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A INDIA		(TED 01 JAN 2013	at aton:	
Contraction of the second	(CONTAINS NOTIO	GES 031 TO 043)		
NATIONAL HY	DROGRAPHIC OFFICE WISHES	S ALL MARINERS A H	APPY NEW YEAR 2013	
	REACH U	S 24 x 7		
	inho-navy@nic.in msis-inho-navy@nic.in		+91-135-2748373	
भारतीय डाक जित्रा फिल	National Hydrographic Office 107-A, Rajpur Road Dehradun – 248001 INDIA	Joint Maritime	Director of Hydrography Safety Information Services 91- 135 - 2747360-65	
	www.bydrobharat.nic.in			
Continue No.	CONTE	NTS		
Section No.	List of Charts Affected	X 198		
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ш	Temporary and Preliminary Notice	$s_{\rm h} = 1 \Omega_{\rm s}^2$		
IV	Marine Information	198		
V	NAVAREA VIII Warnings inforce			
VI	Corrections to Sailing Directions	FN B		
VII	Corrections to List of Lights	N120		
	Reporting of Navigational Dangers	3000		
	(PUBLISHED ON NHO WEBSITE OI	N 1 ST & 16 TH OF EVERY M	IONTH)	
	FEEDBACK: msis-ir	nho-navy@nic.in		
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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 shortcomings 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



EXPLANATORY NOTES

<u>Corrections to Charts and Publications</u>. Section I comprises List of Charts affected by the notices contained in this edition. Whereas 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 5020 (INT 1).

(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.

<u>**Temporary and Preliminary Notices.**</u> 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. 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.

<u>Radio Signals</u>. 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.

<u>Correction of Charts and Publications by the Users</u>. 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) <u>These datum shift values are not uniform, particularly in areas off Andaman and Nicobar and Lakshadweep</u> <u>Islands, as these places are not linked to mainland network (Everest datum). Mariners are advised to use alternate</u> <u>source of position information such as Visual or Radar, particularly when closing the shore or navigating in the</u> <u>vicinity of dangers.</u>

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 <u>largest scale charts</u> 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.

NEWLY PUBLISHED INDIAN CHARTS, ENCs AND PUBLICATION

^{1.} The new Indian Charts that is available for mariners in the market are as follows:-

Chart No.	Date of Publication	Title, Limits & Description	Scale	Folio	Price
4163	30-11-2012	APPROACHES TO CHOWRA ISLAND <u>Limits</u> 08° 22'.30N; 92° 55'.00E. 08° 31'.10N; 93° 08'.40E.	25,000	6	Rs. 1870.00
4164	30-11-2012	TARASA DWIP <u>Limits</u> 08° 10'.00N; 93° 03'.20E. 08° 23'.40N; 93° 12'.00E.	25,000	6	Rs. 1870.00

2. The new edition Indian Chart that is available for mariners in the market are as follows:-

Chart No.	Date of Publication	Title, Limits & Description	Scale	Folio	Price
2027	15-11-2012	ROZI ANCHORAGE Limits 22° 29'.70N; 69° 57'.00E. 22° 43'.00N; 70° 06'.50E.	25,000	2	Rs. 1870.00

3. The Indian Chart permanently withdrawn is as follows:-

Chart No.	Date of Publication	Title	On Publication of New Chart / Edition	Date of Publication
2027	30-06-2009	ROZI ANCHORAGE	2027	15-11-2012

4. The new/new edition Indian Electronic Navigational Chart that is available for mariners in the market is as follows:-

NIL

5. The forthcoming Indian Charts are as follows:-

Chart No	Title	Scale	Remarks
2045 (INT 7360)	PORT OF KOCHI	7,500	New Edition
2004 (INT 7359)	KOCHI HARBOUR	25,000	New Edition
2029 (INT 7358)	APPROACHES TO KOCHI	60,000	New Edition
252 (INT 7325)	OKHA TO VERAVAL	300,000	New Edition

6. The new Indian Publication that is available for mariners in the market is as follows:-

Title of Publication	Edition
Indian Notices to Mariners – Annual Edition	2013

Availability of ENCs.

The complete folios of Official Indian ENCs are distributed worldwide through JEPPESEN MARINE (formerly C-MAP), UKHO and Norwegian Hydrographic Service. UKHO distributes Indian ENCs 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:

The Chief Hydrographer	Director,	
to the Government of India	M/s JEPPESEN Norway AS	
National Hydrographic Office	PO Box 212	
107-A, Rajpur Road	N-4379 Egersund	
Dehradun- 248001	Norway	
Uttarakhand, India	Tel: +47-51- 464 700	
Tele: +91-135- 2747365, Fax: +91-135-2748373	Fax: +47-51-464 701	
Email: inho-navy@nic.in	Mob : +91-9322 238 542	
msis-inho-navy@nic.in	Email: enc@jeppesen.com, info@c-map.co.in	
sales-inho-navy@nic.in	Website: www.jeppesen.com	
Website: www.hydrobharat.nic.in	man	
United Kingdom Hydrographic Office	Director General	
Admiralty Way, Taunton, Somerset	Norwegian Hydrographic Service,	
TA1 2DN, UK	Postbox 60, 4001	
Tel: +44 (0) 1823 337900	Stavanger	
Fax: +44 (0) 1823 330561, 1823 284077	Telephone - +47 - 51 85 87 00	
Telex: 46274	Fax - + 47 - 51 85 87 08	
Email: helpdesk@ukho.gov.uk	E-mail:-gerry.larsson-fedde@statkart.no	
Web site: www.ukho.gov.uk	Website: - www.primar.org	
82	50 68	

TEMPORARY AND PRELIMINARY NOTICES

In Force 01 Jan 2013

(Former In Force List dated 01 Oct 2012 is cancelled)

Cancelled Notices

Notice No.

- 1 298/10, 053/11.
- 2 073/10, 153/11, 218/11, 236/11, 119/12, 126/12,149/12, 168/12, 198/12, 213/12, 256/12, 268/12, 270/12, 286/12.
- *3* 185/09, 037/10, 124/11, 144/11, 116/12, 143/12, 150/12, 167/12, 184/12, 211/12.
- 4 Nil.

Area

1.

AFRICA EAST COAST, MADAGASCAR, RED SEA, ARABIA, PERSIAN GULF, PAKISTAN.

<u>Notice</u>	Charts Affected	Description
445/06	20 - 21 - 286 - 291 - 2088 - 2094 - 2095 - 2096 - 7703 (INT 703) - 7705 (INT 705) - 8009 - 8010.	ARABIAN SEA – RED SEA – Submarine cables.
249/08	20 - 288 - 289 - 8004.	UNITED ARAB EMIRATES – QATAR – Submarine cables.
354/08	20 – 289.	UNITED ARAB EMIRATES – Jazirat Das to Ras al Qila – Submarine pipeline.

2. INDIA WEST COAST – INDIAN OCEAN

Notice	Charts Affected	Description
085/09	2047.	INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kalpitti to Parali Island – Agatti – Jetty.
152/11	2081 – 2100.	INDIA – WEST COAST – Pipavav Port – Dredging.
182/12	21 – 22 (INT 752) – 249 – 250 – 291 – 292 (INT 7021) – 293 (INT 7022).	INDIA – ARABIAN SEA – Argo Floats.
244/12	21 - 22 (INT 752) - 23 - 268 (INT 7353) - 273 - 292 (INT 7021) - 293 (INT 7022) - 7703(INT 703) - 7705 (INT 705) - 7706 (INT 706).	INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.
250/12	2034.	INDIA – WEST COAST – Hazira Port – Port Development. Dredging. Buoys.
251/12	2106 – 2107.	INDIA – WEST COAST – Mundra Port – Port Development. Dredging. Turning Circle. Buoys.
257/12	217 – 258 (INT 7348) – 272 – 293 (INT 7022) – 2002 (INT 7351) – 2052 (INT 7350).	INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Buoys. Dredging.

2. INDIA WEST COAST – INDIAN OCEAN (Continued)

21 – 22 (INT 752) – 23 – 32 (INT 754) – INDIA – WEST COAST – Arabian Sea – ADCP 258/12 214 - 215 - 221 - 253 (INT 7328) - 257 Moorings. (INT 7343) - 259 (INT 7356) - 260 (INT 7362) - 261 - 262 - 263 (INT 7383) - 272 - 292 (INT 7021) - 293 (INT 7022). 2022 (INT 7345) - 2020 - 2078 INDIA - WEST COAST - Port of Mormugao -269/12 (INT 7346). Dredging. INDIA - WEST COAST - Approaches to Hazira, Essar 036/13 2019 - 2101.Jetty - Buoys. Beacons. Turning circle. 2016 (INT 7336) – 2015 (INT 7337) – INDIA – WEST COAST – Mumbai Harbour – Dredging 037/13 2001 – 2076 (INT 7338). Operation. Dumping Ground. 038/13 2065. INDIA - WEST COAST - Port Dabhol - Buoy. 039/13 21 – 22 (INT 752) – 255 (INT 7334) – INDIA – WEST COAST – Inner Approaches to Mumbai 211 - 292 - (INT 7021) - 293 - Wreck Marking Buoys. (INT 7022) – 2016 (INT 7336). 040/13 215 - 216 - 2008 - 2010.INDIA - WEST COAST - Karwar Naval Harbour -Beacon light. Transit marks. 2004(INT 7359) - 2029 (INT 7358) - INDIA - WEST COAST - Port of Kochi - Kochi 041/13 2045(INT 7360). Harbour - Dredging. Channel Limit. Jetty. 23 - 31 - 33 - 7070 (INT 70) - 7071 INDIAN OCEAN - Data Buoys. 042/13 (INT 71) - 7072 (INT 72) - 7073 (INT 73) - 7706 (INT 706) - 7707 (INT

3. INDIA EAST COAST – ANDAMAN NICOBAR, SRI LANKA, MYANMAR

707).

Notice	Charts Affected	Description
237/10	406 – 4010.	ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Light.
145/11	351 – 301 – 3011 (INT 7421).	INDIA – EAST COAST – Approaches to Hugli River. Works.
238/11	3033.	INDIA – EAST COAST – Karaikal Port – Construction Work. Dredging. Jetty.
094/12	33 - 41 (INT 757) - 402 - 403 - 404 - 405 - 406 - 407 - 408 - 409 - 471 - 472 (INT 7032) - 473 (INT 7031) - 4016 - 4035.	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
183/12	31 – 32 (INT 754) – 33 –354 (INT 7408).	INDIA – BAY OF BENGAL – Argo Floats.
200/12	31 - 322 - 323 - 371 - 3020.	MYANMAR – WEST COAST – off Ramree Island – Dredging.
212/12	3034.	INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.

VIII

3. INDIA EAST COAST - ANDAMAN NICOBAR, SRI LANKA, MYANMAR (Continued)

- BAY OF BENGAL MYANMAR COAST -225/12 31 - 321 - 322 - 371 - 3020.Combermere Bay to Cheduba Strait – Platform. INDIA - EAST COAST - Paradip Port - Dredging. 239/12 352 (INT 7416) – 3010 (INT 7418). Restricted Area. 243/12 31 – 32(INT 754) – 33 – 41(INT 757) – INDIA – EAST COAST – Bay of Bengal – Andaman Sea 404 - 405 - 472 (INT 7032) - 473
- 31 32 (INT754) 33 308 INDIA EAST COAST Bay of Bengal ADCP 259/12 352(INT7416) – 354(INT7408) – 355(INT7405) - 357(INT7397) - 391.

(INT 7031) - 7706 (INT 706) - 7707

271/12(INT 71) - 371 - 7071 (INT 71) - 7073 (INT 73) - 7706 (INT 706).

(INT 707).

- 287/12 (INT 7383) – 2063.
- 288/12 355 (INT 7405) - 391 - 7071 (INT 71) Operation. – 7073 (INT 73) – 7706 (INT 706).
- 043/13 41 (INT 757) – 7071 (INT 71) – 7073 MYANMAR – Restricted Area. (INT 73) - 7706 (INT 706).

- Data Buoys. Tsunami Buoys.
- Moorings.
- 22 31 33 41(INT 757) 321 MYANMAR COAST Restricted Area. Platforms.
- 23 32 (INT 754) 225 263 SRI LANKA WEST COAST Colombo Harbour and Approaches - Restricted area.
- 31 32 (INT 754) 354 (INT 7408) INDIA EAST COAST Bay of Bengal Drilling

MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA 4.

383/03	33 – 41(INT 757).	INDONESIA – Sumatera – North and Northwest Coasts – Restricted area.
377/07	7508 (INT 508).	INDONESIA – Sumatera – Pulau Belitung West Coast – Tanjungpandan to Jawa North Coast – Pakis – Submarine cable.
238/10	41 (INT 757) – 471.	INDONESIA – Sumatera – North West Coast – Pulau Bunta – Lights.

<u>SECTION – I</u>

The list of charts affected by the Notices 031 to 043 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	039 (T)
22 (INT 752)	3	033, 039 (T)
23	1	042 (T)
31	5	042 (T)
33	5	042 (T)
41 (INT 757)	6	043 (P)
203 (INT 7319)	2	031
208	2	032
211	3	039 (T)
215	3	040 (P)
216	3	040 (P)
254 (INT 7331)	2	032
255 (INT 7334)	3000	039 (T)
257 (INT 7343)	300	033
272	4	033
292 (INT 7021)	2,25	039 (T)
293 (INT 7022)	3	033, 039 (T)
2001 8	3	037 (T)
2004 (INT 7359)	3	041 (P)
2008	3	040 (P)
2010	3	040 (P)
2015 (INT 7337)	3	037 (T)
2016 (INT 7336)	3	037 (T), 039 (T)
2017	2	031
2019	26	036 (P)
2029 (INT 7358)	3	041 (P)
2039	2	032
2045 (INT 7360)	3	041 (P)
2065	3	038 (T)
2076 (INT 7338)	3	037 (T)
2078 (INT 7346)	3	034
2080	2	031
2101	2	036 (P)
3004 (INT 7403)	5	035
7070 (INT 70)	1	042 (T)
7071 (INT 71)	1	033, 042 (T), 043 (P)
7072 (INT 72)	1	033, 042 (T)
7073 (INT 73)	1	033, 042 (T), 043 (P)
7702 (INT 702)	1	042 (T)
7703 (INT 703)	1	033, 042 (T)
7705 (INT 705)	1	033
7706 (INT 706)	1	033, 042 (T), 043 (P)
7707 (INT 707)	1	042 (T)
7708 (INT 708)	1	042 (T)

<u>SECTION – II</u> <u>PERMANENT NOTICES</u>

*031/(01/13) INDIA – WEST COAST – Gulf of Kachchh – Navlakhi and Approaches – Light. Racon. Source: DLL Jamnagar.

Chart 203 (IN	T 7319) (Extension To Navlakhi) [previous update 252/12]	
Insert	×	Racon (B) Fl(3)10s30m12M	22° 57'.62N., 70° 26'.64E.
Delete	×	Racon (B) Fl(3)10s25m12M	22° 57'.59N., 70° 26'.66E.
Chart 2080 [p	revious	update 252/12]	
Insert	*	Racon (B) Fl(3)10s30m12M	22° 57'.660N., 70° 26'.626E.
Delete	*	Racon (B) Fl(3)10s25m12M	22° 57'.650N., 70° 26'.670E.
Chart 2017 [p	revious	update 070/12]	
Insert	×	Racon (B) Fl(3)10s30m12M	22° 57'.660N., 70° 26'.626E.
Delete	×	Racon (B) Fl(3)10s25m12M	22° 57'.660N., 70° 26'.660E.
		STOR GROUP	

*032/(01/13) INDIA – WEST COAST – Gulf of Khambhat – Northern Portion – Foul. Accompanying Note.

Source: NAVAREA VIII - 598/12, NHO,

Chart 254 (INT	7331) [previous update 245	5/12]	ES	
Insert	# 8.	Julia Julia	08	21° 36'.73N., 72° 28'.28E.
Chart 208 [pres	vious update 253/12]		08	
Insert	# 80		Ha	21° 36'.73N., 72° 28'.28E.
	legend, "CHANGES IN DEI	PTHS (see Note)", centere	d on:	21° 37'.60N., 72° 28'.40E.
	Accompanying note, "CHA	NGES IN DEPTHS", cer	ntered	
	on:	Con l	08	22° 11'.40N., 72° 13'.80E.
Chart 2039 [pro	evious update 245/12]		128	
Insert	#		8	21° 36'.72N., 72° 28'.30E.
	5.7		K <i>8</i>	

*033/(01/13) INDIA – WEST COAST – Malvan to Coondapoor – Depths. Legend.

Source: IH – 102	2 INS Investigator.		
Chart 7071 (IN	Γ 71) [previous update 114/12]		
Insert	depth, <i>38m</i> at:	13° 23′ 6	5N., 73° 43′ ·09E.
Delete	Discoloured water (1919)	12° 10′ · 3′	0N., 73° 21′·00E.
	depth, (36) at:	13° 23′ 0′	0N., 73° 43′ 00E.
Chart 7072 (IN	T 72) [previous update 276/12]		
Insert	depth, 38m at:	13° 23′ 6	5N., 73° 43′ 09E.
Delete	depth, (36) at:	13° 23′ 0'	0N., 73° 43′ 00E.
Chart 7073 (IN	T 73) [previous update 276/12]		
Insert	depth, <i>38m</i> at:	13° 23′ 6	5N., 73° 43′ 09E.
Delete	depth, (36) at:	13° 23′ 0	0N., 73° 43′∙00E.

Chart 7703 (IN	T 703) [previous update 276/12]			
Insert	depth, 38m at:	13° 23′ 65N., 73° 43′ 09E.		
Substitute	depth, (400) for (419) at:	11° 43′ ·20N., 73° 01′ ·20E.		
Delete	depth, (36) at:	13° 23′ 00N., 73° 43′ 00E.		
Chart 7705 (IN	T 705) [previous update 276/12]			
Insert	depth, <i>38m</i> at:	13° 23′ ·65N., 73° 43′ ·09E.		
Substitute	depth, 400 for 419 at:	11° 43′ ·20N., 73° 01′ ·20E.		
Delete	depth, (36) at:	13° 23′ ·00N., 73° 43′ ·00E.		
Chart 7706 (IN	T 706) [previous update 276/12]			
Insert	depth, 38m at:	13° 23′ ·65N., 73° 43′ ·09E.		
Substitute	depth, 400 for 419 at:	11° 43′ ·20N., 73° 01′ ·20E.		
Delete	depth, (36) at:	13° 23′ ·00N., 73° 43′ ·00E.		
Chart 22 (INT '	752) [previous update 262/12]			
Insert	depth, (38) at:	13° 23′ 65N., 73° 43′ 09E.		
Substitute	depth, (400) for (419) Rep, at:	11° 43′ ·20N., 73° 01′ ·20E.		
Delete	depth (36) Rep (1966), at:	13° 23′ 00N., 73° 43′ 50E.		
Chart 293 (INT	7022) [previous update 273/12]			
Insert	depth, 38 at:	13° 23′ ·65N., 73° 43′ ·09E.		
Delete	depth, (36) Rep (1966), at:	13° 23′ 00N., 73° 43′ 50E.		
Chart 272 [pre	vious update 273/12]			
Insert	depth, 38 at:	13° 23′ 65N., 73° 43′ 09E.		
Delete	depth, (36) Rep (1966) at:	13° 21′ 80N., 73° 43′ 90E.		
Chart 257 (INT 7343) [previous update 262/12]				
Insert	depth, (38) at:	13° 23′ 65N., 73° 43′ 09E.		
Delete	depth, (36) Rep (1966) at:	13° 23′ ·00N., 73° 43′ ·46E.		
	WAX INTEL A			

*033/(01/13) INDIA – WEST COAST – Malvan to Coondapoor – Depths. Legend. (Continued)

*034/(01/13) INDIA – WEST COAST – Port of Mormugao – Dolphin. Source: NHO Dehradun. Chart 2078 (INT 7346) [previous update 261/12] Amend dolphin name to, MD-1

15° 24′ · 590N., 73° 48′ · 515E.

*035/(01/13) INDIA – EAST COAST – Chennai Harbour – Buoy.

Source: Chennai Port Trust.

Chart 3004 (INT 7403) [previous update 278/12]

Insert

 $\int_{\mathcal{B}}^{\underline{U}} No.2$

13° 07′ ·75N., 80° 21′ ·33E.

SECTION – III TEMPORARY AND PRELIMINARY NOTICES

*036(P)/(01/13) INDIA – WEST COAST – Approaches to Hazira – Buoys. Beacons. Turning Circle.

Source: Essar Bulk Terminal Limited, Hazira.

1. Following buoys/beacons are being laid to mark the channel:

	Buoy/Beacon No.	Position	Characteristics	Remarks
	Fairway Buoy	21°01′.12N., 72°39′.25E	Fl10s	
	SR 03 (Buoy)	21°01′.71N., 72°39′.28E	Fl(2)G5s	Channel buoys
	SR 04 (Buoy)	21°01′.78N., 72°39′.03E	Fl(2)R5s	do
	SR 05 (Buoy)	21°02´.10N., 72°39´.36E	FlG5s	do
	SR 06 (Buoy)	21°02´.19N., 72°39´.14E	FlR5s	do
	SR 07 (Beacon)	21°02´.61N., 72°39´.51E	FlG10s	do
	SR 08 (Buoy)	21°02´.65N., 72°39´.30E	FlR10s	do
	SR 09 (Beacon)	21°02´.98N., 72°39´.60E	FlG5s	do
	SR 11 (Beacon)	21°03´.40N., 72°39´.70E	Fl(2)G10s	do
	SR 12 (Buoy)	21°03′.45N., 72°39′.50E	Fl(2)R10s	do
	SR 15 (Beacon)	21°04′.43N., 72°39′.72E	FlG5s	do
	SR 16 (Buoy)	21°04′.43N., 72°39′.53E	FlR5s	do
	SR 17 (Beacon)	21°04′.86N., 72°39′.72E	FlG10s	do
	SR 19 (Beacon)	21°05′.36N., 72°39′.72E	Fl(2)G5s	do
	SR 20 (Buoy)	21°05′.36N., 72°39′.53E	Fl(2)R5s	do
	TC 01	21°05′.47N., 72°39′.77E	FlY4s	Turning circle buoys
	TC 02	21°05′.62N., 72°39′.83E	FlY4s	do
	TC 03	21°05′.78N., 72°39′.70E	FlY4s	do
2.	All positions are refe	erred to WGS84 datum.	N LAX	
Form	ner INM 256(P)/12 is c	ancelled.	08	
Cha	rts affected – 2019 – 2	101.	1 8	

*037(T)/(01/13) INDIA – WEST COAST – Mumbai Harbour – Dredging Operation. Dumping Ground. Source: Mumbai Port Trust.

- Capital dredging in progress for Offshore Container Terminal (OCT) in area bounded by following co-ordinates: 1. 18°56'.79N., 72°51'.33E (a)
 - (b) 18°56′.77N., 72°51′.43E
 - 18°56′.36N., 72°51′.33E (c)
 - (d) 18°55′.55N., 72°51′.47E
 - 18°55′.18N., 72°52′.03E (e)
 - 18°55´.01N., 72°51´.93E (f)
 - 18°55´.43N., 72°51´.29E (g)
 - 18°55'.56N., 72°50'.94E (h)
 - (j) 18°56'.28N., 72°51'.11E
 - (k) 18°56'.21N., 72°51'.14E
 - (1) 18°56'.20N., 72°51'.19E
 - 18°56'.76N., 72°51'.32E (m)

2. The dredged material will be dumped at dumping ground in position $18^{\circ}55'.00N 72^{\circ}42'.00E$.

Former INM 073(T)/10 is cancelled.

Charts affected - 2016(INT 7336) - 2015(INT 7337) - 2001 - 2076(INT 7338).

*038(T)/(01/13) INDIA – WEST COAST – Port Dabhol – Buoy.

Source: RGPPL, Dabhol.

2.

1. Buoy No. 2 reported missing.

Former INM 119(T)/12 is cancelled.

Charts Affected - 2065.

*039(T)/(01/13) INDIA – WEST COAST – Inner Approaches to Mumbai – Wreck Marking Buoys. Source: NAVAREA VIII - 380/10 & 464/12, DLL Jamnagar & HQWNC.

1. Following wreck marking buoys reported unlit/missing:

Sl. No.	Name	Position	Casualty
01	UPCO III	18° 51′·50N, 72° 41′·27E	Unlit
*02	MV RAK Carrier	18° 46´·72N, 72° 29´·18E	Superstructure missing
* Indicates	new or revised entry		

Former INM 153(T)/11 is cancelled.

2.

2. 3.

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Charts Affected: 21 - 22 (INT 752) - 255 (INT 7334) - 211 - 292 (INT 7021) - 293 (INT 7022) - 2016 (INT 7336).
```

*040(P)/(01/13) INDIA – WEST COAST – Karwar Naval Harbour – Beacon lights. Transit marks.

Source: DDG(PI) Karwar, Project Seabird, HQFOK.

1. Installation of following Navaids for Karwar Naval Harbour being undertaken post monsoon:

	(a)	Beacon Lights:-	
		Beacon Light	Position
		*Spur break water	14° 45´·21N., 74° 07´·36E.
		Kwada Island	14° 44′·07N., 74° 09′·87E.
		Work Harbour South Breakwater	14° 45´•04N., 74° 09´•94E.
		Round Island	14° 45′ 50N., 74° 07′ 67E.
	(b)	Transit Marks:-	
		Transit Mark	Position
		*Forward	14° 46′·533N., 74° 07′·495E.
		Aft 8	14° 46′·763N., 74° 07′·495E.
2.	* Ind	icates new or revised entry.	
3.	All p	ositions referred to WGS84 datum.	
Form	ner INM	1 268(P)/12 is cancelled.	

Chart Affected - 215 - 216 - 2008 - 2010.

*041 (P)/(01/12) INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging. Channel Limit. Jetty. Source: Kochi Port, HQSNC.

1. The outer approach channel of Kochi Port has been extended approximately by 03NM. Dredging is in progress for deepening and widening of outer channel. New buoys are positioned to coincide with the extension/widening of approach channel.

Dredging is in progress North of Ernakulam Channel near LNG jetty bounded by following co-ordinates: 2. 09°58'.17N., 76°13'.24E

09°58'.22N., 76°13'.49E 09°58'.30N., 76°13'.55E 09°58'.35N., 76°13'.63E 09°58'.39N., 76°13'.71E 09°58'.44N., 76°13'.81E 09°58'.22N., 76°13'.94E

- *3. Extension of South Naval Jetty Berth is in progress bounded by following coordinates: 09°57'.190N., 76°16'.921E 09°57'.186N., 76°16'.918E 09°56'.964N., 76°17'.039E 09°56'.968N., 76°17'.043E 4.
- * Indicates new or revised entry

5. Former INM 126 (P)/12 is cancelled.

Charts Affected - 2004(INT7359) - 2029 (INT 7358) - 2045(INT7360).

042(T)/(01/13) INDIAN OCEAN – Data Buoys.

Source: BA Notice -5559(T)/12.

1. The National Oceanic and Atmospheric Administration (NOAA) maintains an array of light–buoys called Autonomous Temperature Line Acquisition System (ATLAS) in the Indian Ocean.

2. The ATLAS buoys, yellow, 2 metre toroid buoys with radar reflectors, which make up the array are located in the following positions:

showing positions.	
Position	Charts Affected
24° 47´·20S., 99° 56´·50E.	7070 (INT 70), 7073 (INT 73), 7708 (INT 708)
11° 53′ 50S., 93° 15′ 20E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
14° 58′·70N., 89° 55′·90E.	31, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
12° 04′·90N., 88° 50′·30E.	33, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
07° 58′·40N., 88° 59′·70E.	33, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706) , 7707 (INT 707)
03° 56′ 80N., 89° 40′ 00E.	7071 (INT 71), 7073 (INT 73), 7706 (INT 706) , 7707 (INT 707)
01° 33.60N., 90° 02´.70E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
00° 00′·90S., 89° 48′·20E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
01° 29′ · 60N., 80° 33′ · 40E.	23, 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
00° 04′·30N., 80° 30′·70E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
01° 31′·30S., 80° 30′·80E.	7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
04° 01′·30S., 79° 27′·00E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
07° 59′ 50S., 80° 26′ 00E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
11° 59′·30S, . 80° 32′·90E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73), 7707 (INT 707)
16° 01′·00S., 80° 27′·70E.	7070 (INT 70), 7071 (INT 71), 7073 (INT 73)
04° 00′·30S., 67° 13′·90E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7702 (INT
8-0	702), 7703 (INT 703)
08° 05´·50S., 66° 56´·10E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73)
12° 11´·20S., 67° 14´·70E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7702 (INT
27	702)
07° 53′·80S., 55° 04′·90E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7703 (INT 703)
12° 02´·20S., 54° 57´·00E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7702 (INT 702)
16° 03´·70S., 55° 00´·50E.	7070 (INT 70), 7071 (INT 71), 7072 (INT 72), 7702 (INT 702)

3. All positions referred to WGS84 datum.

4. Mariners are advised to give all light-buoys a 5 NM wide berth.

Former INM 286(P)/12 is cancelled.

*043(P)/(01/13) MYANMAR COAST – Restricted Area.

Source: Myanmar Naval Hydrographic Centre.

1. A restricted area has been established until 23 Dec 13 within an area bounded by the following positions. During this period, unauthorized navigation, anchoring, fishing and trawling are prohibited.

Point	Position
А	14° 30´·12N., 96° 05´·64E.
В	14° 17´·35N., 96° 15´·71E.
С	14° 11´·41N., 96° 15´·74E.
D	13° 54´·75N., 95° 49´·03E.
E	14° 01 · 76N., 95° 41 · 87E.
F	14° 15´·02N., 95° 42´·35E.
G	14° 30´·49N., 95° 58´·58E.
Н	14° 30´·12N., 96° 05´·64E.

2. All positions are in WGS 84 datum.

Charts affected - 41 (INT 757) - 7071 (INT 71) - 7073 (INT 73) - 7706 (INT 706).

<u>SECTION – IV</u> MARINE INFORMATION

1. NAVTEX TRANSMISSION

MSI Promulgation by NAVTEX Stations at Mumbai and Chennai are temporarily out of operation.

(Source - DG Shipping)

2. MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS

All merchant vessels entering Indian EEZ are advised that dense fishing activity may be encountered off West Coast of India. Fishing is generally carried out by mechanized boats and single hull boats with outboard motors carrying 4-5 crew using long lines upto 50 NM from coast. The vessels traversing the nets are likely to be approached by fishing boats for safeguarding nets and lines and should not be mistaken as skiffs and PAG's. Masters of vessels to report any suspicious activity of fishing vessels immediately to MRCC (Mumbai) on telephone +91-22-24388065, 24316558, Email: - indsar@vsnl.net, or icgmrcc_mumbai@mtnl.net . Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN ECDIS**

(a) Mariners are advised that the International Hydrographic Organization (IHO) check data set shows that some ECDIS systems fail to display some significant underwater features in the standard display mode. The use of this check data set, issued through ENC service providers and available from the IHO website www.iho.int, to check the operation of ECDIS is strongly recommended. JRC has confirmed that certain versions of JRC ECDIS fail to display some types of wreck and obstructions, including stranded wrecks, in any display mode.

Where JRC ECDIS is in use, paper charts should be the primary means of navigation until the ECDIS has been proved to operate correctly. See www.jrc.co.jp/eng/product/marine/whatsnew/20120313/index.html for further information.

(b) Some Electronic Chart Display and Information Systems (ECDIS) may exhibit operating anomalies. The International Maritime Organization's (IMO) circular SN.1/CIRC.312 pages /imodocs.aspx (registration required) lists identified anomalies, There characteristics and remedial advice. Mariners are reminded that they should access the International Hydrographic Organization (IHO) data presentation and performance check (DPPC) dataset (news links of http://www.iho.int/srv1) and ensure that all installed ECDIS units are checked.

(Source - NAVAREA VIII Warning 141/12 & 529/12)

3. <u>SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION</u> <u>SCHEME</u>

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 14 of 2008 (16th July 2008).

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic

Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

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

(c) Traffic Separation Schemes (TSS). The TSS off Mumbai harbour is mandatory for all Indian and foreign flag ships and vessels entering and leaving Mumbai harbour and Jawaharlal Nehru Port Trust (JNPT)/ Nhava-Sheva harbour irrespective of size.



4.3

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:-

JEPPESEN MARINE	JEPPESEN MARINE	C-Map US Commercial
Jeppesen India Pvt. Ltd.	Jeppesen Norway AS	133 Falmouth Road,
505, Raheja Arcade,	P.O. 212,	Building 2, Postal Code: 02649,
Sector-11, CBD Belapur,	N-4379, Egersund, Norway	Mashpee, MA, America
Navi Mumbai 400 614	Ph: 0047 51 464700	Ph: +1 (508) 477 8010
Ph: 91 22 65103668	Fax: 0047 51 464701	Fax: +1 (508) 539 4381
Fax: 91 22 67939504	Email: info@c-map.no	Email: <i>info@c-map.com</i>
Email: <u>info@c-map.co.in</u>	Site: www.c-map.no	
C Man (UK) Ltd	Mari Sug Dto I td	Decord Montin NV
C-Map (UK) Ltu.	Mari-Sys Fle Ltu.	Oude Leouwennui 27
Dalta Dusinasa Darla	20 Ayer Rajan Crescent,	2000 Anterior Palaism
Dena Business Park	08-21,5E 139964,	2000 Antwerp, Belgium
Salterns Lane, Farenam,	Republic of Singapore	Pn: $+32(3)2134170$
PO16 0QS, United Kingdom,	Ph: +65 6776 1898	Fax: +32 (3) 2326167
Ph: +44 (0) 1329 517777	Email: <u>info@mari-sys.com</u>	Email: <u>sales@martin.be</u>
Fax: +44 (0) 1329 517778		Site: <u>www.martin.be</u>
Email: <u>info@c-map.co.uk</u>		\$
Bogerd Martin Tianjin(China 🥖	C-Map Holland	8
Branch) 8	Paleiskade100	28
2-B101 FTZ Hi-Tech	PO Box 7	18
Development Centre 131	1781 AR Den Helder,	
Haibin 9 Road 300461	Holland	-2
Tianjin China	Ph: +31 223 616 700	ALX A
Ph: +86 22 257 62 721	E Mail: CorMallie	町 谷
Fax: +86 22 257 62 722	cor@chartworx.nl	-8
Email: <u>charts-tj@martincn.com</u>		28
	* NDIA SSA	

List of Indian Chart Agents.

M/s OSA Books and Periodicals.	M/s Sterling Book House.
R-246. Greater Kailash -I	181. Dr. DN Road
New Delhi - 110 048	Fort. Mumbai -400001
Tel/Fax: 011-46557337. Mob: 9971093992	Tel: 91-22-22612521.
Email: rpani246@gmail.com	Fax: 91-22-22623551
	Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited	M/s EW Stevens & Co. (Pvt.) Ltd.
1A, Goa Mansion, Ground Floor	Mackinnon Mackenzie Bldg, Ground Floor,
58, Dr. Sunderlal Bahl Path (Goa Street)	4 Shoorji Vallabhdas Marg,
Fort, Mumbai - 400 001	Mumbai-400 038
Tel: 91-22-22626318, 22626380,	Tel: 91-22-22618567,
Fax: 91-22-22621488	Fax: 022-22619146
Email: sales@bogerdmartin.com, sarmarin@vsnl.com	Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine	M/s Maritime Charts & Publicatons
25 Bank Street, 1 st Floor, Mumbai - 400 023	2/524 Sundeep Road,
Tel: 91-22- 22660525. 22661937, 22672143	Chinna Neelangarai,
Fax: 91-22-22670896	Chennai 600041
Email: ccmarine@bom5.vsnl.net.in	Land Mark - Nearby Suganya Kalyana Mandapam
ALC: NO	Tele/Fax : +91-44-24490668
Salt	Mob No : +91-9003245348
81	Email: maritimeindia@airtelmail.in
M/s SVR Chart Agencies	M/s Jeppesen India Pvt. Ltd
Door No.50-81-35/6,	505, Raheja Arcade, Sector 11 CBD, Belapur
Santhipuram,	Navi Mumbai – 400 614
Seetammapeta,	Tel: +91 22 5610 3668, Fax: +91 22 55939504
Visakhapatnam-530 016	Mob: +9322238542
Tele Fax: 0891-2799471,	Email: raj_chakravorty@yahoo.com,
Cell: 9440132553, 9849120988, 9885308200	info@c-map.co.in
Email : mahalakshmitravels@hotmail.com	Website: www.c-map.co.in
M/s JM Maritime Services	M/S Inspire Shipping,
24/24C Kavarana Building	46a, Ashok Chamber, Broach Street,
Ground Floor, Wadi Bunder	Masjid Bunder (E),
P.D. Mellow Road, Mumbai – 400 009	Mumbai – 400 009
Tel: +91 22 23736956, Fax: 022 - 23725083	Fax : 022 – 27713146
Cell: +91 9820788357	Email : info@inspireship.com,
Email : jmms@mtnl.net.in, charts@ mtnl.net.in	pramod@inspireship.com
M/S Lift-O-Marine	M/s Global Marine Infratech Pvt. Ltd.
Allens Mansion, Flat – C6	Siksha Sandan, Ground Floor, ND-7,
Nungli Station Road, Bata Nagar	VIP Area, IRC Village
PO. Parbangla	Bhubaneswar – 751015
Kolkata - 700140	Tel: +91-674-2550599,
Tel: +91-33-24924293,	Fax: +91-674-2551899
Cell: +91-9477444392	Email: ashiskantha@gmiindia.in;
Email: sankar_roy342@yahoo.in	Web: www.gmiindia.in

<u>SECTION – V</u> <u>NAVAREA – VIII WARNINGS IN FORCE</u>

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 12 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings inforce as on 31 Dec 12.

<u>2012 SERIES</u> -387 464 465 519 531 537 547 574 577 596 598 606 628 633 657 659 660 661 662 664 667 668 669 670 671 672 673 674

3. NAVAREA VIII Warnings issued during the period from 16 Dec to 31 Dec 12 (both dates inclusive) are as tabulated below: –

643.	643. Cancel NAVAREA VIII 619/12. India East Coast – Bay of Bengal. Charts 31 32 33 308 354 INT 71 INT					
706. E	706. Experimental flight trial scheduled from ITR launch complex between 0530 UTC to 1030 UTC from 17 to 18 Dec					
12. Da	nger zon	e bounded by:			-	
	(a)	17-40.28N	083-37.31E	(b)	17-12.30N	083-36.65E
	(c)	14-05.65N	084-17.68E	(d)	11-32.26N	085-18.56E
	(e)	11-54.25N	086-21.78E	(f)	12-26.45N	087-20.40E
	(g)	14-52.31N	086-02.41E	(h)	17-23.73N	084-02.23E
	(j)	17-41.25N	083-39.46E		J.C.	
2.	Cautio	on advised.	Sol			
3.	Cance	l this MSG 1811	30 UTC Dec 12.		Ser S	
644.	Cance	el NAVAREA V	VIII 643/12. India	East Co	ast – Bay of Ber	ngal. Charts 31 32 33 308 354 INT 71 INT
706. E	xperime	ntal flight trial s	cheduled from ITR	launch c	omplex between	0530 UTC to 1030 UTC from 18 to 19 Dec
12. Da	nger zon	e bounded by:	8 V			8
	(a)	17-40.28N	083-37.31E	(b)	17-12.30N	083-36.65E
	(c)	14-05.65N	084-17.68E	(d)	11-32.26N	085-18.56E
	(e)	11-54.25N	086-21.78E	(f)	12-26.45N	087-20.40E
	(g)	14-52.31N	086-02.41E	(h)	17-23.73N	084-02.23E
	(i)	17-41.25N	083-39.46E	many		
2.	Cautio	on advised.	201			7Q
3.	Cance	1 this MSG 1911	30 UTC Dec 12.		2 / 2	18
645	India	East Coast –	Bay of Bengal C	harts 31	32 33 308 354	INT 71 INT 706 Experimental flight trial
schedu	led from	ITR launch co	mplex between 05	30 UTC	to 1030 UTC dai	ly from 26 Dec to 30 Dec 12 Danger zone
bounde	ed by:					
e e uniu	(a)	17-40 28N	083-37 31E	(h)	17-12 30N	083-36 65E
	(c)	14-05.65N	084-17.68E	(d)	11-32.26N	085-18.56E
	(e)	11-54.25N	086-21.78E	(f)	12-26.45N	087-20.40E
	(c) (g)	14-52.31N	086-02.41E	(h)	17-23 73N	084-02-23E
	(i)	17-41.25N	083-39.46E	(1)		001 02:232
2	Cautic	n advised	000 071102	am		
3	Cance	1 this MSG 3011	30 UTC Dec 12			
646	India	West Coast - '	Tellichery to Tanı	ur Nagar	am Charts 22.3	2 219 220 259 273 INT 706 Hydrographic
survey	will be	carried out till 24	1 Dec 12 in area bo	unded by	ani , Charts 22 5.	2 219 220 239 273 HV1 700. Hydrographic
survey	(a)	10-51 20N	074-37 50E	(h)	10-51 20N	076-00 80E
	(a)	11-37 50N	074-00-80E	(d)	11-37 50N	074-37 50E
2	Cautic	n advised	070 00.00E	(u)	11 57.5010	071 37.302
2.	Cancel this MSC 250001 LITC Dec 12					
5. 647	India	Fast Coast C	Construer Charts 3	1 352 35	3 301 3005 INT	706 Firing practice by Army between 2330
	1130 T	TC from 19 Dec	to 21 Dec 12 in ar	r 352 35 ea bound	ed by:	700. Filling plactice by Army between 2550
010 0	(a)	$10_{-14} 60N$	084-5370F	(h)	$19_{-}12 61 \mathrm{N}$	084-51 56E
	(a)	$19_{-1} + .001$	085_27 87F	(d)	18-46 05N	085-22 87F
2	(c) Canco	19-37.031N 1 this MSC 9119	$\frac{1005-21.01E}{230 \text{ UTC Dec } 12}$	(u)	10-40.031	005-22.071
2. 649						
040. edition	048. Cancel INAVAREA VIII 596/11, 708/11, 529/12 and this MSG. INM 2/3/12, 272/12 section II and IV of INM					
cution						
649.	Cance	el NAVAREA V	111 630/12 and thi	s MSG.		

650. India East Coast – off Gopalpur. Charts 31 352 INT 706. Survey vessel Viking II will carry out 3D seismic								
data su	rvey operation	ons from 23 D	ec 12 to 27 Jan 1	3 in area b	ounded by:			
	(a) 1	9-17.43N	087-26.85E	(b)	19-21.63N	087-43.56E		
	(c) 1	9-01.80N	087-43.23E	(d)	19-01.08N	087-26.95E		
2.	wide berth	n of 06 NM arc	ound the vessel re	quested.				
3.	Cancel thi	s MSG 28000	1UTC Jan 13.					
651.	India We	st Coast – Gu	If of Khambhat	• Charts 21	1 209 210 254 3	292 INT 705. Firing practice by Coast Guard		
aircraft	t from 2702	30 UTC to 271	100 UTC Dec 12	2. Danger a	area bounded by	/:		
	(a) 2	0-18.50N	072-02.50E	(b)	20-18.50N	072-15.00E		
	(c) 2	0-09.50N	072-12.00E	(d)	20-09.50N	072-00.00E		
2.	Safe flying	g height 16001	metres.					
3. (52)	Cancel thi	s MSG 2/1200	JUIC Dec 12.	22 212 2	56 257 2001 20	04 INT 706 Eising quarties by Neural Coast		
052.	India Eas	a = 12.07.02N	ennal. Charts 52	0520 UTC	250 357 3001 30	on 28 Dec 12		
Dattery	Dangar zo	$\frac{1113-07.021}{21}$	NM redius betu	1033001010	-10073001C	lagrae from gun position		
2.	Sofo flying	a hoight 12800	motros	/een 045 u	egree and 075 d	legree from gun position.		
3. 4	Cancel thi	s MSG 28083	UTC Dec 12					
4. 653	Andomon	$\frac{8 \text{ MSC} 28085}{8 \text{ Culf}}$	f Martaban Ch	orte 41 IN	T 71 INT 73 IN	JT 706 Drilling operation by Glon Affric till		
055.	Alluallian	ounded by:	n Martaball. Cli	ans 41 m	1 /1 IN1 /5 II	1 700. Drinnig operation by Gren Anne un		
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	(e) 1	4-01 75N	095-43.86E	(u) (f)	14-15 01N	095-44 35E		
	(c) 1	4-01.75N 4-28.48N	095-58 56E		14-13.011	095-44.55E		
2	Wide bert	4 20.401 h of 03 NM ar	ound the area rea	uested				
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	(a) N	JAVAREA VI	II warnings less t	han 42 day	vs old (563/12 o	nward) are promulgated via SafetyNET.		
	(b) T	ext of NAVA	REA VIII warnin	gs inforce	including those	which are no longer being broadcast are		
	available o	on website ww	w.hvdrobharat.ni	c.in	0	70		
	available on website www.hydrobharat.nic.in							
	(c) T	exts of NAV	AREA VIII war	nings are	also printed in	section V of fortnightly editions of Indian		
	(c) T Notices to	exts of NAV. Mariners.	AREA VIII war	nings are	also printed in	section V of fortnightly editions of Indian		
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	<i>a</i>			
659.	Continued.			
	DISCOVERY-1	18-36	5.11N 071	-01.58E
	ENERGY DRILLER	18-46	5.03N 071	-25.41E
	FG MC CLINTOK	19-38	3.00N 071	-21.73E
	GREATDRILL CHETNA	20-44	4.07N 071	-55.05E
	GREATDRILL CHITRA	18-39	9.50N 072	-12.85E
	JT ANGEL	19-18	3.55N 071	-27.51E
	KEDARNATH	19-37	7.11N 071	-36.81E
	NOBLE CHARLIE YESTE	R 21-03	3.68N 072	-25.30E
	NOBLE ED HOLT	18-54	5.85N 072	-18 35E
	NOBLE LE HOLT	NEV 1831	88N 072	16.73E
	DON TADDMEVED	NE1 16-51 20.43	0.001 0.72	10.06E
	KON TAFFWETEK	20-43	0.001N 0.72	-19.00E
	SAGAR GAURAV	19-10	0.811N 0/2	-11./3E
	SAGAR KIRAN	22-33	5.96IN 068	-29.96E
	SAGAR LAXMI	18-30	0.15N 0/1	-01.63E
	SAGAR PRAGATI	18-32	2.26N 072	-15.43E
	SAGAR SHAKTI	19-10	0.40N 071	-26.43E
	SAGAR JYOTI	20-31	1.60N 071	-46.73E
	TRIDENT – 2	19-00).47N 072	-09.07E
	TRIDENT – 12	18-39	9.21N 070	-58.85E
	VIRTUE 1	18-37	7.23N 072	-14.93E
	DEEP DRILLER-1	21-03	3.80N 072	-31.60E
	wide berth requested.	800	and -	
2.	Cancel NAVAREA VIII 640	0/12.	600	
660.	India East Coast – Gopalp	ur. CHARTS 31 352	353 391 3005 IN	T 706. Firing by Army:
	Date	Time(UTC)	Safe flying h	neight
	31 Dec 12 to 12 Jan 13	2330 to 1800	25000 metre	S
	13 Jan 13 to 18 Jan 13	2330 to 1800	7000 metres	
	20 Ian 13 to 22 Ian 13	2330 to 1800	25000 metre	s S
	27 Jan 13 to 31 Jan 13	2330 to 1800	7000 metres	- X
2	Danger area bounded by:	2550 10 1000	7000 metres	18
2.	$\begin{array}{c} \text{Danger area bounded by:} \\ \text{(a)} \\ 19.14 \text{ 60N} \\ 0 \end{array}$	84 53 70E (b)	10 37 05N	085 27 87F
	(a) $19-14.0010 = 00$	85 22 87E	1)-57.051	005-27.0712
	(c) 10-40.05N 00	0.5-22.07E		18
2	Concel this MSC 211000 LT	TC Ion 12		- 2
J.	Cancel NAVADEA VIII 4	1 Jan 15.	Culf of I	Charter 21 208 254 2044 INT 705
001.	Cancel NAVAKEA VIII 4.	21/12. India west Co	bast – Guil of r	Mamonal. Charts 21 208 254 2044 IN1 705.
Signific	cantly less water than charted i	reported in following	positions:	
	(a) $21-24.9N$ 0 ^o	72-20.4E (b)	21-40.9N	8 072-22.5E
	(c) $21-08.0N$ 0 [°]	72-20.5E (d)	21-12.0N	9 072-21.0E
	(e) 21-10.0N 0'	72-20.0E (f)	21-04.0N	072-19.0E
662.	India West Coast – Gulf o	of Khambhat. Charts	s 21 207 208 20	09 254 292 INT 705 INT 706. Survey vessel
Focus A	Admiralty will carry out seismi	ic survey from 25 Dec	: 12 to 15 May 1	3 in area bounded by:
	(a) 21-00.00N 0'	72-13.33E (p)	21-20.53N	072-38.26E
	(b) 21-01.96N 0'	72-13.28E (q)	21-21.20N	072-38.05E
	(c) 21-05.31N 0 [°]	72-13.21E (r)	21-24.61N	072-37.93E
	(d) 21-08.26N 0'	72-17.25E (s)	21-26.00N	072-37.90E
	(e) 21-06.01N 0'	72-20.11E (t)	21-26.00N	072-31.58E
	(f) 21-04.03N 0'	72-20.15E (u)	21-26.00N	072-30.00E
	(g) 21-05.10N 0'	72-24.00E (v)	21-26.48N	072-29.50E
	(h) $21-05.10N$ 0'	72-28.00E (w)	21-37.85N	072-18.35E
	(i) $21-0675N$ 0'	72-28.18E (x)	21-30 00N	072-16 35E
	(i) $21-09.66N$ 0'	72-33.76E (v)	21-16 40N	072-05 21E
	(k) 21-09.001 0 (k) 21_14 90N 0'	$72_{-37} 85F$ (7)	21_{-11} 50N	072-07 50F
	(h) $21^{-17.701}$ 0 (l) 21.1600 0	$72_{-37} 85E$ (a1)	21-11.000	071-45 00E
	(i) $21-10.00$ (ii) 0 (iii) 21.1600 0	72-37.00E (a1) 72-30.55E (b1)	21-00.001	072-02 00E
	(iii) $21-10.00$ N U (iii) $21.16.20$ N O'	$72^{-}37.33E$ (01) 72 20 61E (a1)	21-00.001	072-02.00E 072 12 22E
	(II) $21-10.58$ U (a) $21.10.05$ O	12-37.01E (C1)	∠1-00.00IN	072-13.33E
2	(0) 21-19.05IN 0	12-38.10E		
2.	wide berth requested.	FC M. 12		
3.	Cancel this MSG 160001 UT	IC May 13.		
663.	Cancel NAVAREA VIII 64	15/12 and this MSG.		

664.	India East Coast – off	Pondicherry. Cha	arts 32 33	357 INT 71 I	NT 706. Survey vessel Western Trident will			
carry ou	ut 3D seismic survey from	01 Jan to 15 Jan 1	3 in area	bounded by:				
	(a) 12-07N 081-22	E (b)	12-26N	081-16E				
	(c) $12-33N \ 080-56$	E (d)	12-27N	080-38E				
	(e) 12-09N 080-31	E (f)	11-52N	080-35E				
2.	The vessel will be towin	g 10 streamer cat	oles of ler	igth 8100 metre	es. Each end attached to tail buoy with radar			
reflecto	Wide harth of 02 NM abo	5.	and 09 N	Mastam magua	stad			
5. 4	Cancel this MSG 160001 UTC Jan 13.							
т . 665	Cancel NAVARFA VII	604/12 and this	MSC Pe	rigee light vess	el re-established at 21-42 60N 072-18 01E			
005.				figee fight vess	erre-established at 21-42.001(072-10.01L.			
666.	Cancel NAVAREA VIII	642/12 and this	MSG.					
667. Dec 12:	India East Coast – Bay :	of Bengal. Charts	31 32 33	354 355 357 3	91 INT 706. Rig list. Correct at 271003 UTC			
	ABAN II			16-44.21N	082-23.66E			
	ACTINIA			16-07.35N	081-54.73E			
	DEEP SEA MATDRILL			16-16.38N	081-43.84E			
	DSR DHIRUBHAI DEE	PWATER KG-1		16-29.25N	082-28.46E			
	DSR DHIRUBHAI DEE	PWATER KG-2		16-25.30N	082-35.88E			
	GSF-140			16-31.68N	082-28.43E			
	MG HULME JR		aaat	16-35.70N	082-27.09E			
	NOBLE DUCHESS	20	Or	16-16.45N	082-11.86E			
	PLATINUM EXPLORE	A Sol	VU	15-21.60N	082-01.10E			
	PERRO NEGRO 3	BIV		11-30.12N	079-56.06E			
	D S SAGAR VIJAY			16-15.18N	082-10.68E			
	SAGAR RATNA			16-13.95N	081-45.88E			
	wide berth requested.	2			2			
2.	Cancel NAVAREA VIII	641/12.						
668.	India West Coast – To	ttapalli. Charts 2	2 221 25	9 260 INT 71	INT 706. Tottapalli light beacon FI(2)W 10			
seconds	s established at 09-19.18N	076-22.06E on tri	al basis oi	n top of 15 metr	res height white trestle tower.			
669.	NAVAREA VIII – mess	ages in force as o	on 281002	UTC Dec 12:				
	2012 Series –387 464	465 519 531 5	37 547	574 577 582	2 596 598 606 628 633 637 657			
	659 660 661 662 66	4 66/ 668	10.1	11/574/10				
	(a) NAVAREA VII	I warnings less th	an 42 day	s old $(5/4/12)$	nward) are promulgated via SafetyNE1.			
	(b) I ext of NAVAR	EA VIII warning	s inforce i	ncluding those	which are no longer being broadcast are			
	(a) Tayta of NAVA	DEA VIII warning	.111. 29. org. o.197	amintad in cost	ion V of fortnightly aditions of Indian			
	(c) Texts of NAVA	KEA VIII warning	gs are also	o primed in sect	non v or fortingnuy equitions of findran			
2	Concol this MSG 041002	UTC Ion 13		3 / 8				
2. 670	Andoman Soa Culf of	Mortobon Cha	rto 11 INT	C 71 INT 73 IN	IT 706 Drilling operation by Glon Affric till			
23 Dec	13 in area bounded by:	wiai tabali. Cha	IIS 41 IIN.		1 700. Drining operation by Glen Anne un			
25 000	(a) $14-28 \ 11N$	096-05 64E	(h)	14-17 34N	096-13 70E			
	(a) 1420.111 (c) $14-1140N$	096-13 73E	(d)	13-56 74N	095-49 02E			
	(e) $14-01.75N$	095-43 86F	(u) (f)	14-15 01N	095-44 35F			
	(g) $14-28 48N$	095-58 56E	(*/	1.10.011				
2	Wide berth of 02.5 NM a	round the area red	mested					
3.	Cancel this MSG 240001	UTC Dec 13.	1					
671.	Bay of Bengal – off Ka	kinada. Charts 3	1 32 INT	71 INT 706. F	Firing practice by Naval ships between 0330			
UTC ar	nd 0730 UTC from 09 Jan t	o 10 Jan 13 in are	a bounded	1 by:				
	(a) 14-13.0N	085-42.0E	(b)	15-23.0N	082-44.5E			
	(c) $13-20.0$ N	084-50.0E	(d)	16-16.0N	083-34.0E			
2.	Safe flying height 18000	metres.	(-)					
3.	Cancel this MSG 100830	UTC Jan 13.						
672.	India West Coast – Koo	hi. Charts 22 32 2	220 259 2	60 2004 2029 2	2045 INT 71 INT 706. Firing by Naval Coast			
Battery	:				0,1			
	Date	Time (UTC)						
	01 Jan 13	0900 to 1200						
	04 Jan 13	0900 to 1200						
	08 Jan13	0900 to 1200						
	11 Jan 13	0900 to 1200 an	d 1230 to	1430				
	15 Jan 13	0900 to 1200						
	18 Jan 13	0900 to 1200						
	22 Jan 13	0900 to 1200						

672.	Conti	nued.					
	25 Jan	13	0900 to 1200 at	nd 1230 to	1430		
	29 Jan	13	0900 to 1200				
2.	Dange	r area bounded by:					
	(a)	09-57.5N	075-59.5E	(b)	09-57.7N	076-14.2E	
	(c)	09-44.0N	076-17.5E	(d)	09-42.5N	076-09.5E	
3.	Safe fl	ying height 10000	metres.				
4.	Cance	this MSG 291300	UTC Jan 13.				
673.	Cance	I NAVAREA VII	I 637/12. Indiar	Ocean -	off Seyche	elles. Charts INT 71 INT 72 INT 702. Pola	ircus
Adira c	onductii	ng seismic survey o	perations in area	bounded l	by:		
	(a)	03-198 055-02	E (b)	03-33S	055-10E		
	(c)	04-06S 054-13	E (d)	03-52S	054-05E		
2.	The ve	essel is towing 12	cables of length	7000 met	res. Wide b	berth of 03 NM ahead/abeam and 06 NM as	stern
request	ed.						
674.	India	West Coast – off	engurla. Charts	22 214 25	7 2046 INT	Γ 705 INT 706. Vengurla Rocks lighthouse un	nlit.



<u>SECTION – VI</u>

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

(Note: For hard copy in colour, kindly download from www.hydrobharat.nic.in Indian Notices to Mariners section)

NIL

<u>SECTION – VII</u> CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7760	- Khuddi Island	24 33.58N 67 13.14E	Fl(4)W 30s	40	17	White round concrete tower, black bands	*
E6022.1	Port Sokhna Marina. N Breakwater. Head	29 26.61N 32 29.27E	VQ G			Round concrete tower, green top	PA
*	*	*	*	*	*	*	*
E6022.12	Port Sokhna Marina. E Breakwater. Elbow	29 26.58N 32 29.27E	QR			Round concrete tower, red top	PA
*	*	*	*	*	*	*	*
F0370	Navlakhi Bet. NW end	22 57.66N 70 26.63E	Fl(3)W 10s	30	12	RCC Circular white tower, Red bands 30	fl 0.5, ec 1.5, fl 0.5, ec 1.5, fl 0.5, ec 5.5
		• • *	Racon	· · *		*	ILRS Vol 2 Station 78810
F1056.4	Cox's Bazar	21 25.95N 91 58.38E	Fl W 15s	54	21	Orange dome on framework tower 7	<i>fl 0.7.</i> TE 2012
	-		Racon				ILRS Vol 2 Station 79330
F 9308.685	- Mukta-Panna and BasseinOilfield. B-149-A	19 07.95N 71 51.93E	Lit	•••		Platform	Other installations, some marked by lights and fog signals, exist in this field
*	*	*	*	*	*	*	*

<u>SECTION – VIII</u> CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 16 dated 16Sep 2011)

NIL

INP 31(2), 2007 (*Last correction: Edition No. 24 dated 16 Dec 12*)

PAGE 28, SAUDI ARBIA (Persian Gulf Coast) (Contd...) Delete entry 77860 Zuluf Oilfield South Lt BuoyRacon

(BA 01/13)

(01/13)

INP 31(5), 2011

(Last correction: Edition No. 19 dated 01 Oct12)

NIL

<u>INP 31(6), 2012</u> (Last correction: Edition No. 24 dated 16 Dec 12)

PAGE 116, MALDIVES, MALE, Pilots and Port, CONTACT DETAILS, Pilots:

Delete and replace by:

Pilots

VHF Channel:Ch 10 Telephone: +960 3008922 +960 7776862 +960 7782247 Fax: +960 3328624 E-mail: hm@port.com.mv

(Source: BA 52/12)

(01/13)

PAGE 116, MALDIVES, MALE, Pilots and Port, CONTACT DETAILS, Harbour Control, Telephone:

Delete and replace by:

Telephone: +960 3008922

(Source: BA 52/12)

(01/13)

INP 31(2), 2007(List of Radio Signals Vol (2))

Insert after Page 39, Radar Beacons AUTOMATIC IDENTIFICATION SYSTEM (AIS)

GENERAL INFORMATION

The Automatic Identification System (AIS) is an autonomous and continuous broadcast system in the VHF maritime mobile band. AIS operates on two dedicated VHF FM radio frequencies-AIS1 (Ch 87B – 161.975MHz) and AIS2 (Ch 88B – 162.025MHz). For further information on AIS see The Mariner's Handbook NP100 and Special edition 2012, Special Notice No. 8.

AIS Aid to Navigation (AtoN)

Operational Use: The use of AIS as an Aid to Navigation AtoN) can provide the following services to AIS equipped vessels:

(1) Provide identification of the AtoN in all weather conditions

(2) Complement existing signals from AtoN (e.g. Racon)

(3) Transmit accurate positions of floating AtoN and indicate if a floating AtoN is off position

(4) Mark or delinate tracks, routes, areas, limits or offshore structures (e.g. Traffic Sepearation Schemes (TSS) and oil platforms)

(5) Provide weather, tidal and sea state data

(6) Provide additional AtoN capability by using a virtual AIS AtoN where installation of a physical AtoN is technically or economically difficult.

Displays and Symbology: The IMO mandatory carriage requirement for the Class A AIS display is the Minimum Keyboard Display (MKD), which displays the data in alphanumeric form. Class A AIS units are those meeting the mandatory SOLAS carriage requirements (SOLAS Chapter V, Rule 19) for vessels over 300 GT.

It is important to bear in mind that not all vessels are equipped with AIS of those vessels that are AIS equipped the displays available can range from no display on some class B units (Class B AIS units are for use on craft that are not covered by the mandatory carriage requirements), through the mandatory Class A MKD, to full Electronic Chart Display and information System (ECDIS) and radar overlay. In the absence of ECDIS or overlay, users will not be able to fully utilize AIS AtoN functionally. There is also a variance of information that will be displayed by different manufacturers on ECDIS and radar equipment.

The Symbology that may be displayed on nautical charts, displays systems and MKD is summarised below.

Nautical Charts: On nautical charts (paper and charts) an AIS AtoN is indicated by a magenta circle surrounding the existing AtoN symbol and an adjacent legend stating AIS. The font will be upright for a fixed AtoN and italic for a floating AtoN.



Display Systems: Where AIS is provided as an overlay to ECDIS, radar or other display systems, an AIS AtoN is indicated by a diamond shape with crossed lines at the reported position of the AtoN. Where the AtoN is on station the diamond will be blue. Where the AtoN off station flag has been activated the diamond will be red. In the case of a Virtual AIS AtoN there will be a V below the crossed lines. The virtual AtoN does not physically exist and therefore will only be visible on display systems.



Minimum Keyboard Display: The mandatory MKD is only required to display data in alphanumeric form. Some MKD units are supplemented by a small graphical display. Exact presentation will vary but the layout below would be typical of MKD displays.

Range	Bearing	Name
XX.XX	XXX.X	XXXXXXXXXX
XX.XX	XXX.X	XXXXXXXXX
XX.XX	XXX.X	XXXXXXXXXX
Latitude	XXX XX XXX	
Longitude	XXX XX XXX	

Message Types: AIS stations transmit Message Type 21 and may also transmit Message Types 6, 8, 12 and 14.

Definitions

Real AIS AtoN is physically located at the AtoN (Type 1 – transmit only station, Type 2 – similar to Type 1 but includes a receiver for remote configuration and Type 3 – full transmit and receive station).

Synthetic AIS AtoN. There are 2 types of Synthetic AIS AtoN – Monitored Synthetic AIS AtoN. The Monitored Synthetic AIS AtoN is transmitted as a Message Type 21 form an AIS Base station located in the vicinity of the AIS AtoN. The AtoN physically exists and there is a communications link between the AIS Station and the AtoN. A Predicted Synthetic AIS AtoN is transmitted as a Message Type 21 from an AIS Station located remotely from the AtoN. The AtoN exists but there is no monitoring to confirm either location or status (not recommended for use on a floating AtoN but could be used on lights, beacons, fish farms of platforms).

Virtual AIS AtoN is transmitted as a Message Type 21 form an AtoN that does not physically exist. Virtual AIS AtoN could be useful in marking hazards to navigation (e.g. rocks, wrecks, obstructions or platforms) on a temporary basis until a more permanent AtoN can be established or in circumstances where a physical AtoN cannot be established.

INTRODUCTION

Station name Posit		MMSI Service Details		Туре	Transmitted Message Types
1					
INDIA (419)					
Dwarka Point	22°14'.2N68°5	7'.5E 004192211	North Cardinal Mark Broadcasts every 03 minutes	Real	14 21
2	3	4	5	6	7
	rne name or the cour	itry of geographical area i	n which a station is located apprea	as on the outer	Side al line deginining
of the section an Dwarka Point	d at the head of subs Th	e name of the station.	eted 3 digit numbers are the ITU a	Ilocated MMS	l country numbers
of the section an	d at the head of subs Th ".5E Th	e name of the station. e geographical position of	eted 3 digit numbers are the ITU a	llocated MVS	l country numbers
of the section an	d at the head of subs Th ".5E Th Ma Ar	e name of the station. e geographical position of aritime Mobile Service Ide nex 4. This number is a u	eted 3 digit numbers are the ITU a the station normally relates to the ntity (MVISI). Numbering format fo nique nine digit number.	Ilocated MMS argest scale r AIS AtoN is a	l country numbers Indian charts. as per ITU-R, M.585-
 of the section an 2 Dwarka Point 3 22°14'.2N 68°57 4 004192211 5 North Cardinal M Broadcasts even 	d at the head of subs Th ".5E Th Mark Se y 03 minutes No	e name of the station. e geographical position of aritime Mobile Service Ide nex 4. This number is a u rvice details – (e.g. North te: All the AIS stations list	eted 3 digit numbers are the ITU a the station normally relates to the ntity (MMSI). Numbering format fo nique nine digit number. Cardinal Mark, Port Hand Mark ar red below are AtoN unless specifie	Ilocated MMS argest scale r AIS AtoN is a nd broadcast ti ad otherwise.	l country numbers Indian charts. as per ITU-R, M.585- mes).
of the section an 2 Dwarka Point 3 22°14'.2N 68°57 4 004192211 5 North Cardinal M Broadcasts even 6 Real	d at the head of subs ".5E Th Ma Ar Vark Se y 03 minutes No Ty	e name of the station. e geographical position of aritime Mobile Service Ide nex 4. This number is a u ervice details – (e.g. North te: All the AIS stations list pe – Real, Synthetic or Vi	eted 3 digit numbers are the ITU a the station normally relates to the ntity (MMSI). Numbering format fo nique nine digit number. Cardinal Mark, Port Hand Mark ar red below are AtoN unless specifie	Ilocated MMS argest scale r AIS AtoN is a nd broadcast ti ad otherwise.	l country numbers Indian charts. as per ITU-R, M.585- mes).

IMPORTANT INFORMATION

MMSI numbers for all AIS AtoNs.

All AIS AtoN Stations must include a Maritime Mobile Service Identity (MMSI) number in its own transmissions. The MMSI is a unique identifier issued by the appropriate national MMSI issuing authority. All AIS AtoN MMSI numbers, as defined in ITU-R, M.585-5, are of format 99 followed by a three-digit MID followed by a four-digit unique identifier. The MID identifies the country that issues the VHF licence for the AIS AtoN Station. The four-digit unique identifier starts with 1(99MID1XXX) for virtual AtoN Stations.

MMSI numbers for Synthetic and Virtual AIS AtoNs. Each Synthetic and Virtual AIS AtoN must have a unique MMSI number. The Repeat Indicator in Message 21 is used to indicate that the message is broadcast from another location i.e. not the location given in the message 21.

AIS Message Type	Name and Description					
Number						
1	Position report. Scheduled position report (Class A shipborne mobile equipment).					
2	Position report. Assigned scheduled position report (Class A shipborne mobile equipment).					
3	Position report. Special position report, response to interrogation (Class A shipborne mobile equipment).					
4	Base station report. Position, UTC, date and slot number of base station.					
Б	Static and voyage related data. Scheduled static and voyage related vessel data report (Class A					
5	shipborne mobile equipment).					
6	Binary addressed message. Binary data for addressed communication (AtoN monitoring).					
7	Binary acknowledgement. Acknowledgement of received addressed binary data.					
	Binary broadcast message. This message will be used to transmit the internationally agreed Met/Hydro					
8	message. Depending on the station, the message may contain details of wind speed and direction, wave					
	height, direction and period, tidal height and visibility.					
0	Standard SAR aircraft position report. Position report for airborne stations involved in Search and					
9	Rescue (SAR) operations only.					
10	UTC/date inquiry. Request UTC and date					
11	UTC/date response. Current UTC and date if available.					
	Addressed safety related message. This message will be used to supplement Message Type 8 for					
12	Met/Hydro messaging by providing a texting service and additional information on the status of AtoNs in the					
	area.					
13	Safety related acknowledgement. Acknowledgement of received addressed safety related message.					
	Broadcast safety related message. This message will be used to supplement Message Type 8 for					
14	Met/Hydro messaging by providing a texting service and additional information on the status of AtoNs in the					
	area.					
15	Interrogation. Request for a specific message type (can result in multiple responses from one or several					
10	stations).					
16	Assigned mode command. Assignment of specific report behaviour by competent authority using a base					
10	station.					
17	DGNSS broadcast binary message. DGNSS corrections provided by a base station.					
18	Standard Class B equipment position report. Standard position report for Class B shipborne mobile					
	equipment to be used instead of Message 1, 2 and 3					
10	Extended Class B equipment position report. Extended position report for Class B shipborne mobile					
19	equipment; contains additional static information.					
20	Data link management message. Reserve slots for base station(s).					
	AtoN report. This message will provide details of the Name, Maritime Mobile Service Identity (MMSI), Type					
21	and position of the AtoN. In addition there will be an indication if the AtoN is off station and of the status of					
	the light, Racon or other equipment.					
22	Channnel management. Management of channels and transceiver modes by base station.					
23	Group assigned command. Assignment of a specific report behaviour by competent authority using a					
20	base station to a specific group of mobiles.					
24	Static data report. Additional data assigned to MMSI (Part A – Name, Part B – Static Data).					
25	Single slot binary message. Short unscheduled binary data transmission (broadcast or addressed).					
26	Multiple slot binary message with communications state. Scheduled binary data transmission					

	(broadcast or address	ied).			
Station name	Position	MMSI	Service Details	Туре	Transmitted Message Types
BAHRAIN (503)			T	1	
Bahrain Lt Buoy	26°33'.00N 51°03'.58E	994086001		Real	
Bahrain Lt Buoy No 2	26°29'.62N 50°59'.60E	994086013		Real	
Bahrain Lt Buoy No 9	26°26'.18N 50°52'.85E	994086014		Real	
Bahrain Lt Buoy No 19	26°21'.82N 50°46'.42E	994086015		Real	
Bahrain Lt Buoy No 30	26°13'.94N 50°46'.01E	994086016		Real	

INDIA (419)							
Asia Forest	12°47'.91N 74°44'.42E	994196023	Broadcast every 3 minutes	Virtual	21		
Sea Angel	10°08'.20N 76°02'.90E	994196024	Broadcast every 3 minutes	Virtual	21		

Real

994086002

Sitrah Lt Buoy

26°10'.45N 50°43'.35E

KENYA (634)						
Mombasa Lt Buoy No 1	4°05'.07S39°42'.29E	Real				
Mombasa Lt Buoy No 2	4°05'.31S39°42'.14E	Real				
Mombasa Lt Buoy No 3	4°04'.72S39°41'.72E	Real				
Mombasa Lt Buoy No 4	4°04'.90S39°41'.59E	Real				
Mombasa Lt Buoy No 5	4°04'.38S39°41'.16E	Real				
Mombasa Lt Buoy No 6	4°04'.65S39°41'.06E	Real				
Mombasa Lt Buoy No 7	4°04'.68S39°40'.52E	Real				
Mombasa Lt Buoy No 8	4°04'.83S39°40'.60E	Real				
Mombasa Lt Buoy No 9	4°04'.83S39°40'.16E	Real				
Mombasa Lt Buoy No 10	4°04'.98S39°40'.38E	Real				
Mombasa Lt Buoy No 12	4°04'.85S39°39'.68E	Real				
Mombasa Lt Buoy No 13	4°04'.25S39°39'.38E	Real				
Mombasa Lt Buoy No 14	4°04'.44S39°39'.38E	Real				

MALAYSIA (EAST COAST) (533)					
Tompok Utara Lt Beacon	1°27'.76N 104°27'.02E	005330110		Real	
QATAR (466)					
Ra's Laff n Fairway Lt Buoy	25°54'.90N 51°42'.00E			Real	
Ra's Laff n IHD1 Lt Buoy	25°56'.20N 51°37'.35E			Real	
Ra's Laff n IHDY1 Lt Buoy	25°55'.70N 51°38'.81E			Real	
Ra's Laff n IHDY2 Lt Buoy	25°56'.00N 51°38'.27E			Real	
Ra's Laff n IHDY3 Lt Buoy	25°56'.06N 51°38'.05E			Real	
Ra's Laff n IHDY4 Lt Buoy	25°56'.20N 51°37'.72E			Real	
Ra's Laff n IHDY5 Lt Buoy	25°56'.43N 51°37'.11E			Real	
Ra's Laff n IHR1 Lt Buoy	25°54'.12N 51°38'.01E			Real	
Ra's Laff n IHR2 Lt Buoy	25°53'.89N 51°38'.32E			Real	
Ra's Laff n IHR3 Lt Buoy	25°54'.08N 51°37'.81E			Real	
Ra's Laff n IHR4 Lt Buoy	25°53'.71N 51°38'.23E			Real	
Ra's Laff n IHR6 Lt Buoy	25°53'.78N 51°38'.00E			Real	
Ra's Laff n IHW1 Lt Buoy	25°54'.98N 51°38'.15E			Real	
Ra's Laff n IHW1 Lt Buoy	25°54'.98N 51°38'.15E			Real	
Ra's Laff n IHW2 Lt Buoy	25°54'.70N 51°37'.68E			Real	
Ra's Laff n IHW3 Lt Buoy	25°55'.20N 51°37'.75E			Real	
Ra's Laff n IHW4 Lt Buoy	25°54'.51N 51°37'.63E			Real	
Ra's Laff n IHW5 Lt Buoy	25°55'.23N 51°37'.42E			Real	
Ra's Laff n IHW6 Lt Buoy	25°54'.63N 51°37'.48E			Real	
Ra's Laff n IHW8 Lt Buoy	25°54'.42N 51°37'.43E			Real	
Ra's Laff nRLN1 Lt Buoy	25°55'.32N 51°40'.60E			Real	
Ra's Laff nRLN2 Lt Buoy	25°55'.11N 51°40'.64E			Real	
Ra's Laff nRLS1 Lt Buoy	25°54'.53N 51°41'.39E			Real	
Ra's Laff nRLS2 Lt Buoy	25°54'.32N 51°41'.35E			Real	

SINGAPORE (563) (564) (565)					
Cyrene Lt Bn	1°15'.30N 103°45'.54E	005631116		Real	621
HorsburghLt	1°19'.81N 104°24'.34E	005631117		Real	621
Outer Shoal LtBn	1°15'.02N 103°51'.81E	995631120		Real	621
Raffles Lt	1°09'.61N 103°44'.45E	005631114		Real	621
Sakijang Lt Bn	1°13'.31N 103°51'.28E	995631119		Real	621
SebarokLt	1°11'.84N 103°48'.36E	005631115		Real	621

UNITED ARAB EMIRATES (Persian Gulf Coast) (470)					
DYNA 1 Lt Bn	24°58'.85N 52°23'.36E	994701034		Base/Real	21

<u>SECTION – IX</u> <u>REPORTING OF NAVIGATIONAL DANGERS</u>

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-navy@nic.in, msis-inho-navy@nic.in Fax No.: +91-135- 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. Accurate position or knowledge of position error is of great importance. Latitude and Longitude should only be used to specify position details when they have been fixed by GPS or Astronomical Observations. A full description of the method, equipment, time and datum (WGS 84/Everest/Other) used should be given. When position is defined by sextant angles or bearings (true or magnetic to be specified), more than two bearings should be used in order to provide a redundancy check. Distances observed by Radar should be corrected for index errors. Where position is derived after the event, from other observations and/or Dead Reckoning, the methodology of deriving the position should be included.

4. <u>Paper Charts.</u> A copy/tracing of largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. <u>ENCs.</u> A Screen shot of largest scale usage band ENC with the alterations and additions being shown thereon in red. If it is to report an issue with the display of an ENC, a screen shot of the affected cell should be sent along with details of the ECDIS make and version in use at the time.

Depth Reporting

6. When soundings are obtained using echo sounders, the echo sounding trace should be duly annotated with date, times, position, depths, etc., and forwarded with the IH102. It is important to state whether the 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 made where necessary. The make, name and type of echo sounder should also be given.

7. For modern echo sounders that use electronic 'range gating', care should be taken that the correct range scale and appropriate gate width are in use. Older electro-mechanical echo sounders frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded;
- (b) the trace passing through the transmission line;
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from the chatted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

8. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be notified.

9. Reports of **shoal soundings**, uncharted dangers and aids to navigation out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers in such that any uncharted depth under 30 meters or 15 fathoms may be of sufficient importance to justify a radio message.

10. Changes to Port information should be forwarded on Form IH.102A together with form IH.102. Form 102 A contains the information required for Sailing Directions and should be used as an *aide memoir*. The Mariners Handbook, NP100, Chapter 8 gives general instructions. Where there is insufficient space on the forms an additional sheet should be used.

<u>Please Note</u>: - An acknowledgement will be sent by National Hydrographic Office for Hydrographic Notes received. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless the information is also received from other authorities/foreign Notices to Mariners. Further communication from National Hydrographic Office to the sender of Hydrographic Notes will only be necessary to verify unusual features or abnormal values reported.



HYDROGRAPHIC NOTE						IH.102 (Revised 2012)
For Forwarding information for Indian Charts, ENCs and Publications and reporting of ENC related issues						
Date	Ref. Number					
Name of the Ship or Sender					· · · · ·	
Address						
Tel/FAX/E-mail address						
Observation Date			Tim	e (UT	C/IST)	
Object of Changes Observed	🗌 Bathym	netry	1	Nav. I	Dangers	🗌 Nav. Aids
(Tick appropriate)	Design	ated Area	as		Others	S
Geographical Position (See Instructions Overleaf)	Latitude	and	Dr.		Longitude	
Position Method			GPS		🗌 Radar	Others
Datum Used		4		Evere	st	Others
Charts Affected		用モンロドハージ 国家国家協会		G	Edition	
Latest Edition of Indian Notices to Mariners Held		MAR		F	28	
Tracing/Plot/Photograph if enclosed				5	28	
ENCs Affected	M	Q.			728	
Latest Update Disk Held		E.	1	J.C	78	
Publication Affected			N_{ij}	12	Edition	
Page No./Light No. etc	Sont -		/4	¢ Å		
Details:	Con a	VDL	É	Ş		
		0000				
Limitations if any in Reporting the Changes Above						
Details of Documents/Photos attached:						
Signature of the Master/Reporter/Observer						

HYDROGRAPHIC NOTE FOR PORT INFORMATION (To accompany Form IH.102)			IH.102A (Revised 2012)	
Date			Ref. No.	
Name of the Ship or Sender				
Address				
Tel/Fax/E-mail				
1. NAME OF PORT				
Location	Latitude		Longitud	e
2. GENERAL REMARKS				
Principal activities and trade				
Number of ships and tonnage handled				
Maximum size of draught of vessel handled	2227	2000		
Copy of Port handbook (if available)	SRC	C'AD		
3. ANCHORAGES				
Type / Purpose	/ 6		3	
Minimum depth at anchorage			E'a	
Shelter afforded	N/		68	
Holding ground			68	
Recommended pilotage to the anchorage			Ha	
4. PILOTAGE				
Authority for request		5.1	58	
Embarkation position		10/1	18	
Regulations	-	e x	ģ	
Documents to be provided	B.INT			
Recommended pilotage to approach of Harbour and Berths	100000	10000		
Information on VTMS				
5. DIRECTIONS				
Entry and Berthing Information				
Tides (Height)				
Tidal Stream Information				
Wind Speed and Direction				
Navigational Aids (Beacons / Buoys / Lights / Etc.)				
6. POLLUTION CONTROL				
Local regulation in force (If Any)				
7. TUGS				
Number available / Tug type				
Maximum HP / Bollard pull				

7. TUGS (Continued)	
Requesting authority	
Availability timing / Communication	
Hiring charges	
8. BERTHING AND WHARVES	
Type & Number of berths available	
Length	
Depth alongside	
Facilities available	
Procedure for requesting berth & hiring charges	
9. CARGO HANDLING	
Containers	
Lighters & Ro-Ro etc.	
10. CRANES	
Brief details of Max. lifting capacity, Height of boom at wharf level and Outreach	
Container handling facilities	I I I I I I I I I I I I I I I I I I I
11. BRIDGES	
Vertical clearance	All and a second
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	5 P 138
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	RUBA RE
Hards and Ramps	3/28
Divers / Diving assistance	K I B
13. SERVICES	
Radio / FAX / Telephone / Internet etc.	
Medical	
Quarantine	
Consul	
Ship chandlery and Stevedores	
Compass adjustment	
Tank cleaning	
Hull painting Police / Ambulance / Firefighting (Fixed and Mobile facilities) Nav. Warning and Weather bulletin	
Garbage disposal / Waste oil disposal	
Helicopter landing facilities	

14. RESCUE & DISTRESS	
Salvage, Lifeboat, Life guards, etc	
15. SUPPLIES	
Fuel (Type, Quantities & Method of delivery) Fresh water (Method of delivery and Rate of supply)	
Provisions	
Chart agents	
16. COMMUNICATIONS	
Road, Rail and Air services available	
Nearest airport or airfield	
Port Radio and Information Service (Frequencies and Operating Hours)	
17. PORT AUTHORITY	
E-mail Address and Website	Same Contraction of the Contract
18. SECURITY	
Security of ports / International Ship and Port Facility Security (ISPS) compliance	
Custom and Immigration Regulations in force	- E8
19. SMALL CRAFT FACILITIES	
Information and facilities for small craft, yachts visiting the port	
Yacht clubs, berths etc	
20. SHORT LEAVE	
21. CLUBS RECREATION	
Information Kiosk (Location)	3/28
Foreign Exchange firms / Banks (Within / Near Port Area)	NDIA 3
Places of interest near port	40000000
22. VIEWS	
Photographs(Duly annotated) of the approaches, leading marks, the entrance to the harbour etc.	
23. ADDITIONAL DETAILS	
Any other information considered to be useful for the mariners	
SIGNATURE OF THE OBSERVER / REPORTER / MASTER	

To accompany Indian Notice to Mariners 032/13

Chart 208

CHANGES IN DEPTHS

Due to continuous shifting of banks and channels, depths in the Approaches and Channels in Dahej and Bhavnagar Port Harbour change quite frequently making navigation dangerous in the area. Mariners are strongly advise not to navigate in the vicinity without local knowledge or assistance/pilot.



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

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