



INDIAN NOTICES TO MARINERS



EDITION NO. 19 DATED 01 OCT 2013

(CONTAINS NOTICES 176 TO 181)

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

FEEDBACK: msis-incho-navy@nic.in



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 over loading 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 Chart that is available for mariners in the market are as follows:-

NIL

2. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
210	UMARGAM TO SATPATI	150,000	New Edition
211	SATPATI TO MURUD JANJIRA	150,000	New Edition

Availability of ENC'S.

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

United Kingdom Hydrographic Office Admiralty Way, Taunton, Somerset TA1 2DN, UK Tel: +44 (0) 1823 337900 Fax: +44 (0) 1823 330561, 1823 284077 Telex: 46274 Email: helpdesk@ukho.gov.uk Web site: www.ukho.gov.uk	JEPPESEN MARINE Jeppesen Norway AS Hovalandsveien 52 P.O. 212, N-4379, Egersund, Norway Ph: 0047 51 464700 Fax: 0047 51 464701 Email: enc@jeppesen.com , info@c-map.co.no Website: www.jeppesen.com
M/s Primar Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Norway Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:- data@ecc.no Website: - www.primar.org	

TEMPORARY AND PRELIMINARY NOTICES*In Force 01 Oct 2013**(Former In Force List dated 01 Jul 2013 is cancelled)*

Cancelled Notices

Area Notice No.

- 1 249/08.
 2 Nil.
 3 238/11, 200/12, 287/12, 110/13.
 4 Nil.
-

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

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

2. INDIA WEST COAST – INDIAN OCEAN

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
085/09	2047.	INDIA – LAKSHADWEEP – Plans in Lakshadweep – Kalpitti to Parali Island – Agatti – Jetty.
152/11	2081 – 2100.	INDIA – WEST COAST – Pipavav Port – Dredging.
182/12	21 – 22 (INT 752) – 249 – 250 – 291 – 292 (INT 7021) – 293 (INT 7022).	INDIA – ARABIAN SEA – Argo Floats.
251/12	2106 – 2107.	INDIA – WEST COAST – Mundra Port – Port Development. Dredging. Turning Circle. Buoys.
257/12	217 – 258 (INT 7348) – 272 – 293 (INT 7022) – 2002 (INT 7351) – 2052 (INT 7350).	INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Buoys. Dredging.
258/12	21 – 22 (INT 752) – 23 – 32 (INT 754) – 214 – 215 – 221 – 253 (INT 7328) – 257 (INT 7343) – 259 (INT 7356) – 260 (INT 7362) – 261 – 262 – 263 (INT 7383) – 272 – 292 (INT 7021) – 293 (INT 7022).	INDIA – WEST COAST – Arabian Sea – ADCP Moorings.
269/12	2022 (INT 7345) – 2020 – 2078 (INT 7346).	INDIA – WEST COAST – Port of Mormugao – Dredging.
038/13	2065.	INDIA – WEST COAST – Port Dabhol – Buoy.

VII

2. INDIA WEST COAST – INDIAN OCEAN (Continued).

041/13	2004(INT 7359) – 2029 (INT 7358) – 2045(INT 7360).	INDIA – WEST COAST – Port of Kochi – Kochi Harbour – Dredging. Channel Limit. Jetty.
042/13	23 – 31 – 33 – 7070 (INT 70) – 7071 (INT 71) – 7072 (INT 72) – 7073 (INT 73) – 7706 (INT 706) – 7707 (INT 707).	INDIAN OCEAN – Data Buoys.
111/13	21 – 22 (INT 752) – 23 – 268 (INT 7353) – 273 – 292 (INT 7021) – 293 (INT 7022) – 7703(INT 703) – 7705 (INT 705) – 7706 (INT 706).	INDIA – WEST COAST – Arabian Sea – Data Buoys. Tsunami Buoy.
117/13	21 – 208 – 254 (INT 7331) – 292 (INT 7021) – 2039 – 2082.	INDIA – WEST COAST – Gulf of Khambhat – Dahej Harbour – Jetty. Mooring Dolphin.
129/13	211 – 2016 (INT 7336) – 2015 (INT 7337) – 2001 – 2076 (INT 7338).	INDIA – WEST COAST – Mumbai Harbour – Dredging Operation.
130/13	21 – 22 (INT 752) – 255 (INT 7334) – 211 – 292 – (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).	INDIA – WEST COAST – Inner Approaches to Mumbai – Wreck Marking Buoys.
134/13	21 – 22 (INT 752) – 211 – 255 (INT 7334) – 292 (INT 7021) – 293 (INT 7022) – 2016 (INT 7336).	INDIA – WEST COAST – off Mumbai – Buoy.

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

<u>Notice</u>	<u>Charts Affected</u>	<u>Description</u>
237/10	406 – 4010.	ANDAMAN SEA – INDIA – Little Andaman Islands – Hut Bay – Light.
145/11	351 – 301 – 3011 (INT 7421).	INDIA – EAST COAST – Approaches to Hugli River. Works.
094/12	33 – 41 (INT 757) – 402 – 403 – 404 – 405 – 406 – 407 – 408 – 409 – 471 – 472 (INT 7032) – 473 (INT 7031) – 4016 – 4035.	INDIA – ANDAMAN SEA – Fish Aggregating Devices.
183/12	31 – 32 (INT 754) – 33 – 354 (INT 7408).	INDIA – BAY OF BENGAL – Argo Floats.
212/12	3034.	INDIA – EAST COAST – Krishnapatnam Port – Port Development. Dredging.
225/12	31 – 321 – 322 – 371 – 3020.	BAY OF BENGAL – MYANMAR COAST – Combermere Bay to Cheduba Strait – Platform.
239/12	352 (INT 7416) – 3010 (INT 7418).	INDIA – EAST COAST – Paradip Port – Dredging. Restricted Area.
288/12	31 – 32 (INT 754) – 354 (INT 7408) – 355 (INT 7405) – 391 – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706).	INDIA – EAST COAST – Bay of Bengal – Drilling Operation.

VIII

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

- 043/13 41 (INT 757) – 7071 (INT 71) – 7073 MYANMAR – Restricted Area.
(INT 73) – 7706 (INT 706).
- 051/13 31 – 32(INT 754) – 391 – 354 INDIA – EAST COAST – Sacramento Shoal to
(INT 7408). Kalingapatnam – Unexploded Charges.
- 181/13 31 – 32(INT 754) – 33 – 41(INT 757) – INDIA – EAST COAST – Bay of Bengal – Andaman Sea
292 (INT 7021) – 404 – 405 – 472 – Data Buoys. Tsunami Buoys.
(INT 7032) – 473 (INT 7031) – 7706
(INT 706) – 7707 (INT 707).
- 119/13 31 – 32 (INT754) – 391 – 354 INDIA – EAST COAST – Sacramento Shoal to
(INT7408). Kalingapatnam – Unexploded Charges.
- 159/13 31 – 41 (INT757) – 409 – 471 – 472 – INDIA – ANDAMAN SEA – Nicobar Island – Campbell
4035 – 4039. Bay – Jetty.
- 181/13 31 – 32 (INT754) – 33 – 308 – INDIA – EAST COAST – Bay of Bengal – ADCP
352(INT7416) – 354(INT7408) – Moorings.
355(INT7405) – 357(INT7397) – 391.

4. MALACCA STRAIT, SINGAPORE STRAIT AND SUMATERA

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

SECTION – I

The list of charts affected by the Notices 176 to 181 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
31	5	181 (T)
32 (INT 754)	5	181 (T)
33	5	181 (T)
41 (INT 757)	6	181 (T)
211	3	180
217	3	177
255 (INT 7334)	3	180
257 (INT 7343)	3	177
258 (INT 7348)	3	177
292 (INT 7021)	2	180
293 (INT 7022)	3	177, 180
391	5	181 (T)
404	6	181 (T)
405	6	181 (T)
472 (INT 7032)	6	181 (T)
473 (INT 7031)	6	181 (T)
2041	3	176
2045 (INT 7360)	3	178
2071	3	177
3003	5	179
4002	6	181 (T)
7071 (INT 71)	1	181 (T)
7073 (INT 73)	1	181 (T)
7706 (INT 706)	1	181 (T)
7707 (INT 707)	1	181 (T)

SECTION – II
PERMANENT NOTICES

***176/(19/13) INDIA – WEST COAST – Devgarh Harbour – Towers.**

Source: NHO Dehradun.

Chart 2041[previous update 032/08]

Insert



16° 22′·22N., 73° 22′·45E.

16° 22′·55N., 73° 22′·80E.

16° 22′·61N., 73° 22′·78E.

***177/(19/13) INDIA – WEST COAST – Approaches To Hangarkatta And Malpe – Towers. Foul.**

Source: NHO Dehradun.

Chart 293 (INT 7022) [previous update 155/13]

Delete #PA

13° 30′·00N., 74° 40′·00E.

Chart 257 (INT 7343) [previous update 155/13]

Delete #PA

13° 30′·00N., 74° 40′·00E.

Chart 258 [previous update 116/13]

Delete #PA

13° 30′·00N., 74° 40′·00E.

Chart 217 [previous update 116/13]

Delete #PA

13° 30′·00N., 74° 40′·00E.

Chart 2071 [previous update NC 30 Nov 03]

Delete #PA Foul

13° 29′·98N., 74° 40′·00E.



13° 27′·02N., 74° 41′·74E.

13° 27′·70N., 74° 41′·56E.

***178/(19/13) INDIA – WEST COAST – Port of Kochi – Tower.**

Source: IH 102, INS Suttlej.

Chart 2045 (INT 7360) [previous update NC 31 Mar 13]

Insert



(30)

09° 57′·19N., 76° 16′·92E.



(32)

09° 57′·01N., 76° 17′·02E.

***179/(19/13) INDIA – EAST COAST – Pondicherry anchorage – Buoy.**

Source: IH 102, ICGS Puducherry.

Chart 3003[previous update 083/13]

Insert




Fl.R.G.2s

11° 55′·73N., 79° 52′·35E.

180/(19/13) INDIA – WEST COAST – Approaches to Mumbai – Submarine cable.


Source: BA Notice – 3520/13.

Chart 292 (INT 7021) [previous update 146/13]

Insert submarine cable, , joining:

18° 51'·70N., 72° 00'·60E.
 18° 47'·10N., 71° 01'·00E.
 18° 39'·90N., 70° 21'·30E.
 18° 35'·10N., 70° 06'·90E.
 18° 32'·40N., 69° 52'·70E.

Chart 293 (INT 7022) [previous update 177/13]

Insert submarine cable, , joining:

18° 51'·70N., 72° 00'·60E.
 18° 47'·10N., 71° 01'·00E.
 18° 39'·90N., 70° 21'·30E.
 18° 39'·30N., 70° 20'·00E. (W Border)

Chart 211 [previous update NE 31 Jul 13]

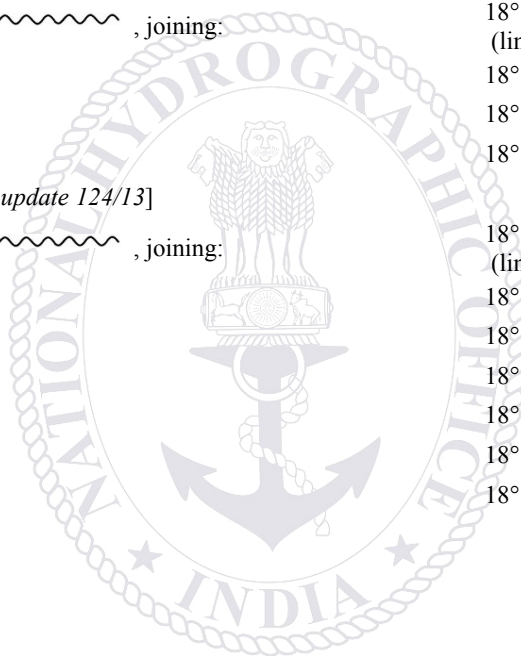
Insert submarine cable, , joining:

18° 52'·45N., 72° 25'·26E.
 (limit of submarine cable area)
 18° 52'·75N., 72° 24'·76E.
 18° 52'·95N., 72° 24'·16E.
 18° 52'·25N., 72° 08'·00E. (W Border)

Chart 255 (INT 7334) [previous update 124/13]

Insert submarine cable, , joining:

18° 52'·40N., 72° 25'·30E.
 (limit of submarine cable area)
 18° 52'·70N., 72° 24'·80E.
 18° 52'·90N., 72° 24'·20E.
 18° 51'·50N., 72° 52'·80E.
 18° 47'·30N., 71° 00'·40E.
 18° 41'·00N., 70° 25'·10E.
 18° 39'·80N., 70° 20'·70E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***181(T)/(19/13) 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:

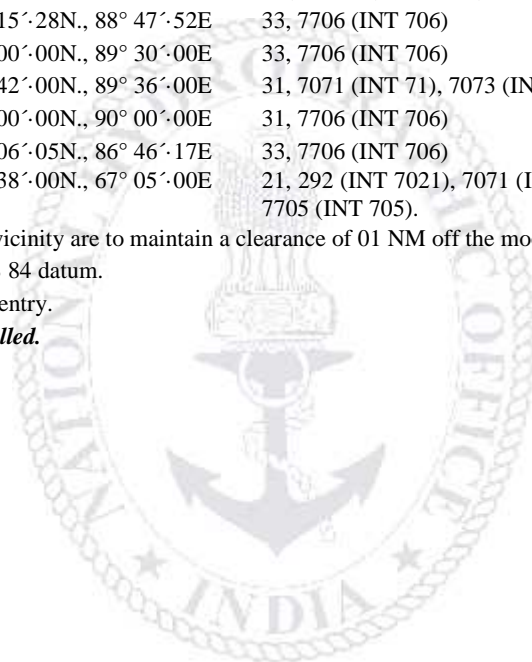
Buoy No.	Position	Chart Affected
BD04 MB	14° 12' 00N., 82° 54' 00E	31, 32, 33, 391, 7071 (INT 71), 7073 (INT 73), 7706 (INT 706)
BD07 MB	06° 15' 00N., 85° 53' 00E	33, 7706 (INT 706), 7707 (INT 707)
BD08 OB- OMNI	18° 10' 00N., 89° 40' 00E	31, 7706 (INT 706)
BD10 OB- OMNI	16° 30' 00N., 88° 00' 00E	31, 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° 06' 05N., 86° 46' 17E	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/ revised entry.

Former INM 110(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)

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

4.2

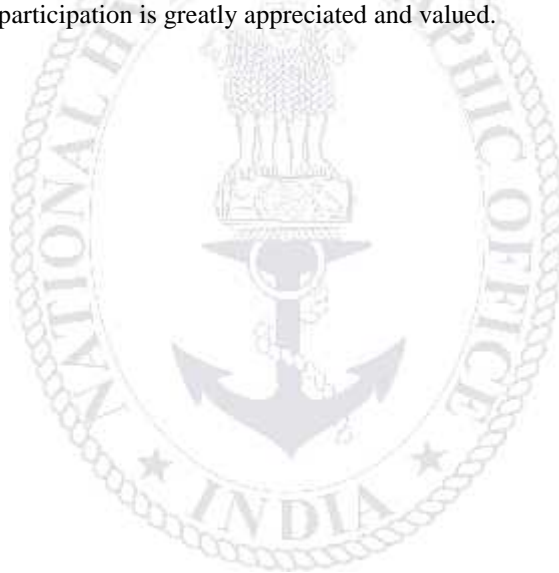
Zone (EEZ) due to increased weather related marine accidents and dense traffic. These are mandatory for all Indian ships and vessels transiting through the ODA and recommendatory for all foreign flag ships and vessels irrespective of size.

(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.

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:-

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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
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M/s C & C Marine Combine 25 Bank Street, 1 st Floor, Mumbai - 400 023 Tel: 91-22- 22660525, 22661937, 22672143 Fax: 91-22-22670896 Email: ccmarine@bom5.vsnl.net.in	M/s Maritime Charts & 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
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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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Engineering Logistics Executive Multi Services Door No: 61-4-45-A/4 Prakash Nagar Malkapuram Visakhapatnam - 530 014 Mob: +91 9133362541/9966244818 Email: elemulti.services69@yahoo.com	

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 in force as on 30 Sep 13:

2013 SERIES – 008 012 035 160 197 203 228 265 303 320 335 343 370 374 428 430 451 453
473 484 493 498 506 507 510 519 521 526 527 528 529 532 533 534 535

3. NAVAREA VIII Warnings issued during the period from 16 Sep to 30 Sep 13 (both dates inclusive) are as tabulated below: –

503. Indian Ocean – Bay of Bengal. Charts 32 354 355 356 357 358 359 INT 706. SCI URJA and SCI Ahimsa are towing the Rig Hercules from Trincomalee to Kakinada. Route and course as follows:				
	Route		Course	
(a)	08-31.20N,	081-13.20E		076
(b)	08-31.52N,	081-14.65E		051
(c)	08-32.46N,	081-15.73E		001
(d)	08-38.25N,	081-15.82E		013
(e)	08-42.20N,	081-16.75E		357
(f)	13-02.00N,	081-00.00E		026
(g)	16-34.00N,	082-45.00E		313
(h)	16-44.29N,	082-33.36E		339
(j)	17-00.78N,	082-26.80E		278
(k)	17-01.60N,	082-20.40E		OPL Kakinada
2.	Expected speed 3 Knots and wide berth of 2 NM requested.			
3.	Details of SCI Urja:			
	Call Sign	:	AVFW	
	MMSI No	:	419000127	
	FBB Voice	:	00870-773158692	
	FBB FAC	:	00870-773204826	
	Email id	:	master@sciurja.amoscomnet.com	
	SAT-C ID	:	441924091	
504. India West Coast – Port of Mumbai. Charts 21 22 211 255 292 293 2015 2016 2076 INT 705 INT 706. Firing from 0400 UTC to 0730 UTC on 25 Sep 13 in following areas:				
	Middle ground			
(a)	18-54.65N	072-50.58E	(b)	18-50.00N 072-54.50E
(c)	18-54.50N	072-54.00E	(d)	18-55.16N 072-54.83E
	Oyster rock			
(a)	18-54.65N	072-50.58E	(b)	18-50.00N 072-54.50E
(c)	18-48.00N	072-52.00E	(d)	18-54.08N 072-49.80E
	Colaba point			
(a)	18-48.00N	072-38.00E	(b)	18-53.58N 072-48.75E
(c)	19-00.00N	072-44.08E	(d)	19-00.00N 072-38.00E
2.	Safe flying height 2000 metres.			
3.	Cancel this MSG 250830 UTC Sep 13.			
505. Andaman Sea – Off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0830 UTC to 1130 UTC on 25 Sep 13 in area bounded by:				
(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
2.	Safe flying height 5000 metres.			
3.	Cancel this MSG 251230 UTC Sep 13.			
506. Indian Ocean – off Panaji. Charts 22 214 293 2022 INT 706. Unmanned and unlit MT Pratibha Bheema (O NO. 3676, length-273 metres, breadth-43 metres) anchored at 15-29.67N 073-40-63E ON 150330 UTC Sep 13.				
2.	All vessels are advised to keep sharp lookout and keep clear of the vessel.			

507. India East Coast – Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. Correct at 181001 UTC Sep 13:			
ABAN II	16-44.23N	082-23.67E	
ACTINIA	16-33.72N	082-28.35E	
DEEP SEA MATDRILL	16-24.55N	082-02.92E	
DSR DHIRUBHAI DEEPWATER KG-1	16-31.92N	082-33.65E	
DSR DHIRUBHAI DEEPWATER KG-2	12-12.80N	080-12.70E	
DSR PLATINUM EXPLORER	19-38.90N	087-23.90E	
GSF-140	16-31.68N	082-28.43E	
MG HULME JR	16-35.05N	082-25.35E	
NOBLE DUCHESS	16-07.06N	081-41.85E	
SAGAR RATNA	16-12.99N	081-43.41E	
D S SAGAR VIJAY	16-19.08N	082-16.00E	
DSR GSF EXPLORER	16-25.32N	082-23.85E	
wide berth requested.			
2. Cancel NAVAREA VIII 501/13.			
508. Cancel NAVAREA VIII 036/13 and this MSG.			
509. Cancel NAVAREA VIII 441/13 and this MSG. Bural reef and Chankh Tapu lighthouse lit.			
510. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 71 INT 705. Bural reef lighthouse Racon inoperative.			
511. 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 27 Sep 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 270830 UTC Sep 13.			
512. Cancel NAVAREA VIII 422/13 and this MSG. Chaul Kadu reefs lighthouse lit.			
513. Cancel NAVAREA VIII 376/13 and this MSG. North Karanja buoy placed in position 18-55.18N 072-52.67E.			
514. India EAST COAST – GOPALPUR. Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC from 21 Sep to 23 Sep 13 in area bounded by:			
(a)	19-14.60N	084-53.70E	(b) 19-44.75N 085-39.64E
(c)	18-36.32N	085-32.76E	
and arc of 54 NM radius joining point (b) and (c).			
2. Safe flying height 6100 metres.			
3. Cancel this MSG 231900 UTC Sep 13.			
515. India East Coast – Bay of Bengal. Charts 31 32 355 INT 71 INT 706. Firing practice by Naval Ships from 0330 UTC to 0730 UTC on 28 Sep 13 in area bounded by:			
(a)	16-30.0N	083-30.0E	(b) 16-00.0N 084-15.0E
(c)	15-20.0N	084-05.5E	(d) 15-45.0N 083-30.0E
2. Safe flying height 10000 Metres			
3. Cancel this MSG 280830 UTC Sep 13.			
516. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise from 0100 UTC on 22 Sep 13 TO 1400 UTC on 23 Sep 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 231500 UTC Sep 13.			
517. NAVAREA VIII – Messages in force as on 201007 UTC Sep 13			
2013 SERIES – 008 012 035 160 197 203 228 265 303 320 335 343 370 374 426 428 430 451 453 470 471 473 484 493 497 498 503 504 505 506 507 510 511 512 513 514 515 516			
(A) NAVAREA VIII Warnings less than 42 days old (430/13 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 271007 UTC Sep 13.			

<p>518. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between 2330 UTC to 1800 UTC from 23 Sep to 28 Sep 13 in area bounded by:</p> <p>(a) 19-14.60N 084-53.70E (b) 19-37.75N 085-28.92E (c) 18-46.05N 085-22.87E and arc of 41 NM radius joining point (b) and (c).</p> <p>2. Safe flying height 6100 metres. 3. Cancel this MSG 281900 UTC Sep 13.</p>
<p>519. India East Coast – Bay of Bengal. Charts 32 33 356 INT 71 INT 706. Firing Practice between 0230 UTC to 1130 UTC from 01 Oct to 07 Oct and 15 Oct to 21 Oct 13.</p> <p>2. Danger zone 15 NM radius around 13-50N 081-40E 3. Safe flying height 3500 metres. 4. Cancel this MSG 211230 UTC Oct 13.</p>
<p>520. Cancel NAVAREA VIII 504/13 and this MSG.</p>
<p>521. Cancel NAVAREA VIII 426/13. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 705. Following reported on deep water channel buoy:</p> <p>(a) Superstructure and light of Paga Buoy (22-35.42N 069-14.45E) reported missing. (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) Chandri buoy reported missing.</p> <p>2. Caution advised.</p>
<p>522. Cancel NAVAREA VIII 503/13 and this MSG.</p>
<p>523. India West Coast – off Mormugao. Charts 22 293 INT 71 INT 705. Orange coloured FRP rescue boat (4.3x1.65x0.65 METRES, Regn No. USSR Regn SH-92.045.271 DTD 5/92) reported adrift in vicinity 14-59.30N 072-23.42E</p> <p>2. Caution advised. 3. Cancel this MSG 271230 UTC Sep 13.</p>
<p>524. India West Coast – Gulf of Khambhat. Charts 21 209 210 254 292 INT 705. Firing practice by Coast Guard Aircraft from 250130 UTC to 260830 UTC Sep 13. Danger area bounded by:</p> <p>(a) 20-18.50N 072-02.50E (b) 20-18.50N 072-15.00E (c) 20-09.50N 072-12.00E (d) 20-09.50N 072-00.00E</p> <p>2. Safe flying height 1600 metres. 3. Cancel this MSG 260930 UTC Sep 13.</p>
<p>525. India West Coast – off Mumbai. Charts 21 22 255 293 INT 705. One capsized fishing boat sighted with half underwater hull (brown colour) visible over surface in vicinity 19-01.70N 072-41.16E at 240800 UTC Sep 13. Nil survivor sighted.</p> <p>2. Caution advised. 3. Cancel this MSG 270800 UTC Sep 13.</p>
<p>526. India East Coast – Vishakhapatnam. Charts 31 32 308 354 391 3002 3012 INT 706. Seaward firing practice by Naval Coast Battery between 0830 UTC to 1130 UTC from 30 Sep 13 TO 01 Oct 13.</p> <p>2. Danger zone sector of 15 NM radius between 070 degree and 130 degree from position 17-42N 083-18E 3. Safe flying height 13000 metres. 4. Cancel this MSG 011230 UTC Oct 13.</p>
<p>527. 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 0330 UTC to 0730 UTC from 07 Oct to 09 Oct 13. Danger zone bounded by:</p> <p>(a) 21-22.35N 086-55.77E (b) 21-09.74N 086-50.28E (c) 20-45.37N 087-06.82E (d) 17-52.44N 087-54.95E (e) 18-10.92N 088-44.58E (f) 18-39.78N 089-28.55E (g) 20-53.80N 087-23.40E (h) 21-20.12N 087-10.70E (j) 21-22.68N 086-56.42E</p> <p>2. Caution advised. 3. Cancel this MSG 090830 UTC Oct 13.</p>
<p>528. 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 0830 UTC to 1030 UTC from 06 Oct to 08 Oct 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 081130 UTC Oct 13.</p>

<p>529. 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 04 Oct 13.</p> <p>2. Danger area from 300 degree to 020 degree up to 12 NM seaward from position 22-28.03N 069-04.98E</p> <p>3. Safe flying height 13000 metres.</p> <p>4. Cancel this MSG 040830 UTC Oct 13.</p>																																																			
<p>530. Bay of Bengal – Southern Portion. Charts 33 INT 71 INT 73 INT 706. Tsunami detection buoy reported adrift from 08-54.24N 088-32.40E since 11 Sep 13 and moved to South-South West in vicinity 08-06.05N 086-46.17E</p> <p>2. Cancel this MSG 301004 UTC Sep 13.</p>																																																			
<p>531. India West Coast – Gulf of Kachchh. Charts 21 203 2068 INT 71 INT 705. Pirotan Island lighthouse unlit.</p>																																																			
<p>532. India East Coast – Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by army between 2330 UTC to 1800 UTC in following areas:</p> <p><u>Area-I (From 28 Sep to 30 Sep 13)</u></p> <table> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-44.75N</td> <td>085-39.64E</td> </tr> <tr> <td>(c)</td> <td>18-36.32N</td> <td>085-32.76E</td> <td></td> <td></td> <td></td> </tr> </table> <p>and arc of 54 NM radius joining point (b) and (c). Safe flying height 6100 metres</p> <p><u>Area-II (From 30 Sep to 05 Oct 13 and 09 Oct to 19 Oct 13)</u></p> <table> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-47.40N</td> <td>085-44.73E</td> </tr> <tr> <td>(c)</td> <td>18-31.53N</td> <td>085-37.70E</td> <td></td> <td></td> <td></td> </tr> </table> <p>and arc of 59 NM radius joining point (b) and (c). Safe flying height 9200 metres</p> <p><u>Area-III</u></p> <table> <thead> <tr> <th>Date</th> <th colspan="4">Safe flying height(metres)</th> </tr> </thead> <tbody> <tr> <td>07 Oct to 09 Oct 13</td> <td colspan="4">6100</td> </tr> <tr> <td>26 Oct to 29 Oct 13</td> <td colspan="4">25000</td> </tr> <tr> <td>(a)</td> <td>19-14.60N</td> <td>084-53.70E</td> <td>(b)</td> <td>19-37.05N</td> <td>085-27.87E</td> </tr> <tr> <td>(c)</td> <td>18-46.05N</td> <td>085-22.87E</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>And arc of 41 NM radius joining point (b) and (c)</p> <p>2. Cancel this MSG 291900 UTC Oct 13.</p>	(a)	19-14.60N	084-53.70E	(b)	19-44.75N	085-39.64E	(c)	18-36.32N	085-32.76E				(a)	19-14.60N	084-53.70E	(b)	19-47.40N	085-44.73E	(c)	18-31.53N	085-37.70E				Date	Safe flying height(metres)				07 Oct to 09 Oct 13	6100				26 Oct to 29 Oct 13	25000				(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.87E	(c)	18-46.05N	085-22.87E			
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<p>533. NAVAREA VIII – Messages in force as on 271007 UTC Sep 13: <u>2013 Series</u> – 008 012 035 160 197 203 228 265 303 320 335 343 370 374 428 430 451 453 471 473 484 493 498 506 507 510 518 519 521 523 526 527 528 529 530 531 532</p> <p>(a) NAVAREA VIII Warnings less than 42 days old (451/13 onward) are promulgated via SafetyNET.</p> <p>(b) Text of NAVAREA VIII Warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in</p> <p>(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 041001 UTC Oct 13.</p>																																																			
<p>534. Cancel NAVAREA VIII 531/13 and this MSG. Pirotan Island lighthouse operational.</p>																																																			
<p>535. India West Coast – Kochi. Charts 22 32 220 259 260 2004 2029 2045 INT 71 INT 706. Firing by Naval Coast battery:</p> <table> <thead> <tr> <th>Date</th> <th>Time (UTC)</th> </tr> </thead> <tbody> <tr> <td>01 Oct 13</td> <td>0900 to 1200</td> </tr> <tr> <td>04 Oct 13</td> <td>0900 to 1200</td> </tr> <tr> <td>08 Oct 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>11 Oct 13</td> <td>0900 to 1200</td> </tr> <tr> <td>15 Oct 13</td> <td>0900 to 1200</td> </tr> <tr> <td>18 Oct 13</td> <td>0900 to 1200 and 1230 to 1430</td> </tr> <tr> <td>22 Oct 13</td> <td>0900 to 1200</td> </tr> <tr> <td>25 Oct 13</td> <td>0900 to 1200</td> </tr> <tr> <td>29 Oct 13</td> <td>0900 to 1200</td> </tr> </tbody> </table> <p>2. Danger area bounded by:</p> <table> <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.</p> <p>4. Cancel this MSG 291300 UTC Oct 13.</p>	Date	Time (UTC)	01 Oct 13	0900 to 1200	04 Oct 13	0900 to 1200	08 Oct 13	0900 to 1200 and 1230 to 1430	11 Oct 13	0900 to 1200	15 Oct 13	0900 to 1200	18 Oct 13	0900 to 1200 and 1230 to 1430	22 Oct 13	0900 to 1200	25 Oct 13	0900 to 1200	29 Oct 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																			
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6.1

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)

- NIL -

SECTION – VII

CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6390	- Cape Recife	34 01.74S 25 42.04E	LFI(3) WR 117s	27	W29 R15	White 8- sided masonry tower, black bands, red dome 24	(fl 2.8, ec 27) x 2, fl 2.8, ec 54.6. W 190°- 162° (332°), R162°-190°(28°) Under certain atmospheric conditions only the flashing lights may be seen. W 190°- 162° (332°) R162°-190°(28°) bl 4, (si2, bl 2)x 3, si 14. Sounded when fog sighted/detected or on request to Port Control, Port Elizabeth, via Port Elizabeth Radio. TD 2012 *
--		..	FW	27	21	..	
--		..	FR	27	10	..	
--		..	Horn Mo(B) 30s	..	..	..
D6883	-- Jetty. Head	12 09.78S 44 23.47E	Oc(2)R 5s	13	..	Red lantern on hut	TE 2011 *
D6914	-Tanjona Bobaomby (Cap D'Ambre)	11 57.45S 49 16.51E	FI W 5s	70	23	White octagonal tower, black top and lantern 36 *	Aeromarine. fl 0-4. W067°-321°(254°) *
D6919	- Cap Andranomody	12 13.73S 49 21.35E	FI R 4s	11	5	White 8- sided stone tower, red top 10 *	R060°-280° (220°). Occas. *
D6936	- Iharana (Vohemar). Ldg Lts 260°. Front. No 3. S point of N reef.	13 21.00S 50 00.30E	F G	4	5	White beacon, green top 7 *	Occas. *
D6978	- Head of Basin	18 09.45S 49 25.48E	FI(3)WRG 15s	27	W14 R11 G11	Grey lantern on white building	fl 1, ec 1.5, (fl 1, ec 5.25) x2. G 148°- 184°(36°), W184°- 193°(9°), R193°- 253°(60°), W253°- 104°(211°) *
D7026.5	Ile Europa (FR) *	22 20.54S 40 20.67E *	FI R 5s	21	15	Round pylon 16 *	fl 1 *
D7048	-Analalava	14 37.99S 47 45.11E	Oc(2)WRG 6s	62	W10 R 7 G 6	White tower, black lantern 12	ec 1, lt 1, ec 1, lt 3. G065°- 092°(27°), W092°- 095°(3°), R 095°- 142° (47°). TE 2011 *
D7050	-Ampasikely	14 37.06S 47 45.78E	F WR	19	W 5 R 3	White metal column, on square support 8	W049°- 059°(10°), R059°- 071° (12°). TE 2011 *
D7065	- Plateau cove. Ldg Lts 017°. Front	13 24.00S 48 17.80E	Dir Q G	7	11	White beacon, black stripe 8	Intens 2.5° each side of leading line. TE 2011 *
D7065.1	--- Rear. 600m from front	13 23.70S 48 17.90E	Dir Q G	24	11	White beacon, black stripe 6	Intens 2.5° each side of leading line. TE 2011 *
D7236	Hoby (Obbia)	05 20.90N 48 31.50E	FI(3)W 10s	32	10	Black square hut, white bands 10	TE 2013 *
D7239	Bandarbeyla	9 29.00N 50 49.00E	F W	..	8	..	TE 2013 *

7.2

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D7242	Rass Xaafuun	10 26.60N 51 24.80E	Fl(2)W 35s	107	4	White column on white building, red lantern 13	W 146° - 020° (234°). Obscured within 0.8M 230° - 310° (80°). TE 2013 *
D7246	Raas Casey'r Summit (Cape Guardafui)	11 50.02N 51 16.83E	Fl W 5s	263	18	Round masonry tower 20	fl 0.5 TE 2013 *
D7258	Qandala (Candala). Residency	11 28.30N 49 52.20E	LFl(3)W 30s	..	8	..	(fl 2, ec5) x 2, fl 2, ec 14. TE 2013 *
D9206.9	- DP 1	25 56.54N 52 41.49E	4 Mo(U)W 15s	..	10	Platform	*
F1165	Ko Luk Kam Tai (Double Island)	09 27.38N 98 19.65E	Fl W 8s	76	15	White metal framework tower 15	fl 0.5 TE 2013 *
F1403.9	- Lts in line 164°. Rear. B	01 31.75N 101 55.09E	Iso W 4s	29	12	White metal framework tower 28	W159.75°-168.25° (8.5°). Common front Fl404. TE 2010 *
F1685.47	Deleted; Remove from list						
F1685.472	Deleted; Remove from list						
F1772.23	- Pelabuhan Kabil. Karang Passo	01 08.26N 104 09.70E	Fl W 4s	..	..	White beacon	*
F1772.36	- KABIL. Semen Bosowa	01 03.57N 104 08.24E	Fl W 2s	..	12	White beacon	*
F1772.4	-- Ldg Lts 197°53'. Front	01 03.22N 104 08.45E	Q W	15	15	Δ on white beacon	fl 0.5. Missing(T) 2013 *
F1772.45	-- PLTU Batam	01 02.57N 104 08.30E	Fl W 4s	..	10	White beacon	*
F1772.48	-- Tanjung Kasem. Pemprov Harbour	01 02.18N 104 08.02E	LFl W 16s	..	10	White beacon	*
F9527.54	- SUDP-A	05 37.23N 114 59.71E	Lit	..	..	Platform	Other installations, some marked by lights, exists in this field *
F9527.56	- SUJT-C	05 31.56N 114 58.40E	Lit	..	..	Platform	Other installations, some marked by lights, exists in this field *
F9535.7	- WHP-HT1	08 02.58N 108 55.68E	Mo(U)W 15s	..	..	Platform	*
F9535.75	- PQP-HT	08 02.65N 108 55.68E	Mo(U)W 15s	..	..	Platform	*
F9535.8	- FSO BD01. SPM	08 03.04N 108 54.51E	Mo(U)W 15s	..	..	Superbuoy	*
K0827.7	Port Refuge (AU)	12 06.98S 96 53.34E	Q R	..	..	Δ on beacon	*
K0827.72	- (AU)	12 07.09S 96 53.07E	Q R	..	..	□ on beacon	*
K0827.74	- (AU)	12 07.25S 96 52.75E	Q R	..	..	Red □ on beacon	*

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. 15 dated 01 Aug 2013)

RADAR BEACONS

PAGE 27, QATAR (Contd ...) Section,

Delete entry 77500, Al Khalij Oil Field, Platform DPI Racon

(Source: BA 40/13)

(19/13)

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

PAGE 39 (f), UNITED ARAB EMIRATES (Persian Gulf Coast), Insert below Energy Determination Lt Buoy:

Gasco SHT II GS Approach Lt Buoy	24° 10'.09N 52° 45'.37E	994701059		Real	
Gasco SHT II Lt Buoy GS-1	24° 09'.78N 52° 45'.51E	994701060		Real	
Gasco SHT II Lt Buoy GS-2	24° 09'.83N 52° 45'.58E	994701061		Real	
Gasco SHT II Lt Buoy GS-3	24° 09'.52N 52° 45'.73E	994701062		Real	
Gasco SHT II Lt Buoy GS-4	24° 09'.57N 52° 45'.80E	994701063		Real	
Gasco SHT II Lt Buoy GS-5	24° 09'.26N 52° 45'.94E	994701064		Real	
Gasco SHT II Lt Buoy GS-6	24° 09'.31N 52° 46'.01E	994701065		Real	
Gasco SHT II Lt Buoy GS-7	24° 09'.00N 52° 46'.15E	994701066		Real	
Gasco SHT II Lt Buoy GS-8	24° 09'.05N 52° 46'.22E	994701067		Real	
Gasco SHT II Lt Buoy GS-9	24° 08'.74N 52° 46'.36E	994701068		Real	
Gasco SHT II Lt Buoy GS-10	24° 08'.79N 52° 46'.44E	994701069		Real	
Gasco SHT II Lt Buoy GS-11	24° 08'.48N 52° 46'.57E	994701070		Real	
Gasco SHT II Lt Buoy GS-12	24° 08'.54N 52° 46'.66E	994701071		Real	
Gasco SHT II Lt Buoy GS-13	24° 08'.27N 52° 46'.48E	994701072		Real	
Gasco SHT II Lt Buoy GS-14	24° 08'.31N 52° 47'.01E	994701073		Real	
Gasco SHT II Lt Buoy GS-16	24° 08'.21N 52° 47'.04E	994701074		Real	

Gasco SHT II Lt Buoy GS-18	24°07'.87N 52°46'.90E	994701075		Real	
Gasco SHT II Middle Channel Lt Buoy	24°10'.03N 52°45'.29E	994701076		Real	
<i>(Source BA 36/13)</i>					19/13

PAGE 39 (f), UNITED ARAB EMIRATES (Persian Gulf Coast), Insert below *Rahim Wreck Lt Buoy*:

Ruwais Port B Approach Lt Buoy	24°09'.87N 52°45'.00E	994701077		Real	
Ruwais Port Lt Buoy B-1	24°09'.66N 52°45'.16E	994701078		Real	
Ruwais Port Lt Buoy B-2	24°09'.66N 52°45'.26E	994701079		Real	
Ruwais Port Lt Buoy B-3	24°09'.38N 52°45'.16E	994701080		Real	
Ruwais Port Lt Buoy B-4	24°09'.37N 52°45'.25E	994701081		Real	
Ruwais Port Lt Buoy B-5	24°09'.09N 52°45'.15E	994701082		Real	
Ruwais Port Lt Buoy B-6	24°09'.10N 52°45'.24E	994701083		Real	
Ruwais Port Lt Buoy B-7	24°08'.81N 52°45'.14E	994701084		Real	
Ruwais Port Lt Buoy B-8	24°08'.81N 52°45'.24E	994701085		Real	
Ruwais Port Lt Buoy B-9	24°08'.52N 52°45'.14E	994701086		Real	
Ruwais Port Lt Buoy B-10	24°08'.52N 52°45'.33E	994701087		Real	
Ruwais Port Lt Buoy B-11	24°08'.37N 52°45'.07E	994701089		Real	
Ruwais Port Lt Buoy B-12	24°08'.06N 52°45'.34E	994701088		Real	
<i>(Source BA 36/13)</i>					19/13

INP 31(5), 2011

(Last correction: Edition No. 17 dated 01 Sep 2013)

PAGE 179, Chapter 10, DISTRESS, SEARCH AND RESCUE, THILAND, Contact tables, rows 1 and 2.

Delete and replace by:

RCC BANGKOK (Cospas-Sarsat SPOC)	2 2860506 2 2860594 2 2869353	2 2873186	AFTN VTBAYCYX E-mail bkkrc@aviation.go.th
BANGKOK RADIO (Nonthaburi)	2 4022001 – 04	2 4022000	

(Source: BA 38/13)

(19/13)

INP 31(6), 2012

(Last correction: Edition No. 17 dated 01 Sep 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 charted depths. Efforts should be made to identify and negate false echoes if any. The Mariners Handbook (NP100) and Notice 15 Special Edition of Notice to Mariners may be consulted.

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

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

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

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

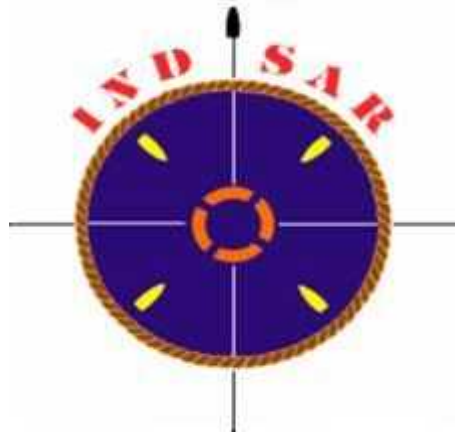


HYDROGRAPHIC NOTE		IH.102 (Revised 2012)	
For Forwarding information for Indian Charts, ENC's and Publications and reporting of ENC related issues			
Date		Ref. Number	
Name of the Ship or Sender			
Address			
Tel/FAX/E-mail address			
Observation Date		Time (UTC/IST)	
Object of Changes Observed (Tick appropriate)	<input type="checkbox"/> Bathymetry	<input type="checkbox"/> Nav. Dangers	<input type="checkbox"/> Nav. Aids
	<input type="checkbox"/> Designated Areas	<input type="checkbox"/> Others	
Geographical Position (See Instructions Overleaf)	Latitude		Longitude
Position Method	<input type="checkbox"/> DGPS	<input type="checkbox"/> GPS	<input type="checkbox"/> Radar <input type="checkbox"/> Others
Datum Used	<input type="checkbox"/> WGS84	<input type="checkbox"/> Everest	<input type="checkbox"/> Others
Charts Affected		Edition	
Latest Edition of Indian Notices to Mariners Held			
Tracing/Plot/Photograph if enclosed			
ENCs Affected			
Latest Update Disk Held			
Publication Affected		Edition	
Page No./Light No. etc			
Details:			
Limitations if any in Reporting the Changes Above			
Details of Documents/Photos attached:			
Signature of the Master/Reporter/Observer			

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

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

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



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