



INDIAN NOTICES TO MARINERS



EDITION NO. 24 DATED 16 DEC 2009

(CONTAINS NOTICES 385 TO 395)

REACH US 24 x 7



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Mariner's Obligation and A Chart Maker's Plea. Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address 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 this notice. Also visit our website for downloading and filling up instructions for Hydrographic Note.

**Chief Hydrographer
to the Government of India**

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

Feedback: in的角度_marinesafety@dataone.in

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For the Indian Ocean Area
INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and most up-to-date



EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts affected by the notices contained in this edition. Where as sections II and III contain information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are true, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart INT 1 (5020).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section IX.

Temporary and Preliminary Notices. These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III . SI Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. These corrections are not inserted on charts before they are issued to the users. They should be inserted in pencil, by the user, on receipt.

Source of Information. A star preceding the number of a Notice indicates that the notice is promulgated by INHO based on original information received.

Sailing Directions. Corrections for the Sailing Directions (Pilots) are given in Section VI.

Lights. Corrections to Indian list of Lights are given in Section VII, where affected Light List number is quoted.

- (a) These corrections should be incorporated as per instructions given on page XI of the list of Lights.
- (b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) The range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.
- (d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

Radio Signals. The corrections in Section VIII should be cut and pasted in the appropriate volume of the List of Radio Signals.

Radio Navigational Warnings.

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which cannot 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) Wherever 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 and 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) **Forthcoming Charts.**

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
356 (INT 7400)	CHENNAI TO RAMAYPATNAM	3,00,000	New Edition
2030	SRIVARDHAN AND BANKOT ANCHORAGES	25,000	New Edition

(b) **New Electronic Navigational Chart.**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN62065D	2065	PORT DABHOL	15-10-2009

(c) **New Edition Electronic Navigational Chart.**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN52076J	2076	JAWAHARLAL NEHRU PORT AND TROMBAY	15-06-2009
IN53025P	3025	PORTO NOVO ANCHORAGE	31-08-2009

(d) **Electronic Navigational Charts Permanently Withdrawn.**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Date of Publication</i>
IN52011D	2011	PORT DABHOL	31-12-2003
IN52076J	2076	JAWAHARLAL NEHRU PORT AND TROMBAY	01-12-1990
IN53025P	3025	PORTO NOVO ANCHORAGE	15-03-2001

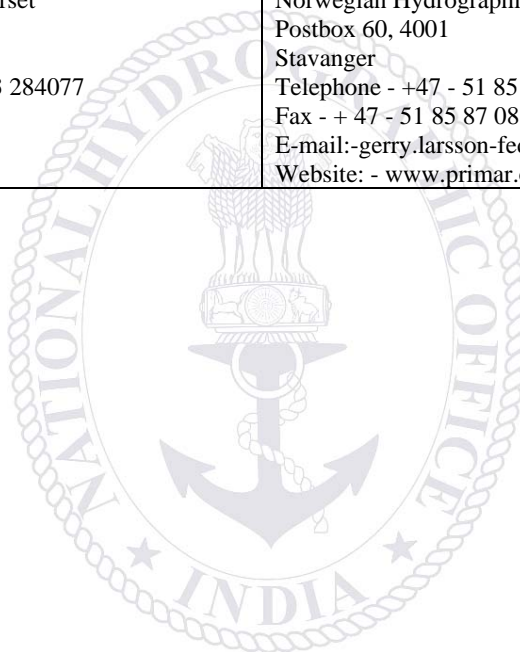
(e) **Forthcoming Electronic Navigational Charts (ENCs).**

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>
IN43026A	3026	APPROACHES TO VADAREVU AND NIZAMPATNAM BAY
IN43034A	3034	APPROACHES TO KRISHNAPATNAM
IN63034K	3034	KRISHNAPATNAM PORT

Availability of ENC's.

The complete folios of Official Indian ENC's are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian. UKHO distributes Indian ENC's through the world wide network of their agents and distributors. Updates are also made available as per the existing policy of the distributor. Mariners and other ENC users may contact the under mentioned for further details:

<p>The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Uttarakhand, India Tele: +91-135- 2747365 Fax: +91-135-2748373 Email: inho@dataone.in in角度_marinesafety@dataone.in Website: www.hydrobharat.nic.in</p>	<p>Director, JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 India Ph: 91-22- 65103668 Fax: 91- 22- 67939504 Email: info@c-map.co.in Website: www.c-map.co.in</p>
<p>United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk</p>	<p>Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-gerry.larsson-fedde@statkart.no Website: - www.primar.org</p>



SECTION – I

The list of charts affected by the Notices 385 to 395 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
22 (INT 752)	3	388
203(INT 7319)	2	386,387
204	2	385
211	3	390
214	3	388
255 (INT 7334)	3	390
257 (INT 7343)	3	388
286	1	394
293 (INT 7022)	3	388
301	5	392
308	5	391,395(P)
351	5	392
2008	3	389
2016 (INT 7336)	3	390
2022 (INT 7345)	3	388
2027	2	386,387
2080	2	386,387
2086	1	393
3002 (INT 7410)	5	391,395(P)
3012 (INT 7411)	5	391,395(P)
7700 (INT 700)	1	393
7702 (INT 702)	1	393
7705 (INT 705)	1	394

SECTION – II

PERMANENT NOTICES

*** 385/(24/09) INDIA – West Coast – Dwarka to Navibandar – Wreck.**

Source: INS Sutlej ROS A(N) – 250.

(HJ/1131/10)

Wreck of MV Shuja III.

Chart 204 [previous update 187/09]

Delete



21° 44′.59N., 69° 27′.80E

***386/(24/09) INDIA – Gulf of Kachchh – Rozi Anchorage – Wreck.**

Source: GMB &NAVAREA VIII Warning 113/08.

(HJ/1130/29)

Wreck of Barge Manoj.

Chart 203(INT 7319) [previous update 344/09]

Insert



22° 37′.12N., 70° 03′.22E.

Chart 2080 [previous update 283/09]

Insert



22° 37′.12N., 70° 03′.22E.

Chart 2027 [previous update 357/09]

Insert



22° 37′.16N., 70° 03′.21E.

former INM 400(T)/08 is cancelled.

*** 387/(24/09) INDIA – West Coast – Gulf of Kachchh – Rozi Anchorage – Wreck.**

Source: Gujrat Maritime Board

(HJ/1130/29)

Wreck of MV Pankaj Sagar.

Chart 203 (INT 7319) [previous update 386/09]

Insert



22° 37′.95N., 70° 02′.33E

Chart 2080 [previous update 386/09]

Insert



22° 37′.95N., 70° 02′.33E

Chart 2027 [previous update 386/09]

Insert



22° 37′.99N., 70° 02′.32E

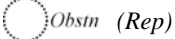
*** 388/(24/09) INDIA – West Coast – Off Mormugao – Obstruction.**

Source: MV Darya Bhakti.

(HJ/1130/56)

Chart 22 (INT 752) [previous update 308/09]

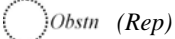
Insert



15° 25′.46N., 73° 35′.61E.

Chart 293 (INT 7022) [previous update 310/09]

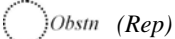
Insert



15° 25′.46N., 73° 35′.61E.

Chart 257 (INT 7343) [previous update 308/09]

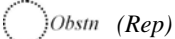
Insert



15° 25′.46N., 73° 35′.61E.

Chart 214 [previous update 287/09]

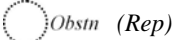
Insert



15° 25′.46N., 73° 35′.61E.

Chart 2022 (INT 7345) [previous update 359/09]

Insert



15° 25′.52N., 73° 35′.57E.

***389/(24/09) INDIA – WEST COAST – Karwar Harbour and Approaches – Legend. Accompanying Note.**

Source: Dept of Ports & IWT, Karwar.

(HJ/1030/45)

Chart 2008 [previous update 173/09]

Insert	Legend, “LESSER DEPTHS (SeeNote)”, centered on:	14° 48′.75N., 74° 04′.90E.
	Accompanying Note ‘LESSER DEPTHS’ centered on:	14° 49′.90N., 74° 09′.25E.

*former INM 582(T)/07 is cancelled.****390 (24/09) INDIA – West Coast – Inner approaches to Mumbai – Foul.**

Source: NHO Dehradun.

(HJ/1030/87)

Chart 255 (INT 7334) [previous update 373/09]

Insert	Foul area, ----- , joining:	(a)	18° 46′.50N., 72° 30′.90E.
		(b)	18° 46′.50N., 72° 31′.60E.
		(c)	18° 46′.30N., 72° 31′.60E.
		(d)	18° 46′.30N., 72° 30′.90E.

Legend, “Foul”, within: (a) – (d) above

#	18° 50′.00N., 72° 40′.70E.
	18° 46′.61N., 72° 32′.88E.
	18° 46′.55N., 72° 33′.82E.

Chart 211 [previous update 373/09]

Insert	Foul area, ----- , joining:	(a)	18° 46′.50N., 72° 30′.90E.
		(b)	18° 46′.50N., 72° 31′.60E.
		(c)	18° 46′.30N., 72° 31′.60E.
		(d)	18° 46′.30N., 72° 30′.90E.

Legend, “Foul”, within: (a) – (d) above

#	18° 50′.00N., 72° 40′.70E.
	18° 46′.61N., 72° 32′.88E.
	18° 46′.55N., 72° 33′.82E.

Chart 2016 (INT 7336) [previous update 373/09]

Insert	Foul area, ----- , joining:	(a)	18° 46′.50N., 72° 30′.90E.
		(b)	18° 46′.50N., 72° 31′.60E.
		(c)	18° 46′.30N., 72° 31′.60E.
		(d)	18° 46′.30N., 72° 30′.90E.

Legend, “Foul”, within: (a) – (d) above


#	18° 50′.00N., 72° 40′.70E.
	18° 46′.61N., 72° 32′.88E.
	18° 46′.55N., 72° 33′.82E.

former INM 256(P)/06 and 496(T)/06 are cancelled.

***391/(24/09) INDIA –EAST COAST – Approaches to Vishakhapatnam – Wreck.**

Source:NAVAREA VIII Warnings 356/08.

(HJ/1029/76)

Wreck of Pontoon.**Chart 308** [previous update 243/09]Insert  PA 17° 40′.26N., 83° 18′.09E.**Chart 3002 (INT 7410)** [previous update 123/09]Insert  PA 17° 40′.20N., 83° 18′.20E.**Chart 3012 (INT 7411)** [previous update 322/09]Insert  PA 17° 40′.20N., 83° 18′.20E.**former INM 555(T)/08 is cancelled.*****392/(24/09) INDIA –East Coast – Approaches to Hugli River – Obstruction.**

Source:Navarea VIII 507/06.


(HJ/1129/11)

Chart 351 [previous update 362/08]Insert  Obsm (PA) 21° 08′.75N., 88° 14′.28E.**Chart 301** [previous update 362/08]Insert  Obsm (PA) 21° 08′.75N., 88° 14′.28E.**former INM 428(P)/06 is cancelled.*****393/(24/09) INDIAN OCEAN – La Reunion to Mauritius (Port Louis) – Buoys. Submarine Cable.**

Source: Mauritius Port Authorities.

(HJ/632/94)

Chart 2086 [previous update 205/09] [WGS 84Datum]

Insert Submarine cable, , joining:

20° 05′.140S., 57° 21′.000E.
 20° 05′.200S., 57° 21′.195E.
 20° 05′.486S., 57° 22′.761E.
 20° 05′.564S., 57° 24′.108E.
 20° 05′.505S., 57° 25′.344E.
 20° 05′.503S., 57° 25′.547E.
 20° 05′.498S., 57° 26′.132E.
 20° 05′.601S., 57° 26′.969E.
 20° 05′.659S., 57° 27′.549E.
 20° 05′.696S., 57° 28′.018E.
 20° 05′.729S., 57° 28′.377E.
 20° 05′.740S., 57° 28′.581E.
 20° 05′.708S., 57° 28′.952E.
 20° 05′.773S., 57° 29′.168E.
 20° 05′.808S., 57° 29′.913E.
 20° 05′.917S., 57° 30′.196E.
 20° 06′.175S., 57° 30′.465E.
 20° 06′.177S., 57° 30′.570E.
 20° 06′.240S., 57° 30′.735E.
 20° 06′.270S., 57° 30′.851E.
 20° 06′.278S., 57° 31′.080E.


Chart 2086 (Plan) [previous update 205/09] [WGS 84Datum]

Insert  20° 08′.868S., 57° 29′.197E.
 20° 08′.849S., 57° 29′.216E.

Delete  20° 09′.300S., 57° 29′.512E.


***393/(24/09) INDIAN OCEAN – La Reunion to Mauritius (Port Louis) – Buoys. Submarine Cable.**
(Continued)

Chart 7700 (INT 700) [previous update 292/09] [WGS 84Datum]

Insert Submarine cable, , joining:

20° 53′.74S., 55° 32′.78E.
 20° 50′.24S., 55° 33′.80E.
 20° 45′.19S., 55° 40′.02E.
 20° 38′.87S., 55° 50′.73E.
 20° 35′.03S., 55° 54′.92E.
 20° 30′.77S., 56° 00′.24E.
 20° 25′.46S., 56° 05′.30E.
 20° 17′.38S., 56° 10′.88E.
 20° 10′.60S., 56° 16′.50E.
 20° 05′.71S., 56° 26′.56E.
 20° 01′.64S., 56° 43′.68E.
 20° 00′.77S., 56° 54′.21E.
 20° 02′.78S., 57° 15′.17E.
 20° 05′.20S., 57° 21′.20E.
 20° 06′.28S., 57° 31′.08E.

Chart 7702 (INT 702) [previous update 562/08] [WGS 84Datum]

Insert Submarine cable, , joining:

20° 53′.74S., 55° 32′.78E.
 20° 50′.24S., 55° 33′.80E.
 20° 45′.19S., 55° 40′.02E.
 20° 38′.87S., 55° 50′.73E.
 20° 35′.03S., 55° 54′.92E.
 20° 30′.77S., 56° 00′.24E.
 20° 25′.46S., 56° 05′.30E.
 20° 17′.38S., 56° 10′.88E.
 20° 10′.60S., 56° 16′.50E.
 20° 05′.71S., 56° 26′.56E.
 20° 01′.64S., 56° 43′.68E.
 20° 00′.77S., 56° 54′.21E.
 20° 02′.78S., 57° 15′.17E.
 20° 05′.20S., 57° 21′.20E.
 20° 06′.28S., 57° 31′.08E.

394/(24/09) South East Coast - Port Salalah (Mina - Raysut) Southwards - Light.

Source: BANotice – 6770/09.

(HJ/1032/65)

Chart 286 [previous update 293/09]

Insert  Fl.10s20M 16° 55′.8N., 54° 00′.3E.

Chart 7705 (INT 705) [previous update 308/09]

Insert  16° 55′.8N., 54° 00′.3E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***395(P)/(24/09) INDIA – EAST COAST – Approaches to Visakhapatnam – Submarine Pipeline. Single Point Mooring.Buoy.**

Source: Visakhapatnam Port Trust.

(HJ/1129/76)

1. New SPM is being installed in position 17° 39'.14N., 83° 18'.92E and laying of submarine pipeline is in progress between SPM and Land Fall Point (LFP) position 17° 40'.93N.,83° 17'.71E.
- *2. Two yellow coloured can buoys MB-1 and MB-2 flashing 3 Sec being laid in positions 17° 39'.12N., 83° 18'.20E and 17° 38'.77N.,83° 18'.34E respectively.
- *3. Pipe lay barge **Leighton Stealth** moored on four anchors in position 17° 40'.00N.,83° 17'.92E.
4. All positions are referred to WGS 84 datum.
5. Mariners are advised to avoid entering within 01nm of SPM, mooring buoys, barge and either side of submarine pipeline.
6. *former INM 384(P)/09 is cancelled.*

* Indicates new or revised entry.

Charts affected: 308 – 3002(INT 7410) – 3012(INT 7411).



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>		

SECTION – V**NAVAREA – VIII WARNING IN FORCE**

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2008.

2. Navarea VIII Warning Inforce as on 15 Dec 2009.

2009 SERIES – 282 340 357 367 409 429 484 500 510 513 517 521 530 535 536 543 545 546 549
556 558 559 561 562 563 565 566 567 568 569 572 573 575 578 579 580 581 582 583 584 585
586 587 588 589 590 591

3. NAVAREA VIII Warnings issued during the period from 01 Dec 09 to 15 Dec 09 (both dates inclusive) are as tabulated below:-

<p>553. 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 08 Dec 2009. Danger area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>22-22.00N</td> <td>068-50.00E</td> <td>(b)</td> <td>22-37.00N</td> <td>068-53.00E</td> </tr> <tr> <td>(c)</td> <td>22-42.00N</td> <td>069-08.00E</td> <td>(d)</td> <td>22-29.00N</td> <td>069-04.00E</td> </tr> </tbody> </table> <p>2. Safe flying height 13000 metres.</p> <p>3. Cancel this message on 09 Dec 2009.</p>	(a)	22-22.00N	068-50.00E	(b)	22-37.00N	068-53.00E	(c)	22-42.00N	069-08.00E	(d)	22-29.00N	069-04.00E
(a)	22-22.00N	068-50.00E	(b)	22-37.00N	068-53.00E							
(c)	22-42.00N	069-08.00E	(d)	22-29.00N	069-04.00E							
<p>554. 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 08 Dec 09, from 0900 UTC to 1200 and 1230 UTC to 1430 UTC on 11 Dec 09. Danger area bounded by</p> <table> <tbody> <tr> <td>(a)</td> <td>09-57.50N</td> <td>075-59.50E</td> <td>(b)</td> <td>09-57.70N</td> <td>076-14.20E</td> </tr> <tr> <td>(c)</td> <td>09-44.00N</td> <td>076-17.50E</td> <td>(d)</td> <td>09-42.50N</td> <td>076-09.50E</td> </tr> </tbody> </table> <p>2. Safe flying height 10000 metres.</p> <p>3. Cancel this message on 12 Dec 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>555. India East Coast – Off Paradip. Charts 31 351 352 INT 706. Survey vessel western pride will carry out 3D Seismic data survey from 01 Dec 09 to 08 Dec 09 in area bounded by the following coordinates:-</p> <table> <tbody> <tr> <td>(a)</td> <td>20-03.00N</td> <td>088-00.00E</td> <td>(b)</td> <td>19-45.00N</td> <td>088-00.00E</td> </tr> <tr> <td>(c)</td> <td>19-58.00N</td> <td>088-42.00E</td> <td>(d)</td> <td>20-16.00N</td> <td>088-42.00E</td> </tr> </tbody> </table> <p>2. Vessel will tow eight streamers of 9000 metres length with each cable end marked with flashing white and blue light and radar reflector.</p> <p>3. All vessels operating in the area to exercise caution and give wide berth at least 06 NM all around the vessel.</p> <p>4. Cancel this message on 09 Dec 2009.</p>	(a)	20-03.00N	088-00.00E	(b)	19-45.00N	088-00.00E	(c)	19-58.00N	088-42.00E	(d)	20-16.00N	088-42.00E
(a)	20-03.00N	088-00.00E	(b)	19-45.00N	088-00.00E							
(c)	19-58.00N	088-42.00E	(d)	20-16.00N	088-42.00E							
<p>556. India Andaman Sea–Off Sister Islands. Charts 33 41 405 472 INT 706. MV Sentinell reported one suspected steel pontoon adrift south westerly approx in position 11-06.60N 092-47.30E at 0743 UTC.</p> <p>2. Mariners to exercise caution.</p>												

<p>557. India West Coast- Port of Mumbai. Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing exercise will be carried out by middle ground, oyster rock and Colaba point as per details given below:</p> <table border="1"> <thead> <tr> <th><u>Date</u></th> <th><u>Time</u></th> <th><u>Place</u></th> <th><u>Coordinates</u></th> <th><u>Safe Flying Height</u></th> </tr> </thead> <tbody> <tr> <td>10 Dec</td> <td>0400-0730UTC</td> <td>Middle Ground</td> <td>18-54.65N 072-50.58E 18-50.00N 072-54.50E 18-54.50N 072-54.00E 18-55.16N 072-50.83E</td> <td></td> </tr> <tr> <td>10 Dec</td> <td>0400-0730UTC</td> <td>Oyster Rock</td> <td>18-54.65N 072-50.58E 18-50.00N 072-54.50E 18-48.00N 072-52.00E 18-54.08N 072-49.80E</td> <td>2000 Metres</td> </tr> <tr> <td>10 Dec</td> <td>0400-0730UTC</td> <td>Colaba Point</td> <td>18-48.00N 072-38.00E 18-53.58N 072-48.75E 19-00.00N 072-44.08E 19-00.00N 072-38.00E</td> <td></td> </tr> </tbody> </table> <p>2. Cancel this message 11 Dec 2009.</p>					<u>Date</u>	<u>Time</u>	<u>Place</u>	<u>Coordinates</u>	<u>Safe Flying Height</u>	10 Dec	0400-0730UTC	Middle Ground	18-54.65N 072-50.58E 18-50.00N 072-54.50E 18-54.50N 072-54.00E 18-55.16N 072-50.83E		10 Dec	0400-0730UTC	Oyster Rock	18-54.65N 072-50.58E 18-50.00N 072-54.50E 18-48.00N 072-52.00E 18-54.08N 072-49.80E	2000 Metres	10 Dec	0400-0730UTC	Colaba Point	18-48.00N 072-38.00E 18-53.58N 072-48.75E 19-00.00N 072-44.08E 19-00.00N 072-38.00E	
<u>Date</u>	<u>Time</u>	<u>Place</u>	<u>Coordinates</u>	<u>Safe Flying Height</u>																				
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<p>558. India Lakshdweep Sea – Kaashidhoo. Charts 23 265 266 INT 707. Hydrographic survey will be carried out by survey vessel and survey motor boat from 05 Dec 2009 to 10 Jan 2010 in area bounded by</p> <table border="1"> <tbody> <tr> <td>(a) 04-33.00N</td> <td>073-20.25E</td> <td>(b) 04-33.00N</td> <td>073-38.70E</td> </tr> <tr> <td>(c) 05-00.25N</td> <td>073-38.70E</td> <td>(d) 05-00.25N</td> <td>073-20.25E</td> </tr> </tbody> </table> <p>2. All vessels operating in vicinity are to maintain a safe distance from the vessel and exercise caution. 3. Cancel this message on 11 Jan 2010.</p>					(a) 04-33.00N	073-20.25E	(b) 04-33.00N	073-38.70E	(c) 05-00.25N	073-38.70E	(d) 05-00.25N	073-20.25E												
(a) 04-33.00N	073-20.25E	(b) 04-33.00N	073-38.70E																					
(c) 05-00.25N	073-38.70E	(d) 05-00.25N	073-20.25E																					
<p>559. Indian Ocean–Western Part. Charts INT 71 INT 72 INT 702. The office of Naval Intelligence (ONI) has assessed a high risk of attacks on vessels transiting through Somalia coast view weather conditions continue to be conducive for small boat operations in the Indian ocean off the east coast of Somalia and in the Gulf of Aden. Mariners are warned to remain vigilant in their counter-piracy measures as an increase in aggressive small boat activity is expected to continue in the coming weeks.</p> <p>2. Pirates are also active over south of the equator in the Indian ocean and have demonstrated their ability to hijack vessels in the past .Therefore increased risk of attack exists due east of the Somalia coast out as far as 1000 NM (Past 62-00.00E longitude–greater than 500 NM northeast of Port Victoria, Seychelles) between these latitudes.</p>																								
<p>560. Self Cancelling. Navarea VIII-Warning Inforce 2009 SERIES – 282 340 357 367 409 429 484 495 500 501 502 509 510 513 517 518 521 524 528 529 530 533 535 536 537 538 539 541 542 543 544 545 546 547 549 550 551 552 553 554 555 556 557 558 559</p>																								
<p>561. India West Coast–Off Ratnagiri. Charts 22 212 213 293 INT 706. One overturned steel boat sighted in position 17-01.80N 072–59.25E.</p> <p>2. Mariners to exercise caution.</p>																								
<p>562. India West Coast – Off Alleppey. Charts 22 221 260 INT 706. MRSC Kochi intimated missing of Fiber Vallam with one fisherman off Alleppey since 02 Dec 2009.</p> <p>2. All vessels operating in vicinity to keep sharp lookout, render assistance and exercise caution. 3. Any information be passed on Tel 91 (22) 24316558.</p>																								
<p>563. India West Coast –Mormugao. Charts 22 214 215 256 257 INT 706. Naval aircrafts will carry out firing practice from 0230 UTC to 1230 UTC from 14 Dec 09 to 21 Dec 09 in area bounded by</p> <table border="1"> <tbody> <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> </tbody> </table> <p>2. Safe flying height 3500 metres. 3. Cancel this message on 22 Dec 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>564. India West Coast – Alleppey to Mumbai. Charts 22 INT 706. Oil rig energy driller will be under tow from position 09-07.00N 075-54.00E to Mumbai High Delta 1 field position 18-37.00N 071-00.00E with a speed of 03 to 04 knots.</p> <p>2. All vessels operating in vicinity to exercise caution and give wide berth.</p>																								

<p>565. India West Coast – Bedi Port. Charts 2027 INT 705. MV Pankaj Sagar Reg no BP 1362, length 50.77 meters breadth 09.52 meters, draught 2.33 meters sunk in position 22-37.98N 070-02.32E (depth at position 17 meters).</p> <p>2. Cargo loaded with Petcoke in bulk.</p> <p>3. Mariners to exercise caution.</p>																				
<p>566. 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 15 Dec 09, from 0900 UTC to 1200 and 1230 UTC to 1430 UTC on 18 Dec 09 . 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 metres.</p> <p>3. Cancel this message on 19 Dec 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>567. Bay of Bengal-Southern Portion. Charts 31 360 INT 706. Naval ships will carryout firing practice from 1430 UTC on 15 Dec 09 to 0030 UTC on 16 Dec 09 and 1430 UTC on 16 Dec 09 to 0030 UTC on 17 Dec 2009 in area bounded by</p> <table> <tr> <td>(a) 20-06.00N</td> <td>088-32.00E</td> <td>(b) 20-30.00N</td> <td>089-05.00E</td> </tr> <tr> <td>(c) 20-00.00N</td> <td>089-30.00E</td> <td>(d) 19-35.00N</td> <td>089-00.00E</td> </tr> </table> <p>2. Safe flying height 22000 metres.</p> <p>3. Cancel this message on 18 Dec 2009.</p>	(a) 20-06.00N	088-32.00E	(b) 20-30.00N	089-05.00E	(c) 20-00.00N	089-30.00E	(d) 19-35.00N	089-00.00E												
(a) 20-06.00N	088-32.00E	(b) 20-30.00N	089-05.00E																	
(c) 20-00.00N	089-30.00E	(d) 19-35.00N	089-00.00E																	
<p>568. India West Coast- Off Devgarh Harbour. Charts 22 256 293 INT 705 INT 706. Firing practice by naval ships between 0230 UTC to 0730 UTC on 15 Dec 2009. danger area bounded by</p> <table> <tr> <td>(a) 15-59.00N</td> <td>072-14.00E</td> <td>(b) 16-49.00N</td> <td>072-14.00E</td> </tr> <tr> <td>(c) 16-49.00N</td> <td>072-54.00E</td> <td>(d) 15-59.00N</td> <td>072-54.00E</td> </tr> </table> <p>2. Safe flying height 8000 metres.</p> <p>3. Cancel this message on 16 Dec 2009.</p>	(a) 15-59.00N	072-14.00E	(b) 16-49.00N	072-14.00E	(c) 16-49.00N	072-54.00E	(d) 15-59.00N	072-54.00E												
(a) 15-59.00N	072-14.00E	(b) 16-49.00N	072-14.00E																	
(c) 16-49.00N	072-54.00E	(d) 15-59.00N	072-54.00E																	
<p>569. India East Coast – Off Krishnapatnam. Charts 31 32 33 INT 706. Survey vessel western pride will carry out 3D seismic data survey from 11 Dec 09 to 11 Jan 10 in area bounded by the following coordinates:-</p> <table> <tr> <td>(a) 14-43.00N</td> <td>081-31.00E</td> <td>(b) 14-43.00N</td> <td>082-03.00E</td> </tr> <tr> <td>(c) 13-50.00N</td> <td>082-03.00E</td> <td>(d) 13-50.00N</td> <td>081-31.00E</td> </tr> </table> <p>2. Vessel will tow eight streamers of 9000 metres length with each cable end marked with flashing white and blue light and radar reflector.</p> <p>3. All vessels operating in the area to exercise caution and give wide berth at least 06 nm all around the vessel.</p> <p>4. Cancel this message on 12 Jan 2010.</p>	(a) 14-43.00N	081-31.00E	(b) 14-43.00N	082-03.00E	(c) 13-50.00N	082-03.00E	(d) 13-50.00N	081-31.00E												
(a) 14-43.00N	081-31.00E	(b) 14-43.00N	082-03.00E																	
(c) 13-50.00N	082-03.00E	(d) 13-50.00N	081-31.00E																	
<p>570. Self Cancelling. Cancel Navarea VIII messages 550 of 2009. Issued by INM edition 23 of 2009.</p>																				
<p>571. India East Coast- Bay of Bengal. Charts 31 32 33 352 353 354 INT 706 INT 707. Experimental flight vehicle launching scheduled from ITR launch complex between 0330 UTC to 1130 UTC from 13 Dec to 14 Dec 2009.</p> <p>2. Danger area covered by the polygon joining the following coordinates:-</p> <table> <tr> <td>(R1) 21-15.53N</td> <td>086-57.35E</td> <td>(R2) 20-59.53N</td> <td>087-00.41E</td> </tr> <tr> <td>(R3) 20-47.06N</td> <td>087-11.35E</td> <td>(R4) 17-26.25N</td> <td>087-40.45E</td> </tr> <tr> <td>(R5) 18-23.10N</td> <td>089-40.03E</td> <td>(L4) 20-05.61N</td> <td>091-03.30E</td> </tr> <tr> <td>(L3) 21-07.90N</td> <td>087-38.20E</td> <td>(L2) 21-20.28N</td> <td>087-26.98E</td> </tr> <tr> <td>(L1) 21-25.78N</td> <td>087-10.55E</td> <td></td> <td></td> </tr> </table> <p>3. No over flight and shipping activity is permissible within the above mentioned area.</p> <p>4. Cancel this message on 15 Dec 2009.</p>	(R1) 21-15.53N	086-57.35E	(R2) 20-59.53N	087-00.41E	(R3) 20-47.06N	087-11.35E	(R4) 17-26.25N	087-40.45E	(R5) 18-23.10N	089-40.03E	(L4) 20-05.61N	091-03.30E	(L3) 21-07.90N	087-38.20E	(L2) 21-20.28N	087-26.98E	(L1) 21-25.78N	087-10.55E		
(R1) 21-15.53N	086-57.35E	(R2) 20-59.53N	087-00.41E																	
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(R5) 18-23.10N	089-40.03E	(L4) 20-05.61N	091-03.30E																	
(L3) 21-07.90N	087-38.20E	(L2) 21-20.28N	087-26.98E																	
(L1) 21-25.78N	087-10.55E																			
<p>572. India West Coast–Port of Mormugao. Charts 22 214 215 2022 2078 INT 706. Suspected underwater obstruction reported in position 15-25.52N 073–35.57E depth 30.6 meter.</p> <p>2. Mariners to exercise caution.</p>																				
<p>573. India West Coast- Navibandar. Charts 21 204 252 271 291 292 INT 705. Firing practice by mobile missile coast battery from 0630 UTC on 16 Dec 09 to 1030 UTC on 17 Dec 2009. Danger area bounded by</p> <table> <tr> <td>(a) 21-54.00N</td> <td>069-18.00E</td> <td>(b) 21-38.00N</td> <td>067-42.00E</td> </tr> <tr> <td>(c) 20-05.00N</td> <td>069-20.00E</td> <td>(d) 21-36.00N</td> <td>069-37.00E</td> </tr> </table> <p>2. Safe flying height 6000 metres.</p> <p>3. Cancel this message on 18 Dec 2009.</p>	(a) 21-54.00N	069-18.00E	(b) 21-38.00N	067-42.00E	(c) 20-05.00N	069-20.00E	(d) 21-36.00N	069-37.00E												
(a) 21-54.00N	069-18.00E	(b) 21-38.00N	067-42.00E																	
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<p>574. Self Cancelling. Cancel Navarea VIII messages 495 524 528 533 539 552 of 2009.</p>																				

<p>575. Cancel Navarea VIII Messages 502 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</p> <table> <tr> <td>DISCOVERER SEVEN SEAS</td> <td>15-19.05N</td> <td>080-48.23E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-16.11N</td> <td>081-52.30E</td> </tr> <tr> <td>HERCULES 258</td> <td>16-40.43N</td> <td>082-24.00E</td> </tr> <tr> <td>HERCULES 260</td> <td>16-22.15N</td> <td>081-55.61E</td> </tr> <tr> <td>SAGAR BHUSHAN</td> <td>16-31.45N</td> <td>082-22.66E</td> </tr> <tr> <td>DEEP WATER FRONTIER</td> <td>14-58.80N</td> <td>080-43.30E</td> </tr> <tr> <td>DEEPWATER EXPEDITION</td> <td>15-30.26N</td> <td>081-32.69E</td> </tr> <tr> <td>ESSAR WILD CAT</td> <td>16-43.31N</td> <td>082-34.31E</td> </tr> </table> <p>2. Wide berth requested.</p>	DISCOVERER SEVEN SEAS	15-19.05N	080-48.23E	DEEP SEA MATDRILL	16-16.11N	081-52.30E	HERCULES 258	16-40.43N	082-24.00E	HERCULES 260	16-22.15N	081-55.61E	SAGAR BHUSHAN	16-31.45N	082-22.66E	DEEP WATER FRONTIER	14-58.80N	080-43.30E	DEEPWATER EXPEDITION	15-30.26N	081-32.69E	ESSAR WILD CAT	16-43.31N	082-34.31E
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<p>576. Self Cancelling. Navarea VIII-Warning Inforce 2009 SERIES – 282 340 357 367 409 429 484 500 501 509 510 513 517 518 521 529 530 535 536 538 543 545 546 547 549 554 556 558 559 561 562 563 564 565 566 567 568 569 570 571 572 573 575</p>																								
<p>577. Indian Ocean-Western Part Seychelles to Chagos Island. Charts 269 INT 7070 INT 7071 INT 7072. SV Salty a white hulled 15 metre catamaran with a blue awning and five persons on board departed Seychelles 03 Dec for the Chagos Island. Vessels sighting SV Salty are requested to contact RCC Australia via telephone +61262306811 Inmarsat through Les Burum (Por 212, Ior 312), special access code (SAC) 39, HF DSC 005030001, email: rccaus@amsa.gov.au or by fax +61262306868</p> <p>2. Vessels Transisting trough area to keep sharp lookout and render assistance.</p>																								
<p>578. Self Cancelling. Cancel Navarea VIII messages 571 of 2009.</p>																								
<p>579. Bay of Bengal-Southern Portion. Charts 31 354 355 INT 706. Naval Ships will carryout firing practice from 1430 UTC on 19 Dec 09 to 0830 UTC on 21 Dec 2009 in area bounded by</p> <table> <tr> <td>(a) 15-15.00N</td> <td>082-03.00E</td> <td>(b) 17-08.00N</td> <td>083-06.00E</td> </tr> <tr> <td>(c) 15-12.00N</td> <td>085-12.00E</td> <td>(d) 13-40.00N</td> <td>083-53.00E</td> </tr> </table> <p>2. Safe flying height 22000 metres. 3. Cancel this message on 22 Dec 2009.</p>	(a) 15-15.00N	082-03.00E	(b) 17-08.00N	083-06.00E	(c) 15-12.00N	085-12.00E	(d) 13-40.00N	083-53.00E																
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<p>580. India West Coast- Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Seaward firing practice by Naval coast battery Okha between 0430 UTC to 1030 UTC on 19 Dec 2009. Danger area bounded by</p> <table> <tr> <td>(a) 22-22.00N</td> <td>068-50.00E</td> <td>(b) 22-37.00N</td> <td>068-53.00E</td> </tr> <tr> <td>(c) 22-42.00N</td> <td>069-08.00E</td> <td>(d) 22-29.00N</td> <td>069-04.00E</td> </tr> </table> <p>2. Safe flying height 13000 metres. 3. Cancel this message on 20 Dec 2009.</p>	(a) 22-22.00N	068-50.00E	(b) 22-37.00N	068-53.00E	(c) 22-42.00N	069-08.00E	(d) 22-29.00N	069-04.00E																
(a) 22-22.00N	068-50.00E	(b) 22-37.00N	068-53.00E																					
(c) 22-42.00N	069-08.00E	(d) 22-29.00N	069-04.00E																					
<p>581. India West Coast – Arabian Sea. Charts 21 207 253 254 255 292 INT 706. Survey vessel Sagar Sandhani will carry out 3D seismic survey from 15 Dec 09 to 08 Jan 10 in area bounded by following coordinates</p> <table> <tr> <td>(a) 19-15.50N</td> <td>070-31.50E</td> <td>(b) 19-21.30N</td> <td>070-49.00E</td> </tr> <tr> <td>(c) 19-07.50N</td> <td>070-31.50E</td> <td>(d) 19-06.00N</td> <td>070-49.00E</td> </tr> </table> <p>2. Vessel will be towing two seismic streamers of 5000 meters length each approx 07 metres below the surface. Each trailing end attached to tail buoy with radar reflectors and flashing normally red and green light spread over a width of approx 100 meters. 3. All vessels operating in the area to maintain a clearance of at least 01 Nm on either side, 02 Nm ahead and 06 Nm astern of the vessel. 4. Mariners are advised to: (a) Keep well clear of survey area and vessel and follow the east/west bound recommended route by maintaining at least 1 to 02 Nm north of this track depicted on the chart. (b) Vessel will also warn shipping by signalling appliances or morse code light/day light signalling lamp if shipping gets close to clearing distance as mentioned. (c) Chase boats and crew boats guarding the seismic survey vessel and streamers shall also direct shipping to keep clear of this vessel and streamers at all times during operations. 5. Cancel this message on 09 Jan 2009.</p>	(a) 19-15.50N	070-31.50E	(b) 19-21.30N	070-49.00E	(c) 19-07.50N	070-31.50E	(d) 19-06.00N	070-49.00E																
(a) 19-15.50N	070-31.50E	(b) 19-21.30N	070-49.00E																					
(c) 19-07.50N	070-31.50E	(d) 19-06.00N	070-49.00E																					

582. Cancel Navarea VIII message 501 518 538 564 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 ICE	20-26.15N	070-12.08E
ABAN II	23-20.66N	068-12.58E
ABAN III	20-20.16N	072-01.35E
ABAN IV	19-30.93N	071-21.43E
ABAN V	18-48.40N	072-20.00E
BADRINATH	18-36.40N	071-21.93E
CE THRONTON	20-17.68N	072-16.41E
DHIRUBHAI DEEPWATER KG-1	09-57.80N	075-12.31E
DISCOVERY 1	19-11.99N	072-11.00E
ENERGFY DRILLER	18-39.82N	071-00.63E
FG Mc CLINTOCK	22-39.45N	068-29.61E
GREATDRILL CHETNA	20-32.31N	072-08.91E
GREATDRILL CHITRA	19-15.20N	072-02.16E
JT ANGEL	19-12.80N	072-06.73E
KEDARNATH	21-02.75N	072-26.45E
NOBLE GEORGE McLEOD	18-39.66N	072-13.33E
NOBLE CHARLIE YESTER	19-28.98N	071-19.63E
RANDOLPH YOST	19-08.71N	072-07.03E
RON TAPMEYER	19-38.31N	071-19.83E
SAGAR GAURAV	19-28.60N	071-12.65E
SAGAR JYOTI	19-36.61N	071-22.90E
SAGAR KIRAN	19-24.05N	071-19.05E
SAGAR LAXMI	18-36.16N	071-01.65E
SAGAR PRAGATI	19-37.35N	071-21.66E
SAGAR SAMRAT	19-32.13N	071-18.81E
SAGAR SHAKTI	19-25.21N	071-11.56E
SAGAR UDAY	19-21.96N	071-19.56E
TRIDENT – 2	19-24.65N	071-13.08E
TRIDENT – 12	19-07.35N	072-06.45E
VIRTUE 1	19-23.48N	071-25.18E
ENSCO 53	20-44.76N	071-55.56E

2. Wide berth requested.

583. India East Coast – Off Gopalpur. Charts 31 352 353 INT 706. Hydrographic survey will be carried out by survey vessel from 14 Dec 09 to 21 Dec 09 in the area bounded by

(a) 19-12.70N	084-52.00E	(b) 19-18.50N	084-58.50E
(c) 19-17.00N	085-00.00E	(d) 19-11.50N	084-53.50E

2. All vessels operating in vicinity are to maintain a safe distance from survey vessel and exercise caution.

3. Cancel this message on 22 Dec 2009.

584. India West Coast – Arabian Sea. Charts 21 22 253 254 292 INT 706. Oil rig Pride Hawaii under move from position 19-21.80N 071-23.85E to position 20-11.78N 071-51.90E.

2. All vessels operating in vicinity to exercise caution and give wide berth.

585. Self Cancelling. Cancel Navarea VIII messages 577 of 2009.

586. India East Coast - Gopalpur . Charts 31 352 353 354 3005 INT 706 . Firing exercise will be carried out on following dates

Date	Time
21 Dec to 24 Dec 2009	2330 UTC to 1800 UTC
26 Dec to 31 Dec 2009	2330 UTC to 1800 UTC

2. Danger area bounded by

(a) 19-14.60N	084-53.70E	(b) 19-37.05N	085-27.85E
(c) 18-46.05N	085-22.86E		

and arc of 42 Nm radius joining point (b) and (c)

3. Safe flying height 6100 metres.

4. Cancel this message on 01 Jan 2010.

<p>587. 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 22 Dec 09, from 0900 UTC to 1200 UTC and 1230 UTC to 1430 UTC on 29 Dec 09 . 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 metres. 3. Cancel this message on 30 Dec 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>588. India West Coast - Mormugao. Charts 22 214 215 257 2022 2028 INT 706. Firing by NCB Mormugao from position 15-24.60N 073-47.10E between 0430 UTC to 0730 UTC on 21 Dec 2009.</p> <p>2. Danger arc lies within sector 200 degree to 260 degree upto range 20 Nm from position 15-24.60N 073-47.10E</p> <p>3. Safe flying height 6500 metres. 4. Cancel this message on 22 dec 2009.</p>																
<p>589. India West Coast – Port of Okha. Charts 2013 . Buoy in position 22-28.23N 069-05.21E off station.</p> <p>2. Mariners to exercise caution.</p>																
<p>590. India East Coast – Off Krishnapatnam . Charts 31 33 356 INT 706. 3D seismic data survey in progress by survey vessel bos angler till 30 dec 2009 in area bounded by</p> <table> <tr> <td>(a) 14-15.20N</td> <td>080-19.60E</td> <td>(b) 14-11.70N</td> <td>080-22.40E</td> </tr> <tr> <td>(c) 13-59.70N</td> <td>080-24.10E</td> <td>(d) 13-33.30N</td> <td>080-19.70E</td> </tr> <tr> <td>(e) 13-33.60N</td> <td>080-17.60E</td> <td>(f) 13-37.80N</td> <td>080-15.60E</td> </tr> <tr> <td>(g) 13-54.10N</td> <td>080-18.30E</td> <td>(h) 14-09.90N</td> <td>080-12.70E</td> </tr> </table> <p>2. Vessel towing 06 in number streamers of 5500 metres length with each cable end marked with flashing yellow colour tail buoy. 3. All vessels operating in vicinity to exercise caution and give wide berth at least 04 Nm all around the vessel. 4. Cancel this message on 31 Dec 2009.</p>	(a) 14-15.20N	080-19.60E	(b) 14-11.70N	080-22.40E	(c) 13-59.70N	080-24.10E	(d) 13-33.30N	080-19.70E	(e) 13-33.60N	080-17.60E	(f) 13-37.80N	080-15.60E	(g) 13-54.10N	080-18.30E	(h) 14-09.90N	080-12.70E
(a) 14-15.20N	080-19.60E	(b) 14-11.70N	080-22.40E													
(c) 13-59.70N	080-24.10E	(d) 13-33.30N	080-19.70E													
(e) 13-33.60N	080-17.60E	(f) 13-37.80N	080-15.60E													
(g) 13-54.10N	080-18.30E	(h) 14-09.90N	080-12.70E													
<p>591. Cancel Navarea VIII message 529 of 2009. India East Coast- Bay of Bengal. Charts 31 352 INT 706. Drill ship Discoverer-534 moved to new position 20-09.70N 087-29.40E.</p> <p>2. Wide berth requested.</p>																

SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

West Coast of India Pilot (INP – 1)

Chapter -7 (Page -213 & 214)

Source: Redi Port Ltd

Insert text "(ENC IN52046R)" on top of article 7.30 after text "Chart 2046"

Article 7.30

Insert photograph after Para 1



(Photo Courtesy: INHO)

Extract of ENC – IN52046R

Article 7.30

Delete Para 2 and replace by:

2 **Function.** Earnest John Group of companies has taken over Redi Port on a 50 years concession for developing it as an all weather multi-commodity state of the art port from Maharashtra Maritime Board. The port is an open roadstead port used by vessels loading iron ore from self propelled lighters. The port is closed during the SW monsoon from mid-September to mid-May.

Article 7.30

Insert photograph after Para 2



(Photo Courtesy: INHO)

View of Redi Port

Article 7.30, Para 3

Delete line 1, 2, 3 and replace by:

3 **Traffic.** About 15 vessels calls the port and around one million metric tonne iron ore is exported mainly to China every year which is brought from hinterland of Redi village.

Article 7.31, Delete para 1, 2 and replace by

1 **Notice of ETA.** Vessels are required to send their ETA through E-mail or FAX 72 hours in advance to Redi Port Head Office at Mumbai or FAX to the port directly.

2 **Pilotage.** is compulsory and carried out by the Port Officer in day light hours only. The pilot boards in the general anchorage and conducts vessels to a loading anchorage. The pilot can be contacted on VHF CH 16. CH 15 is working channel.

Article 7.34, Para 1

Delete line 1 and 2 and replace by:

1 **Facilities.** The port is providing all infrastructure facilities to exporters and is ISPS compliant. First aid facilities are available at the port. Hospital facility is available only at Vengurla, 14km North.

Article 7.35

Insert after Para 1

2 **Rail, Road and Air Services.**

Nearest Highway - NH-17 (35km)

Nearest Railhead - Sawantwadi Railway Station (20km)

Nearest Airport - Dabolim Airport (80km)

3 **Port Authority.** is exercised by the Port Officer, Redi Port Ltd.

Redi Port Office

Mr Narendra Kishore Nand
Port Officer
Redi Port Ltd.
Redi Village
Taluk: Vengurla
Redi - 416517
Maharashtra
Ph. 91-2366-268590/91
Mob: 91-9420818083
Email: info@rediport.com
Web: www.rediport.com

Head Office, Mumbai

Redi Port Ltd.
107, "Earnest House"
194, Nariman Point, NCPA Marg
Mumbai – 400021
Maharashtra
Ph: 91-22-22832017/31/68/22831968
FAX: 91-22-22872696/22843250
Email: ej@earnestjohn.com
Web: www.earnestjohn.com

Mr NN Pal
Chief Executive Officer
Redi Port Ltd, Mumbai
Mob: 91-9833155184
Ph: 91-22-2283201799

Bay of Bengal Pilot (INP - 2)**Chapter - 2, (Page – 108)**

Article 2.5, Para 2, Line 1

Delete text “Fort Saint George”.

Bay of Bengal Pilot (INP - 2)**Chapter - 4, (Page – 169 to 184)****Sunderbans – General information**

Source - National Hydrographic Committee, Dhaka

Page 169, Title, Line 1

Delete word “CHALNA” and replace by “MONGLA”.

Article 4.1, Delete Para 1 and replace by

1 Sundarbans extend E for about 165 miles from Hugli River. The W and E parts are high as compared with the low and swampy central part towards which the ground slopes gradually. The **Sundarbans** is the largest mangrove forest in the world. It lies at the mouth of the Ganges and is spread across areas of Bangladesh and West Bengal of India, forming the seaward fringe of the delta. Bangladesh and Indian portion of the jungle are listed in the UNESCO world heritage list. The Sunderbans is intersected by a complex network of tidal waterways, mudflats and small islands of salt-tolerant mangrove forests, and presents an excellent example of ongoing ecological processes. The Sunderbans is a complex ecosystem comprising one of the three largest single tract of mangrove forests of the world. Shared between two neighboring countries, Bangladesh and India. To the south the forest meets the Bay of Bengal; to the east it is bordered by the Baleswar River and to the north there is a sharp interface with intensively cultivated land. The natural drainage in the upstream areas, other than main river channels, is everywhere impeded by extensive embankments and polders.

Article 4.1, Para 3, Insert after line 10

..... their positions. Mongla is a Port which is about 25 miles S of Khulna and 65 miles N of Mongla fairway buoy (21° 26'9 N 89° 34'4 E).

Article 4.2, Insert after Para 4

5 **Signal IV – Great Danger**

By day – cylinder displayed vertically.

At night – three red lights displayed vertically.

Signification – A violent storm will soon strike you.

Article 4.8, Para3

Add text at the end of line 9

"of No Ground".

Article 4.9, Para1, Line2

Delete text “7½” and replace by “3½”

Article 4.9, Para 1, Line2 to 3

Delete text “3½” and replace by “7½”.

Article 4.9, Para 1, Line 9

Delete text “Sipsah River” and replace by “Sibs River”

Article 4.10, para1, Line 3

Delete text “7.8 m” and replace by “8.5 m”

Article 4.10, para1, Line 4

Delete text “Chalna” and replace by “Mongla”.

Article 4.10, para1, Line 6

Delete text “Chalna” and replace by “Mongla”.

Article 4.10, para2, Line 2

Delete text “1.2 m” and replace by “1 m”

Article 4.10

Delete Para 4 and replace by

4 The depths over the crossings inside the river range from 5.8 to 7m. Vessels with a fresh-water draught of 7.5m to 8.5m can enter the river during spring tides in January through December, and proceed as far as the anchorage off Mongla, about 48 miles above Jefford Point

Article 4.12, Para1, Line 4 to 5

Delete text “8m (25 ft). 1½” and replace by “10m (33 ft). 3”

Article 4.13, Para1, Line 2

Insert text "and no attempt should be made to navigate Pussur River without a Pilot. The request for a Pilot should be made at least 24 hours in advance to the Mongla Port Authorities and the Pilot Station by Radio." after "....Zulfiquar channel".

Article 4.13, Para , line 2 to 3

Delete text "Port Khulna via Khulna radio" and replace by "Mongla Port via Mongla Port radio station".

Article 4.20

Insert new line at the end of para 1

“Dumb Barge Pontoon 17 nos.”

Article 4.21

Delete para 2 to 5 and replace by:

2 Five jetties have been constructed for an eventual increase of handling capacity to 5,000,000 tons per year.

3 Maximum permitted draughts are promulgated by the port authority and vary from between 7.0m to over 8.5m. Ships load and discharge at buoys, anchorage and jetties.

4 Principal exports are jute, nuts, frozen shrimps and gunnies. Chief imports are coal, salt, cement, grain and machinery.

5 Mongla has road communications. There is a daily air service to most parts of Bangladesh from Jessore, about 56 Km by rail and 68 Km by road from Khulna.

Article 4.2, line 17 to 18

Delete text “several mile seaward” and replace by “which extends upto 28 miles SW of Rabnabad Islands and about 20 miles S of South Hatia Island (22° 15' N 91° 05' E).”

Article 4.31, Para 7, Line 2

Delete text “White brick tower with a black band” and replace by “Red & White horizontal band steel frame work”

Article 4.34, Para 5, line 4 to 7

Delete text “vessels are advisedpersons on board”.

Article 4.35, Para 2, Line 7 to 8

Delete text “6.2 m, 7.3 m and 6.0 m” and replace by “6.0m, 6.7m and 6.6m”

Article 4.35, Para 3, Line 7 to 8

Delete text “(black, red and black can)” and replace by “(Green Conical)”

Article 4.36, Para 1, Line 4

Delete text “NNF” and Replace by “NNE”

Article 4.36

Insert new para after para 1

1a **Caution** : Submarine high pressure Gas-pipe line cross Karnaphuli riverbed at two location, Approximate Geo-position of those points :

- | | | |
|------|----------------|--------------|
| (a) | Inner Bar Area | |
| (i) | 22° 14'.27 N | 91° 49'.21 E |
| (ii) | 22° 14'.07 N | 91° 49'.73 E |

- (b) Near Kalurghat Bridge
 (i) 22° 23'.10 N 91° 53'.33 E
 (ii) 22° 23'.19 N 91° 52'.82 E
 Vessels are advised not to anchor close to the surrounding areas.

Article 4.36, Para 2, Line 1
 Delete text "5.8m" and replace by "6.7m".

Article 4.36, Para 2, Line 2
 Delete "054'" and replace by "054°11' "

Article 4.36, Para 2, Line 6
 Delete text "coomb's Pillar" and replace by "Comb's Pillar"

Article 4.36, Para 5, Line 1
 Delete text "marks and leading beacon" and replace by "Shore Transit Lights"

Article 4.37, Para 2, Line 6
 Delete text "from water level is 52 m" and replace by "CPA Jetty Deck level 67m."

Article 4.36, Delete Para 3 and replace by
 3 **Caution** : Vertical clearance of Shah Amanat Bridge from high water level 11.15m. Vertical clearance of Kalurghat Bridge from high water level 5.19m."

Article 4.39, Para 1, line 5 to 8
 Delete text "Salinity of dry season" and replace by "Salinity off Patenga varies from 0.15gms/1000 CC at low water to 3.3gms/1000 CC at high water during monsoon and from 0.10gms/1000 CC at low water to 27gms/ 1000 CC at high water during dry season."

Article 4.39, Para 4, Line 5
 Delete text "5 m" and Replace by "0.5 m"

Article 4.41
 Insert a new para after para 3
 4 Chittagong has a population of over 6 million.

Article 4.46, Para 1, Line 5
 Delete text "Multipurpose berth 1 and 2" and replace by "Chittagong container terminal 1 & 2 (CCT1 & CCT2)"

Article 4.46, Para 2, Line 5
 Delete text "Multipurpose berth 1 and 2" and replace by "Chittagong container terminal 1 & 2 (CCT1 & CCT2)"

Article 4.46, Para 4, Line 2
 Insert "(New Mooring Container Terminal-NCT)" after "... no. 14,15,17"

Article 4.47, Para 6, Line 14 to 16
 Delete text "Dolphin Oil Jetty.....discharging crude oil." and replace by "Dolphin Oil Jetty-1 (DOJ 1) with pontoon and shore connection for vessels upto 185.91m LOA and 9.14m draught with POL.

Dolphin Oil Jetty-2 (DOJ 2) with pontoon and shore connection for vessels upto 185.91m LOA and 9.14m draught with POL.

Dolphin Oil Jetty : For vessels upto 185.91m LOA and 9.14m draught for discharging crude oil."

Article 4.48, Para 1, Line 5
 Delete text "character" and replace by "charter"

Article 4.48
 Delete Para 3 and replace by
 3 Details of Cranes and other facilities available in the Port are as follows.

(a) Cargo Handling Equipment:		
Description	Capacity (Tons)	Availability No(s)
Shore crane	03	11
	02	15
Mobile Crane	50	02
	20	05
	10	18
Light Forklift Truck	03-05	30
Low Mast Forklift Truck	2.5-50	54
Tractor	25	16
Trailers	25	03
	06	30

(b) Container Handling Equipment		
Description	Capacity (Tons)	Availability No(s)
Rail Mounted Gantry (Quay)	40	04
Rubber Tyred Gantry (Yard)	40	09
Straddle Carrier	35-40	21
Loaded Reach Stacker	40	12
Empty Reach Stacker	07	09
Loaded Forklift Truck	25-42	11
Empty Forklift Truck	07-16	17
Container Mover	50	03
Fifth Wheel Tractors	50	74
Semi-Trailers	50	65

(c) Caution : Table of Cyclonic Tidal Surge (Karnaphuli River).

Station	Date		
	29/04/91	31/10/66	31/10/60
Khal no. 18	7.875m	5.849m	7.129m
Khal no. 10	5.280m	4.575m	4.819m
Sadarghat	4.627m	4.261m	3.575m
Kalurghat	4.839m	N/A	N/A

Article 4.50, Para 1, Line 1
 Delete text "terminal" and replace by "national terminal"

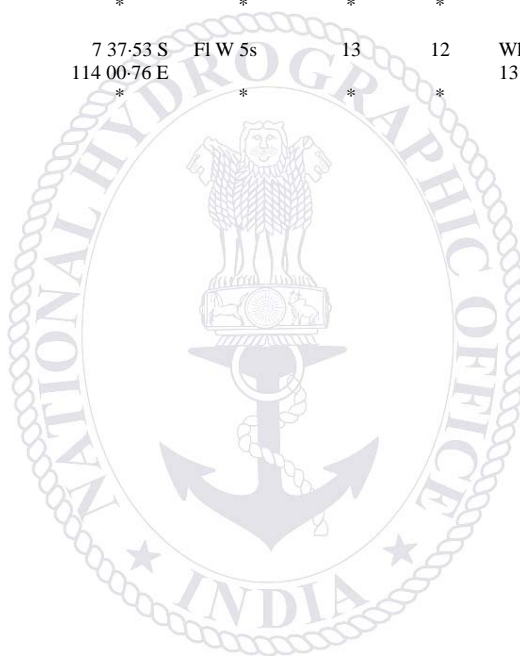
Article 4.50, Para 1, Line 2
 Delete text "airport" and replace by "International airport"

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7393-19	-Al Khor Dock. New LdgLts 279°. Front. FL1 ----- Emergency	25 55-88 N 51 35-84 E	VQ W VQ W	..	15		
	*	..					
D7393-191	-Al Khor Dock. New LdgLts 279°. Rear. RL1 ----- Emergency	25 55-95 N 51 35-32 E	VQ W VQ W	..	15		
	*	..					
D7393-881	- North Breakwater. Head. RB1	25 55-59 N 51 39-46 E	Q G 1s	16	6	Beacon 9	<i>fl 0-02</i>
						*	
D7393-882	- Detached Breakwater. N Head. RB2	25 55-27 N 51 39-19 E	Fl R 2s	15	6	Beacon 9	<i>fl 0-03</i>
						*	
D7393-883	- Detached Breakwater. S Head. RB3	25 54-85 N 51 39-33 E	Fl G 3s	15	6	Beacon 9	<i>fl 0-06</i>
						*	
D7393-884	- South Breakwater. Spur. RB4	25 54-48 N 51 39-52 E	Fl R 2s	14	6	Beacon 9	<i>fl 0-02</i>
						*	
D7393-885	- North Breakwater. Elbow. RB5	25 56-55 N 51 37-58 E	Fl W 2s	16	6	Beacon 9	<i>fl 0-03. Vis 090°-300°(210°)</i>
						*	
D7393-886	- South Breakwater. Elbow. RB6	25 53-97 N 51 39-63 E	Fl W 2s	16	6	Beacon 9	<i>fl 0-02</i>
						*	
D7393-887	- South Breakwater. RB7	25 53-34 N 51 38-50 E	Fl W 2s	15	6	Beacon 9	<i>fl 0-02. Vis 240°-060°(180°)</i>
						*	
D7393-891	- South Breakwater. Head. SB1	25 54-57 N 51 39-17 E	Fl R 3s	13	6	Beacon 7	<i>fl 0-4</i>
						*	
D7393-892	- Doha Dock. North Breakwater. Spur. SB2	25 55-77 N 51 38-36 E	Fl W 5s	12	6	Beacon 7	<i>fl 1</i>
						*	
D7393-893	- Wakra Dock. Liquid Products Berth Breakwater. Head. SB3	25 55-00 N 51 38-20 E	Oc G 3s	13	6	Beacon 7	<i>ec 1</i>
						*	
D7393-894	- Wakra Dock. Liquid Products Berth Breakwater. Elbow. SB4	25 55-41 N 51 37-97 E	Oc W 3s	13	6	Beacon 7	<i>ec 1</i>
						*	
D7393-895	- Wakra Dock. Liquid Products Berth Breakwater. SB5	25 55-47 N 51 37-55 E	Iso R 3s	10	6	Beacon 7	
						*	
D7393-898	- Wakra Dock. Liquid Products Berth Breakwater. Spur. SB8	25 54-88 N 51 36-99 E	Oc G 5s	10	6	Beacon 7	<i>ec 2</i>
						*	
D7393-899	- Wakra Dock. Container Terminal Breakwater. Spur. SB9	25 54-63 N 51 37-13 E	Oc R 5s	10	6	Beacon 7	<i>ec 2</i>
						*	

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7393-9	-Wakra Dock. Liquid Products Berth Ldg Lts 279°. Front. FL2 ----- Emergency	25 55-05 N 51 36-90 E ..	VQ W VQ W	..	15		
	*				*		*
D7393-9001	-Wakra Dock. Liquid Products Berth Ldg Lts 279°. Rear. RL2 ----- Emergency	25 55-11 N 51 36-47 E ..	VQ W VQ W	..	15		
	*				*		*
D7393-99	- Al-Khor Dock. Liquid Products Berth. Centre	25 55-52 N 51 36-72 E *	Fl R 2s *				
D7394	- Al-Khor Dock. Liquid Products Berth. W	25 55-46 N 51 36-56 E *	Fl R 2s *				
F0565	- Tolleshwar Point. SW. SPM ..	17 31.97N 73 04.79E ..	Fl.Y.15s Gong Mo(U)	9	5		
	*	*	*	*	*		
F0566	- Tolleshwar Point	17 33.94N 73 08.48E *	Fl(3)W15s	104	21	White square masonry tower 14	<i>fl 0.4, ec 2.6, fl 0.4, ec 2.6, fl 0.4, ec 8.6</i>
F0570	- Ldg Lts 081°. Anjanvel Fort. Front	17 34.44N 73 09.13E *	Fl W 3s	9	5	Δ on concrete post 3	<i>fl 0.3. Shown 1/9-30/6</i>
F0570.1	-- Veldur Hill. Rear. 0.74 M from front *	17 34.54N 73 09.89E *	Q R	30	8	White metal tower 4	Shown 1/9-30/6
F0572	ND 1 *	17 31-45 N 73 08-72 E *	Q(9)W *	*	*	*	*
F0572-02	ND 2 *	17 31-02 N 73 08-88 E *	Fl G 5s *	*	*	*	*
F0572-04	ND 3 *	17 31-08 N 73 08-50 E *	Q(6)+LFIW *	*	*	*	*
F0572-06	ND 4 *	17 32-07 N 73 07-46 E *	VQ *	*	*	*	*
F0666-05	- Ldg Lts 078-9°. Middle. 375m from front *	12 55-80 N 74 49-47 E *	Fl W 4s	24	..	Beacon 24	
F0757-5	Cheriyam Island. SW *	10 07-62 N 73 38-31 E *	Fl W 7s *	Framework tower *	*
F1167	Ban Thap Lamu. Laem Ao Kham *	8 35-24 N 98 13-13 E *	Fl W 4s	79	15	White metal framework tower 30 *	<i>fl 0-5. TE 2009</i> *
F1383-1	- Ldg Lts 356°41'. Rear. 748m from front *	3 03-71 N 99 51-65 E *	Iso W 6s	18	2	Von metal framework beacon 12 *	
F1520	Remove from list						

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F1526	Remove from list - Replaced by light buoy						
K1050-2	Tg Layar(I)	6 44-91 S 105 12-77 E	Fl(3)W 15s	50	18	White metal framework tower 30	Vis 007°-139°(132°).Vis 199°- 237°(38°)
-	-	..	Racon	ILRS Vol 2 Station 86530
		*					*
K1147	Brondong Lamongan (I)	6 52-68 S 112 16-12 E	Fl W 5s	14	12	White pipe beacon 12	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
K1147-2	Brondong Lamongan (I)	6 52-27 S 112 15-83 E	Fl G 5s	9	6	Green Δ on green pipe beacon 5	<i>fl 0-5</i>
*	*	*	*	*	*	*	*
K1147-3	Brondong Lamongan (I)	6 52-24 S 112 15-93 E	Fl R 4s	9	6	Red on red pipe beacon 6	<i>fl 0-4</i>
*	*	*	*	*	*	*	*
K1221	- Kalbut Situbiondo (I)	7 37-53 S 114 00-76 E	Fl W 5s	13	12	White pipe beacon 13	<i>fl 0-5</i>
*	*	*	*	*	*	*	*



SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

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

NIL

INP 31(2), 2007

(Last correction: Edition No. 21 dated 01 Nov 2009)

NIL

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

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

NIL

INP 31(5), 1997

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

NIL

INP 31(6), 2005

(Last correction: Edition No. 23 dated 01 Dec 2009)

INP 31(6), 2005

*Page 92, India Section,
Insert after "Porbandar"*

REDI PORT

Pilots and Port

15° 45'N, 73° 40'E

CALL: Redi Port

TELEPHONE: Port: +91(0)2366 268590/91

FAX: Port: +91(0)22 22872696/22843250

E-MAIL: ej@earnestjohn.com

WEBSITE: www.earnestjohn.com

FREQUENCY: Ch 16

PROCEDURE:

(1) Vessels are required to send their ETA through E-mail or Fax 72 hours in advance to Redi Port Head Office at Mumbai.

(2) Pilotage is compulsory and carried out by the Port Officer in day light hours only. The pilot boards in the general anchorage and conducts vessels to a loading anchorage. The pilot can be contacted on VHF CH 16 CH 15 is working channel.

Source: – Redi Port

SECTION – IX

REPORTING OF NAVIGATIONAL DANGERS

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,
Dehradun - 248001
(UTTARAKHAND), INDIA
e-mail: - inho@dataone.in; inho_marinesafety@dataone.in
Fax No.: +91-0135- 2748373
WEB: www.hydrobharat.nic.in

Instructions for filling up IH 102

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.

I.H. 102

HYDROGRAPHIC NOTE

(For Reporting Navigational Dangers/ Changes observed at Sea by Mariners)

1. Name of ship or sender	
2. Address of sender	
(i) E-mail	
(ii) Fax No.	
(iii) Tel. No.	
3. General Locality	
4. Chart / Publication Affected:	
(i) Chart published by INHO / UKHO / other (Specify).	
(ii) Chart No.	
(iii) Edition Date.	
(iv) Latest Edition of Indian N to M held	
5. Details of Changes / Dangers Observed.	
Object of Change.	
(i) Date/Time of observation	
(ii) Charted Observed	
(iii) Position/Area	
(a) Bathymetry:	
(i) Depth	
(ii) Depth Contour	
(iii) Channel Depth	
(b) Navigational Dangers:	
(i) New Shoals	
(ii) New Rocks	
(iii) New Reefs	
(iv) New Wrecks	
(v) New Nav-aid (Specify)	
(c) Casualties to existing Nav-Aids:	
(i) Buoys	
(ii) Lights	
(iii) Fog signals	
(iv) Racons	
(v) Transit Marks	
(vi) Leading Lines	
(vii) Clearance bearings	
(d) Designated Areas:	
(i) Exercise Areas	
(ii) Prohibited Areas	
(iii) Pilot Station	
(iv) Anchorage	
(v) Foul Ground	

(e) Port Information:	
(i) Berthing	
(ii) Cranage	
(iii) Tugs	
(iv) Dry Docks	
(v) Repair Facilities	
(vi) Pilotage	
(vii) Fuel	
(viii) Water	
(ix) Any other (Specify)	
(f) Environmental Data	
(i) Met information	
(ii) Tides and Tidal Stream	
(iii) Pollutants	
(iv) Effluents	
(v) Marine Life / Habitats	
(g) Other changes, if any, with Details:	
6.Information on the Positions of Danger / Changes Reported above:	
(a) Positioning System used	
(b) Datum [WGS/Everest/ Local (Specify)]	
(c) Accompanying plots / photographs if any	
7.Information on the Soundings / Depths Reported above:	
(a) Echo Sounder (Type) used	
(b) Draught of Vessel set on Echo Sounder	
(c) Observed water depth vis-à-vis charted depth	
(d) Echo-gram accompanying this report: Yes / No	
(e) Whether voltage drop existed in equipment at observation time	
(f) Data and Time of depth observation	
8. Limitations if any in Reporting the changes above	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date

I.H. 102a**HYDROGRAPHIC NOTE FOR PORT INFORMATION****(For Reporting Changes to Port Information)**

1 Name and Address of the Port.	
(a) Name	
(b) Address	
(c) Phone No's	
(d) Web Site	
(e) E Mail	
2 General Remarks	
(a) Principal activities and trade	
(b) Number of ships and tonnage handled per year	
(c) Maximum size of draught of vessel handled	
(d) Soft copy of port handbook	
3 Anchorages	
(a) Type/Purpose	
(b) Minimum depth	
(c) Shelter afforded	
(d) Holding Ground	
(e) Recommended Pilotage to the anchorages	
(f) Request Pilots appreciation to the approach of anchorage area	
4 Pilotage	
(a) Authority for request	
(b) Embarkation Position	
(c) Regulations	
(d) Documents to be provided	
(e) Request Pilots appreciation to the approach of inner harbor and berths.	
(f) Information on Vessel Traffic Management System (VTMS).	
(g) Navigational aid	
(i) List of beacons	
(ii) Buoys	
(iii) Lighthouses	
(iv) Any other information	
5 Directions	
(a) Entry and berthing information	
(b) Tides (Range of the tides)	
(c) Tidal stream information in the area	
(d) Type of season (max/min temperature, rain fall, wind speed and direction)	
6 Pollution Control	
Local regulation in force (if any)	

7 Tugs	
(a) Number available/Type	
(b) Maximum HP/Bollard Pull	
(c) Requesting authority	
(d) Availability times	
(e) Communication with tugs	
(f) Hiring charges	
8 Berthing and wharves	
(a) Type & number of berths available	
(b) Length	
(c) Depth alongside	
(d) Facilities available	
(e) Procedure for requesting berth and hiring charges.	
9 Cargo Handling	
(a) Containers	
(b) Lighters	
(c) Roll on / Roll off etc.	
10 Cranes	
(a) Brief details max lifting capacity, height of boom at warf level and outreach	
(b) Container handling facilities.	
11 Bridges	
Vertical clearance	
12 Repairs	
(a) Hull machinery and underwater	
(b) Ship and boat yards	
(c) Docking or slipway facilities (size or dimensions of vessels handled)	
(d) Hards and ramps	
(e) Divers/Diving Assistance	
13 Rescue and distress	
(a) Salvage, lifeboats, life guards etc	
14 Supplies	
(a) Fuel (type and quantities available)	
(b) Fresh water and rate of supply	
(c) Provisions	
(d) Chart agents	
15 Services	
(a) Radio/telegram/fax /telephone	
(b) Internet	
(c) Medical	
(d) Quarantine	
(e) counsel	
(f) Ship chandlery and stevedores	
(g) Compass adjustment	
(h) Tank cleaning	
(j) Hull painting	
(k) Police	
(l) Ambulance	

(m) Fire fighting (fixed and mobile facilities)	
(n) Navigational warning and weather bulletin	
(p) garbage disposal	
(q) Waste oil disposal	
(r) Helicopter landing facilities	
16 Communications	
(a) Road, rail and air services available	
(b) Nearest airport or airfield	
(c) Port radio and information service (Frequencies and operating hours)	
17 Port Authority	
Designation, address and phone number	
18 Security	
(a) Security of ports/ International Ship and Port Facility (ISPS) competence	
(b) Container Security Initiative (CSI)	
(c) Custom and Immigration regulation in ports	
19 Small craft facilities	
(a) Information and facilities for small craft yachts visiting the port	
(b) Yacht clubs, berths etc	
20 Shore leave	
21 Clubs recreation	
(a) information kiosk (location)	
(b) Foreign exchange firms/banks (within/near port area)	
(c) Places of interest near port	
(d) Hotels/ restaurants (Type of food served e.g Chinese, continental etc)	
22 Views (duly annotated), photographs (where permitted) of the approaches, leading marks, the entrance to the harbor etc.	
23 Any other information considered to be useful for the mariners	

Filled By
(Name & Designation)

Checked by
(Name & Designation)

Place
Date

To accompany Indian Notice to Mariners 389/09

Chart 2008

LESSER DEPTHS

Lesser depths have been reported in the channel. Mariners are advised to contact the Port Authorities for the latest Information.

