



INDIAN NOTICES TO MARINERS FOR 2009

(PUBLISHED ON NHO WEBSITE ON 1ST & 16TH OF EVERY MONTH)
EDITION No. 17 DATED 01 SEP 2009
(CONTAINS NOTICES 296 TO 303)

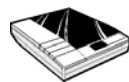
REACH US 24 HOURS A DAY



E-mail to
in的角度@dataone.in
in的角度_navwarnings@dataone.in
in的角度_marinesafety@dataone.in
in的角度_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	12
IV.	Marine Information	13
V.	Radio Navigational Warnings in force	14
VI.	Corrections to Sailing Directions	17
VII.	Corrections to List of Lights	18
VIII.	Corrections to List of Radio Signals	20
IX.	Reporting of Navigational Dangers.	21

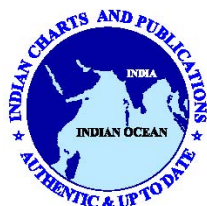
Mariner's Obligation and A Chart Maker's Plea. Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Govt.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

INDIAN CHARTS AND PUBLICATIONS NOW PUBLISHED AND AVAILABLE

(a) **NEW EDITION INDIAN CHART**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2023	31-07-2009	KAVARATTI ISLAND <u>Limits</u> 10° 29'.08N; 72° 34'.00E. 10° 37'.75N; 72° 41'.50E.	25,000	4	Rs. 1527.00*
		KILTAN ISLAND <u>Limits</u> 11° 24'.83N; 72° 57'.17E. 11° 33'.50N; 73° 03'.00E.	25,000		
3025	31-08-2009	PORTO NOVO ANCHORAGE <u>Limits</u> 11° 25'.90N; 79° 45'.00E. 11° 34'.50N; 79° 58'.50E.	25,000	5	Rs. 1527.00*

(b) **INDIAN CHARTS PERMANENTLY WITHDRAWN**

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2023	31-12-2005	KAVARATTI ISLAND	2023	31-07-2009
		KILTAN ISLAND		
3025	15-03-2001	PORTO NOVO ANCHORAGE	3025	31-08-2009

(c) **FORTHCOMING CHARTS**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2036	MURUD JANJIRA HARBOUR	25,000	New Edition
2072	APPROACHES TO SHIRALI AND BHATKAL	37,500	New Edition
3003	PONDICHERRY ANCHORAGE	25,000	New Edition
	CUDDALORE ANCHORAGE	25,000	
3026	APPROACHES TO VADAREVU AND NIZAMPATNAM BAY	80,000	New Edition

(d) NEW INDIAN ELECTRONIC NAVIGATIONAL CHART

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	<i>IN42503C</i>	2503	APPROACHES TO CARGADOS CARAJOS SHOALS	31-03-2009

(e) NEW EDITION INDIAN ELECTRONIC NAVIGATIONAL CHART

<i>Sl. No.</i>	<i>Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
1	<i>IN54032S</i>	4032	SAWAI BAY AND MALACCA ANCHORAGE	01-01-2009
2	<i>IN52002M</i>	2002	PORTS OF NEW MANGALORE AND MANGALORE	15-06-2009

(f) 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>IN54032S</i>	4032	SAWAI BAY AND MALACCA ANCHORAGE	31-07-2003
2	<i>IN52002M</i>	2002	PORTS OF NEW MANGALORE AND MANGALORE	31-07-2002

* Indicates revised rates w.e.f 01 Aug 2009. For more details please visit our website www.hydrobharat.nic.in .

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: inho@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
---	--	--

SECTION – I**List of charts affected by****The Notices 296 to 303 contained in this Edition**

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	303
208	2	297
209	2	297
216	3	296
217	3	296,298
224	4	300
257(INT 7343)	3	299
258(INT 7348)	3	298,299
262	4	300
272	4	299
289	1	303
313	5	301
356(INT 7400)	5	301
391	5	301
2019	2	297
2034	2	297
2044	2	297
2052(INT 7350)	3	298
2101	2	297
4032	6	302
8004	1	303
8005	1	303

SECTION – II: PERMANENT NOTICES
INDIAN HYDROGRAPHIC CHARTS AND PUBLICATIONS

*296/(17/09)	Miscellaneous updates to charts	
Source: NHO Dehradun		
Chart	Previous Updates	Details
216	173/09	Amend North Magenta limit of chart 2073 to, 13° 50′.0N.
		Amend South Magenta limit of chart 2073 to, 13° 30′.0N.
217	262/09	Amend South Magenta limit of chart 2073 to, 13° 30′.0N.

*** 297/(17/09) India West Coast – Approaches to Magdalla – Limits. Pilot Boarding. Buoys. Legend.**







Source: INM 186/05, 513/05, 514/05 & 178/08

(HJ/1130/17)

Chart 208 [previous update 285/09]

Insert	 No. 1	21° 03′.49N., 72° 36′.97E.
	 No. 2	21° 03′.82N., 72° 36′.91E.
		21° 05′.90N., 72° 34′.30E.

Chart 209 [previous update 033/09]

Insert	limit of, Tanker Anchorage Area,  --  --  --  , joining:	21° 05′.00N., 72° 33′.50E.
		21° 05′.00N., 72° 35′.00E.
	legend, <i>TANKER</i>  , centered on:	21° 05′.50N., 72° 34′.25E.
	limit of, General Lighterage Area, pecked line, joining:	21° 02′.00N., 72° 34′.50E.
		21° 02′.00N., 72° 36′.50E.
		21° 01′.00N., 72° 36′.50E.
	limit of, Ethylene Lighterage Area, pecked line, joining:	21° 01′.00N., 72° 37′.00E.
		21° 01′.00N., 72° 38′.00E.
		21° 00′.00N., 72° 38′.00E.
		21° 00′.00N., 72° 36′.50E.
	legend, <i>ETHYLENE LIGHTERAGE AREA</i> , centered on:	21° 00′.40N., 72° 37′.25E.
	limit of, LPG Lighterage Area, pecked line, joining:	21° 00′.00N., 72° 38′.00E.
		20° 59′.00N., 72° 38′.00E.
		20° 59′.00N., 72° 36′.50E.
	legend, <i>LPG LIGHTERAGE AREA</i> , centered on:	20° 59′.50N., 72° 37′.25E.
		21° 05′.90N., 72° 34′.30E.

* 297/(17/09) **India West Coast – Approaches to Magdalla – Limits. Pilot Boarding. Buoys. Legend (Continue).**

Delete	limit of, Tanker Anchorage Area, -- ⚓ -- ⚓ --, joining:	21° 05′.00N., 72° 33′.50E. 21° 04′.00N., 72° 33′.50E. 21° 04′.00N., 72° 35′.00E. 21° 05′.00N., 72° 35′.00E.
	legend, <i>Tanker</i> ⚓, centered on:	21° 05′.00N., 72° 34′.25E.
	limit of, General Lighterage Area, pecked line, joining:	21° 02′.00N., 72° 34′.50E. 21° 03′.00N., 72° 34′.50E. 21° 03′.00N., 72° 36′.00E.
	limit of, Chemical Lighterage Area, pecked line, joining:	21° 02′.00N., 72° 36′.00E. 21° 01′.00N., 72° 36′.00E. 21° 01′.00N., 72° 36′.50E.
	limit of, <i>LPG</i> and Chemical Lighterage Area, pecked line, joining:	(a) 20° 58′.00N., 72° 37′.00E. 20° 58′.00N., 72° 39′.00E. 20° 59′.95N., 72° 39′.00E. 20° 59′.95N., 72° 37′.00E. (a) above
	legend, <i>LPG AND CHEMICAL LIGHTERAGE AREA</i> , centered on:	20° 59′.00N., 72° 38′.00E.
Chart 2044 [previous update 218/09]		
Insert	limit of, Chemical Lighterage Area, pecked line, joining:	21° 02′.00N., 72° 36′.00E. (S. Border) 21° 03′.00N., 72° 36′.00E. 21° 03′.00N., 72° 37′.00E. 21° 02′.00N., 72° 37′.00E. (S. Border)
	legend, <i>CHEMICAL LIGHTERAGE AREA</i> , centered on:	21° 02′.50N., 72° 36′.50E.
Chart 2101 [previous update 033/09]		
Insert	limit of, Ethylene Lighterage Area, pecked line, joining:	21° 01′.00N., 72° 36′.50E. 21° 01′.00N., 72° 38′.00E. 21° 00′.00N., 72° 38′.00E. 21° 00′.00N., 72° 36′.50E.
	legend, <i>ETHYLENE LIGHTERAGE AREA</i> , centered on:	21° 00′.40N., 72° 37′.25E.
	limit of, <i>LPG</i> Lighterage Area, pecked line, joining:	21° 00′.00N., 72° 38′.00E. 20° 59′.00N., 72° 38′.00E. and 20° 59′.00N., 72° 37′.00E. 20° 59′.00N., 72° 36′.50E.

*** 297/(17/09) India West Coast – Approaches to Magdalla – Limits. Pilot Boarding. Buoys. Legend (Continue).**






Insert	legend, <i>LPG LIGHTERAGE AREA</i> , centered on:	20° 59′.50N., 72° 37′.25E.
	limit of, Chemical Lighterage Area, pecked line, joining:	21° 02′.00N., 72° 36′.00E. 21° 03′.00N., 72° 36′.00E. 21° 03′.00N., 72° 37′.00E. 21° 01′.00N., 72° 37′.00E.
	legend, <i>CHEMICAL LIGHTERAGE AREA</i> , centered on: 	21° 02′.33N., 72° 36′.50E. 21° 00′.05N., 72° 35′.50E.
Delete	limit of, General Lighterage Area, pecked line, joining:	20° 59′.00N., 72° 36′.00E. 21° 02′.00N., 72° 36′.00E.
	limit of, LPG and Chemical Lighterage Area, pecked line, joining:	20° 59′.00N., 72° 38′.00E. 20° 59′.00N., 72° 39′.00E. 20° 57′.00N., 72° 39′.00E. 20° 57′.00N., 72° 37′.00E. 20° 59′.00N., 72° 37′.00E.
	legend, <i>LPG AND CHEMICAL LIGHTERAGE AREA</i> , centered on:	20° 57′.95N., 72° 37′.95E.

Chart 2019(plan) [previous update 033/09]

Insert	legend, <i>CHEMICAL LIGHTERAGE AREA</i> , centered on:	21° 02′.175N., 72° 36′.850E.
--------	--	------------------------------

Chart 2034 [previous update 034/09]

Insert	limit of, Tanker Anchorage Area, --  --  --, joining:	21° 05′.82N., 72° 35′.00E. 21° 06′.00N., 72° 35′.00E. 21° 06′.00N., 72° 34′.60E.(W Border)
Delete	limit of, Tanker Anchorage Area, --  --  --, joining:	21° 05′.82N., 72° 35′.00E. 21° 05′.82N., 72° 34′.60E.(W Border)

*** 298/(17/09) INDIA – West Coast – Port of New Mangalore – Racon. Buoys. Wrecks. Foul.**


Source: NHO, Dehradun

(HJ/1030/25)

Chart 258 (INT 7348) [previous update 262/09]

Substitute	 <i>Wk</i> for  <i>PA</i>	12° 54′.8N., 74° 46′.1E
------------	---	-------------------------

Chart 217 [previous update 296/09]

Insert	 <i>Wk</i>	(a) 12° 54′.78N., 74° 46′.13E
Amend	<i>Fairway buoy to, Fl.5s</i>	(b) 12° 54′.76N., 74° 44′.34E
Delete	 <i>PA</i> , close NW of: <i>'Racon' at Fairway buoy</i>	(a) above (b) above

*** 298/(17/09) INDIA – West Coast – Port of New Mangalore – Racon. Buoys. Wrecks. Foul (Continue).**

Chart 2052 (INT 7350) [previous update 262/09]

Insert	 Wk	(a)	12° 54′.78N., 74° 46′.13E
Amend	Fairway buoy to, Fl.5s	(b)	12° 54′.76N., 74° 44′.34E
Delete	 PA, close NW of:	(a)	above
	'Racon' at Fairway buoy	(b)	above
Delete	 Fl.G	(c)	12° 54′.85N., 74° 46′.05E
	 Close NNW of:	(c)	above

***299/(17/09) INDIA – West Coast – Malpe – Wreck.**

Source: NHO Dehradun

(HJ/1030/35)

Chart 258 (INT 7348) [previous update 298/09]

Delete  PA 13° 20′.0N., 74° 37′.5E.

Chart 257 (INT 7343) [previous update 287/09]


Delete  PA 13° 20′.0N., 74° 37′.5E.

Chart 272 [previous update 262/09]

Delete  PA 13° 20′.0N., 74° 37′.5E.

***300/(17/09) INDIA – West Coast – Tuticorin Harbour – Wrecks.**

Source: NHO Dehradun

(HJ/930/81)

Chart 262 [previous update 254/08]

Delete  08° 45′.70N., 78° 14′.70E

 PA 08° 45′.74N., 78° 15′.63E

Chart 224 [previous update 178/09]

Delete  Wk 08° 45′.70N., 78° 14′.70E

 08° 48′.20N., 78° 14′.50E

*** 301/(17/09) INDIA – East Coast – Approaches to Chennai – Wreck.**

Source: NHO Dehradun

(HJ/1029/39)

Chart 391 [previous update 229/09]

Delete  PA 13° 10′.9N., 80° 19′.3E.

Chart 356 (INT 7400) [previous update 235/09]


Delete  PA 13° 10′.80N., 80° 19′.40E.

Chart 313 [previous update 229/09]

Delete  PA 13° 10′.80N., 80° 19′.40E.

***302/(17/09) INDIA –NICOBAR ISLANDS – Sawai Bay and Malacca Anchorage – Dolphin.**

Source: ROS, INS Darshak

*(HJ/928/97)***Chart 4032** [*previous update 036/09*]Insert Dn

09° 14′.42N., 92° 46′.55E.

303/(17/09) OMAN – Ra’s Shaykh Mas’ud - Light.

Indian List of Lights Vol. D & E 2003; D:- 7336

Source: BA Notices – 4719/09

*(HJ/1132/63)***Chart 20** [*previous update 246/09*]

Amend range of light to, 10M

26° 15′.3N., 56° 12′.8E.

Chart 289 [*previous update 267/09*]

Amend range of light to, 10M

26° 15′.3N., 56° 12′.8E.

Chart 8004 [*previous update 267/09*]

Amend range of light to, 10M

26° 15′.3N., 56° 12′.8E.

Chart 8005 [*previous update 246/09*]

Amend range of light to, 10M

26° 15′.3N., 56° 12′.8E.

SECTION – III: TEMPORARY AND PRELIMINARY NOTICES

NIL

SECTION – IV: MARINE INFORMATION

MUMBAI NAVTEX COAST STATION

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

(Source - NAVAREA VIII Warning 305/08)

Distribution of Indian Paper Charts and Nautical Publications

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

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

TSUNAMI NOTICE

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

SECTION – V: RADIO NAVIGATIONAL WARNINGS IN FORCE

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 31 Aug 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	210	2008 Series: 341 377 387. 2009 Series: 055 150 170 180 185 187 188 189 200 205 209 211 216 219 220 224 227 228 229.
II	E. Atlantic	213	2009 Series: 104 167 203 210 213.
III	Mediterranean	333	2008 Series: 412 512. 2009 Series: 176 186 217 250 251 278 288 305 308 311 314 317 322 323 324 328 329 331 332 333.
IV	N.W. Atlantic	329	2009 Series: Nil
V	W. Atlantic	1648	2009 Series: 876.
VI	S.W. Atlantic	204	2009 Series: Nil.
VII	S.E. Atlantic	158	2009 Series: 125 126 128 131 147 148 152 156 157.
VIII	Indian Ocean	386	2009 Series: - 282 340 344 352 357 358 359 364 367 370 371 373 374 375 376 378 379 380 381 382 383 384 385

3. NAVAREA Warnings issued during the period from 14 Aug 09 to 31 Aug 09 (both dates inclusive) are as tabulated below:-

369 to 372. Cancelled.
373. Refer Navarea VIII message 359 of 2009. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Rig at wood beacon moved to new position 16-58.45 N 082-22.07E. 2. Wide berth requested.
374. Refer Navarea VIII message 359 of 2009. India East Coast – Bay of Bengal. Charts 31 32 355 INT 706. Rig Sagar Bhushan moved to new position 16-31.45N 082-22.65E. 2. Wide berth requested.
375. Refer Navarea VIII message 359 of 2009. India East Coast – Bay of Bengal. Charts 31 32 354 355 INT 706. Rig Essar wild cat moved to new position 16-43.30N 082-34.36E. 2. Wide berth request.
376. India East Coast – Nagappattinam. Charts 32 357 3007 INT 706. Nagappattinam station Racon in position 10-45.9N 079-51.1E not functioning. 2. Mariners to exercise caution.
377. Cancelled.
378. 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 02 Sep and 16 Sep 2009 respectively. danger area bounded by (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 2. Safe flying height 13000 metres. 3. Cancel this message on 17 Sep 2009.

<p>379. India West Coast – Mormugao. Chart 22 214 215 257 2020 2022 2078 INT 705. firing exercise by Naval Coast Battery from position 15-24.60N 073-47.10E between 0430 UTC to 0730 UTC on 01 Sep 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 02 Sep 2009.</p>																								
<p>380. India West Coast – Pigeon Island. Charts 22 216 257 272 293 2072 INT 706. Firing practice by Naval Ships and Air Craft on Pigeon Island between 0230 UTC to 0930 UTC from 01 Sep to 07 Sep and 15 Sep to 21 Sep 2009. Danger area 05 Nm around pigeon island.</p> <p>2. Safe flying height 12000 metres.</p> <p>3. Cancel this message on 22 sep 2009.</p>																								
<p>381. India West Coast - Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 706. Firing exercise by Naval Coast Battery from 0900 UTC to 1200 UTC on 01 Sep, 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC on 04 Sep 2009. Danger area bounded by</p> <table border="0"> <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 05 Sep 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>382. India East Coast – Palk Strait. Charts 32 315 316 317 358 INT 706. Hydrographic survey will be carried out by Hydrographic vessel and survey motor boat from 28 Aug to 10 Sep 2009 in area bounded by</p> <table border="0"> <tr> <td>(a) 09-59.00N</td> <td>079-33.40E</td> <td>(b) 09-57.20N</td> <td>079-34.00E</td> </tr> <tr> <td>(c) 10-07.30N</td> <td>080-02.00E</td> <td>(d) 10-06.00N</td> <td>080-02.40E</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 Sep 2009.</p>	(a) 09-59.00N	079-33.40E	(b) 09-57.20N	079-34.00E	(c) 10-07.30N	080-02.00E	(d) 10-06.00N	080-02.40E																
(a) 09-59.00N	079-33.40E	(b) 09-57.20N	079-34.00E																					
(c) 10-07.30N	080-02.00E	(d) 10-06.00N	080-02.40E																					
<p>383. Refer Navarea VIII message 359 of 2009. India east coast – Bay of Bengal. Charts 31 32 351 352 355 INT 705. Present position of oil rigs / drill ships as follows</p> <table border="0"> <tr> <td>Sagar Ratna</td> <td>17-41.25N</td> <td>083-16.96E</td> </tr> <tr> <td>Discoverer Seven Seas</td> <td>19-50.28N</td> <td>088-28.84E</td> </tr> </table> <p>2. Wide berth requested.</p>	Sagar Ratna	17-41.25N	083-16.96E	Discoverer Seven Seas	19-50.28N	088-28.84E																		
Sagar Ratna	17-41.25N	083-16.96E																						
Discoverer Seven Seas	19-50.28N	088-28.84E																						
<p>384. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval Coast Battery Okha between 1030 UTC to 1230 UTC on 04 Sep 2009 . Danger area bounded by</p> <table border="0"> <tr> <td>(a) 22-22.0N</td> <td>068-50.0E</td> <td>(b) 22-37.0N</td> <td>068-53.0E</td> </tr> <tr> <td>(c) 22-42.0N</td> <td>069-08.0E</td> <td>(d) 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 05 Sep 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>385. India East Coast – Bay of Bengal. Charts 32 33 313 356 357 INT 70 INT 72 INT 702 INT 705 INT 706 INT 707 INT 711. Rocket launching scheduled from launch pad 13-43.9N 080-14.2E between 0545 UTC to 0830 UTC from 05 Sep to 05 Oct 2009.</p> <p>2. Danger area as follows</p> <p>(a) Danger zone – 1. Circle of 10 nm around the launcher.</p> <p>(b) Danger zone –2. Sector between radii of 115 nm and 165 nm from launcher and between azimuth angles 130 degree and 150 degree from true north.</p> <p>(c) Danger zone -3. Area bounded by following points.</p> <table border="0"> <tr> <td>(i) 09-00.0N</td> <td>084-30.0E</td> <td>(ii) 09-00.0N</td> <td>085-00.0E</td> </tr> <tr> <td>(iii) 07-30.0N</td> <td>084-30.0E</td> <td>(iv) 07-30.0N</td> <td>085-00.0E</td> </tr> </table> <p>(d) Danger zone – 4. Area bounded by following points.</p> <table border="0"> <tr> <td>(i) 00-50.0S</td> <td>080-50.0E</td> <td>(ii) 00-50.0S</td> <td>082-50.0E</td> </tr> <tr> <td>(iii) 04-50.0S</td> <td>080-50.0E</td> <td>(iv) 04-50.0S</td> <td>082-50.0E</td> </tr> </table> <p>(e) Danger zone – 5. Area bounded by following points.</p> <table border="0"> <tr> <td>(i) 30-00.0S</td> <td>072-00.0E</td> <td>(ii) 30-00.0S</td> <td>076-00.0E</td> </tr> <tr> <td>(iii) 35-00.0S</td> <td>072-00.0E</td> <td>(iv) 35-00.0S</td> <td>076-00.0E</td> </tr> </table> <p>3. Mariners to exercise caution.</p> <p>4. Cancel this message on 06 Oct 2009.</p>	(i) 09-00.0N	084-30.0E	(ii) 09-00.0N	085-00.0E	(iii) 07-30.0N	084-30.0E	(iv) 07-30.0N	085-00.0E	(i) 00-50.0S	080-50.0E	(ii) 00-50.0S	082-50.0E	(iii) 04-50.0S	080-50.0E	(iv) 04-50.0S	082-50.0E	(i) 30-00.0S	072-00.0E	(ii) 30-00.0S	076-00.0E	(iii) 35-00.0S	072-00.0E	(iv) 35-00.0S	076-00.0E
(i) 09-00.0N	084-30.0E	(ii) 09-00.0N	085-00.0E																					
(iii) 07-30.0N	084-30.0E	(iv) 07-30.0N	085-00.0E																					
(i) 00-50.0S	080-50.0E	(ii) 00-50.0S	082-50.0E																					
(iii) 04-50.0S	080-50.0E	(iv) 04-50.0S	082-50.0E																					
(i) 30-00.0S	072-00.0E	(ii) 30-00.0S	076-00.0E																					
(iii) 35-00.0S	072-00.0E	(iv) 35-00.0S	076-00.0E																					
<p>386. Self Cancelling, Navarea VIII-Warning Inforce: 2009 series - 282 340 344 352 357 358 359 364 367 370 371 373 374 375 376 378 379 380 381 382 383 384 385</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	157	2007 Series: 062 172 200 212. 2008 Series: 022 027 044 046 051 061 069 089 105 107 128 176 179 182 191 202 207 211 216. 2009 Series: 002 040 086 087 091 092 134 136 140 142 147 148 149 150 151 152 153 155 156 157.
X	Australia, New Guinea	017	2009 Series: Nil.
XI	Malacca Strait, China Sea, N. Pacific	0549	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 0347 0348 0349 0350 0352 0375 0380 0384 0398 0411 0475 0618 0675 0677. 2009 Series: 0120 0125 0171 0215 0244 0251 0259 0265 0281 0311 0463 0466 0468 0474 0490 0499 0519 0520 0531 0537 0538 0539 0540 0543 0544 0545 0546 0547 0548 0549.
XII	N.E. Pacific	374	2009 Series: Nil
XIII	N.W. Pacific	026	2009 Series: Nil
XIV	S.W. Pacific	040	2009 Series: Nil.
XV	S.E. Pacific	091	2009 Series: Nil
XVI	E. Pacific	084	2009 Series: Nil
Hydropacs	Pacific, Indian Ocean	1513	2008 Series: 1140 1141 1473. 2009 Series: 687
Hydrolants	Atlantic, Mediterranean	1599	2009 Series: Nil

SECTION – VI: CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

NIL

SECTION – VII: CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7091-2	- E Jetty. Head	21 03-29 S 55 13-35 E	Oc(2)R 6s *	9	5	White support, red top 8 *	<i>ec 1, lt 1, ec 1, lt 3</i> *
D7314-55	-Ra's Raysut	16 55-78 N 54 00-31 E *	Fl W 12s *	10	20	..	(P) 2009 *
D7335	Dīdāmar (Little Quoin Island) (AMNAS)	26 28-64 N 56 32-29 E	Fl(2)W 10s	60	23	White framework tower 24	<i>fl 0-2, ec 1-6, fl 0-2, ec 8.</i> Vis 160-75°-133° (332-25°). Vis 142-5°-156° (13-5°) ILRS Vol 2 Station 76680
-	-	..	Racon	..	..	..	* *
D7336	Ra's Shaykh Mas'ud (AMNAS) *	26 15-30 56 12-80 *	Fl W 5s	19	10	..	Vis 065°- 297° (232°)
D7393-945	- Service Berths 211 - 212. E side. Jetty *	25 55-37 N 51 35-81 E *	Q G *	*	*	*	*
D7394-02	- Cargo Berths. 106 - 107. E side *	25 55-33 N 51 36-25 E *	Q G *	*	*	*	*
D7394-05	Remove from list						
D7394-07	Remove from list						
D7661	Dōhat Deylam. Bandar-e Deylam. N Breakwater *	30 03-58 N 50 08-32 E *	Fl(2)R 8s *	7	5	*	*
D7661-1	Dōhat Deylam. Bandar-e Deylam. S Breakwater *	30 03-49 N 50 08-31 E *	Fl(2)G 8s *	7	5	*	*
E6025	-Ra's Ghārib	28 21-10 N 33 06-66 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.</i> Vis 150°-308° (158°). Liable to be obscured by sand storms. TE 2009 ILRS Vol 2 Station 74680
--	--	..	Racon	..	..	..	* *
F1163	Ko Phayam	9 43-96 N 98 22-88 E *	Fl(2)W 12s	59	15	White metal framework tower 15	<i>fl 1, ec 2, fl 1, ec 8</i> *
F1166	Praphatwachirakan. (Ko Ra). N end. Takua Pa *	9 15-85 N 98 18-39 E *	Fl(3)W 8s	36	13	White brick tower 9	<i>(fl 0-5, ec 1) x 2, fl 0-5, ec 4-5</i> *
F1174-3	-Laem Phan Wa	7 48-05 N 98 24-65 E *	Fl(3)WR15s	51	23		*
F1178	Chatchawanwachira-oak. (Ko Nom Sao Noi) *	8 18-67 N 98 30-97 E *	Fl W 3s	24	7	White concrete tower 2	<i>fl 0-3</i> *
F1192-4	Ko Palai	6 30-02 N 99 10-77 E *	Fl(2)W 12s	48	16	White metal framework tower 20	<i>fl 1-5, ec 2, fl 1-5, ec 7</i> *
F1192-5	Ko Tanga	6 33-46 N 99 26-63 E *	Fl W 6s	85	11	White metal framework tower 20	<i>fl 0-5</i> *

F1224-1	-Kabra Island	7 17-30 N 93 50-30 E	Fl(3)W 20s	12	20	White framework tower, black bands 12	TE 2009	
		*					*	
F9523-5	- WHP-C (I)	4 27-50 N 106 42-75E	Lit	..	..	Platform	Numerous installations, some marked by lights and fog signals, exist in this field	
	*	*	*	*	*	*	*	*
F9523-52	- WHP-D (I)	4 24-60 N 106 38-50E	Lit	..	..	Platform		
	*	*	*	*	*	*	*	*
K1051-01	Remove from list							
K1051-02	Remove from list							
K1051-03	Remove from list							
K1051-04	Remove from list							
K1051-05	Remove from list							
K1051-2	Cigading. Anyer Terminal. Jetty. Centre (I)	6 01-61 S 105 56-17E	Mo(U)W 10s	..	6			
	*	*	*		*			
K1051-25	Cigading. Anyer Terminal. Jetty. SW end (I)	6 01-68 S 105 56-10E	Mo(U)W 10s	..	6			
	*	*	*					
K1051-3	Remove from list. Duplicate of K1051.35							
K1052-1	Remove from list. Duplicate of K1051.07							
K1052-2	Remove from list. Duplicate of K1051.06							
K1052-3	Remove from list. Duplicate of K1051.08							
K1053-26	Remove from list. Replaced by light buoy							
K1106	- E side (I)	6 51-09 S 109 08-27 E	Fl W 3s	13	6	White framework tower 13		
	*	*	*	*	*	*		
K1133	- Tanjung Emas. Ldg Lts 177°. Front (I)	6 57-02 S 110 25-29 E	Fl W 2s	16	11	Δ on white wooden framework tower, black bands 12		
	*	*				*		
K1133-1	- Tanjung Emas. Ldg Lts 177°. Rear. 600m from front (I)	6 57-31 S 110 25-31E	Iso W 2s	23	11	∇ on white wooden framework tower, black bands 15		
	*	*				*		
K1159-9	- Gresik. Cement Wharf. N Jetty (I)	7 09-97 S 112 40-25E	Fl Y	..	..	Yellow × on yellow post		
	*	*	*	*	*	*	*	*
K1179	Remove from list							
K1179-2	Remove from list							

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. 14 dated 16 Jul 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. 14 dated 16 Jul 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
 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.