INDIAN
NOTICES TO MARINERS

EDITION NO. 21 DATED 01 NOV 2013

(CONTAINS NOTICES 188 TO 195)

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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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MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

Observing changes at sea proactively and reporting them promptly to the concerned charting agency, is an obligation that all mariners owe to the entire maritime community towards SOLAS. Mariners are requested to notify the Chief Hydrographer to the Government of India at the above mentioned address/fax number/ E mail address immediately on discovering new or suspected dangers to navigation, changes/defects pertaining to navigational aids, and shortcomings in Indian charts/publications. The Hydrographic Note [Form IH – 102] is a convenient form to notify such changes. Specimen form is attached at Section IX with this notice. Also visit our website for downloading and filling up instructions for Hydrographic Note.

Chief Hydrographer
to the Government of India

EXPLANATORY NOTES

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 . Sl Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. They should be inserted in pencil, by the user, on receipt.

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

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

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

(a) These corrections should be incorporated as per instructions given on page XI of the List of Lights.

(b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.

(c) The range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.

(d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

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

Radio Navigational Warnings.

(a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.

(b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.

(c) It should be borne in mind that they may be based on reports which cannot always be verified before promulgation.

(d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid over loading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

Laws and Regulations. While in the interest of the safety of shipping, the Hydrographic Office makes every endeavor to include in its publications details of the laws and regulations of all countries pertaining to navigation, it must be clearly understood: -

(a) That no liability whatsoever can be accepted for failure to publish details of any particular law or regulation

and

(b) That publication of details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the International validity of the law or regulation.

Correction of Charts and Publications by the Users. Notices to Mariners contain important information concerning safety of navigation at sea, hence, they should be used to keep the specified charts and publications up-to-date.

Reliance on Charts and Associated Publications. While every effort is made by the Hydrographic Office to ensure the accuracy of the information on Charts and Publications before they are published, it should be appreciated that it may not always be complete and up-to-date. The mariner must be the final judge for the reliance he can place on the information available, bearing in mind his particular circumstances, local pilotage guidance and judicious use of available navigational aids.

Use of Global Positioning System (WGS 84) positions.

(a) The positions of hydrographic objects shown on most of the Indian charts and publications are in Everest datum. However, the positions of vessels obtained from Global Positioning System (GPS) are on World Geodetic System 1984 datum. There will always exist a difference in the position values obtained by visual fixing (Everest Datum) and GPS position (WGS 84 datum).

(b) Wherever these differences have been ascertained, their average values are published as a Cautionary Note on the chart concerned, as shifts in Latitude and Longitude. Whilst plotting GPS positions on charts, the shift values as given on the chart must be applied, before making any assessment of the navigational situation vis-à-vis the other charted information.

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

Source Data on Charts. All Indian charts contain specific information on their source of hydrographic data. In areas where the source data is very old, incomplete and less reliable, the mariner must use such charts with prudence. Mariner should always use the largest scale charts available for the area. Apart from being the most detailed, the larger scale charts are usually corrected first. Hydrographic information may be sparse on small scale charts. On such charts, a charted shoal may be in error as regards position, least depth and extent. Uncharted dangers may also exist, particularly in areas away from well-established routes. Mariners must exercise due caution.

Further Guidance. The Mariner's Hand Book (NP 100) gives full explanation on the use of charts and the type of information contained on charts. In their own interest, all users of charts should refer to it.

NEWLY PUBLISHED INDIAN CHARTS, ENCs AND PUBLICATION

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

NIL

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

Chart No.	*Date of Publication*	*Title, Limits & Description*	*Scale*	*Folio*	*Price*
211	31-07-2013	**SATPATI TO DIGHI HARBOUR** Limits 19° 44'.50N; 73° 02'.00N; 18° 11'.00N; 72° 08'.00E.	150,000	3	Rs. 1870.00

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

Chart No.	*Date of Publication*	*Title*	*On Publication of New Chart / Edition*	*Date of Publication*
211	**31-12-2011**	**SATPATI TO DIGHI HARBOUR**	**211**	**31-07-2013**

4. The forthcoming Indian Charts are as follows:-

Chart No	*Title*	*Scale*	*Remarks*
210	**UMARGAM TO SATPATI**	**150,000**	**New Edition**
2002 (INT 7351)	**PORTS OF NEW MANGALORE AND MANGALORE**	**20,000**	**New Chart**
2010	**KARWAR HARBOUR**	**12,500**	**New Chart**
2105	**JAIGARH PORT**	**12,500**	**New Chart**
2038	**RAJAPUR BAY AND VIJAYDURG HARBOUR**	**25,000**	**New Chart**
2046	**VENGURLA ANCHORAGE: REDI ANCHORAGE**	**25,000**	**New Chart**
2513	**COETIVY ISLAND**	**37,500**	**New Chart**
2506	**GRAND BAY AND GRAND RIVIERE NOIRE BAY**	**25,000**	**New Chart**
2111	**VIZHINJAM PORT**	**7,500**	**New Chart**

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 188 to 195 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
31	5	194
203 (INT 7319)	2	190
255 (INT 7334)	3	188
301	5	194
351 (INT 7419)	5	194
352 (INT 7416)	5	195 (T)
2034 (INT 7349)	2	191
2060	2	190
2068	2	190
2074	3	192
2077	3	192
2079	2	190
2106	2	189
2107	2	189
3003	5	193
3005	5	195 (T)

SECTION – II
PERMANENT NOTICES

***188/(21/13) Miscellaneous updates to charts**

Source: NHO Dehradun.		
Chart	**Previous Update**	**Details**
255 (INT 7334)	*180/13*	Amend reference INM 180/(19/13): For, 18° 51′·50N., 72° 52′·80E., read as: 18° 51′·50N., 71° 52′·80E

***189/(21/13) INDIA – WEST COAST – Gulf of Kachchh– Mundra Port – Heights. Legend. Tower.**

Source: NHO Dehradun.

Chart 2106 [*previous update NE 15 May 2013*]

Insert	height, (24)	22° 45′·08N., 69° 41′·52E.
	height, (9)	22° 44′·54N., 69° 41′·47E.
Substitute	legend, "2 Lts ≠ 307.9° ", for, "2 Lts ≠ 308.3° ", at;	22° 44′·07N., 69° 43′·39E.

Chart 2107 [*previous update NE 15 May 2013*]

Insert	⊙ SS (Port Control)	22° 44′·90N., 69° 33′·82E.

***190/(21/13) INDIA – WEST COAST – Gulf of Kachchh – Deep Water Route – Buoys.**

Source: DLL Jamnagar.

Chart 203 (INT 7319) [*previous update 160/13*]

Move	*Q.G Tilburn* , from:	22° 37′·20N., 69° 31′·90E.
	to:	22° 37′·16N., 69° 32′·01E.
	V.Q Chandri , from:	22° 37′·20N., 69° 07′·50E.
	to:	22° 37′·11N., 69° 07′·51E.
	Q(6)+LFl.15S VLCC , from:	22° 35′·70N., 69° 16′·36E.
	to:	22° 36′·16N., 69° 16′·61E.

Chart 2068 [*previous update 160/13*]

Move	*Q.G Tilburn* , from:	22° 37′·20N., 69° 31′·90E.
	to:	22° 37′·16N., 69° 32′·01E.
	V.Q Chandri , from:	22° 37′·18N., 69° 07′·50E.
	to:	22° 37′·11N., 69° 07′·51E.
	Q(6)+LFl.15S VLCC , from:	22° 35′·70N., 69° 16′·36E.
	to:	22° 36′·16N., 69° 16′·61E.

Chart 2079 [*previous update 145/13*]

Move	*Q.G Tilburn* , from:	22° 37′·20N., 69° 31′·80E.
	to:	22° 37′·20N., 69° 32′·00E.

Chart 2060 [*previous update 160/13*]

Move	*Q.G Tilburn* , from:	22° 37′·20N., 69° 31′·80E.
	to:	22° 37′·20N., 69° 32′·00E.

***191/(21/13) INDIA – WEST COAST – Hazira Port – Jetty. Legend. Cautionary Note.**

Source: Adani Hazira Port Pvt Ltd.

Chart 2034 (INT 7349) [*previous update 076/13*]

Insert jetty, single firm line, joining:

21° 05′·114N.,72° 37′·350E.
21° 05′·160N.,72° 37′·400E.
21° 04′·800N.,72° 37′·798E.
21° 04′·894N.,72° 37′·900E.

(a) 21° 05′·013N.,72° 37′·926E.
21° 05′·338N.,72° 37′·533E.
21° 05′·362N.,72° 37′·560E.
21° 05′·040N.,72° 37′·950E.
(a) above

and

(b) 21° 05′·109N.,72° 37′·360E.
21° 05′·140N.,72° 37′·395E.
21° 05′·095N.,72° 37′·452E.
21° 05′·060N.,72° 37′·415E.
(b) above

and

(c) 21° 05′·053N.,72° 37′·420E.
21° 05′·090N.,72° 37′·455E.
21° 05′·030N.,72° 37′·520E.
21° 04′·982N.,72° 37′·480E.
(c) above

and

(d) 21° 04′·990N.,72° 37′·490E.
21° 05′·025N.,72° 37′·525E.
21° 04′·892N.,72° 37′·670E.
21° 04′·860N.,72° 37′·635E.
(d) above

and

(e) 21° 04′·850N.,72° 37′·647E.
21° 04′·885N.,72° 37′·780E.
21° 04′·848N.,72° 37′·720E.
21° 04′·825N.,72° 37′·690E.
(e) above

and

(f) 21° 04′·810N.,72° 37′·690E.
21° 04′·840N.,72° 37′·725E.
21° 04′·795N.,72° 37′·776E.
21° 04′·765N.,72° 37′·745E.
(f) above

***191/(21/13) INDIA – WEST COAST – Hazira Port – Jetty. Legend. Cautionary Note. Continue.**

	Legend, *"* MP1 *"*	21° 05′·110N.,72° 37′·470E.
	Legend, *"* MP2 *"*	21° 04′·970N.,72° 37′·620E.
	Legend, *"* MP3 *"*	21° 04′·860N.,72° 37′·740E.
	Legend," CT1"	21° 05′·260N.,72° 37′·600E.
	Legend, *"* CT2 *"*	21° 05′·100N.,72° 37′·800E.
	legend, *(see Note),* centered on :	21° 05′·100N.,72° 37′·645E.
	accompanying note, Dredging in progress (2012), centered on:	21° 06′·200N.,72° 38′·000E.
Delete	Legend," Under Construction (2012)".	21° 05′·110N.,72° 37′·730E.
		21° 05′·020N.,72° 37′·580E.

***192/(21/13) INDIA – WEST COAST – Pawas Bay – Ranapar Port – Buoys.**

Source: Finolex Port, Ranapar Port.

Chart 2077 [*previous update 183/13*]

Insert	*Fl.R* *(Sep to May)*	16° 53′·22N., 73° 17′·07E.
	(Sep to May)	16° 53′·33N., 73° 17′·03E.
Delete	*Fl.R* *(Sep to May)*	16° 53′·33N., 73° 17′·03E.

Chart 2074 [*previous update 183/13*]

Insert	*Fl.R* *(Sep to May)*	16° 53′·22N., 73° 17′·07E.
	(Sep to May)	16° 53′·33N., 73° 17′·03E.
Delete	*Fl.R* *(Sep to May)*	16° 53′·33N., 73° 17′·03E.

***193/(21/13) INDIA – EAST COAST – Pondicherry anchorage – Buoy.**

Source: IH 102, ICGS Puducherry.

Chart 3003[*previous update 179/13*]

Amend	Buoy to, *Al.RG.2s*	11° 55′·73N., 79° 52′·.35E.

***194/(21/13) INDIA – EAST COAST – Approaches to Hugli River – Wreck. Buoy.**

Source: Kolkata Port Trust.

Wreck of MV Bingo

Chart 31[*previous update 163/13*]

Insert	1 Wk	21° 13′·87N., 88° 13′·26E.

Chart 351 (INT 7419) [*previous update 163/13*]

Insert	1 Wk	21° 13′·87N., 88° 13′·26E.
	Q *Bingo Wreck*	21° 13′·67N., 88° 13′·06E.

Chart 301 [*previous update 163/13*]

Insert	1 Wk	21° 13′·87N., 88° 13′·26E.
	Q *Bingo Wreck*	21° 13′·67N., 88° 13′·06E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***195 (T)/(21/13) INDIA – EAST COAST – Gopalpur Port – Breakwater. Wrecks. Onshore Installation.**

Source: Gopalpur Port.

1. Visible damages to the Harbour installation due to the severe cyclonic storm "PHAILIN" , which hit Paradip port on 12 Oct 13are listed below:

   (a) The South break water constructed up to a length of 1730 meters is washed out up to 800 meters and the washed out portion is visible occasionally during the low tide.

   (b) Some floating crafts and fishing wooden vessels with out-board engines which have entered the port during the distress must have sunk within the Harbour maneuvering area.

   (c) The onshore installations are totally damaged.

2. Mariners to exercise caution and contact port authorities for further information.

Charts Affected – 3005– 352(INT 7416).

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 icgmrcc_mumbai@mtnl.net . Any suspicious activity of skiffs / boats to be photographed if possible. Merchant vessels with armed guards on board are to report presence of guards to Indian Navy/Coast Guard while transiting Indian EEZ.

(Source - NAVAREA VIII Warning 100/12)

3. DISPLAY ANOMALIES IN ECDIS

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

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

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

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

4. 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

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.

5. 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/mmms. 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:-

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*
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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, 1st Floor, Mumbai - 400 023 Tel: 91-22- 22660525. 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & Publicatons 2/524 Sundeep Road, Chinna Neelangarai, Chennai 600041 Land Mark - Nearby Suganya Kalyana Mandapam Tele/Fax : +91-44-24490668 Mob No : +91-9003245348 Email: ewl-india@ewliner.com
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
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SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

1. For details of NAVAREA limits and organisation/coordination, please refer to Notice No. 13 of the Special edition of Indian Notice to Mariners – 2012.

2. NAVAREA VIII Warnings inforce as on 31 Oct 13:

2013 SERIES – 008 012 035 160 197 203 228 303 320 335 343 370 374 428 430 451 473 493 506 507 510 536 540 547 551 569 577 578 579 582 583 585 586 587 589 593 596 597 598 599

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

564. Bay of Bengal – Andaman Sea. Charts 41 473 INT 71 INT 706. A tree of about 15 X 1 metres reported adrift in vicinity 12-26.48N 093-37.36E.

2. Caution advised.

3. Cancel this MSG 190300 UTC Oct 13.

565. India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 160301 UTC Oct 13:

ABAN III	19-00.60N	072-11.96E
ABAN IV	19-06.83N	070-56.43E
BADRINATH	17-55.79N	071-24.81E
CE THRONTON	19-34.69N	071-20.09E
DEEP SEA FORTUNE	19-31.79N	071-22.50E
DEEP SEA FOSSIL	19-20.95N	071-18.20E
DISCOVERY-1	18-38.20N	071-00.93E
DYNAMIC VISION	18-39.23N	070-58.87E
ENERGY DRILLER	18-11.38N	071-48.12E
ENSCO 54	19-16.46N	071-59.83E
FG MC CLINTOK	19-15.34N	071-21.80E
GREAT DRILLER CHAAYA	19-14.46N	071-58.88E
GREATDRILL CHETNA	20-32.80N	071-58.43E
GREATDRILL CHITRA	18-58.76N	071-37.73E
JT ANGEL	18-47.09N	072-19.51E
KEDARNATH	19-41.96N	070-57.23E
NOBLE CHARLIE YESTER	18-42.58N	072-20.49E
NOBLE ED HOLT	19-12.54N	072-02.23E
NOBLE KENNETH DELANEY	18-33.76N	072-17.63E
RON TAPPMEYER	18-30.15N	072-15.92E
SAGAR GAURAV	20-19.56N	071-18.67E
SAGAR JYOTI	20-26.62N	071-19.74E
SAGAR KIRAN	18-45.24N	072-18.00E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	18-32.27N	072-15.44E
SAGAR UDAY	20-21.88N	071-05.87E
TRIDENT II	19-10.40N	070-57.68E
TRIDENT XII	18-54.77N	071-49.57E
VIRTUE 1	18-47.00N	071-59.01E

wide berth requested.

2. Cancel NAVAREA VIII 560/13.

566. Cancel NAVAREA VIII 557/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. following reported on deep water channel buoy:

(a) Paga Buoy (22-35.42N 069-14.45E) temporarily removed.

(b) Ranwara buoy reported unlit and drifted. Superstructure missing. sighted in vicinity 22-39.52N 069-43.70E.

(c) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk.

(d) Dhani Buoy (22-36.76N 069-27.51E) unlit.

(e) Narara Buoy temporarily removed.

2. Caution advised.

567. Cancel NAVAREA VIII 549/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following Salaya channel marking buoy re-established

(a) Tilburn Buoy at 22-37.2N 069-32.0E.

(b) Chandri Buoy at 22-37.15N 069-07.50E.

568. Indian Ocean – Northern Part. Charts 31 301 351 INT 71 INT 706. Wreck of MV Bingo reported at 21-13.81N 088-13.41E. Position marked with channel buoy

2. Caution advised.

569. Cancel NAVAREA VIII 568/13. Indian Ocean – Northern Part. Charts 31 301 351 INT 71 INT 706. Wreck of MV Bingo reported AT 21-13.86N 088-13.25E. Wreck marking buoy established at 21-13.66N 088-13.05E (Wreck marked by easterly buoy painted yellow-black-yellow, Bingo wreck written on buoy, characteristics - QW)

2. Caution advised.

570. 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 25 Oct 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 250830 UTC Oct 13.

571. India East Coast – off Chennai. Charts 31 32 33 356 391 INT 706. Firing practice by Coast Guard aircraft from 0230 UTC to 1030 UTC from 25 Oct to 27 Oct 13. Danger area bounded by:

(a)	13-30N	082-00E	(b)	14-30N	082-00E
(c)	14-30N	082-40E	(d)	13-30N	082-40E

2. Safe flying height 2000 metres.

3. Cancel this MSG 271130 UTC Oct 13.

572. Bay of Bengal – Southern Portion. Charts 32 33 41 356 357 391 472 473 INT 71 INT 706. PSLV- C25 Rocket launching scheduled from launch pad 13-43.9N 080-14.2E between 0830 UTC to 1200 UTC from 28 Oct to 30 Oct 13.

2. Danger areas are as follows:

(a) **Danger Zone–1**

Circle of 10 NM around the launcher.

(b) **Danger Zone–2**

(I)	13-45N	080-45E	(II)	13-25N	080-40E
(III)	13-15N	081-25E	(IV)	13-35N	081-30E

(c) **Danger Zone – 3**

(I)	13-30N	082-10E	(II)	13-00N	082-05E
(III)	12-30N	084-00E	(IV)	13-00N	084-05E

(d) **Danger Zone – 4**

(I)	13-00N	084-15E	(II)	12-25N	084-10E
(III)	12-10N	085-05E	(IV)	12-45N	085-10E

(e) **Danger Zone – 5**

(I)	11-50N	088-25E	(II)	11-10N	088-15E
(III)	10-55N	089-10E	(IV)	11-35N	089-20E

(f) **Danger Zone – 6**

(I)	10-30N	094-30E	(II)	08-30N	094-30E
(III)	08-30N	095-40E	(IV)	10-30N	095-40E

(g) **Danger Zone – 7**

(I)	17-00S	130-00W	(II)	19-00S	130-00W
(III)	09-00S	090-00W	(IV)	07-00S	090-00W

3. Caution advised.

4. Cancel this MSG 301300 UTC Oct 13.

573. NAVAREA VIII – Messages in force as on 181005 UTC Oct 13:

2013 Series – 008 012 035 160 197 203 228 303 320 335 343 370 374 428 430 451 473 493 498 506 507 510 519 532 535 536 540 546 547 551 556 561 562 563 564 565 566 567 569 570 571 572

(a) NAVAREA VIII warnings less than 42 days old (479/13 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.

2. Cancel this MSG 251001 UTC Oct 13.

574. Indian Ocean – Off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 210600 UTC to 211200 UTC Oct 13 and 230200 UTC to 231200 Oct 13 in area bounded by:

(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

2. Cancel this MSG 231300 UTC Oct 13.

575. Cancel NAVAREA VIII 566/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported on deep water channel buoy

(a) Paga Buoy (22-35.42N 069-14.45E) temporarily removed.
(b) Ranwara buoy reported unlit and drifted. Superstructure missing. Sighted in vicinity 22-39.52N 069-43.70E.
(c) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk.
(d) Dhani Buoy (22-36.76N 069-27.51E) unlit.
(e) Narara Buoy temporarily removed.
(f) VLCC Buoy temporarily removed.

2. Caution advised.

576. India East Coast – Bay of Bengal. Charts 31 351 352 INT 71 INT 706. Dynamic trial of artillery rocket scheduled from PXE between 0430 UTC to 1200 UTC on 30 OCT 13 and between 0430 UTC to 1100 UTC daily from 31 Oct to 01 Nov 13. Danger zone bounded by

(a)	21-25.48N	087-00.16E	(b)	21-04.05N	087-33.45E
(c)	20-54.20N	087-23.51E	(d)	20-48.70N	087-10.45E

2. Caution advised
3. Cancel this MSG 011200 UTC Nov 13.

577. Andaman Sea – Gulf of Martaban. Charts 41 INT 71 INT 73 INT 706. ZPQ Topside installation, hook-up and commissioning is in progress by accommodation barge PW Natuna till 19 Dec 13 in area bounded by:

(a)	14-28.11N	096-05.64E	(b)	14-17.34N	096-13.70E
(c)	14-11.40N	096-13.73E	(d)	13-56.74N	096-49.02E
(e)	14-01.75N	096-43.86E	(f)	14-15.01N	096-44.35E
(g)	14-28.48N	096-58.56E			

2. Wide berth of 03 NM Around the area requested.
3. Cancel this MSG 200001 UTC Dec 13.

578. Bay of Bengal – off Akyab. Charts 31 361 371 INT 71 INT 706. Geotechnical well site survey will be carried out by Survey Vessel MV Mariner from 25 Oct to 30 Nov 13 in area bounded by:

Work Area - I

(a)	20-18.64N	092-10.10E	(b)	20-14.60N	092-10.20E
(c)	20-14.60N	092-13.28E	(d)	20-18.51N	092-13.26E

Work Area - II

(a)	20-12.84N	092-08.76E	(b)	20-09.75N	092-06.36E
(c)	20-07.86N	092-08.87E	(d)	20-11.19N	092-11.11E

2. Wide berth of 03 NM around the area requested.
3. Cancel this MSG 010001 UTC Dec 13.

579. Bay of Bengal – Andaman Sea. Charts 41 INT 71 INT 73 INT 706. Well site survey is in progress by survey vessel MV WANGSA Maju till 20 Nov 13 in area bounded by:

(a)	13-25.92N	096-34.54E	(b)	13-25.92N	096-33.60E
(c)	13-15.70N	096-34.54E	(d)	13-15.70N	096-33.60E

2. Wide berth of 03 NM around the area requested.
3. Cancel this MSG 210001 UTC Nov 13.

580. India West Coast – off Mumbai. Charts 21 22 255 292 293 INT 705. Orange coloured mooring buoy (0.30 metres above water line) reported adrift in vicinity 18-57.99N 072-43.84E

2. Caution advised
3. Cancel this MSG 241005 UTC Oct 13.

581. Cancel NAVAREA VIII 575/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported on deep water channel buoy:

(a) Paga Buoy (22-35.42N 069-14.45E) temporarily removed.
(b) Ranwara Buoy unlit and drifted. Superstructure missing. Sighted in vicinity 22-39.52N 069-43.70E.
(c) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk.
(d) Dhani Buoy (22-36.76N 069-27.51E) unlit.
(e) Narara Buoy temporarily removed.
(f) VLCC Buoy temporarily removed.
(g) Kachchh buoy temporarily removed.
(h) Gurur Buoy temporarily removed.

2. Caution advised.

582. India West Coast – off Karwar. Charts 22 215 257 293 2008 INT 705. Hydrographic survey will be carried out from 24 Oct to 31 Oct 13 and from 08 Nov to 20 Nov 13 in area bounded by:

(a)	14-47.3N	074-02.8E	(b)	14-47.3N	074-08.0E
(c)	14-51.0N	074-08.0E	(d)	14-51.0N	074-02.8E

2. Wide berth requested.
3. Cancel this MSG 210001 UTC Nov 13.

583. Cancel NAVAREA VIII 572/13. Bay of Bengal – Southern Portion. Charts 32 33 41 356 357 391 472 473 INT 71 INT 706. PSLV- C25 Rocket launching scheduled from launch pad 13-43.9N 080-14.2E between 0830 UTC to 1200 UTC from 05 Nov to 07 Nov 13.

2. Danger areas are AS follows:

(a) **Danger Zone–1**
Circle of 10 NM around the launcher

(b) **Danger Zone–2**

(I)	13-45N	080-45E	(II) 13-25N	080-40E
(III)	13-15N	081-25E	(IV) 13-35N	081-30E

(c) **Danger Zone – 3**

(I)	13-30N	082-10E	(II) 13-00N	082-05E
(III)	12-30N	084-00E	(IV) 13-00N	084-05E

(d) **Danger zone – 4**

(I)	13-00N	084-15E	(II) 12-25N	084-10E
(III)	12-10N	085-05E	(IV) 12-45N	085-10E

(e) **Danger zone – 5**

(I)	11-50N	088-25E	(II) 11-10N	088-15E
(III)	10-55N	089-10E	(IV) 11-35N	089-20E

(f) **Danger Zone – 6**

(I)	10-30N	094-30E	(II) 08-30N	094-30E
(III)	08-30N	095-40E	(IV) 10-30N	095-40E

(g) **Danger Zone – 7**

(I)	17-00S	130-00W	(II) 19-00S	130-00W
(III)	09-00S	090-00W	(IV) 07-00S	090-00W

3. Caution advised.
4. Cancel this MSG 071001 UTC Nov 13.

584. Cancel NAVAREA VIII 576/13 and this MSG.

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

2. Danger zone 15 NM radius around 13-50N 081-40E.
3. Safe flying height 3500 metres.
4. Cancel this MSG 211230 UTC Nov 13.

586. 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 Nov 13	0900 to 1200
05 Nov 13	0900 to 1200 and 1230 to 1430
08 Nov 13	0900 to 1200
12 Nov 13	0900 to 1200
15 Nov 13	0900 to 1200
19 Nov 13	0900 to 1200 and 1230 to 1430
22 Nov 13	0900 to 1200
26 Nov 13	0900 to 1200
29 Nov 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 291300 UTC Nov 13.

587. NAVAREA VIII – Messages in force as on 251004 UTC Oct 13

2013 Series – 008 012 035 160 197 203 228 303 320 335 343 370 374 428 430 451 473 493 498 506 507 510 532 535 536 540 547 551 565 567 569 571 577 578 579 581 582 583 584 585 586

(a) NAVAREA VIII warnings less than 42 days old (49/13 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.

2. Cancel this MSG 011001 UTC Nov 13.

588. Indian Ocean – Northern Part. White coloured floating object (Approx. 07 metres, shape – cylinder with conical appendage on one side) reported adrift in vicinity 07-25.76S 083-14.00E AT 260542 UTC Oct 13. Easterly drift around 0.5 Knots.

2. Caution advised.

3. Cancel this MSG 300700 UTC Oct 13.

589. India East Coast – Vishakhapatnam. Charts 31 32 354 3012 INT 706. Dolphin's nose DGPS off air.

590. Cancel NAVAREA VIII 581/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported on deep water channel Buoy

(a) Paga Buoy (22-35.42N 069-14.45E) temporarily removed.

(b) Ranwara Buoy reported unlit and drifted. Superstructure missing. Sighted in vicinity 22-39.52N 069-43.70E.

(c) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk.

(d) Dhani Buoy (22-36.76N 069-27.51E) unlit.

(e) Narara Buoy temporarily removed.

(f) VLCC Buoy temporarily removed.

(g) Kachchh buoy temporarily removed.

2. Caution advised.

591. Cancel NAVAREA VIII 567/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. following Salaya channel marking buoy re-established:

(a) Tilburn Buoy at 22-37.2N 069-32.0E.

(b) Chandri Buoy at 22-37.15N 069-07.50E.

(c) Gurur Buoy at 22-35.40N 068-58.00E.

592. Cancel NAVAREA VIII 590/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported on deep water channel buoy:

(a) Paga Buoy (22-35.42N 069-14.45E) temporarily removed.

(b) Ranwara Buoy reported unlit and drifted. Superstructure missing. sighted in vicinity 22-39.52N 069-43.70E.

(c) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk.

(d) Dhani Buoy (22-36.76N 069-27.51E) unlit.

(e) Narara Buoy temporarily removed.

(f) Kachchh Buoy temporarily removed.

2. Caution advised.

593. Cancel NAVAREA VIII 591/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following salaya channel marking buoy re-established:

(a) Tilburn Buoy at 22-37.2N 069-32.0E.

(b) Chandri Buoy at 22-37.15N 069-07.50E.

(c) Gurur Buoy at 22-35.40N 068-58.00E.

(d) VLCC Buoy at 22-36.20N 069-16.60E.

594. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0230 UTC to 0830 UTC on 07 Nov and 08 Nov 13. Danger zone bounded by

(a)	20-47.58N	087-01.83E	(b)	19-26.75N	086-43.11E
(c)	14-33.82N	088-26.17E	(d)	14-47.90N	089-18.50E
(e)	15-08.71N	090-08.47E	(f)	19-58.44N	088-15.73E
(g)	20-49.15N	087-06.39E			

2. Caution advised

3. Cancel this MSG 080930 UTC Nov 13.

595. Cancel NAVAREA VIII 592/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported on deep water channel buoy:

(a) Paga Buoy (22-35.42N 069-14.45E) temporarily removed.
(b) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk.
(c) Dhani Buoy (22-36.76N 069-27.51E) unlit.
(d) Narara Buoy temporarily removed.
(e) Kachchh Buoy temporarily removed.
(f) Ranwara buoy temporarily removed.

2. Caution advised.

596. Cancel NAVAREA VIII 594/13. India East Coast – Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 73 INT 706. Experimental flight trial scheduled from ITR launch complex between 0300 UTC to 0700 UTC on 08 Nov and 09 Nov 13. Danger zone bounded by:

(a)	20-47.58N	087-01.83E	(b)	19-26.75N	086-43.11E
(c)	14-33.82N	088-26.17E	(d)	14-47.90N	089-18.50E
(e)	15-08.71N	090-08.47E	(f)	19-58.44N	088-15.73E
(g)	20-49.15N	087-06.39E			

2. Caution advised.
3. Cancel this MSG 090800 UTC Nov 13.

597. Cancel NAVAREA VIII 595/13. India West Coast- Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported on deep water channel buoy

(a) Paga Buoy (22-35.42N 069-14.45E) temporarily removed
(b) Mithapur Buoy (22-24.71N 068-51.84E) reported sunk
(c) Dhani Buoy temporarily removed
(d) Narara Buoy temporarily removed
(e) Kachchh Buoy temporarily removed
(f) Ranwara Buoy temporarily removed

2. Caution advised.

598. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 311002 UTC Oct 13

ABAN III	19-00.60N	072-11.96E
ABAN IV	19-06.83N	070-56.43E
BADRINATH	17-55.79N	071-24.81E
CE THRONTON	19-32.37N	071-20.91E
DEEP SEA FORTUNE	19-31.79N	071-22.50E
DEEP SEA FOSSIL	19-20.95N	071-18.20E
DISCOVERY-1	18-38.20N	071-00.93E
DYNAMIC VISION	18-39.23N	070-58.87E
ENERGY DRILLER	18-11.38N	071-48.12E
ENSCO 54	19-16.46N	071-59.83E
FG MC CLINTOK	19-15.34N	071-21.80E
GREAT DRILLER CHAAYA	19-14.46N	071-58.88E
GREATDRILL CHETNA	20-32.80N	071-58.43E
GREATDRILL CHITRA	18-58.76N	071-37.73E
JT ANGEL	18-47.09N	072-19.51E
KEDARNATH	19-41.96N	070-57.23E
NOBLE CHARLIE YESTER	18-42.58N	072-20.49E
NOBLE ED HOLT	19-12.54N	072-02.23E
NOBLE KENNETH DELANEY	18-33.76N	072-17.63E
RON TAPPMEYER	18-30.15N	072-15.92E
SAGAR GAURAV	20-19.56N	071-18.67E
SAGAR JYOTI	20-26.62N	071-19.74E
SAGAR KIRAN	18-45.24N	072-18.00E
SAGAR LAXMI	20-58.00N	071-33.00E
SAGAR PRAGATI	18-32.27N	072-15.44E
SAGAR UDAY	20-21.88N	071-05.87E
TRIDENT II	19-10.40N	070-57.68E
TRIDENT XII	18-54.77N	071-49.57E
VIRTUE 1	18-47.00N	071-59.01E

WIDE BERTH REQUESTED

2. Cancel NAVAREA VIII 565/13.

599. Indian Ocean – Southern Part. Charts INT 70 INT 71. Vessel R/V Meteor will carry out oceanographic search in area bounded by

(a)	16-00.00S	047-30.00E	(b)	16-00.00S	072-00.00E
(c)	34-00.00S	072-00.00E	(d)	34-00.00S	047-30.00E

2. Cancel this MSG 050001UTC Dec 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 -6 (Page 207)
(Source: INS Nirdeshak, ROS C (N) - 528)

Delete article 6.201 and replace by,

Mooring Dolphins
6.201

1. In the harbour there are six mooring dolphins for working cargo in stream. The positions of the dolphins are as follow:

(a) MD1: 15º 24'.65 N, 73º 48'.48 E
(b) MD2: 15º 24'.79 N, 73º 48'.36 E
(c) MD3: 15º 24'.94 N, 73º 48'.24 E
(d) MD1: 15º 25'.08 N, 73º 48'.12 E
(e) MD1: 15º 25'.23 N, 73º 48'.01 E
(f) MD1: 15º 25'.35 N, 73º 47'.85 E

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7000	-- Ldg Lts 286°. Front. No 4	22 08.00S 48 01.30E	Q W	7	12	White tower, black top 6	Vis 135°each side of leading line. TE 2011 *
D7000.1	--- Rear. 820m from front. No 3	22 07.90S 48 00.90E	Q W	19	16	White tower, black top 13	Vis 2.5° each side of leading line. TE 2011 *
D7024.1	--- Rear. 200m from front	23 21.40S 43 38.40E	Oc(2)W 6s	19	10	White square tower, grey lantern 18	ec 1, lt 1, ec 1, lt 3. PA. TE 2011
	*		*	*	*		*
D7032	- Maintirano	18 04.00S 44 01.20E	F W	29	10	White 8- sided tower 12	TE 2011
			*				*
D7033.7	-Phare du Cap Saint André. Tanjona Vilanandro	16 11.48S 44 27.47E	Fl(2) W 10s	28	20	White metal pylon 23	TE 2011
				*			*
D7035	-Ile Verte. Nosy Beza. Ldg Lts 132°. Front	15 45.80S 46 20.00E	Dir Iso W 4s	19	13	⌓ on white metal framework tower, black top 18	Intens 3° each side of leading line. TE 2011 *
D7083.96	--- Ldg Lts 147°. Front (FR)	20 53.59S 55 32.29E	Q W	7	4	White square post	W 142.5°- 151.5°(9°)
		*	*				*
D7083.961	---- Rear. 10m from front (FR)	20 53.60S 55 32.29E	Q W	9	4	White round post	W 142.5°- 151.5°(9°)
		*	*				*
D7085·1	- Spur (FR)	21 07·50S 55 47·20E	Q G	4	2	White pylon, green top	
	*		*				
F0528.1	-- Rear. 120m from front	18 56.05N 72 50.54E	2 F R (vert)	12	7	White ⊗ black borders, on mast	TE 2013 *
F0718	- Vilinjam	08 22.97N 76 58.78E	Fl W 15s	57	31	White round masonry tower, red bands 36	fl 0·5
	--	. .	Racon	. .	. .	. .	ILRS Vol 2 Station 79093
		*					
F0755	Androth Island E end	10 48.93N 73 42.10E	Fl (2)W 10s	41.5	17	White square masonry tower, black bands 33	fl 0.5,ec 1, fl 0.5, ec 8
	--	. .	Racon	. .	. .	. .	ILRS Vol 2 Station 79050
		*		*	*		
F1165	Ko Luk Kam Tai (Double Island)	09 27.38N 98 19.65E	Fl W 8s	77	15	White metal framework tower 15	fl 0.5
				*			*
F1400.576	- Intibenua Perkasatama. W Dolphin.	01 45.08N 101 22.25E	Fl Y 3s	8	6	Yellow x on yellow beacon 5	fl 0.5
*	*	*	*	*	*	*	*
F1400.577	-- E Dolphin.	01 44.97N 101 22.32E	Fl Y 2s	8	6	Yellow x on yellow beacon 5	fl 0.5
*	*	*	*	*	*	*	*
F1400.578	--	01 45.00N 101 22.21E	Fl W 3s	28	12	White beacon 25	fl 1 Ra refl
*	*	*	*	*	*	*	*
F1411.4	--- S end	01 20.34N 102 09.60E	F G	. .	. .	. .	Missing (T) 2013
		*					*

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
F1772	- Karang Galang.	01 09.53 N 104 11.32 E	Fl W 6s	13	10	White metal beacon, black bands 10	fl 0.5. TE 2013
	- -	. .	Racon	. . *	. .	. .	ILRS Vol 2 Station 86315 *
F1772.41	--- Rear. 325m from front	01 03.05N 104 08.39E	Oc W 3s	24 *	16 *	∇ on white beacon	ec 1. Missing (T) 2013 *
F1772.6	--	01 04.43N 104 08.13E *	Fl G 4s	4	5.8 *	Green beacon *	fl 1. TE 2013 *
F1775	- Pulau Buau (Mentigi)	01 02.72N 104 13.05E *	Fl W 2s	12	8	White framework tower 10	fl 0.5. Destroyed(T) 2013 *
K0938.41	- Parit. Ldg Lts 156°. Rear (ID)	02 26.44S 104 56.48E *	Oc W 3s	17	10	White ∇ on white beacon 15	ec 1. 151°-157°(6°) TE 2013 *
K0939.2	- Singris Island (ID) *	02 34.18S 104 56.70 *	Fl R 5s	10	7	Red □ on red beacon 10 *	fl 0.5 Missing(T) 2013 *
K0973	- Muara Sabak Sungai Batanghari. Ldg Lts168°. Front (ID) *	01 01.88S 103 49.05E *	Fl W 6s	11	11	White Δ on white metal framework structure 11 *	fl 1. Ra refl. TE 2013 *
K1024.1	-Karang Pandan (ID)	02 53.17S 107 12.17E	Fl(2)W 10s	13	12	Black ȣ on black beacon, red bands	fl 0.8, ec 1.2, fl 0.8, ec 7.2. Ra refl. Isolated danger mark. Missing(T) 2013 *
K1061	Gosong Dapur (ID)	05 55.43S 106 43.61E *	Fl(2)W 8s	15	10	White metal beacon 15 *	fl 0.5, ec1, fl 0.5, ec 6. TE 2013 *

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. 20 dated 16 Oct 2013*)

NIL

INP 31(5), 2011
(*Last correction: Edition No. 19 dated 01 Oct 2013*)

NIL

INP 31(6), 2012
(*Last correction: Edition No. 19 dated 01 Oct 2013*)

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 chatted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

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

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

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

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, ENCs and Publications and reporting of ENC related issues				
Date		Ref. Number		
Name of the Ship or Sender				
Address				
Tel/FAX/E-mail address				
Observation Date		Time (UTC/IST)		
Object of Changes Observed (Tick appropriate)	☐ Bathymetry	☐ Nav. Dangers	☐ Nav. Aids	
	☐ Designated Areas	☐ Others		
Geographical Position (See Instructions Overleaf)	Latitude		Longitude	
Position Method	☐ DGPS	☐ GPS	☐ Radar	☐ Others
Datum Used	☐ WGS84	☐ Everest	☐ 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 191/13

Chart 2034 (INT 7349)

DREDGING IN PROGRESS (2012)

Dredging is in progress between the berths. Mariners are advised to contact 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