



INDIAN NOTICES TO MARINERS



EDITION NO. 08 DATED 16 APR 2013

(CONTAINS NOTICES 090 TO 096)

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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> |
|-------------------|----------------------------|---|--------------|--------------|--------------|
| 252 (INT 7325) | 28-02-2013 | OKHA TO VERAVAL <u>Limits</u> 20° 47'.87N; 67° 44'.35E. 22° 29'.00N; 70° 30'.00E. | 30,0000 | 2 | Rs. 1870.00 |

2. The new edition Indian Chart 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> |
|--------------------|----------------------------|--|--------------|--------------|--------------|
| 2016 (INT 7336) | 15-03-2013 | INNER APPROACHES TO MUMBAI <u>Limits</u> 18° 42'.00N; 72° 26'.50E. 19° 02'.70N; 73° 00'.00E. | 60,000 | 3 | Rs. 1870.00 |

3. 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> |
|--------------------|----------------------------|----------------------------|--|----------------------------|
| 252 (INT 7325) | 31-08-2000 | OKHA TO VERAVAL | 252 (INT 7325) | 28-02-2013 |
| 2016 (INT 7336) | 31-10-2010 | INNER APPROACHES TO MUMBAI | 2016 (INT 7336) | 15-03-2013 |

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

| <i>ENC Cell Name</i> | <i>Chart No.</i> | <i>Title</i> | <i>Publication Date</i> |
|----------------------|------------------|-------------------------------------|-------------------------|
| IN2253VP | 253 | VERAVAL TO PIPAVAV | 02-04-2013 |
| IN53003A | 3003 | CUDDALORE ANCHORAGE | 19-03-2013 |
| IN53003N | 3003 | PONDICHERRY ANCHORAGE | 21-03-2013 |
| IN53025A | 3025 | PORTO NOVO ANCHORAGE | 18-03-2013 |
| IN63035V | 3035 | GANGAVARAM PORT | 15-03-2013 |
| IN63036A | 3036 | CHEMPLAST SANMAR CUDDALORE TERMINAL | 19-03-2013 |

3. The new Edition Indian Electronic Navigational Charts that are available for mariners in the market are as follows:-

| <i>ENC Cell Name</i> | <i>Chart No.</i> | <i>Title</i> | <i>Publication Date</i> |
|----------------------|------------------|------------------|-------------------------|
| IN291GD | 291 | GWADAR TO DWARKA | 02-04-2013 |
| IN2292DM | 292 | DWARKA TO MUMBAI | 02-04-2013 |

VI

4. The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

| <i>ENC Cell No</i> | <i>Chart No.</i> | <i>Title</i> | <i>Issue Date</i> |
|--------------------|------------------|--|-------------------|
| IN3253VP | 253 | VERAVAL TO PIPAVAV | 14-10-2004 |
| IN53003C | 3003 | CUDDALORE ANCHORAGE | 13-04-2010 |
| IN53003P | 3003 | PONDICHERRY ANCHORAGE | 13-04-2010 |
| IN53025P | 3025 | PORTO NOVO ANCHORAGE | 22-12-2009 |
| IN63035G | 3035 | GANGAVARAM PORT | 30-03-2009 |
| IN63036C | 3036 | CHEMPLAST SANMAR CUDDALORE TERMINAL | 27-04-2009 |
| IN2291GD | 291 | GWADAR TO DWARKA | 31-07-2005 |
| IN2292DM | 292 | DWARKA TO MUMBAI | 14-10-2004 |

5. The forthcoming Indian Charts are as follows:-

| <i>Chart No</i> | <i>Title</i> | <i>Scale</i> | <i>Remarks</i> |
|--------------------|--------------------|--------------|----------------|
| 2045 (INT 7360) | PORT OF KOCHI | 7,500 | New Edition |
| 2103 | DIGHI PORT | 12,500 | New Chart |
| 2056 | JAFARABAD PORT | 25,000 | New Chart |
| 2065 | PORT DABHOL | 15,000 | New Chart |
| 210 | UMARGAM TO SATPATI | 150,000 | New Edition |
| 253 (INT 7328) | VERAVAL TO PIPAVAV | 300,000 | New Edition |

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:

| | |
|---|---|
| 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 090 to 096 contained in this edition are as follows:

| CHART NUMBER | FOLIO NO. | NOTICE NO. |
|---------------------|------------------|-------------------|
| 21 | 2 | 095 (T), 096 (T) |
| 22 (INT 752) | 3 | 093, 096 (T) |
| 23 | 1 | 096 (T) |
| 31 | 5 | 095 (T) |
| 32 (INT 754) | 5 | 095 (T) |
| 33 | 5 | 095 (T) |
| 41 (INT 757) | 6 | 095 (T) |
| 211 | 3 | 092 |
| 214 | 3 | 096 (T) |
| 257 (INT 7343) | 3 | 096 (T) |
| 268 (INT 7353) | 4 | 096 (T) |
| 272 | 4 | 093, 094, 096 (T) |
| 273 | 4 | 094, 096 (T) |
| 292 (INT 7021) | 2 | 095 (T) |
| 293 (INT 7022) | 3 | 093, 096 (T) |
| 391 | 5 | 095 (T) |
| 404 | 6 | 095 (T) |
| 405 | 6 | 095 (T) |
| 472 (INT 7032) | 6 | 095 (T) |
| 473 (INT 7031) | 6 | 095 (T) |
| 2015 (INT 7337) | 3 | 091 |
| 2016 (INT 7336) | 3 | 091, 092 |
| 2020 | 3 | 096 (T) |
| 2022 (INT 7345) | 3 | 096 (T) |
| 2047 | 4 | 094, 096 (T) |
| 2059 (INT 7322) | 2 | 090 |
| 2076 (INT 7338) | 3 | 091 |
| 4002 | 6 | 095 (T) |
| 7071 (INT 71) | 1 | 095 (T), 096 (T) |
| 7072 (INT 72) | 1 | 095 (T), 096 (T) |
| 7073 (INT 73) | 1 | 095 (T), 096 (T) |
| 7703 (INT 703) | 1 | 096 (T) |
| 7705 (INT 705) | 1 | 095 (T), 096 (T) |
| 7706 (INT 706) | 1 | 095 (T), 096 (T) |
| 7707 (INT 707) | 1 | 095 (T), 096 (T) |

SECTION – II
PERMANENT NOTICES

***090/(08/13) INDIA – WEST COAST – Kandla - Sogal Channel – Legend. Accompanying Note.**

Source:NAVAREA VIII – 201/13.

Chart 2059 (INT 7322) [previous update 120/12]

| | | |
|--------|---|--|
| Insert | legend, “LESSER DEPTH (see Note)” centered on: | 23° 01′.85N., 70° 13′.57E. 22° 59′.68N., 70° 13′.74E. |
| | accompanying note, “LESSER DEPTH”, centered on: | 22° 57′.70N., 70° 10′.50E. |

***091/(08/13) INDIA – WEST COAST – Inner Approaches to Mumbai – Radio Reporting Points. Pilot Boarding.**

Source: Mumbai Port Trust.

Chart 2016 (INT 7336) [previous update NE 15 Mar 13]

| | | |
|--------|--|----------------------------|
| Insert |  direction of vessel movement 090°-270° | 18° 49′.92N., 72° 38′.10E. |
| |  direction of vessel movement 063°-243° | 18° 51′.65N., 72° 49′.43E. |
| |  direction of vessel movement 086°-266° | 18° 56′.57N., 72° 55′.02E. |

Chart 2015 (INT 7337) [previous update 053/13]

| | | |
|--------|---|----------------------------|
| Insert |  | 18° 51′.50N., 72° 49′.50E. |
|--------|---|----------------------------|

Chart 2076 (INT 7338) [previous update 053/13]

| | | |
|--------|---|----------------------------|
| Insert |  direction of vessel movement 086°-266° | 18° 56′.57N., 72° 55′.02E. |
|--------|---|----------------------------|

***092/(08/13) INDIA – WEST COAST – Inner Approaches to Mumbai – Spoil Ground.**

Source: Mumbai Port Trust.

Chart 211 [previous update 086/13]

| | | |
|--------|---|--|
| Insert | spoil ground, pecked line, joining: | (a) 18° 54′.95N., 72° 40′.80E. (b) 18° 54′.95N., 72° 42′.00E. (c) 18° 53′.80N., 72° 42′.00E. (d) 18° 53′.80N., 72° 40′.80E. (e) 18° 54′.40N., 72° 41′.40E. |
| | legend, “Spoil Ground”, centered on | (e) 18° 54′.40N., 72° 41′.40E. |
| Delete | existing limit of dumping ground ‘TTTTTTT’ joining: | (a) – (d) above |
| | legend, “Dumping Ground”, centered on | (e) above |

Chart 2016 (INT 7336) [previous update 091/13]

| | | |
|--------|---|--|
| Insert | spoil ground, pecked line, joining: | (a) 18° 54′.95N., 72° 40′.80E. (b) 18° 54′.95N., 72° 42′.00E. (c) 18° 53′.80N., 72° 42′.00E. (d) 18° 53′.80N., 72° 40′.80E. (e) 18° 54′.40N., 72° 41′.40E. |
| | legend, “Spoil Ground”, centered on | (e) 18° 54′.40N., 72° 41′.40E. |
| Delete | existing limit of dumping ground ‘TTTTTTT’ joining: | (a) – (d) above |
| | legend, “Dumping Ground”, centered on | (e) above |

***093/(08/13) INDIA – WEST COAST – Mumbai to New Mangalore – Depth.**

Source: IH 102, INS Investigator.

Chart 22 (INT 752) [previous update 046/13]Delete  Rep (1963) 13° 36'·80N., 72° 18'·00E.**Chart 293 (INT 7022)** [previous update 046/13]Delete  Rep (1963) 13° 36'·80N., 72° 18'·00E.**Chart 272** [previous update 046/13]Delete  Rep (1963) 13° 36'·80N., 72° 18'·00E.***094/(08/13) INDIA – LAKSHADWEEP – Kadmat Island – Buoys. Light.**

Source: IH 102, INS Sutlej.

Chart 272 [previous update 093/13]

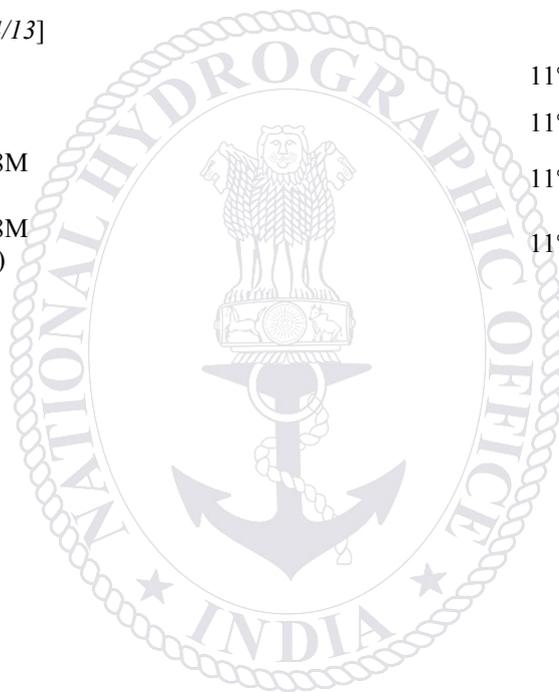
Amend light to, Fl(4)20s8M 11° 15'·40N., 72° 47'·40E.

Chart 273 [previous update 275/12]

Amend light to, Fl(4)20s8M 11° 15'·40N., 72° 47'·40E.

Chart 2047 [previous update 054/13]Insert  11° 13'·65N., 72° 46'·38E.

11° 13'·56N., 72° 46'·34E.

Delete  Fl(4)20s34m8M Racon (G) 11° 15'·40N., 72° 47'·37E.Delete  Fl(4)20s34m8M PA Racon (G) 11° 15'·38N., 72° 47'·45E.

SECTION – III

TEMPORARY AND PRELIMINARY NOTICES

***095(T)/(08/13) 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 |
|----------------------|---------------------------|--|
| *BD04 MB | 14° 12'·00N., 82° 54'·00E | 31, 32, 33, 391, 7071 (INT 71), 7073 (INT 73), 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 | 13° 30'·00N., 84° 00'·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) |
| *BD09 OB- OMNI | 17° 58'·00N., 89° 44'·00E | 31, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706) |
| *CB 01/ COASTAL BUOY | 11° 35'·00N., 92° 36'·00E | 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) |
| *TB09 TSUNAMI | 17° 42'·00N., 89° 36'·00E | 31, 7071 (INT 71), 7073 (INT 73), 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 057(T)/13 is cancelled.

***096(T)/(08/13) 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) |
| *CB02/ COASTAL BUOY | 10° 52'·00N., 72° 12'·00E. | 2047, 22, 268, 273, 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706) |
| *CB04/ COASTAL BUOY | 15° 23'·00N., 73° 45'·00E. | 2020, 2022 (INT 7345), 214, 257 (INT 7343), 293 (INT 7022), 7071 (INT 71), 7072 (INT 72), 7073 (INT 73), 7703 (INT 703), 7705 (INT 705), 7706 (INT 706) |
| 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 058(T)/13 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

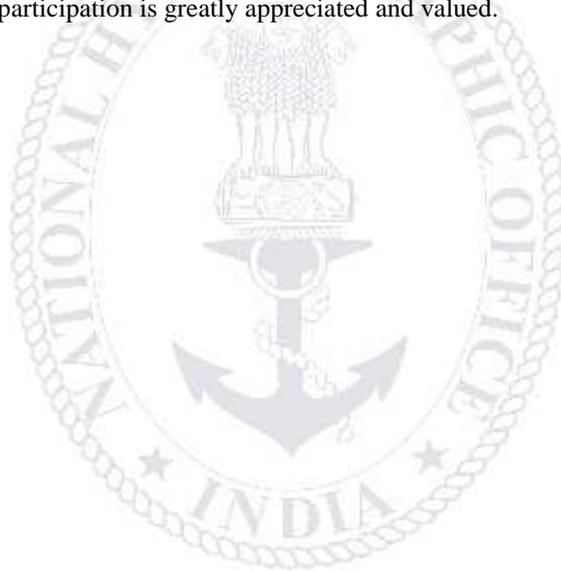
Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(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.

4. WORLD-WIDE NAVIGATIONAL WARNING SERVICE SECOND SURVEY TO ASSESS THE QUALITY OF MSI SERVICES

The International Hydrographic Organization's World-Wide Navigational Warning Service (WWNWS) is conducting a survey concerning the quality of Maritime Safety Information broadcast via SAFETYNET and NAVTEX to identify measures to improve service. It provides an opportunity to comment on the quality of the content and reception of Navigational Warnings provided by each NAVAREA coordinator. Please visit <http://www.needtopopulatethis.com> to complete the short survey. The World Meteorological Organization offers a similar survey regarding the World-Wide Meteorological Information and warning service available at: www.jcomm.info/mrms. Your participation is greatly appreciated and valued.



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:-

| | | |
|--|---|--|
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| <p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p> | <p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p> | <p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p> |
| <p>Bogerd Martin Tianjin(China Branch) 2-B101 FTZ Hi-Tech Development Centre 131 Haibin 9 Road 300461 Tianjin China Ph: +86 22 257 62 721 Fax: +86 22 257 62 722 Email: charts-tj@martincn.com</p> | <p>C-Map Holland Paleiskade100 PO Box 7 1781 AR Den Helder, Holland Ph: +31 223 616 700 E Mail: CorMallie cor@chartworx.nl</p> | |

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 |
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| 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 15 Apr 13.

2012 SERIES – 465 531 596 661 662

2013 SERIES – 003 007 008 012 026 035 036 046 070 135 147 148 149 152 160 163 164 171
175 176 177 183 187 191 193 197 198 199 200 201 202 203 204 206 207 208

3. NAVAREA VIII Warnings issued during the period from 01 Apr to 15 Apr 13 (both dates inclusive) are as tabulated below: –

| | | | | | | | | | | | | | | | | | | | | |
|--|---------------|---------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|---------------|------------|--|--|
| <p>176. India West Coast – Off Mumbai. Charts 21 22 292 INT 71 INT 706. Survey vessel MV Pacific Finder will carry out 2D seismic survey till 20 Apr 13 in area bounded by:</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 18-45.00N</td> <td>069-00.00E</td> <td>(b) 18-45.00N</td> <td>069-32.01E</td> </tr> <tr> <td>(c) 18-57.28N</td> <td>069-32.01E</td> <td>(d) 18-57.28N</td> <td>069-45.20E</td> </tr> <tr> <td>(e) 18-45.00N</td> <td>069-49.13E</td> <td>(f) 18-30.00N</td> <td>070-06.53E</td> </tr> <tr> <td>(g) 18-30.06N</td> <td>070-10.11E</td> <td>(h) 18-01.30N</td> <td>070-10.00E</td> </tr> <tr> <td>(j) 18-00.00N</td> <td>069-30.00E</td> <td></td> <td></td> </tr> </tbody> </table> <p>2. The vessel will be towing one streamer of length 12000 metres. End marked with flashing white light. 3. Wide berth of 07 NM around the vessel requested. 4. Cancel this MSG 210001 UTC Apr 13.</p> | (a) 18-45.00N | 069-00.00E | (b) 18-45.00N | 069-32.01E | (c) 18-57.28N | 069-32.01E | (d) 18-57.28N | 069-45.20E | (e) 18-45.00N | 069-49.13E | (f) 18-30.00N | 070-06.53E | (g) 18-30.06N | 070-10.11E | (h) 18-01.30N | 070-10.00E | (j) 18-00.00N | 069-30.00E | | |
| (a) 18-45.00N | 069-00.00E | (b) 18-45.00N | 069-32.01E | | | | | | | | | | | | | | | | | |
| (c) 18-57.28N | 069-32.01E | (d) 18-57.28N | 069-45.20E | | | | | | | | | | | | | | | | | |
| (e) 18-45.00N | 069-49.13E | (f) 18-30.00N | 070-06.53E | | | | | | | | | | | | | | | | | |
| (g) 18-30.06N | 070-10.11E | (h) 18-01.30N | 070-10.00E | | | | | | | | | | | | | | | | | |
| (j) 18-00.00N | 069-30.00E | | | | | | | | | | | | | | | | | | | |
| <p>177. India West Coast – Off Bepore. Charts 22 259 INT 71 INT 706. Debris of sunk Dhow Arul Seeli scattered 05 NM around 10-41.5N 075-29.0E. 03 crew still missing. 2. Vessels transiting through the area to keep sharp look out and render assistance.</p> | | | | | | | | | | | | | | | | | | | | |
| <p>178. Indian Ocean – Northern Part. Charts INT 71 INT 72 INT 706. Derelict wooden boat (length 20 metres) reported adrift in vicinity 08-29S 067-57E at 300510 UTC Mar 13. 2. Cancel this MSG 020510 UTC Apr 13.</p> | | | | | | | | | | | | | | | | | | | | |
| <p>179. Andaman Sea – off Port Blair. Charts 41 405 406 473 4030 INT 706. Firing practice by Naval ships between 0030 UTC to 0730 UTC from 06 Apr to 08 Apr 13 in area bounded by:</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 11-17N</td> <td>092-34E</td> <td>(b) 11-05N</td> <td>092-34E</td> </tr> <tr> <td>(c) 11-05N</td> <td>092-48E</td> <td>(d) 11-17N 0</td> <td>092-48E</td> </tr> </tbody> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this MSG 080830 UTC Apr 13.</p> | (a) 11-17N | 092-34E | (b) 11-05N | 092-34E | (c) 11-05N | 092-48E | (d) 11-17N 0 | 092-48E | | | | | | | | | | | | |
| (a) 11-17N | 092-34E | (b) 11-05N | 092-34E | | | | | | | | | | | | | | | | | |
| (c) 11-05N | 092-48E | (d) 11-17N 0 | 092-48E | | | | | | | | | | | | | | | | | |
| <p>180. Andaman Sea – Ten Degrees Channel. Charts 33 41 472 473 INT 71. Firing practice by Naval ships from 080130 UTC to 090730 UTC Apr 13 in area bounded by:</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 10-50N</td> <td>092-36E</td> <td>(b) 11-05N</td> <td>093-30E</td> </tr> <tr> <td>(c) 10-13N</td> <td>093-45E</td> <td>(d) 09-58N</td> <td>092-55E</td> </tr> </tbody> </table> <p>2. Safe flying height 10000 metres. 3. Cancel this MSG 090830 UTC Apr 13.</p> | (a) 10-50N | 092-36E | (b) 11-05N | 093-30E | (c) 10-13N | 093-45E | (d) 09-58N | 092-55E | | | | | | | | | | | | |
| (a) 10-50N | 092-36E | (b) 11-05N | 093-30E | | | | | | | | | | | | | | | | | |
| (c) 10-13N | 093-45E | (d) 09-58N | 092-55E | | | | | | | | | | | | | | | | | |
| <p>181. India East Coast – Bay of Bengal. Charts 31 351 352 INT 71 INT 706. Experimental flight trial scheduled between 0230 UTC to 0730 UTC on 07 and 08 Apr 13. Danger zone bounded by:</p> <table style="width: 100%; border: none;"> <tbody> <tr> <td>(a) 20-48.33N</td> <td>087-02.60E</td> <td>(b) 19-54.35N</td> <td>086-45.71E</td> </tr> <tr> <td>(c) 06-47.73N</td> <td>085-52.70E</td> <td>(d) 06-47.73N</td> <td>088-17.91E</td> </tr> <tr> <td>(e) 07-11.48N</td> <td>090-41.23E</td> <td>(f) 19-58.31N</td> <td>087-33.98E</td> </tr> <tr> <td>(g) 20-48.73N</td> <td>087-07.43E</td> <td></td> <td></td> </tr> </tbody> </table> <p>2. Caution advised. 3. Cancel this MSG 080830 UTC Apr 13.</p> | (a) 20-48.33N | 087-02.60E | (b) 19-54.35N | 086-45.71E | (c) 06-47.73N | 085-52.70E | (d) 06-47.73N | 088-17.91E | (e) 07-11.48N | 090-41.23E | (f) 19-58.31N | 087-33.98E | (g) 20-48.73N | 087-07.43E | | | | | | |
| (a) 20-48.33N | 087-02.60E | (b) 19-54.35N | 086-45.71E | | | | | | | | | | | | | | | | | |
| (c) 06-47.73N | 085-52.70E | (d) 06-47.73N | 088-17.91E | | | | | | | | | | | | | | | | | |
| (e) 07-11.48N | 090-41.23E | (f) 19-58.31N | 087-33.98E | | | | | | | | | | | | | | | | | |
| (g) 20-48.73N | 087-07.43E | | | | | | | | | | | | | | | | | | | |
| <p>182. India West Coast – Okha. Charts 21 202 203 251 271 291 2013 2068 INT 705. Firing by Naval Coast Battery between 0530 UTC to 0730 UTC on 09 Apr 13. 2. Danger area from 300 degree to 020 degree up to 12 NM seaward from 22-28.03N 069-04.98E. 3. Safe flying height 13000 metres. 4. Cancel this MSG 090830 UTC Apr 13.</p> | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------------------|------------|------------|--------------|------------|--------------|-----------|-------------------------------|------------|--------------|-----------|--------------|-----------|--------------|------------|-------------------------------|-----------|--------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|-----|-----------|------------|
| <p>183. India West Coast – off Dwarka. Charts 21 291 252 INT 71. Survey vessel MV Vyacheslav Tikhonov will carry out seismic survey operation as follows:- Till 15 Apr 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>22-06.11N</td> <td>068-25.75E</td> <td>(b)</td> <td>22-13.71N</td> <td>068-55.03E</td> </tr> <tr> <td>(c)</td> <td>22-11.90N</td> <td>068-57.51E</td> <td>(d)</td> <td>22-04.21N</td> <td>068-58.45E</td> </tr> <tr> <td>(e)</td> <td>21-56.08N</td> <td>068-28.58E</td> <td></td> <td></td> <td></td> </tr> </table> <p>From 16 Apr to 03 May 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>21-58.03N</td> <td>068-28.03E</td> <td>(b)</td> <td>22-06.31N</td> <td>068-58.75E</td> </tr> <tr> <td>(c)</td> <td>21-56.30N</td> <td>068-59.90E</td> <td>(d)</td> <td>21-48.40N</td> <td>068-30.95E</td> </tr> </table> <p>2. The vessel will be towing six streamers of length 4.7 NM. End marked with white flashing lights. 3. Wide berth of 6.5 NM around the vessel requested. 4. Cancel this MSG 040001 UTC May 13.</p> | (a) | 22-06.11N | 068-25.75E | (b) | 22-13.71N | 068-55.03E | (c) | 22-11.90N | 068-57.51E | (d) | 22-04.21N | 068-58.45E | (e) | 21-56.08N | 068-28.58E | | | | (a) | 21-58.03N | 068-28.03E | (b) | 22-06.31N | 068-58.75E | (c) | 21-56.30N | 068-59.90E | (d) | 21-48.40N | 068-30.95E |
| (a) | 22-06.11N | 068-25.75E | (b) | 22-13.71N | 068-55.03E | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) | 22-11.90N | 068-57.51E | (d) | 22-04.21N | 068-58.45E | | | | | | | | | | | | | | | | | | | | | | | | | |
| (e) | 21-56.08N | 068-28.58E | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) | 21-58.03N | 068-28.03E | (b) | 22-06.31N | 068-58.75E | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) | 21-56.30N | 068-59.90E | (d) | 21-48.40N | 068-30.95E | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>184. India West Coast – Gulf of Khambhat. Charts 21 207 208 254 292 INT 71. Gopnath Point DGPS off air. 2. Caution advised.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>185. Western Indian Ocean – off Somalia. Charts INT 71 INT 72 INT 701. Piracy. M/V attacked in vicinity 00-52N 044-01E at 020743 UTC Apr 13. 2. Caution advised. 3. Cancel this MSG 050743 UTC Apr 13.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>186. India West Coast – Arabian Sea. Charts 22 293 INT 71 INT 705. Firing by Naval ships as follows:- From 0130 UTC to 0730 UTC on 07 Apr 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>16-57N</td> <td>069-38E</td> <td>(b)</td> <td>17-15N</td> <td>070-06E</td> </tr> <tr> <td>(c)</td> <td>16-53N</td> <td>070-25E</td> <td>(d)</td> <td>16-35N</td> <td>069-57E</td> </tr> </table> <p>From 0130 UTC to 0730 UTC on 07 and 08 Apr 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>17-26N</td> <td>070-27E</td> <td>(b)</td> <td>17-10N</td> <td>070-41E</td> </tr> <tr> <td>(c)</td> <td>16-50N</td> <td>070-18E</td> <td>(d)</td> <td>17-07N</td> <td>070-04E</td> </tr> </table> <p>2. Safe flying height 8000 metres. 3. Cancel this MSG 080830 UTC Apr 13.</p> | (a) | 16-57N | 069-38E | (b) | 17-15N | 070-06E | (c) | 16-53N | 070-25E | (d) | 16-35N | 069-57E | (a) | 17-26N | 070-27E | (b) | 17-10N | 070-41E | (c) | 16-50N | 070-18E | (d) | 17-07N | 070-04E | | | | | | |
| (a) | 16-57N | 069-38E | (b) | 17-15N | 070-06E | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) | 16-53N | 070-25E | (d) | 16-35N | 069-57E | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) | 17-26N | 070-27E | (b) | 17-10N | 070-41E | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) | 16-50N | 070-18E | (d) | 17-07N | 070-04E | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>187. Myanmar – Gulf of Martaban. Charts 41 INT 71 INT 706. Spool installation will be carried out by survey vessels MV Seamec Princess and MV Da Vinci from 08 Apr to 30 May 13 at 14-11.46N 096-02.78E. 2. Wide berth of 03 NM around the position requested. 3. Cancel this MSG 310001 UTC May 13.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>188. Cancel NAVAREA VIII 167/13 and this MSG. INM 084/13 of INM edition 07/13 refers.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>189. Cancel NAVAREA VIII 184/13 and this MSG. Gopnath Point DGPS on air.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>190. India West Coast – off Mumbai. Charts 21 22 255 292 INT 706. Cable ship Umm Al Anber will carry out submarine cable repair till 10 Apr 13 in area bounded by:</p> <table border="0"> <tr> <td>(A)</td> <td>18-59.62N</td> <td>071-22.79E</td> <td>(b)</td> <td>18-59.63N</td> <td>071-21.69E</td> </tr> <tr> <td>(c)</td> <td>19-00.15N</td> <td>071-22.24E</td> <td>(d)</td> <td>18-59.10N</td> <td>071-22.26E</td> </tr> </table> <p>2. Wide berth of 01 NM requested. 3. Cancel this MSG 110001 UTC Apr 13.</p> | (A) | 18-59.62N | 071-22.79E | (b) | 18-59.63N | 071-21.69E | (c) | 19-00.15N | 071-22.24E | (d) | 18-59.10N | 071-22.26E | | | | | | | | | | | | | | | | | | |
| (A) | 18-59.62N | 071-22.79E | (b) | 18-59.63N | 071-21.69E | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) | 19-00.15N | 071-22.24E | (d) | 18-59.10N | 071-22.26E | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>191. India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast Battery:</p> <table border="0"> <tr> <td>Date</td> <td>Time (UTC)</td> </tr> <tr> <td>05 Apr 13</td> <td>0900 to 1200</td> </tr> <tr> <td>09 Apr 13</td> <td>0900 to 1200</td> </tr> <tr> <td>12 Apr 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>16 Apr 13</td> <td>0900 to 1200</td> </tr> <tr> <td>19 Apr 13</td> <td>0900 to 1200</td> </tr> <tr> <td>23 Apr 13</td> <td>0900 to 1200</td> </tr> <tr> <td>26 Apr 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>30 Apr 13</td> <td>0900 to 1200</td> </tr> </table> <p>2. Danger area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>09-57.5N</td> <td>075-59.5E</td> <td>(b)</td> <td>09-57.7N</td> <td>076-14.2E</td> </tr> <tr> <td>(c)</td> <td>09-44.0N</td> <td>076-17.5E</td> <td>(d)</td> <td>09-42.5N</td> <td>076-09.5E</td> </tr> </table> <p>3. Safe flying height 10000 metres. 4. Cancel this MSG 301300 UTC Apr 13.</p> | Date | Time (UTC) | 05 Apr 13 | 0900 to 1200 | 09 Apr 13 | 0900 to 1200 | 12 Apr 13 | 0900 to 1200 and 1230 to 1430 | 16 Apr 13 | 0900 to 1200 | 19 Apr 13 | 0900 to 1200 | 23 Apr 13 | 0900 to 1200 | 26 Apr 13 | 0900 to 1200 and 1230 to 1430 | 30 Apr 13 | 0900 to 1200 | (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 |
| Date | Time (UTC) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 05 Apr 13 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 09 Apr 13 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 Apr 13 | 0900 to 1200 and 1230 to 1430 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 Apr 13 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 Apr 13 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 23 Apr 13 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 Apr 13 | 0900 to 1200 and 1230 to 1430 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr 13 | 0900 to 1200 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (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 | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>192. Cancel NAVAREA VIII 519/12 and 094/13. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705 INT 706. Narmada channel marking buoy no 4 and buoy no 6 unlit. 2. Buoy no 2 off station (0.3NM south) of charted position. 3. Buoy no 9 off station at 21-03.23N 072-10.00E. 4. Buoy no 7 reported missing. 5. Caution advised.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| <p>193. Cancel NAVAREA VIII 537/12 and 106/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Salaya channel marking buoy Ranwara and Paga reported missing.</p> <p>2. Mithapur buoy reported sunk in vicinity 22-24.71N 068-51.84E.</p> <p>3. Caution advised.</p> | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------|-------------------|------------|----------|----------------------|------------------|-----|----------------------|------------------|-----|----------------------|---------------|-----|----------------------|---------------|-----|----------------------|-------------------|-----|----------------------|-------------------|
| <p>194. NAVAREA VIII – Messages in force as on 051001 UTC Apr 13: 2012 SERIES – 465 531 596 657 661 662 2013 SERIES – 003 007 008 012 026 035 036 046 070 135 137 142 147 148 149 152 160 163 164 165 166 171 175 176 177 179 180 181 182 183 186 187 190 191 192 193</p> <p>(a) NAVAREA VIII warnings less than 42 days old (135/13 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.</p> <p>2. Cancel this MSG 121001 UTC Apr 13.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>195. Cancel NAVAREA VIII 181/13 and this MSG.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>196. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 1100 UTC to 1300 UTC on 09 Apr 13 and from 0300 UTC to 0800 UTC on 10 Apr 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>21-12.0S</td> <td>054-57.0E</td> <td>(b)</td> <td>21-26.0S</td> <td>055-02.5E</td> </tr> <tr> <td>(c)</td> <td>21-31.2S</td> <td>054-47.4E</td> <td>(d)</td> <td>21-17.2S</td> <td>054-42.0E</td> </tr> </table> <p>2. Cancel this MSG 101000 UTC Apr 13.</p> | (a) | 21-12.0S | 054-57.0E | (b) | 21-26.0S | 055-02.5E | (c) | 21-31.2S | 054-47.4E | (d) | 21-17.2S | 054-42.0E | | | | | | | | | |
| (a) | 21-12.0S | 054-57.0E | (b) | 21-26.0S | 055-02.5E | | | | | | | | | | | | | | | | |
| (c) | 21-31.2S | 054-47.4E | (d) | 21-17.2S | 054-42.0E | | | | | | | | | | | | | | | | |
| <p>197. Cancel NAVAREA VIII 657/12. India West Coast – Arabian Sea. Charts 21 22 211 217 220 255 258 259 272 2015 2016 INT 705. Following buoys are virtually marked on NAIS network:</p> <table border="0"> <thead> <tr> <th></th> <th>Position</th> <th>Name/Place</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>18-55.19N 072-52.05E</td> <td>off Karanja buoy</td> </tr> <tr> <td>(b)</td> <td>18-55.07N 072-52.27E</td> <td>off Karanja buoy</td> </tr> <tr> <td>(c)</td> <td>18-52.28N 072-50.23E</td> <td>off Sunk rock</td> </tr> <tr> <td>(d)</td> <td>18-52.08N 072-50.45E</td> <td>off Sunk rock</td> </tr> <tr> <td>(e)</td> <td>18-51.56N 072-48.98E</td> <td>off No.2 red buoy</td> </tr> <tr> <td>(f)</td> <td>18-51.39N 072-49.09E</td> <td>off No.2 red buoy</td> </tr> </tbody> </table> | | Position | Name/Place | (a) | 18-55.19N 072-52.05E | off Karanja buoy | (b) | 18-55.07N 072-52.27E | off Karanja buoy | (c) | 18-52.28N 072-50.23E | off Sunk rock | (d) | 18-52.08N 072-50.45E | off Sunk rock | (e) | 18-51.56N 072-48.98E | off No.2 red buoy | (f) | 18-51.39N 072-49.09E | off No.2 red buoy |
| | Position | Name/Place | | | | | | | | | | | | | | | | | | | |
| (a) | 18-55.19N 072-52.05E | off Karanja buoy | | | | | | | | | | | | | | | | | | | |
| (b) | 18-55.07N 072-52.27E | off Karanja buoy | | | | | | | | | | | | | | | | | | | |
| (c) | 18-52.28N 072-50.23E | off Sunk rock | | | | | | | | | | | | | | | | | | | |
| (d) | 18-52.08N 072-50.45E | off Sunk rock | | | | | | | | | | | | | | | | | | | |
| (e) | 18-51.56N 072-48.98E | off No.2 red buoy | | | | | | | | | | | | | | | | | | | |
| (f) | 18-51.39N 072-49.09E | off No.2 red buoy | | | | | | | | | | | | | | | | | | | |
| <p>198. 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 0530 UTC to 0730 UTC on 17 Apr 13.</p> <p>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.</p> <p>3. Cancel this MSG 170830 UTC Apr 13.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>199. Bay of Bengal – off Visakhapatnam. Charts 31 32 308 354 391 INT 71. Firing practice by Naval Ships between 180330 UTC to 201230 UTC Apr 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>17-37N</td> <td>083-50E</td> <td>(b)</td> <td>16-35N</td> <td>082-57E</td> </tr> <tr> <td>(c)</td> <td>14-30N</td> <td>085-15E</td> <td>(d)</td> <td>15-31N</td> <td>086-10E</td> </tr> </table> <p>2. Safe flying height 22000 metres. 3. Cancel this MSG 201330 UTC Apr 13.</p> | (a) | 17-37N | 083-50E | (b) | 16-35N | 082-57E | (c) | 14-30N | 085-15E | (d) | 15-31N | 086-10E | | | | | | | | | |
| (a) | 17-37N | 083-50E | (b) | 16-35N | 082-57E | | | | | | | | | | | | | | | | |
| (c) | 14-30N | 085-15E | (d) | 15-31N | 086-10E | | | | | | | | | | | | | | | | |
| <p>200. India East Coast – Vishakhapatnam. Charts 31 32 308 354 391 3002 3012 INT 71. Seaward firing practice by Naval coast battery from 0001 UTC to 0200 UTC and 1500 UTC to 1600 UTC on 17 Apr 13.</p> <p>2. Danger zone sector of 15 NM radius between 070 degree and 130 degree from position 17-42N 083-18E.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>201. India West Coast – Gulf of Kachchh. Charts 21 203 2018 INT 705. Significantly less water than charted reported in Kandla creeks</p> <p>2. Caution advised.</p> | | | | | | | | | | | | | | | | | | | | | |
| <p>202. Andaman Sea – Off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval coast battery from 0730 UTC to 1130 UTC on 17 Apr 13 in area bounded by:</p> <table border="0"> <tr> <td>(a)</td> <td>11-39.7N</td> <td>092-46.3E</td> <td>(b)</td> <td>11-40.6N</td> <td>092-47.0E</td> </tr> <tr> <td>(c)</td> <td>11-38.7N</td> <td>092-53.1E</td> <td>(d)</td> <td>11-32.9N</td> <td>092-48.3E</td> </tr> </table> <p>2. Safe flying height 5000 metres. 3. Cancel this MSG 171230 UTC Apr 13.</p> | (a) | 11-39.7N | 092-46.3E | (b) | 11-40.6N | 092-47.0E | (c) | 11-38.7N | 092-53.1E | (d) | 11-32.9N | 092-48.3E | | | | | | | | | |
| (a) | 11-39.7N | 092-46.3E | (b) | 11-40.6N | 092-47.0E | | | | | | | | | | | | | | | | |
| (c) | 11-38.7N | 092-53.1E | (d) | 11-32.9N | 092-48.3E | | | | | | | | | | | | | | | | |

| |
|---|
| <p>203. India West Coast – Off Malvan. Charts 22 213 256 257 293 2041 2042 INT 706. Buoys in following positions at Malvan anchorage and approaches reported missing:</p> <p>(a) 16-03.15N 073-27.36E (b) 16-02.86N 073-27.37E (c) 16-03.00N 073-27.91E (d) 16-03.06N 073-27.15E (e) 16-02.59N 073-27.09E (f) 16-01.45N 073-25.70E (g) 16-02.95N 073-27.75E</p> <p>2. Caution advised.</p> |
| <p>204. India East Coast – off Paradip. Charts 31 INT 71 INT 73 INT 706. Survey Vessel Viking II will carry out 3D seismic survey operations till 15 May 13 in area bounded by:</p> <p>(a) 20-06.72N 088-09.29E (b) 20-11.14N 088-24.06E (c) 20-14.87N 088-45.15E (d) 19-50.60N 088-45.15E (e) 19-46.28N 088-30.62E (f) 20-08.06N 088-29.72E (g) 20-02.17N 088-09.99E</p> <p>2. Wide berth of 06 NM around the vessel requested. 3. Cancel this MSG 160001 UTC May 13.</p> |
| <p>205. India West Coast – Ramayapatnam. Charts 31 32 355 356 INT 706. Ramayapatnam light Unlit.</p> |
| <p>206. Cancel NAVAREA VIII 192/13. India West Coast – Gulf of Khambhat. Charts 21 207 254 292 INT 705 INT 706. Narmada channel marking buoy No 4 and buoy No 6 Unlit.</p> <p>2. Buoy No 2 off station at 20-36.52N 071-58.41E. 3. Buoy No 6 off station at 20-52.66N 072-06.35E. 4. Buoy No 9 off station at 21-03.53N 072-09.89E. 5. Buoy No 7 reported missing. 6. Caution Advised.</p> |
| <p>207. NAVAREA VIII – Messages in force as on 121003 UTC Apr 13 2012 Series – 465 531 596 661 662 2013 Series – 003 007 008 012 026 035 036 046 070 135 147 148 149 152 160 163 164 171 175 176 177 183 187 191 193 197 198 199 200 201 202 203 204 205 206</p> <p>(a) NAVAREA VIII warnings less than 42 days old (135/13 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.</p> <p>2. Cancel this MSG 191001 UTC Apr 13.</p> |
| <p>208. Cancel NAVAREA VIII 205/13 and this MSG. Ramayapatnam light operational.</p> |

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 -7 (Page – 227)
(Source: Mumbai Port Trust)

Indian Notices to Mariners, Special Edition-2012
Special Notice No. 9 (Page-115)
(Source: IHQMOD, Navy)

Delete article 7.170 and 7.209a and replace by;

Delete Para 3 Area Z5in STANDARD OPERATING AREAS

Vessel Traffic Service

7.170

A Vessel Traffic service (VTS) for the control of shipping is in operation in Mumbai and JNPT port. Participation is mandatory for all vessels navigating in or intending or entering Mumbai and JNPT port. For further details see *Indian list of Radio Signals Volume 6*.

The VTS centre is administered by the Mumbai Port VTS Centre, 3rd Floor, Control Tower, South End Ballard Pier Extension Bldg., Mumbai Port, Ballard Estate, Mumbai - 400 001.

Telephone: +91(0) 22 66565036
+91(0) 22 22610612

Fax: +91(0) 22 22664066

E-Mail: dmcsmbpt@gmail.com

WEB: www.mumbaiport.gov.in

AREAS OF CONGESTION.

7.170a

Due to convergence of traffic areas of congestion are as follows:

- (i) Entrance of Mumbai Port Channel at the outer Reef Buoy
- (ii) At Pilot Station
- (iii) Off Sunk Rock
- (iv) In the Channel off Middle Ground
- (v) Off JD Tanker Terminal No. 4

* Precautionary areas marked on charts

All Vessels whilst approaching these congestion points/areas are to exercise extreme caution which necessitates reduction of speed and are to follow safe speed as per COLREGS.

Chapter -7 (Page – 233)
(Source: Mumbai Port Trust)

Insert New Article after 7.233

Lighterage Area.

7.233a

Two lighterage areas are available in the Mumbai Port Trust:

- (a) Port Lighterage Anchorage area encompassed by the following co-ordinates:

18° 57'.0 N, 72° 41'.0 E

18° 55'.0 N, 72° 41'.0 E

18° 55'.0 N, 72° 43'.5 E

18° 57'.0 N, 72° 43'.5 E

- (b) STS lighterage operations area is centred on 18° 56'N, 72° 24'E with a radius of 02 nm and operated between the month of Oct- May.

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

(Last correction: Edition No. 07 dated 01 Apr 2013)

NIL

INP 31(2), 2007

(Last correction: Edition No. 07 dated 01 Apr 2013)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

*PAGE 39 (d), BAHRAIN,
Delete section and replace by:*

| BAHRAIN (408) | | | | | |
|----------------------------------|-----------------------|-----------|--|------|--------------|
| Bahrain Inner Lt Buoy | 26°20'.71N 51°33'.24E | 994081014 | | Real | 21 |
| Bahrain Lt Buoy | 26°33'.10N 51°03'.62E | 994081001 | | Real | 21 |
| Bahrain West Spit Lt Buoy | 26°17'.08N 50°32'.43E | 994081015 | | Real | 21 |
| Caisson Wreck Lt Buoy | 26°24'.37N 50°52'.48E | 994081016 | | Real | 21 |
| Five Fathom Patch Lt Buoy | 26°30'.81N 51°17'.99E | 994081012 | | Real | 21 |
| Seistan Wreck Lt Buoy | 26°09'.46N 50°43'.22E | 994081017 | | Real | 21 |
| Sitrah Lt Buoy | 26°10'.45N 50°43'.35E | 994081002 | | Real | 21 |
| Sitrah Lt Buoy No 2 | 26°29'.62N 50°59'.60E | 994086013 | | Real | 21 |
| Sitrah Lt Buoy No 9 | 26°26'.18N 50°52'.85E | 994086014 | | Real | 21 |
| Sitrah Lt Buoy No 19 | 26°21'.82N 50°56'.42E | 994086015 | | Real | 21 |
| Sitrah Lt Buoy No 30 | 26°13'.94N 50°46'.00E | 994086016 | | Real | 21 |
| <i>(Source BA 14/13)</i> | | | | | 08/13 |

PAGE 39 (d), Insert after KENYA Section,

| KUWAIT (447) | | | | | |
|--------------------------|-----------------------|-----------|--|------|--------------|
| Ahmadi Lt Buoy | 28°56'.18N 48°53'.05E | 994081007 | | Real | 21 |
| <i>(Source BA 14/13)</i> | | | | | 08/13 |

PAGE 39 (e), QATAR,

Insert above **Ra's Laff n Fairway Lt Buoy**:

| | | | | | |
|-------------------------------------|-----------------------|-----------|--|------|--------------|
| Barge Wreck Lt Buoy | 25°57'.71N 51°52'.86E | 994081020 | | Real | 21 |
| Bever Wreck North Lt Buoy | 25°58'.36N 52°00'.00E | 994081021 | | Real | 21 |
| Bever Wreck South Lt Buoy | 25°57'.86N 52°00'.00E | 994081022 | | Real | 21 |
| Halul East Shoal Lt Buoy | 25°42'.91N 52°38'.56E | 994081028 | | Real | 21 |
| Hess Wreck Lt Buoy | 25°41'.31N 52°40'.16E | 994081027 | | Real | 21 |
| Pericles Wreck North Lt Buoy | 25°30'.11N 52°04'.46E | 994081032 | | Real | 21 |
| Pericles Wreck South Lt Buoy | 25°29'.11N 52°04'.46E | 994081033 | | Real | 21 |
| (Source BA 14/13) | | | | | 08/13 |

PAGE 39 (e), QATAR,

Insert after **Ra's Laff n RLS2 Lt Buoy**:

| | | | | | |
|-----------------------------|-----------------------|-----------|--|------|--------------|
| Sharqi Wreck Lt Buoy | 25°23'.14N 52°21'.96E | 994081035 | | Real | 21 |
| (Source BA 14/13) | | | | | 08/13 |

PAGE 39 (e), Insert after **QATAR Section**,

| | | | | | |
|--|-----------------------|-----------|--|------|--------------|
| SAUDI ARABIA (Persian Gulf Coast) (403) | | | | | |
| Field Patch North Lt Buoy | 28°07'.38N 49°32'.04E | 994081004 | | Real | 21 |
| Hayr Abu athThamah Lt Buoy | 26°52'.98N 50°58'.29E | 994081013 | | Real | 21 |
| Ju'aymah Lt Buoy | 27°12'.65N 50°38'.85E | 994081006 | | Real | 21 |
| Ra's Tannurah Lt Buoy | 27°06'.10N 50°57'.53E | 994081003 | | Real | 21 |
| Zuluf Oilfield North Lt Buoy | 28°32'.04N 49°30'.15E | 994081005 | | Real | 21 |
| (Source BA 14/13) | | | | | 08/13 |

PAGE 39 (f), **UNITED ARAB EMIRATES (Persian Gulf Coast)**,

Delete section and replace by:

| | | | | | |
|--|-----------------------|-----------|--|------|----|
| UNITED ARAB EMIRATES (Persian Gulf Coast) (470) | | | | | |
| Abu Dhabi Lt Buoy | 24°40'.09N 54°14'.12E | 994081009 | | Real | 21 |
| Alia Wreck North Lt Buoy | 26°00'.14N 56°01'.10E | 994081018 | | Real | 21 |
| Alia Wreck South Lt Buoy | 25°59'.74N 56°01'.10E | 994081019 | | Real | 21 |
| Cherry Duke Wreck Lt Buoy | 25°01'.79N 53°09'.80E | 994081023 | | Real | 21 |
| Dara Wreck Lt Buoy | 25°34'.60N 55°27'.62E | 994081024 | | Real | 21 |
| DB-One Wreck Lt Buoy | 25°17'.00N 55°03'.66E | 994081025 | | Real | 21 |
| Dubai Approach Lt Buoy | 25°18'.50N 55°10'.00E | 994081010 | | Real | 21 |

| | | | | | |
|------------------------------|-----------------------|-----------|--|------|--------------|
| DYNA 1 Lt Bn | 24°58'.85N 52°23'.36E | 994701034 | | Real | |
| Energy Determination Lt Buoy | 26°04'.27N 55°34'.09E | 994081026 | | Real | 21 |
| Jebal' Ali Lt Buoy | 25°10'.61N 54°52'.31E | 994081008 | | Real | 21 |
| Mariam Express Wreck Lt Buoy | 25°27'.35N 55°06'.22E | 994081030 | | Real | 21 |
| Mina' Saqr Approach Lt Buoy | 26°00'.10N 56°02'.32E | 994081011 | | Real | 21 |
| Neptune Wreck Lt Buoy | 25°30'.45N 55°04'.75E | 994081031 | | Real | 21 |
| Rahim Wreck Lt Buoy | 25°20'.23N 53°08'.81E | 994081034 | | Real | 21 |
| Yasat Ali Lt | 24°22'.42N 52°00'.86E | 994701040 | | Real | |
| Zainab Wreck Lt Buoy | 25°15'.11N 54°51'.53E | 994081036 | | Real | 21 |
| Zaqqam East Lt Buoy | 25°02'.41N 53°19'.56E | 994081037 | | Real | 21 |
| Zaqqam Lt Buoy | 25°06'.56N 53°25'.06E | 994081039 | | Real | 21 |
| Zaqqam Middle Lt Buoy | 24°59'.26N 53°08'.56E | 994081040 | | Real | 21 |
| Zaqqam West Lt Buoy | 24°56'.71N 52°59'.91E | 994081038 | | Real | 21 |
| <i>(Source BA 14/13)</i> | | | | | 08/13 |

INP 31(5), 2011*(Last correction: Edition No. 07 dated 01Apr 2013)***NIL****INP 31(6), 2012***(Last correction: Edition No. 05 dated 01 Mar 13)***PAGE 55, INDIA, MUMBAI (BOMBAY), Vessel Traffic Management System Section,***Delete and replace by;***Vessel Traffic Service****AREA:**

The Mumbai VTS area consists of: -

- (i) Mumbai Port Trust (Mopt) VTS Area is the area contained inshore of an arc, 12 nm in radius, based on Colaba Point, **except** for the area contained within the Jawaharlal Nehru Port Trust (JNPT) limits, shadow/blind sector of coloba radar.
- (ii) The adjacent **JNPTVTS Area** is defined as the area contained within JNPT port limit.

DESCRIPTION:

The Vessel Traffic System controls traffic to both Mumbai (Bombay) and JawaharLal Nehru Ports.

CONTACT DETAILS:Telephone: +91(0) 22 66565036
+91(0) 22 22610612Fax: +91(0) 22 22664066
E-Mail: dmcsmbpt@gmail.com
WEB: www.mumbaiport.gov.in**HOURS: H24****POSITION: 18° 55'.73N, 72° 50'.65E**

The Mumbai VTS area is not subdivided into separate operational sectors. However, Jawaharlal Nehru Port Trust (JNPT) operates a Port Information Service for vessels within its dock and harbour area.

SERVICES:

The Mumbai VTS provides the following services:

- (i) Information Service (INS)
(ii) Traffic Organisation Service (TOS)

COMMUNICATION:

- (i) All vessels and barges must report to VTS at unberthing, on entering VTS area, on anchoring/getting underway.
- (ii) All vessels when navigating or anchored within Mumbai VTS area must maintain a continuous listening watch on VHF Channel 12 at all times. Language for communication 'English' only.
- (iii) Vessels communicating with Mumbai VTS or other vessels within Mumbai VTS area must use Standard Marine Communication phrases and security identification, if any.
- (iv) Vessels within the Mumbai VTS area may make contact with another vessel on VHF Ch 12 and unless passing a short message relating directly to safety of navigation, move to an agreed working channel for exchange of lengthy information.
- (v) The communications for use within Mumbai VTS Area is as under:-
 - (a) JNPT Communication (VHF Channel 13)
 - (b) Mumbai Pilots (VHF Channel 12)
 - (c) JNPT Pilots (VHF Channel 13)

(expect when within Mumbai VTS Area)
- (vi) **Communication instructions in Mumbai VTS Area:** Upon entry to Mumbai VTS Area, vessels will provide the following information:
 - (a) Vessel's name
 - (b) Position
 - (c) Deepest Draught
 - (d) Manoeuvring speed
 - (e) Destination and last port of call
 - (f) ETA at the pilot station or relevant reporting points
 - (g) Number of personnel onboard and their nationality
 - (h) Any Deficiency
 - (i) Any assistance required
 - (j) Entry of Naval ships could be informed to VTS by HDCC on telephone, 60 minutes prior to the planned entry
 - (k) With regards to the above, warships would give only their Call Sign.
 - (l) All merchant ships are to keep their AIS 'ON' while entering or leaving Mumbai Port. In case, the 'AIS' is defective, this is to be intimated to the VTS.

PROCEDURE:

- (i) All vessels of 100 GT or LOA 30m and above are designated "Participating Vessels" and are required to maintain constant watch on VHF Ch 12 when underway or when at anchor within the Mumbai VTS Area.
- (ii) Vessels bound for or from JNPT port are to Call Mumbai Port VTS for instruction and thereafter inform JN Port on Channel 13 about their schedule/movement. However, they are to be available on Channel 12 all the time when in transit within the Mumbai Port limits.
- (iii) Vessels proceeding to outer anchorage, i.e. area Alpha and Port lighterage anchorage are to make report one hour prior to their ETA in the area on VHF Channel 12 and also inform the time of their anchoring.
- (iv) All vessels in Mumbai VTS area must maintain VHF channel 12 at all times for communications/instructions from the Mumbai VTS.
- (v) All vessels scheduled for moving from Mumbai Port as well as JN Port must inform the Mumbai Port VTS at least 30 min prior to leaving berth and obtained VTS clearance. Vessels proceeding to anchorage or leaving anchorage must also report to Mumbai VTS at least 1 hour before getting underway.
- (vi) Vessel leaving JNPT port should inform the Mumbai VTS when leaving berth, their ETA to the MbPT and again when reaching Port limits.
- (vii) Vessels to and from the Indian Naval tidal basin are also required to report to Mumbai VTS as well as follow all directions and procedures of Mumbai VTS. They need to give positive identification such as type of vessel and Pennant no. Any Vessel which is a participating vessel but given pass pilot must get Traffic Clearance before getting underway.
- (viii) Information on the planned movements of Indian Navy would be intimated via telephone, to the extent possible.

(ix) Vessels leaving Mumbai harbour/JNPT harbour

- (a) All vessels leaving JNPT Port are to make reports to Mumbai VTS seeking clearance giving ETA of reaching Mumbai Port limits (MPL) and once again at the time of reaching Mumbai Port limits (MPL).
- (b) All vessels when leaving Mumbai harbour are to give notice to VTS at least 60 mins before being ready to leave the berth/anchorage and seek clearance.
- (c) Naval ships would inform Mumbai VTS of planned departures and seek clearance before casting off from Naval Tidal Basin, 30 mins in advance. This information would be passed to Mumbai VTS on Telephone/hotline.

REPORTING:

The reporting points in Mumbai VTS area are as follows:-

- (i) Initial Call when two hours from Mumbai Port limits including their present location when passing longitude 72° 40' 90E.
- (ii) Towards **Seaward** at position 18° 49' .92N 72° 38' .10E.
- (iii) On reaching Pilot Station area (18° 51' .5N, 72° 49' .5E).
- (iv) Towards **Inshore** at position 18° 56' .57N 72° 55' .02E.
- (v) The fair weather Pilot Station for Mumbai Port is 18° 51' .50E 72° 49' .50E. During monsoon and rough weather the vessels may be directed by Pilot in co-ordination with VTS to a safe embarkation/disembarkation point (mostly only used position is 1.2 miles SE of Sunk Rock Light House).
- (vi) Vessels may only overtake in the main channel when the masters and pilots of both vessels have indicated their agreement to the manoeuvre. In addition, the intention to carry out this manoeuvre **must be reported to Mumbai VTS** on VHF Ch 12. Before commencing the manoeuvre and in time for Mumbai VTS to issue any appropriate Navigation Information or Warning. (Exceptionally, and for safety of navigation reasons only, Mumbai VTS is authorised to veto an intended overtaking manoeuvre.)
- (vii) **When anchoring in designated anchorage** vessels should pass their position and time of anchoring to Mumbai VTS.

ON PASSING REPORTING POINTS

The vessels will inform Mumbai Port VTS about where they are bound for. The vessels will also be required to give the following information:

- (i) Vessels are to make reports when passing reporting points as marked on charts.
- (ii) When transiting to JNPT/Crossing JNPT limits into Mumbai Port Limits.

REPORTING OF ACCIDENTS/EMERGENCIES

Vessels involved in the following accidents/emergencies are required to contact Mumbai VTS on VHF Channel 12 as soon as it is reasonably practicable: -

Dragging anchor, Ingress of water, Collision, Explosion, Grounding, Fire on board, Man overboard, Death or major injury, Pollution, Attempts of hijacking and armed robbery or any other emergency.

AREAS OF CONGESTION

Due to convergence of traffic are as follows:

- Entrance of Mumbai Port Channel at the outer Reef Buoy
- At Pilot Station
- Off Sunk Rock
- In the Channel off Middle Ground } *
- Off JD Tanker Terminal No. 4

* Precautionary areas marked on charts

All Vessels whilst approaching these congestion points/areas are to exercise extreme caution which necessitates reduction of speed and are to follow safe speed as per COLREGS.

APPLICABILITY

All vessels will be governed by the Mumbai Port Trust Docks Bye-Laws when in Mumbai Port Limits.

VTS RESPONSIBILITY

Mumbai VTS has responsibility for monitoring and providing necessary information to achieve the overall safety of navigation within the Mumbai VTS Area. The availability of this service does not relieve, or diminish, the responsibility of a Master for the safety of his vessel, nor the responsibility of a Pilot to provide local navigational advice to a Master.

(Source: Mumbai Port Trust)

(08/13)

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 | |

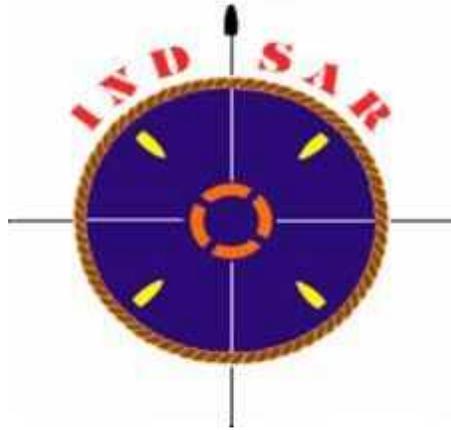
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|--|--|
| 14. RESCUE & DISTRESS | |
| Salvage, Lifeboat, Life guards, etc | |
| 15. SUPPLIES | |
| Fuel (Type, Quantities & Method of delivery) | |
| Fresh water (Method of delivery and Rate of supply) | |
| Provisions | |
| Chart agents | |
| 16. 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 090/13

Chart 2059 (INT 7322)

LESSER DEPTH

Lesser depths have been reported in Kandla creek and alongside berths.
Mariners are advised to consult local port authorities for latest information.



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