of Birla Copper Jetty, Adani Petronet Jetty and ABG Shipyard is under progress.

**Source: RDMT** **14/09**

Renumber article 8.143a as 8.143b

Article 8.143b, Delete Para 15 and replace by:

15        **Navigational Aids.** GCPTCL Port Control Tower (Red beacon light) (21°41'.5N, 72°30'.6E).

**Source: GCPTCL** **14/09**

**Indian Notices to Mariners, Special Edition-2008**  
**Special Notice No-19**

Page 152, Insert after Savaibet:

(r1)	<b>Gopnath Point</b>	
(i)	Object	Gopnath Point Lighthouse
(ii)	Position	21° 12'.20N., 72° 06'.60E.
(iii)	Sector	-
(iv)	Service	Continuous
(v)	Identification Signal	Morse Code 'G' ( _ _ . )

**Source: DLL Jamnagar** **14/09**

Page 7, replace para 22 (j) by

(j)	Port Blair: - Area enclosed by the following positions:-			
(i)	11° 40'.20 N., 92° 46'.70 E	(ii)	11° 40'.60 N., 92° 47'.00 E.	
(iii)	11° 39'.80 N., 92° 49'.80 E.	(iv)	11° 38'.10 N., 92° 48'.80 E.	

Page 105, insert after para 18 (iv)

(v)	Firing Area "E". Enclosed by the following positions:-			
(a)	11° 39'.70N., 92° 46'.30E.	(b)	11° 37'.80N., 92° 57'.10E.	
(c)	11° 40'.60N., 92° 47'.00E.	(d)	11° 30'.40N., 92° 48'.90E.	
	Reference position "EE" 11° 36'.30N., 93° 50'.60E.			

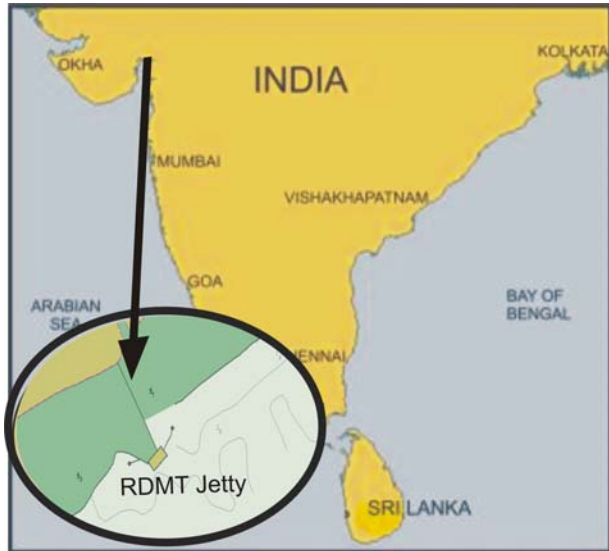
**Source: HQANC** **14/09**

**West Coast of India Pilot (INP-1)**  
**Chapter-8 (Page-256)**  
**(Insert New Article After 8.143)**

**Dahej Port – RDMT Terminal**

**8.143a**

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



**Extract of ENC-IN52082A**

1. **General Information.** Reliance Dahej Marine Terminal (RDMT – earlier known as IPCL Jetty) is situated at the mouth of the river Narmada, Gulf of Khambhat, Gujrat (India). RDMT facilities are within the port limit of Dahej, under the jurisdiction of the Gujrat Maritime Board. It is a captive jetty and involved in import and export of petrochemical products (chemical, gas and oil) for Reliance Industries Ltd., Dahej Manufacturing Division. The jetty was constructed in the year 1996.



(Photo Courtesy: RDMT)

2. **Position.** This RDMT jetty is located at position (21° 39'.7N, 072° 33'.6E).

3. **Port Limit.** See article 8.143 Para 2.

4. **Function.** RDMT handles following cargoes:  
**Import** - Vinyl Chloride Monomer (VCM), Ethylene, Propylene, Naphtha.  
**Export** - Caustic Soda Lye (CSL), Mono Ethylene Glycols (MEG) and Ethylene.

5. **Traffic.** 80-90 Vessels/Year (Gas and Chemical Tankers)

6. **Maximum Size of Vessels Handled.** Vessels with a LOA of 126m and a maximum draft of 6.5m.

7. **Arrival Information.** All arriving vessels are advised to contact the RDMT terminal at least 72 hours before arrival.

8. **Notice of ETA.** Vessels should send ETA 72, 48, 24 and 12 hours in advance.

9. **Port Radio.** VHF Ch 14 is used for Port/Pilot communication.

10. **Anchorage.** Vessels arriving at Dahej for load/discharge of cargo at RMDT should anchor within half a mile radius of (21° 36'.0N, 72° 30'.3E) in water with average depth of 10 to 15m. at Dahej anchorage –Bharuch Roads. Luhara Point Light house (21° 39'.5N, 72° 32'.9E) provides a landfall mark for anchorages [situated 1nm (approx) SW of RDMT].

11. **Pilotage.** Pilotage is available and Pilot boards at the entrance of buoyed channel (Near 1<sup>st</sup> pair of buoy No. 1 and 2) using a tug approx 5 nm SW of RDMT.

12. **Approach Information.** Vessels arriving for RDMT Jetty use the designated navigational channel (Bharuch Channel). The channel to RDMT is approx. 3.7 nm long and is marked by channel marking buoys as per International system of Buoyage (Region A). The depths in navigational channel at any time are dependent on the prevailing tidal conditions.

13. **Tides.** Tides are semidiurnal with two High waters and two Low waters each lunar day. The tidal range is from 0.2m (LLWS) to 10.5m (HHWS) at CD.

14. **Tidal Streams.** Strong currents are prevalent in the vicinity of the port with velocity reaching upto 8 knots in spring tides. Ebb tide is usually the stronger of the two. Vertical Spring tidal range is about 10m, and increases in monsoons. Flood stream flows at 345° while ebb stream flows at 165°. Maximum intensity lasts for about 2 to 4 hours.

15. **Navigational Aids.**

(i) Light House - Luhara Point Light house (21° 39'.5N, 72° 32'.9E), 01 mile (approx) SW of RDMT jetty. Range 20 M.

(ii) Transit Lights – Jetty is provided with the beacons at the extreme ends of Eastern and Western Dolphins.

(iii) Channel Buoys - The channel is marked by channel marking buoys as per International system of Buoyage (Region A). Total 09 marker buoys are in place.

16. **Tugs.** Two Tugs of 12 MT and 15 MT Bollard Pull are provided by RDMT. The use of tugs are required for berthing/unberthing of the vessel at the jetty and embarking/disembarking of pilot at entrance of the navigational channel.

17. **Berthing and Wharves.** RDMT provides one berth designed to accommodate chemical and gas tankers. Jetty is connected by 400 m trestle to shore providing vehicular access to the jetty head. Two mooring dolphins having 3 automatic quick release hooks each support the jetty head. Vessels forward and aft springs are put on jetty head bollards and other lines on respective mooring dolphins with quick release hooks. Jetty head fender system consist of high density rubber angular fenders and two in number each (2.2m x 3.5m) pneumatic fenders (Yokohama type).

18 **Pollution Control.** All vessels must have an approved "Shipboard Oil Pollution Emergency Plan" as per MARPOL 73/78 in accordance with the requirements of Regulation 26 of Annex I or "Shipboard Marine Pollution Emergency Plan" in accordance with the requirements of Regulation 26 of Annex I and Regulation 16 of Annex II.

19 It is the Master's responsibility to ensure that no oil of any kind is pumped or spilled overboard from his vessel.

20 Utmost vigilance must be exercised to prevent any pollution through oil spills, ballast or bilge discharges. All oily overboard valves should be closed and locked and deck scuppers must be plugged tight before a cargo operation commences. Serious consequences may arise as result of any pollution and RDMT will hold the vessel responsible for any expense involved in cleaning the contaminated area.

21 **Cargo Handling Equipments.** RDMT handles only liquid and gas cargo. Jetty is provided with two loading arms.

(i) Chemical Arm – For handling Naphtha/ Caustic/ VCM.

(ii) Cryogenic Arm – For handling Ethylene/ Propylene/ Glycols/ VCM

22 **Supplies.** Supplies are available only through ship's agents.

23 **Shore Leave.** Restricted. Ship's agent to obtain permission from Custom Authorities.

24 **Communications:**

**Nearest Highway** – NH-8 (7km)

**Nearest Railhead** – Bharuch (55km)

**Nearest Airport** – Vadodara (130km)

25 **Port Authority.**

Port Officer  
Gujarat Maritime Board  
Office of the Port Officer Dahej,  
B/S Hotel Plaza, Near Taluka  
Panchyat, Station Road.  
Bharuch – 392001, Gujarat.  
Tel : +91 2642 241772.  
Telefax : +91 2641 243140  
Email: rdmtportcontrol.gc@ril.com

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

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6881.6	Ile de Sud. Coco Island	16 49.0S 59 30.5E	Fl(3)W 30s	8	12	..	<b>TE 2009</b> *
D7335	<b>Dīdāmar (Little Quoin Island)</b> (AMNAS)	26 28.6 N 56 32.2 E	Fl(2)W 10s	60	23	White framework tower 24	fl 0-2, ec 1-6, fl 0-2, ec 8. Vis 160°-133°(333°).Vis 142.5°-156°(13.5°). <b>Range 10M (T) 2009</b> ILRS Vol 2 Station 76680 *
-	-	--	Racon	--	--	--	*
D7413	- Fasht Al Jārim. N	26 32.6 N 50 32.4 E	Fl Y 5s	..	7	White beacon	*
*	*	*	*	*	*	*	*
D7413-51	- Fasht Al Jārim. NE	26 29.2 N 50 35.4 E	Fl G 5s	..	..	Green beacon	*
*	*	*	*	*	*	*	*
D7413-52	- Fasht Al Jārim. NE	26 29.1 N 50 35.4 E	Fl R 5s	..	..	Red beacon	*
*	*	*	*	*	*	*	*
D7413-53	- Fasht Al Jārim. NE	26 29.2 N 50 35.2 E	Fl G 2s	..	..	Green beacon	*
*	*	*	*	*	*	*	*
D7413-54	- Fasht Al Jārim. NE	26 29.1 N 50 35.2 E	Fl R 2s	..	..	Red beacon	*
*	*	*	*	*	*	*	*
D9166-4	- E	26 40.3 N 52 00.8 E	Lit	..	..	Platform	
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 77525 *
D9166-8	- B	26 38.2 N 51 57.0 E	Lit	..	..	Platform	
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 77530 *
D9167-5	- D	26 37.1 N 52 04.1 E	Lit	..	..	Platform	
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 77522 *
D9167-8	- A	26 35.5 N 52 00.1 E	Mo(U)W 15s	..	..	Platform	Numerous installations, some marked by lights and fog signals, exist in this field. <b>New platforms under construction (P) 2009</b> ILRS Vol 2 Station 77520 *
--	--	..	Racon	..	..	..	
D9168-2	- C	26 35.1 N 51 55.5 E	Mo(U)W 15s	..	..	Platform	
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 77540 *
D9168-6	- F	26 32.1 N 51 58.3 E	Mo(U)W 15s	..	..	Platform	
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 77510 *
E6022-5	Ra's AbūDaraj	29 22.9 N 32 34.1 E	Fl(2)W 20s	50	19	White round tower on white square building	fl 0-3, ec 3, fl 0-3, ec 16-4. <b>TE 2009</b> ILRS Vol 2 Station 74800. <b>TD 2009</b> *
-	-	..	Racon	..	..	..	*

<b>F0444</b>	<b>-Gopnāth Point</b>	21 12.2 N 72 06.6 E	Fl(3)W 20s	41	<b>18</b>	Red and white square masonry tower 34	(fl 0.3, ec 3.7) x 2, fl 0.3, ec 11.7
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 78955. <b>Unreliable (T) 2009</b>
	*	*	*	*	*	*	*
<b>F0548</b>	- Uran Patch. Ldg Lts 202°42'. Front	18 56.2N 72 54.2E	Q W	7	..	Black metal framework tower	Vis 043°-003°(320°) <b>Damaged (T) 2009</b>
							*
<b>F1167-51</b>	Ban Thap Lamu. Dir Lt B 161.5°	8 34.7 N 98 13.6E	F WRG	10	5	Red beacon, white stripe	In line with unlit red beacon (A), white stripe. <b>F W sector unlit (T) 2009</b>
				*			*
<b>F1167-61</b>	Ban Thap Lamu. Dir Lt D 205.8°	8 34.3 N 98 12.9 E	F WRG	24	5	Red beacon, white stripe	In line with unlit red beacon (C), white stripe
							*
<b>F1224.1</b>	-Kabra Island	7 17.3N 93 50.3E	Fl(3)W 20s	12	20	White metal framework tower, black bands 12	<b>TE 2009</b>
							*
<b>F1417</b>	Remove from list						
<b>F1617-2</b>	- Southbound Route (I)	2 48.7 N 100 56.5 E	Q W 1s	13	11	△ on yellow buoyant beacon, black top	Ra refl
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 79920. <b>TD 2009</b>
	*		*				*
<b>F0936</b>	- Madras (Chennai)	13 02.4N 80 16.8E	Fl(2)W 10s	57	28	White triangular tower, red bands 46	fl 0.3, ec 2.2, fl 0.3, ec 7.2
--	--	..	Racon	..	..	..	ILRS Vol 2 Station 79135 <b>TR 2009</b>
							*
<b>F1669</b>	Permatang Alur Mudah. Mudah Selatan	1 25.1 N 103 11.1 E	Fl(3)W 15s	26	16	White round GRP tower on piled platform	ILRS Vol 2 Station 79950. <b>TD 2009</b>
--	--	..	Racon	..	..	..	*
<b>F1822</b>	Pulau Mungging	1 21.7 N 104 17.9 E	Fl W 3s	24	15	White metal tower, framework base 8	fl 0.3 ILRS Vol 2 Station 80390. <b>TD 2009</b>
-	-	..	Racon	..	..	..	*
<b>K1073-3</b>	- Ldg Lts 181°. Front (I)	6 05.9 S 106 52.9 E	Iso W 2s	27	12	Black Δ on white metal framework beacon 25	
	*	*				*	
<b>K1073-31</b>	- Ldg Lts 181°. Rear. 945m from front (I)	6 06.4 S 106 52.9 E	Oc WRG 4s	43	12	White ∇ on metal framework beacon 41	ec 1
	*	*					
<b>K1076</b>	- E Mole. Head (I)	6 04.8 S 106 53.0E	Fl R 4s	22	12	Red □ on red GRP tower 12	fl 0.5. <b>TE; Fl R 4s 11m 6M in situ (T) 2009</b>
	*	*					*

**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)*

**PAGE 31, INDIA section.**

Insert:

<b>Gopnath Point Lt Racon</b>	21°12'.25N 72°06'.63E	<b>78955</b>
	<b>G</b>	
<b>DLL Jamnagar</b>		<b>14/09</b>

**PAGE 25, OMAN section.**

**76710 West Bukha Oil Field.**

Delete morse identification **B** and replace by: **W**

<b>BA 26/09</b>	<b>14/09</b>
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**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)*

Page 85, India Section,  
Insert after Dahej-GCPTCL Terminal.

**Reliance Dahej Marine Terminal (RDMT) Port** 21° 39' N, 72° 33' E

**Pilots and Terminal**

CALL: RDMT Port Control  
TEL: +91 2641 301563  
FAX: +91 2641 301563  
EMAIL: rdmtportcontrol.gc@ril.com  
FREQUENCY: Ch 16 and 14  
HOURS: H 24

## PROCEDURE:

- (1) All arriving vessels are advised to contact RDMT port control on VHF channel 14 while entering Dahej Port Limit Area.
- (2) Recommended Anchorage/Pilot boarding ground for the vessel called for RDMT Jetty 21° 36'.0N , 72°30'.3E

Note: The terminal is operated by Reliance Industries Ltd.

*Source - Reliance Industries Ltd. (RDMT)*

Page 85, India Section,  
Insert after Diu,

**FPSO "Dhirubhai – 1" Off Kakinada** 16° 42' N, 82° 41' E

**Pilots and Terminal**

CALL: FPSO "Dhirubhai – 1" Terminal Control (C6VZ8)  
TEL: +91 47 35542355  
FAX: +91 47 35542356  
EMAIL: captain1@akerborgestad.com  
FREQUENCY: Ch 16, 68 and 72  
HOURS: H 24  
PROCEDURE:

- (1) Pilot boards approximately, 5 nm SE of FPSO Dhirubhai-1 at position 16° 39'.0N, 082° 45'.0E.
- (2) Oil tankers arriving at the terminal should make contact in first instance on VHF Ch 16 and then on the working channel 68 and 72 for final instructions.

Note: The terminal is operated by Reliance Industries Ltd.

*Source - Reliance Industries Ltd.*



## **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.