



INDIAN NOTICES TO MARINERS



EDITION NO. 03 DATED 01 FEB 2013

(CONTAINS NOTICES 052 TO 058)

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

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INSIST ON INDIAN CHARTS AND
PUBLICATIONS
Original, Authentic and Up-to-Date



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II

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**



III

EXPLANATORY NOTES

Corrections to Charts and Publications. 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.

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. 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 overloading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

IV

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.

NEWLY PUBLISHED INDIAN CHARTS, ENC's AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
2003	30-11-2012	BADAGARA ANCHORAGE <u>Limits</u> 11° 31'.40N; 75° 29'.19E. 11° 38'.55N; 75° 38'.00E.	25,000	3	Rs. 1870.00
		BEYPORE ANCHORAGE <u>Limits</u> 11° 06'.40N; 75° 42'.40E. 11° 12'.60S; 75° 51'.20E.	25,000	3	
2013 (INT 7324)	15-11-2012	GULF OF KACHCHH- PORT OF OKHA <u>Limits</u> 22° 26'.70N; 69° 03'.50E. 22° 31'.00N; 69° 07'.00E.	12,500	2	Rs. 1870.00
2030	30-11-2012	SRIVARDHAN AND BANKOT ANCHORAGES <u>Limits</u> 17° 55'.40N; 72° 50'.00E. 18° 04'.00N; 73° 04'.00E.	25,000	3	Rs. 1870.00
2501	30-11-2012	NORTH MALE ATOLL AND APPROACHES <u>Limits</u> 04° 17'.50N; 73° 20'.00E. 04° 35'.00N; 73° 46'.50E.	50,000	4	Rs. 1870.00
3003	30-11-2012	PONDICHERRY ANCHORAGE <u>Limits</u> 11° 52'.00N; 79° 48'.50E. 11° 58'.33N; 79° 57'.31E.	25,000	5	Rs. 1870.00
		CUDDALORE ANCHORAGE <u>Limits</u> 11° 40'.00N; 79° 45'.70E. 11° 46'.80N; 79° 54'.50E.	25,000	5	
3004 (INT 7403)	30-11-2012	CHENNAI HARBOUR <u>Limits</u> 13° 03'.95N; 80° 16'.20E. 13° 09'.10N; 80° 24'.35E.	15,000	5	Rs. 1870.00
3007	30-11-2012	NAGAPPATTINAM ANCHORAGE <u>Limits</u> 10° 40'.40N; 79° 49'.00E. 10° 47'.90N; 79° 59'.60E.	30,000	5	Rs. 1870.00
3025	30-11-2012	PORTO NOVO ANCHORAGE <u>Limits</u> 11° 25'.90N; 79° 45'.00E. 11° 34'.50N; 79° 58'.50E.	25,000	5	Rs. 1870.00

VI

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
3035	15-11-2012	GANGAVARAM PORT <u>Limits</u> 17° 34'.00N; 83° 11'.50E. 17° 39'.25N; 83° 19'.83E.	25,000	5	Rs. 1870.00

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
2003	31-03-2004	BADAGARA ANCHORAGE	2003	30-11-2012
		BYPORE ANCHORAGE		
2013 (INT 7324)	31-12-2008	GULF OF KACHCHH- PORT OF OKHA	2013	15-11-2012
2030	31-01-2010	SRIVARDHAN AND BANKOT ANCHORAGES	2030	30-11-2012
2501	31-01-2009	NORTH MALE ATOLL AND APPROACHES	2501	30-11-2012
3003	31-08-2009	PONDICHERRY ANCHORAGE	3003	30-11-2012
		CUDDALORE ANCHORAGE		
3004	30-06-2008	CHENNAI HARBOUR	3004	30-11-2012
3007	31-11-2010	NAGAPPATTINAM ANCHORAGE	3007	30-11-2012
3025	31-08-2009	PORTO NOVO ANCHORAGE	3025	30-11-2012
3035	15-02-2009	GANGAVARAM PORT	3035	15-11-2012

3. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2016 (INT 7336)	INNER APPROACHES TO MUMBAI	60,000	New Edition
2034 (INT 7349)	HAZIRA PORT	10,000	New Chart
2108	ESSAR BULK TERMINAL	12,500	New Chart
2109	TAPI RIVER	12,500	New Chart
	BEYPORE ANCHORAGE	25,000	
4039	CAMPBELL BAY	12,500	New Chart
2104	KOLLAM PORT	12,500	New Chart
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

VII

Availability of ENC's.

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

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	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- data@ecc.no Website: - www.primar.org	



SECTION – I

The list of charts affected by the Notices 052 to 058 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	052, 058 (T)
22 (INT 752)	3	058 (T)
23	1	058 (T)
31	5	057 (T)
32 (INT 754)	5	057 (T)
33	5	057 (T)
41 (INT 757)	6	057 (T)
201	2	052
202	2	052
222	3	055
251 (INT 7318)	2	052
260 (INT 7362)	3	055
268 (INT 7353)	4	058 (T)
271	2	052
272	4	058 (T)
273	4	058 (T)
291	2	052
292 (INT 7021)	2	057 (T)
293 (INT 7022)	3	058 (T)
404	6	057 (T)
405	6	057 (T)
410	7	056
451	7	056
472 (INT 7032)	6	057 (T)
473 (INT 7031)	6	057 (T)
2001	3	053
2005	2	052
2015 (INT 7337)	3	053
2016 (INT 7336)	3	053
2047	4	054
2076 (INT 7338)	3	053
4002	6	057 (T)
7071 (INT 71)	1	057 (T), 058 (T)
7072 (INT 72)	1	057 (T), 058 (T)
7073 (INT 73)	1	057 (T), 058 (T)
7703 (INT 703)	1	058 (T)
7705 (INT 705)	1	057 (T), 058 (T)
7706 (INT 706)	1	057 (T), 058 (T)
7707 (INT 707)	1	057 (T), 058 (T)

SECTION – II

PERMANENT NOTICES

***052/(03/13) INDIA – WEST COAST – Approaches to Godia Creek – Wrecks.**

Source: IH-102, INS Investigator.

Chart 21 [previous update 049/13]



Substitute  for  PA 23° 15'·00N., 68° 32'·00E.

Chart 291 [previous update 049/13]

Insert  Masts 23° 16'·60N., 68° 31'·40E.


 stump

23° 17'·07N., 68° 31'·70E.

Substitute  for  PA 23° 15'·00N., 68° 32'·00E.

Chart 271 [previous update 197/12]

Insert  Masts 23° 16'·60N., 68° 31'·40E.


 stump

23° 17'·07N., 68° 31'·70E.

Substitute  for  PA 23° 15'·00N., 68° 32'·00E.

Chart 251 (INT 7318) [previous update NE 31 Jul 12]

Insert  Masts 23° 16'·60N., 68° 31'·40E.


 stump

23° 17'·07N., 68° 31'·70E.

Substitute  for  PA 23° 15'·00N., 68° 32'·00E.

Chart 201 [previous update 197/12]

Insert  Masts 23° 16'·60N., 68° 31'·40E.


 stump

23° 17'·07N., 68° 31'·70E.

Substitute  for  PA 23° 15'·00N., 68° 32'·00E.

Chart 202 [previous update 197/12]

Insert  Masts 23° 16'·60N., 68° 31'·40E.


 stump

23° 17'·07N., 68° 31'·70E.

Substitute  for  PA 23° 15'·00N., 68° 32'·00E.

Chart 2005 [previous update 257/11]

Insert  Masts 23° 16'·60N., 68° 31'·40E.

 stump

23° 17'·07N., 68° 31'·70E.

Substitute  for  PA 23° 15'·00N., 68° 32'·00E.

***053/(03/13) INDIA – WEST COAST – Mumbai Harbour – Wrecks.**

Source: Mumbai Port Trust.

Chart 2016 (INT 7336) [previous update 186/12]

Insert  18° 51'·05N., 72° 42'·46E.

18° 51'·65N., 72° 42'·21E.

18° 52'·53N., 72° 40'·60E.

18° 51'·05N., 72° 48'·66E.

18° 50'·65N., 72° 41'·86E.

18° 56'·85N., 72° 44'·86E.

18° 48'·65N., 72° 35'·46E.

18° 56'·35N., 72° 44'·89E.

***053/(03/13) INDIA – WEST COAST – Mumbai Harbour – Wrecks. Continued.**

18° 47'·25N., 72° 43'·76E.
 18° 50'·94N., 72° 39'·96E.
 18° 54'·73N., 72° 52'·54E.
 18° 55'·95N., 72° 52'·36E.
 18° 42'·15N., 72° 37'·46E.
 18° 55'·48N., 72° 41'·75E.



18° 45'·58N., 72° 50'·30E.
 18° 54'·22N., 72° 47'·66E.
 18° 59'·39N., 72° 52'·36E.
 18° 59'·45N., 72° 52'·66E.
 18° 58'·71N., 72° 52'·34E.
 18° 58'·45N., 72° 51'·71E.
 18° 58'·15N., 72° 52'·18E.
 18° 56'·65N., 72° 52'·06E.
 18° 57'·83N., 72° 52'·15E.
 18° 58'·65N., 72° 54'·03E.
 18° 57'·23N., 72° 52'·35E.
 18° 56'·35N., 72° 51'·06E.
 18° 52'·79N., 72° 43'·55E.
 18° 50'·48N., 72° 44'·16E.

Substitute



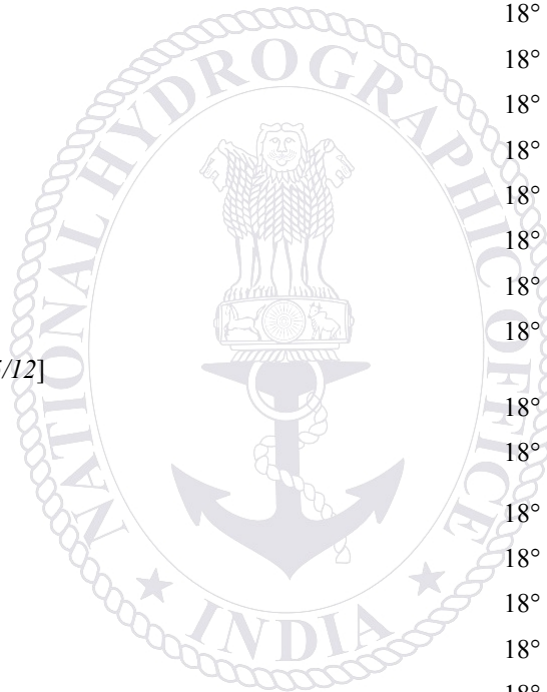
for #

Chart 2001 [previous update 095/12]

Insert



18° 54'·73N., 72° 52'·54E.
 18° 55'·95N., 72° 52'·36E.
 18° 57'·85N., 72° 52'·46E.
 18° 58'·23N., 72° 52'·34E.
 18° 57'·53N., 72° 52'·29E.
 18° 58'·17N., 72° 52'·28E.
 18° 57'·65N., 72° 53'·36E.
 18° 59'·39N., 72° 52'·36E.
 18° 59'·45N., 72° 52'·66E.
 18° 58'·71N., 72° 52'·34E.
 18° 58'·45N., 72° 51'·71E.
 18° 58'·15N., 72° 52'·18E.
 18° 56'·65N., 72° 52'·06E.
 18° 57'·83N., 72° 52'·15E.
 18° 57'·23N., 72° 52'·35E.
 18° 56'·35N., 72° 51'·06E.



053/(03/13) INDIA – WEST COAST – Mumbai Harbour – Wrecks. Continued.*Chart 2076 (INT 7338)** [previous update 186/12]

Insert



18° 54'·73N., 72° 52'·54E.

18° 55'·95N., 72° 52'·36E.

18° 58'·23N., 72° 52'·34E.

18° 57'·65N., 72° 53'·36E.

18° 59'·39N., 72° 52'·36E.

18° 59'·45N., 72° 52'·66E.

18° 58'·71N., 72° 52'·34E.

18° 58'·65N., 72° 54'·03E.

18° 57'·23N., 72° 52'·35E.

Chart 2015 (INT 7337) [previous update 095/12]

Insert



18° 51'·05N., 72° 48'·66E.

18° 54'·73N., 72° 52'·54E.

18° 55'·95N., 72° 52'·36E.

18° 58'·23N., 72° 52'·34E.

18° 58'·17N., 72° 52'·28E.

18° 57'·65N., 72° 53'·36E.

18° 54'·22N., 72° 47'·66E.

18° 58'·71N., 72° 52'·34E.

18° 58'·45N., 72° 51'·71E.

18° 58'·15N., 72° 52'·18E.

18° 56'·65N., 72° 52'·06E.

18° 57'·83N., 72° 52'·15E.

18° 58'·65N., 72° 54'·03E.

18° 57'·23N., 72° 52'·35E.

18° 56'·35N., 72° 51'·06E.

***054/(03/13) INDIA – LAKSHADWEEP – Kadmat Island – Wrecks.**

Source: IH 102, INS Sutlej.

Chart 2047 [previous update 246/10]

Insert



11° 14'·89N., 72° 46'·29E.

11° 13'·48N., 72° 45'·55E.

11° 12'·87N., 72° 46'·25E.

11° 13'·62N., 72° 46'·49E.

11° 13'·53N., 72° 46'·49E.

***055/(03/13) INDIA – WEST COAST – Quilon to Kolachel – Light.**

Source: IH 102, INS Sutlej.

Chart 222 [previous update 129/12]

Delete



F13m7M

08° 37'·00N., 76° 48'·00E.

Chart 260 (INT 7362) [previous update 129/12]

Delete




F13m7M

08° 37'·00N., 76° 48'·00E.

056/(03/13) BAY OF BENGAL AND ANDAMAN SEA COAST OF BURMA – Prepares North Channel to Rangoon River – Submarine Pipeline. Legend. Cautionary Note.

Source: Myanmar Notice 03/13.


Chart 451 [previous update 086/12]

Insert submarine pipeline, , joining:

15° 07'·40N., 94° 47'·03E.
 15° 07'·41N., 94° 47'·21E.
 15° 07'·67N., 94° 48'·00E.
 15° 07'·81N., 94° 48'·20E.
 15° 07'·99N., 94° 48'·54E.
 15° 20'·44N., 95° 22'·82E.
 15° 20'·61N., 95° 23'·16E.
 15° 26'·41N., 95° 31'·37E.
 15° 26'·62N., 95° 31'·60E.
 15° 31'·47N., 95° 35'·97E.
 15° 31'·53N., 95° 36'·03E.
 15° 38'·33N., 95° 42'·99E.
 15° 39'·53N., 95° 43'·37E.
 15° 46'·72N., 95° 42'·05E.
 15° 47'·23N., 95° 41'·84E.
 15° 51'·45N., 95° 38'·95E.
 15° 51'·55N., 95° 38'·87E.
 15° 53'·91N., 95° 36'·90E.
 15° 20'·00N., 95° 22'·50E.

legend, “*Gas Pipelines (see Note)*”, centered on:
 Accompanying note, “OIL AND GAS PIPELINES”,
 centered on:

Chart 410 [previous update 086/12]

Insert submarine pipeline, , joining:

16° 06'·00N., 95° 14'·00E.
 15° 31'·53N., 95° 36'·03E.
 15° 38'·33N., 95° 42'·99E.
 15° 39'·53N., 95° 43'·37E.
 15° 46'·72N., 95° 42'·05E.
 15° 47'·23N., 95° 41'·84E.
 15° 51'·45N., 95° 38'·95E.
 15° 51'·55N., 95° 38'·87E.
 15° 53'·91N., 95° 36'·90E.
 15° 42'·00N., 95° 42'·60E.
 16° 24'·00N., 95° 49'·00E.

legend, “*Gas Pipelines (see Note)*”, centered on:
 accompanying note, “OIL AND GAS PIPELINES”,
 centered on:

SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***057(T)/(03/13) INDIA – EAST COAST – Bay of Bengal – Andaman Sea – Data Buoys. Tsunami Buoys.**

Source: NIOT Chennai, www.nbdc.noaa.gov, www.niot.res.in.

1. Following yellow coloured buoys characteristics FL(4)15s4M, 3m diameter and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:

Buoy No.	Position	Chart Affected
BD02 MB	18° 30' 00N 88° 00' 00E	31, 7706 (INT 706)
BD07 MB	06° 15' 00N 85° 53' 00E	33, 7706 (INT 706), 7707 (INT 707)
BD08 OB- OMNI	18° 10' 00N 89° 40' 00E	31, 7706 (INT 706)
BD10 OB- OMNI	16° 30' 00N 88° 00' 00E	31, 7706 (INT 706)
BD11 OB- OMNI	14° 12' 00N 82° 54' 00E	31, 32 (INT 754), 33, 7706 (INT 706)
BD12 OB- OMNI	10° 30' 00N 94° 00' 00E	41 (INT 757), 33, 472 (INT 7032)
BD13 OB- OMNI	11° 00' 00N 86° 30' 00E	33, 7706 (INT 706)
*BD14 OB- OMNI	08° 11' 00N 85° 30' 00E	33, 7706 (INT 706)
CB 01	11° 35' 33N 92° 35' 74E	33, 404, 405, 41 (INT 757), 473 (INT 7031), 4002, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
RP01 REEF BUOY	11° 35' 00N 92° 36' 00E	41 (INT 757), 33, 473 (INT 7031), 404, 405, 7706 (INT 706)
TB03 TSUNAMI	06° 15' 28N 88° 47' 52E	33, 7706 (INT 706)
TB05 TSUNAMI	11° 00' 00N 89° 30' 00E	33, 7706 (INT 706)
TB08 TSUNAMI	12° 30' 00N 85° 30' 00E	33, 7706 (INT 706)
TB06 TSUNAMI	15° 00' 00N 90° 00' 00E	31, 7706 (INT 706)
STB SA IC TSUNAMI	08° 54' 30N 88° 32' 40E	33, 7706 (INT 706)
*TB12 TSUNAMI	20° 38' 00N 67° 05' 00E	21, 292 (INT 7021), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7705 (INT 705).

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

4. * Indicates new entry.

Former INM 243(T)/12 is cancelled.

***058(T)/(03/13) INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.**

Source: NIOT Chennai, www.nbdc.noaa.gov, www.niot.res.in.

1. Following yellow coloured data buoys characteristics FL(4)15s4M, 3m dia and 3.5m height mast with radar reflector & mast carrying sensor laid in following positions:

Buoy No.	Position	Charts affected
AD02 MB	15° 00' 00N., 69° 00' 00E.	7705 (INT 705)
AD04 MB	08° 00' 00N., 73° 00' 00E.	22 (INT 752), 23, 273, 7703 (INT 703), 7706 (INT 706)
AD05 MB	10° 29' 00N., 72° 16' 00E.	22 (INT 752), 268 (INT 7353), 273, 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
*AD06 OB- OMNI	19° 00' 00N., 67° 00' 00E.	21, 292 (INT 7021), 7071 (INT 71), 7073 (INT 73), 7705 (INT 705)
*AD07 OB- OMNI	15° 00' 00N., 69° 00' 00E.	7705 (INT 705)
*AD08 OB- OMNI	12° 00' 00N., 69° 00' 00E.	7071 (INT 71), 7072 (INT 72), 7703 (INT 703), 7705 (INT 705)
*AD09 OB- OMNI	08° 00' 00N., 73° 00' 00E.	22, 23, 273, 7071 (INT 71), 7072 (INT 72), 7703 (INT 703), 7706 (INT 706), 7707 (INT 707)
*AD010 OB- OMNI	12° 29' 00N., 72° 16' 00E.	22, 272, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)
SW02 MB	17° 21' 00N., 70° 42' 00E.	22 (INT 752), 293 (INT 7022), 7705 (INT 705)
STB 02	20° 47' 92N., 65° 20' 80E.	21, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7705 (INT 705)
CALVAL	10° 34' 99N., 72° 16' 43E.	22, 268, 273, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706)

2. All vessels operating in vicinity are to maintain a clearance of 01 NM off the moored buoys.

3. All positions are in WGS 84 datum.

4. * Indicates new entry.

Former INM 244(T)/12 is cancelled.

SECTION – IV **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 icgmrc_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, Their 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. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

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

4.2

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.



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 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	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	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
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	Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com	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
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	C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl	

List of Indian Chart Agents.

M/s OSA Books and Periodicals, R-246, Greater Kailash -I New Delhi - 110 048 Tel/Fax: 011-46557337, Mob: 9971093992 Email: rpani246@gmail.com	M/s Sterling Book House, 181, Dr. DN Road Fort, Mumbai – 400 001 Tel: 91-22-22612521, Fax: 91-22-22623551 Email : sbh@vsnl.com
M/s Global Charts & Nav. Aids Pvt. Limited 1A, Goa Mansion, Ground Floor 58, Dr. Sunderlal Bahl Path (Goa Street) Fort, Mumbai - 400 001 Tel: 91-22-22626318, 22626380, Fax: 91-22-22621488 Email: sales@bogerdmartin.com, sarmarin@vsnl.com	M/s EW Stevens & Co. (Pvt.) Ltd. Mackinnon Mackenzie Bldg, Ground Floor, 4 Shoorji Vallabhdas Marg, Mumbai-400 038 Tel: 91-22-22618567, Fax: 022-22619146 Email: ewsbom@bom3.vsnl.net.in
M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publications 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: maritimeindia@airtelmail.in
M/s SVR Chart Agencies Door No.50-81-35/6, Santhipuram, Seetammapeta, Visakhapatnam-530 016 Tele Fax: 0891-2799471, Cell: 9440132553, 9849120988, 9885308200 Email : mahalakshmitravels@hotmail.com	M/s Jeppesen India Pvt. Ltd 505, Raheja Arcade, Sector 11 CBD, Belapur Navi Mumbai – 400 614 Tel: +91 22 5610 3668, Fax: +91 22 55939504 Mob: +9322238542 Email: raj_chakravorty@yahoo.com, info@c-map.co.in Website: www.c-map.co.in
M/s JM Maritime Services 24/24C Kavarana Building Ground Floor, Wadi Bunder P.D. Mellow Road, Mumbai – 400 009 Tel: +91 22 23736956, Fax: 022 - 23725083 Cell: +91 9820788357 Email : jmms@mtnl.net.in, charts@ mtnl.net.in	M/S Inspire Shipping, 46a, Ashok Chamber, Broach Street, Masjid Bunder (E), Mumbai – 400 009 Fax : 022 – 27713146 Email : info@inspireship.com, pramod@inspireship.com
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungi Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924283, Cell: +91-8902228463 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in

SECTION – V

NAVAREA – VIII WARNINGS 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 – 2012.

2. NAVAREA VIII Warnings in force as on 31 Jan 13.

2012 SERIES – 465 519 531 537 596 628 657 661 662 673

2013 SERIES – 003 004 007 008 012 022 025 026 029 035 036 044 046 055 057 058 060 061
062 063 066 067 068 069 070 071

3. NAVAREA VIII Warnings issued during the period from 16 Jan to 31 Jan 13 (both dates inclusive) are as tabulated below: –

046. India West Coast – off Mumbai. Charts 21 22 255 292 293 INT 705. Floating production storage and offloading (FPSO) operations by armada sterling in vicinity 18-35.20N 071-01.96E.				
2. 03 NM berth requested.				
047. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 161130 UTC Jan 13:				
ABAN II	16-44.21N		082-23.66E	
ACTINIA	16-13.41N		082-10.80E	
DEEP SEA MATDRILL	16-16.38N		081-43.84E	
DSR DHIRUBHAI DEEPWATER KG-1	15-28.00N		084-54.00E	
DSR DHIRUBHAI DEEPWATER KG-2	12-09.39N		080-19.09E	
GSF-140	16-31.68N		082-28.43E	
MG HULME JR	16-35.96N		082-25.30E	
NOBLE DUCHESS	16-16.45N		082-11.86E	
PLATINUM EXPLORER	15-21.60N		082-01.10E	
PERRO NEGRO 3	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. Cancel NAVAREA VIII 038/13.				
048. Cancel NAVAREA VIII 633/12 and this MSG.				
049. India East Coast – Chennai. Charts 32 33 313 356 357 3001 3004 INT 706. Firing practice by Naval Coast Battery from position 13-07.02N 080-18.01E from 0530 UTC to 0730 UTC on 24 Jan 13.				
2. Danger zone sector of 11 NM radius between 045 degree and 075 degree from gun position.				
3. Safe flying height 12800 metres.				
4. Cancel this MSG 240830 UTC Jan 13.				
050. Cancel NAVAREA VIII 674/12 and this MSG. Vengurla Rocks lighthouse operational.				
051. India West Coast – off Mormugao. Charts 22 293 INT 705 INT 71. Firing by Naval ships from 231230 UTC to 241829 UTC Jan 13 in area bounded by:				
Primary Area				
(a)	14-04N	072-50E	(b)	14-04N 071-28E
(c)	15-24N	071-28E	(d)	15-24N 072-50E
alternate area				
(a)	14-24N	070-50E	(b)	15-10N 069-42E
(c)	16-12N	071-34E	(d)	15-40N 071-22E
2. Safe flying height 10000 Metres.				
3. Cancel this MSG 241929 UTC Jan 13.				
052. India West Coast – Trivandrum. Charts 22 32 222 260 INT 706. RH 200 Rocket launch from Thumba equatorial rocket launching station 08-31.98N 076-52.05E between 1200 UTC to 1400 UTC on 28 Jan 13.				
2. Danger Zones:				
(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.				
(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree.				
3. Cancel this MSG 281500 UTC Jan 13.				

053.	NAVAREA VIII – Messages in force as on 181003 UTC Jan 13. 2012 Series – 465 519 531 537 596 628 657 661 662 672 673 2013 Series – 003 004 007 008 009 012 013 022 024 025 026 029 030 035 036 039 043 044 045 046 047 049 051 052 (a) NAVAREA VIII warnings less than 42 days old (628/12 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in. (c) Texts of NAVAREA VIII warnings are also printed in section V of Fortnightly editions of Indian Notices to Mariners. 2. Cancel this MSG 251001 UTC Jan 13.																																							
054.	India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig List. Correct at 181130 UTC Jan 13: <table><tr><td>ABAN II</td><td>16-44.21N</td><td>082-23.66E</td></tr><tr><td>ACTINIA</td><td>16-13.41N</td><td>082-10.80E</td></tr><tr><td>DEEP SEA MATDRILL</td><td>16-16.38N</td><td>081-43.84E</td></tr><tr><td>DSR DHIRUBHAI DEEPWATER KG-1</td><td>15-28.00N</td><td>084-54.00E</td></tr><tr><td>DSR DHIRUBHAI DEEPWATER KG-2</td><td>12-09.39N</td><td>080-19.09E</td></tr><tr><td>GSF-140</td><td>16-31.68N</td><td>082-28.43E</td></tr><tr><td>MG HULME JR</td><td>16-35.96N</td><td>082-25.30E</td></tr><tr><td>NOBLE DUCHESS</td><td>16-16.45N</td><td>082-11.86E</td></tr><tr><td>PLATINUM EXPLORER</td><td>15-21.60N</td><td>082-01.10E</td></tr><tr><td>PERRO NEGRO 3</td><td>11-30.12N</td><td>079-56.06E</td></tr><tr><td>D S SAGAR VIJAY</td><td>16-14.80N</td><td>082-10.98E</td></tr><tr><td>SAGAR RATNA</td><td>16-13.95N</td><td>081-45.88E</td></tr></table> wide berth requested. 2. Cancel NAVAREA VIII 047/13.				ABAN II	16-44.21N	082-23.66E	ACTINIA	16-13.41N	082-10.80E	DEEP SEA MATDRILL	16-16.38N	081-43.84E	DSR DHIRUBHAI DEEPWATER KG-1	15-28.00N	084-54.00E	DSR DHIRUBHAI DEEPWATER KG-2	12-09.39N	080-19.09E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-35.96N	082-25.30E	NOBLE DUCHESS	16-16.45N	082-11.86E	PLATINUM EXPLORER	15-21.60N	082-01.10E	PERRO NEGRO 3	11-30.12N	079-56.06E	D S SAGAR VIJAY	16-14.80N	082-10.98E	SAGAR RATNA	16-13.95N	081-45.88E
ABAN II	16-44.21N	082-23.66E																																						
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D S SAGAR VIJAY	16-14.80N	082-10.98E																																						
SAGAR RATNA	16-13.95N	081-45.88E																																						
055.	Myanmar West Coast – off Ramree Island. Charts 31 371 INT 706. Underwater Pipeline laying operation will be carried out by Swamp pipe laying barge Ganapati till 31 Mar 13 along lines joining following points: Gas Pipeline (a) 19-21.47N 093-40.93E (b) 19-21.45N 093-44.05E Oil Pipeline (a) 19-21.50N 093-40.93E (b) 19-21.45N 093-44.05E Optical Fiber Cable (a) 19-21.50N 093-40.92E (b) 19-21.47N 093-44.05E 2. Wide berth of 03 NM around the lines requested. 3. Cancel this MSG 010001 UTC Apr 13.																																							
056.	Cancel NAVAREA VIII 045/13. India East Coast – Bay of Bengal. Charts 31 32 33 308 354 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0530 UTC to 1030 UTC from 27 Jan to 29 Jan 13. Danger zone bounded by: <table><tr><td>(a) 17-40.28N</td><td>083-37.31E</td><td>(b) 17-12.30N</td><td>083-36.65E</td></tr><tr><td>(c) 14-05.65N</td><td>084-17.68E</td><td>(d) 11-32.26N</td><td>085-18.56E</td></tr><tr><td>(e) 11-54.25N</td><td>086-21.78E</td><td>(f) 12-26.45N</td><td>087-20.40E</td></tr><tr><td>(g) 14-52.31N</td><td>086-02.41E</td><td>(h) 17-23.73N</td><td>084-02.23E</td></tr><tr><td>(j) 17-41.25N</td><td>083-39.46E</td><td></td><td></td></tr></table> 2. Caution advised. 3. Cancel this MSG 291130 UTC Jan 13.				(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																		
(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																																							
057.	Cancel NAVAREA VIII 013/13. India East Coast – off Gopalpur. Charts 31 352 INT 706. Survey vessel Viking II will carry out 3D seismic data survey operations in area bounded by: Area I - till 30 Jan 13 <table><tr><td>(a) 19-17.43N</td><td>087-26.85E</td><td>(b) 19-21.63N</td><td>087-43.56E</td></tr><tr><td>(c) 19-01.80N</td><td>087-43.23E</td><td>(d) 19-01.08N</td><td>087-26.95E</td></tr></table> Area II - from 30 Jan to 10 Mar 13 <table><tr><td>(a) 19-34.50N</td><td>087-41.20E</td><td>(b) 19-44.85N</td><td>088-16.91E</td></tr><tr><td>(c) 19-30.31N</td><td>088-41.96E</td><td>(d) 19-19.40N</td><td>087-41.56E</td></tr><tr><td>(e) 19-34.31N</td><td>087-41.20E</td><td></td><td></td></tr></table> 2. Wide berth of 06 NM around the vessel requested. 3. Cancel this MSG 110001 UTC Mar 13.				(a) 19-17.43N	087-26.85E	(b) 19-21.63N	087-43.56E	(c) 19-01.80N	087-43.23E	(d) 19-01.08N	087-26.95E	(a) 19-34.50N	087-41.20E	(b) 19-44.85N	088-16.91E	(c) 19-30.31N	088-41.96E	(d) 19-19.40N	087-41.56E	(e) 19-34.31N	087-41.20E																		
(a) 19-17.43N	087-26.85E	(b) 19-21.63N	087-43.56E																																					
(c) 19-01.80N	087-43.23E	(d) 19-01.08N	087-26.95E																																					
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(c) 19-30.31N	088-41.96E	(d) 19-19.40N	087-41.56E																																					
(e) 19-34.31N	087-41.20E																																							
058.	Andaman Sea – off Middle Hill. Charts 41 452 453 INT 71 INT 706. Vessel Penrith Hallin (length 67.8 metres, beam 15.0 metres) reported sunk in vicinity 14-29.04N 097-45.67E. Least depth over sunken vessel reported 6.1 metres. 2. Caution advised.																																							

059.

India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 241001 UTC Jan 13:

ABAN II

16-44.21N

082-23.66E

ACTINIA

16-13.41N

082-10.80E

DEEP SEA MATDRILL

16-16.38N

081-43.84E

DSR DHIRUBHAI DEEPWATER KG-1

15-28.00N

084-54.00E

DSR DHIRUBHAI DEEPWATER KG-2

12-09.39N

080-19.09E

GSF-140

16-31.68N

082-28.43E

MG HULME JR

16-35.96N

082-25.30E

NOBLE DUCHESS

16-16.45N

082-11.86E

PLATINUM EXPLORER

15-05.60N

082-06.70E

PERRO NEGRO 3

11-30.12N

079-56.06E

D S SAGAR VIJAY

16-14.80N

082-10.98E

SAGAR RATNA

16-13.95N

081-45.88E

wide berth requested.

2.

Cancel NAVAREA VIII 054/13.

060.

India East Coast – Bay of Bengal. Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 UTC to 1130 UTC from 01 Feb to 07 Feb and 15 Feb to 21 Feb 13.

2.

Danger zone 15 NM radius around 13-50N 081-40E.

3.

Safe flying height 3500 metres.

4.

Cancel this MSG 211230 UTC Feb 13.

061.

India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing By Naval Coast Battery:

Date

Time (UTC)

01 Feb 13

0900 to 1200

05 Feb 13

0900 to 1200

08 Feb 13

0900 to 1200

12 Feb 13

0900 to 1200

15 Feb 13

0900 to 1200

19 Feb 13

0900 to 1200

22 Feb 13

0900 to 1200 and 1230 to 1430

26 Feb 13

0900 to 1200

2.

Danger 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 flying height 10000 Metres.

4.

Cancel this MSG 261300 UTC Feb 13.

062.

NAVAREA VIII – Messages in force as on 241004 UTC Jan 13:

2012 SERIES

– 465 519 531 537 596 628 657 661 662 672 673

2013 SERIES

– 003 004 007 008 012 022 024 025 026 029 030 035 036 039 043 044 046 051 052 055 056 057 058 059 060 061

(a)

NAVAREA VIII warnings less than 42 days old (657/12 onward) are promulgated via SafetyNET.

(b)

Text OF NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in.

(c)

Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.

2.

Cancel this MSG 011001 UTC Feb 13.

063.

India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 250700 UTC Jan 13:

ABAN II

16-44.21N

082-23.66E

ACTINIA

16-13.41N

082-10.80E

DEEP SEA MATDRILL

16-16.38N

081-43.84E

DSR DHIRUBHAI DEEPWATER KG-1

14-28.00N

082-05.00E

DSR DHIRUBHAI DEEPWATER KG-2

12-09.39N

080-19.09E

GSF-140

16-31.68N

082-28.43E

MG HULME JR

16-35.96N

082-25.30E

NOBLE DUCHESS

16-16.45N

082-11.86E

PLATINUM EXPLORER

15-05.60N

082-06.70E

PERRO NEGRO 3

11-30.12N

079-56.06E

D S SAGAR VIJAY

16-14.80N

082-10.98E

SAGAR RATNA

16-13.95N

081-45.88E

063.	Continued. wide berth requested.
2.	Cancel NAVAREA VIII 059/13.
064.	Indian Ocean – off Cocos. Charts INT 71 INT 73 INT 707. Triton buoy reported adrift in vicinity 1-39.34S 089-59.74E.
2.	Caution advised.
3.	Cancel this MSG 280900 UTC Jan 13.
065.	Cancel NAVAREA VIII 056/13 and this MSG.
066.	India East Coast – Bay of Bengal. Charts 31 32 INT 71 INT 706. Firing practice by Naval Ships from 0330 UTC to 0830 UTC on 03 Feb 13 in area bounded by:-
	(a) 16-30.0N 083-30.0E (b) 16-00.0N 084-15.0E
	(c) 15-20.0N 084-05.5E (d) 15-45.0N 083-30.0E
2.	Safe flying height 10000 metres.
3.	Cancel this MSG 030930 UTC Feb 13.
067.	India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 300430 UTC Jan 13
	ABAN ICE 18-19.46N 071-46.50E
	ABAN III 19-11.98N 072-11.00E
	ABAN IV 19-40.40N 071-19.38E
	ABAN VII 20-21.16N 071-48.46E
	BADRINATH 19-11.16N 070-39.66E
	CE THORNTON 19-34.68N 071-20.08E
	DEEP SEA FORTUNE 19-42.00N 071-03.05E
	DEEP SEA FOSSIL 19-38.35N 070-56.70E
	DISCOVERY-1 18-36.11N 071-01.58E
	ENERGY DRILLER 18-24.53N 071-33.42E
	FG MC CLINTOK 19-38.00N 071-21.73E
	GREATDRILL CHETNA 20-44.07N 071-55.05E
	GREATDRILL CHITRA 18-54.79N 071-49.56E
	JT ANGEL 18-33.75N 072-17.61E
	KEDARNATH 19-37.11N 071-36.81E
	NOBLE CHARLIE YESTER 21-03.68N 072-25.30E
	NOBLE ED HOLT 18-55.85N 072-18.35E
	NOBLE KENNETH DELANEY 18-31.88N 072-16.73E
	RON TAPPMAYER 20-43.00N 072-19.06E
	SAGAR GAURAV 19-16.81N 072-11.73E
	SAGAR KIRAN 22-33.96N 068-29.96E
	SAGAR LAXMI 18-36.15N 071-01.63E
	SAGAR PRAGATI 18-32.26N 072-15.43E
	SAGAR SHAKTI 19-10.40N 071-26.43E
	SAGAR JYOTI 20-31.60N 071-46.73E
	TRIDENT – 2 19-00.47N 072-09.07E
	TRIDENT – 12 18-39.21N 070-58.85E
	VIRTUE 1 18-37.23N 072-14.93E
	DEEP DRILLER-1 21-03.80N 072-31.60E
	Wide berth requested
2.	Cancel NAVAREA VIII 030/13.
068.	India East Coast - Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between 2330 UTC to 1800 UTC from 08 Feb to 12 Feb, 13 Feb to 15 Feb and 25 Feb to 27 Feb 13 in area bounded by:-
	(a) 19-14.60N 084-53.70E (b) 19-37.05N 085-27.87E
	(c) 18-46.05N 085-22.87E
	and arc of 41 NM radius joining point (b) and (c)
2.	Safe flying height 25000 metres.
3.	Cancel this MSG 271900 UTC Feb 13.
069.	India West Coast – Off Malvan. Chart 22 213 256 257 293 2042 INT 705. Hydrographic Survey from 06 Feb to 15 Feb 13 in area bounded by:-
	(a) 16-00.0 N 073-23.5 E (b) 16-00.0 N 073-30.0 E
	(c) 16-05.5 N 073-30.0 E (d) 16-05.5 N 073-23.5 E
2.	Wide berth requested
3.	Cancel this MESSAGE 160001 UTC Feb 13.

070.	Andaman Sea – Batti Malv Island. Charts 33 41 407 472 INT 706 (.) Batti Malv Island lighthouse unlit.
071.	Indian Ocean – South Sector. Charts INT 70 INT 71 INT 72 (.) 25 metres in length white coloured vessel reported adrift in vicinity 24-38.4S 056-17.4E.
2.	Caution Advised.
3.	Cancel this MSG 030631 UTC Feb 13.



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

West Coast of India Pilot (INP-1)

Chapter -9 (Page – 284)

(Source: Kandla Port Trust)

Article 9.150, delete and replace by,

Maximum size of vessel handled

9.150

1 Maximum permissible LOA for the port is 240m. Vessels more than 225.5m in length brought directly alongside berth and not allowed to be on anchorage. Only one vessel exceeding length more than 225.5m in length handled at a time.

2 Maximum permissible draughts are issued quarterly by the Deputy Conservator. Permissible draught for ships and tankers exceeding in length 225.5m will have minimum under keel clearance of 1.2m (4ft).

3 Vessels with a departure draught of 10.5 m or more should be brought starboard side alongside on the flood tide to prevent delay in sailing to await change of tide. In Case the vessel is portside alongside due to any reason she should be turned around to face the flood during the stay at berth.

Article 9.156, Insert after Para 2

2a **Night Pilotage.** The maximum permissible draught for night pilotage is restricted upto 10.5m with length 200m (656ft). LPG and Ammonia vessels are handled during daylight hours only.

(Page – 286)

(Source: Kandla Port Trust)

Article 9.170 & 9.171, delete and replace by,

Moorings

9.170

1 There are several numbered and unnumbered mooring buoys within the creek; the positions of known buoys are shown on the chart.

2 The mooring buoy located abreast the S end of Cargo Jetty is used by deep draught vessels waiting to berth. Capacity of vessel handled by various mooring buoys is given below:

No. I & II Genral Cargo mooring	Ships drawing upto 7.9m (26 ft) max. length over all 167.5m (550 ft) at zero tide
No. III Genral Cargo mooring	Ships drawing upto 8.2m (26.9 ft) max. length over all 182.93m (600 ft) at zero tide
Salt mooring	Ships drawing upto 8.5m (27.9 ft) max. length over all 160m (525 ft)
Deep draught mooring	Ships drawing upto 12m (39.37 ft) max. length over all 225.5m

Alongside berths

9.171

1 **Cargo Jetty.** Within the creek on the W side cargo jetty is located about 2 miles, and has a total quayage of about 1700 m which provides six berths for general cargo vessels, and another six berths for container operations is available. A further berth, about 250 m long, was under construction at the S end of the jetty. The permissible draught and dead-weight berth wise are as follows:





Berth No.	Panel No.	DWT	Draught (mtrs)
I	01 to 08	45000	9.8
II	08 to 16	45000	9.8
III	16 to 24	45000	9.8
IV	24 to 32	45000	9.8
V	32 to 41	35000	9.1
VI	41 to 52	35000	9.1
VII	52 to 58	55000	12.0
VIII	58 to 67	55000	12.0
IX	67 to 75	55000	12.0
X	75 to 85	55000	12.0
XI	86 to 98	65000	12.5
XII	98 to 110	65000	12.5

2 **Tanker berths.** Six jetties situated on the W side of the creek about 1½ miles N of the N end of Cargo jetty, has POL, vegetable oil and chemical facilities. The draught, length and DWT e.t.c at all jetties are given below:

Oil Jetty No. 1	Oil tankers drawing upto 10.4m (34.1 ft) draught with LOA upto 213.4m (700 ft) and DWT upto 40,000 tonnes.
Oil Jetty No. 2	Tankers upto LOA 183m (600 ft), DWT upto 52,000 tonnes and maximum draught of 10m (32.8 ft) shall be allowed for berthing.
Oil Jetty No. 3	Tankers drawing upto 10.70m (35.1 ft) LOA upto 213.4m (700 ft) and DWT upto 40,000 tonnes.
Oil Jetty No. 4	Oil tankers drawing upto 10.70m (35.1ft) LOA upto 216m and DWT upto 56,000 tonnes are permissible.
IFFCO Jetty	Tankers upto LOA 216m, DWT 45,000 with draught of 9.5m shall be permitted for berthing. Additional advantage of upto a maximum draught of 10.7m shall be allowed depending upon the height of next low water.
Oil Jetty No. 6 (IOC)	Ship drawing upto 10.1m draught, LOA upto 216m and DWT upto 45,000 tonnes shall be permitted.

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6378	- Cape St Blaize	34 11.17S 22 09.39E	Fl(2)W 15s	72	25	White 4-sided masonry tower 14	Vis 110°-052°(302°). Obscured within 0.5M of Cape
--	--	--	Horn Mo(F) 60s	--	--	--	Sounded when fog is sighted/detected.
D6472.2	- Entrance Channel. Dir Lt 217.7°	29 53.11S 31 02.59E	Dir WRG	43	W 8 R 6 G 5	Grey metal framework tower with platform 41	F G215.6°-216.7° (1.1°). Oc G216.7°-217.6° (0.9°). F W217.6°-217.8° (0.2°). Oc R217.8°-218.7° (0.9°). F R218.7°-219.8° (1.1°). R or G phase increases away from the W sector
D6483.53	--- N	28 47.80S 32 05.07E	Fl G 3s	--	--	Pole 5	<i>fl 0.3</i> TE 2011
D6483.54	-- E Groyne	28 47.99S 32 05.34E	Fl R 2s	--	--	Pole 5	<i>fl 0.3</i> TE 2011
D6483.8	-- LdgLts 029° 30' Front LM 2	28 47.58S 32 03.68E	Fl R 3s	14	--	Yellow column, black bands 10	<i>fl 1.</i> TE 2011
D6879	-Ile Picard (SC)	9 24.01S 46 12.36E	Fl W 2s	17	12	White beacon, red bands 13	*
F0716	Remove from list						
F1174	- KoTaphaoNoi	7 49.93N 98 25.42E	Fl W 9s	67	20	White concrete tower 12	
F1294	TelukKruengraba. Lhoknga Harbour. Breakwater. Head	5 27.12N 95 14.31E	LFl W 7s	17	12	Beacon 7	<i>fl 3.</i> Ra Refil
F1294.2	-- No 1 LdgLts 168°. Front	5 27.05N 95 14.41E	LFl W 5s	14	12	Beacon 10	<i>fl 2.</i> Ra Refil
F1294.21	--- Rear. 35m from front	5 27.03N 95 14.41E	Fl W 5s	17	12	Beacon 10	<i>fl 1.</i> Ra Refil
F1294.4	-- No 2 LdgLts 251°. Front	5 27.09N 95 14.34E	LFl W 6s	10	12	Beacon 7	<i>fl 2.</i> Ra Refil
F1294.41	--- Rear. 44m from front	5 27.08N 95 14.32E	LFl W 7s	13	12	Beacon 7	<i>fl 3.</i> Ra Refil
K 1033.6	SELAT KARIMATA - GosongAbadi (ID)	3 39.00S 108 45.00E	Fl(2)W 10s	13	12	Black  on black beacon, red bands 10	<i>fl 0.5, ec 1.5, fl 0.5, ec 7.5</i>
K 1070.5	-- MuaraAngke (ID)	605.88S 106 46.78E	Q W	--	--	Black  on black beacon, yellow band	
K 1070.6	---	605.93S 106 46.83E	G	--	--	Green  on green post	
K 1070.7	---	606.00S 106 46.86E	R	--	--	Red  on red post	
K 1262.75	TelukPanggul. Breakwater (ID)	8 15.81S 111 22.32E	Fl R 5s	9	6	Red beacon	<i>fl 1</i>

SECTION – VIII
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. 01 dated 01 Jan 13)

NIL

INP 31(5), 2011

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

NIL

INP 31(6), 2012

(Last correction: Edition No. 01 dated 01 Jan 13)

NIL

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-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. Paper Charts. 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. ENCs. 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 charted 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.

Please Note: - 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, ENC's 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			Time (UTC/IST)		
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry		<input type="checkbox"/> Nav. Dangers		<input type="checkbox"/> Nav. Aids
	<input type="checkbox"/> Designated Areas		<input type="checkbox"/> Others		
Geographical Position (See Instructions Overleaf)	Latitude			Longitude	
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar	<input type="checkbox"/> Others	
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> Others		
Charts Affected				Edition	
Latest Edition of Indian Notices to Mariners Held					
Tracing/Plot/Photograph if enclosed					
ENCs Affected					
Latest Update Disk Held					
Publication Affected				Edition	
Page No./Light No. etc					
Details:					
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		Longitude
2. GENERAL REMARKS			
Principal activities and trade			
Number of ships and tonnage handled per year			
Maximum size of draught of vessel handled			
Copy of Port handbook (if available)			
3. ANCHORAGES			
Type / Purpose			
Minimum depth at anchorage			
Shelter afforded			
Holding ground			
Recommended pilotage to the anchorage			
4. PILOTAGE			
Authority for request			
Embarkation position			
Regulations			
Documents to be provided			
Recommended pilotage to approach of Harbour and Berths			
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	
11. BRIDGES	
Vertical clearance	
12. REPAIRS	
Hull machinery and underwater	
Ship and Boat yards	
Docking or Slipway facilities (Size/ Dimensions of vessels handled)	
Hards and Ramps	
Divers / Diving assistance	
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	
Designation, Address, Telephone, E-mail Address and Website	
18. SECURITY	
Security of ports / International Ship and Port Facility Security (ISPS) compliance	
Custom and Immigration Regulations in force	
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)	
Foreign Exchange firms / Banks (Within / Near Port Area)	
Places of interest near port	
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 056/13

Chart 451

OIL AND GAS PIPELINE

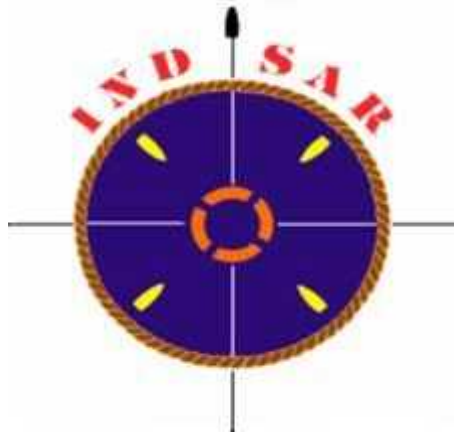
Oil and Gas pipelines contain flammable material under high pressure. Any ship damaging a pipeline could face an immediate fire hazard. Mariners are strongly advised not to anchor or trawl in the vicinity of pipelines.

To accompany Indian Notice to Mariners 056/13

Chart 410

OIL AND GAS PIPELINE

Oil and Gas pipelines contain flammable material under high pressure. Any ship damaging a pipeline could face an immediate fire hazard. Mariners are strongly advised not to anchor or trawl in the vicinity of pipelines.



FOR 24 X 7 SAR ASSISTANCE IN INDIAN SRR

Email: indsar@vsnl.net

NATION WIDE SAR TELE: 1554 (LAND LINE)

INMARSAT C (IOR) 441907210 CODE: 43 (TOLL FREE)

AFTN: VABBYXYC