



INDIAN NOTICES TO MARINERS



EDITION NO. 22 DATED 16 NOV 2012
(CONTAINS NOTICES 252 TO 259)

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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**



III

EXPLANATORY NOTES

Corrections to Charts and Publications. Section I comprises List of Charts affected by the notices contained in this edition. Whereas sections II and III contain information for correcting the charts and publications. Mariners should insist on corrected charts from their chart distributors/agents.

- (a) Geographical positions given are in the horizontal datum of the current edition of the chart, unless otherwise stated.
- (b) Bearings are true, reckoned clockwise from 000° to 359°. Bearings to lights are from seaward.
- (c) Symbols referred to, are those shown on the chart 5020 (INT 1).
- (d) Alterations to depth contours, deletion of depths to make way for new detail, etc; are not normally mentioned, unless they have some navigational significance.
- (e) Blocks and notes, if any, accompanying the Notices in Sections II and III are placed after Section IX.

Temporary and Preliminary Notices. These are indicated by (T) and (P) respectively after the Notice number and are placed in Section III. SI Nos. of those in force are published quarterly on 01 Jan, 01 Apr, 01 Jul and 01 Oct, and their text is published in Annual Edition of Indian Notices to Mariners. They should be inserted in pencil, by the user, on receipt.

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

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

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

- (a) These corrections should be incorporated as per instructions given on page XI of the List of Lights.
- (b) Such correction notices to list of lights may be published in either an earlier or a later Edition of N to M than the Edition containing the Notice to the chart correction.
- (c) The range of a light given is its nominal range. Its geographical range is given in parenthesis only if it is less than the nominal range.
- (d) A star indicates that the corresponding field is to be amended and all stars indicate that new light is to be inserted.

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

Radio Navigational Warnings.

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which cannot always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid 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>
2045 (INT 7360)	PORT OF KOCHI	7,500	New Edition
2004 (INT 7359)	KOCHI HARBOUR	25,000	New Edition
2029 (INT 7358)	APPROACHES TO KOCHI	60,000	New Edition
391	CHENNAI TO KALINGAPATNAM	75,000	New Edition
252 (INT 7325)	OKHA TO VERAVAL	300,000	New Edition

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

<i>Title of Publication</i>	<i>Edition</i>
Indian List of Radio Signals – Volume 6	2012

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:

The Chief Hydrographer to the Government of India National Hydrographic Office 107-A, Rajpur Road Dehradun- 248001 Uttarakhand, India Tele: +91-135- 2747365, Fax: +91-135-2748373 Email: inho-navy@nic.in msis-inho-navy@nic.in sales-inho-navy@nic.in Website: www.hydrobharat.nic.in	Director, M/s JEPPESEN Norway AS PO Box 212 N-4379 Egersund Norway Tel: +47-51- 464 700 Fax: +47-51-464 701 Mob : +91-9322 238 542 Email: enc@jeppesen.com, info@c-map.co.in Website: www.jeppesen.com
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	Director General Norwegian Hydrographic Service, Postbox 60, 4001 Stavanger Telephone - +47 - 51 85 87 00 Fax - + 47 - 51 85 87 08 E-mail:-gerry.larsson-fedde@statkart.no Website: - www.primar.org

SECTION – I

The list of charts affected by the Notices 252 to 259 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
21	2	258 (T)
22 (INT 752)	3	258 (T)
23	1	258 (T)
31	5	259 (T)
32 (INT 754)	5	258 (T), 259 (T)
33	5	259 (T)
203 (INT 7319)	2	252
208	2	253
209	2	253
214	3	258 (T)
215	3	258 (T)
217	3	257 (P)
219	3	254
220	3	254
221	3	258 (T)
253 (INT 7328)	2	258 (T)
257 (INT 7343)	3	258 (T)
258 (INT 7348)	3	257 (P)
259 (INT 7356)	3	254, 258 (T)
260 (INT 7362)	3	258 (T)
261	4	258 (T)
263 (INT 7383)	4	258 (T)
272	4	257 (P), 258 (T)
292 (INT 7021)	2	258 (T)
293 (INT 7022)	3	257 (P), 258 (T)
308	5	259 (T)
352 (INT 7416)	5	259 (T)
354 (INT 7408)	5	259 (T)
355 (INT 7405)	5	259 (T)
357 (INT 7397)	5	255, 259 (T)
391	5	259 (T)
2002 (INT 7351)	3	257 (P)
2019	2	253, 256 (P)
2044	2	253
2052 (INT 7350)	3	257 (P)
2079	2	252
2080	2	252
2083 (INT 7339)	2	252
2101	2	253, 256 (P)
3036	5	255

SECTION – II PERMANENT NOTICES

***252/(22/12) INDIA – WEST COAST – Approaches to Sikka - SPM.**

Source: Reliance Ports & Terminals Ltd, Sikka.

Chart 203 (INT 7319) [previous update 216/12]

Amend	SPM-1 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i> <i>Racon (R)</i>	22° 34'.31N., 69° 47'.19E.
	SPM-2 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 35'.49N., 69° 48'.51E.
	SPM-3 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i> <i>Racon (O)</i>	22° 36'.53N., 69° 49'.95E.
	SPM-4 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 35'.36N., 69° 51'.87E.
	SPM-5 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 34'.71N., 69° 50'.12E.

Chart 2080 [previous update 197/12]

Amend	SPM-1 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i> <i>Racon (R)</i>	22° 34'.35N., 69° 47'.18E.
	SPM-2 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 35'.53N., 69° 48'.50E.
	SPM-3 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i> <i>Racon (O)</i>	22° 36'.57N., 69° 49'.94E.
	SPM-4 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 35'.40N., 69° 51'.86E.
	SPM-5 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 34'.75N., 69° 50'.11E.

Chart 2079 [previous update 201/12]

Amend	SPM-2 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 35'.53N., 69° 48'.50E.
	SPM-3 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i> <i>Racon (O)</i>	22° 36'.57N., 69° 49'.94E.
	SPM-5 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 34'.75N., 69° 50'.11E.

Chart 2083 (INT 7339) [previous update 197/12]

Amend	SPM-1 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i> <i>Racon (R)</i>	22° 34'.35N., 69° 47'.18E.
	SPM-2 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 35'.53N., 69° 48'.50E.
	SPM-3 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i> <i>Racon (O)</i>	22° 36'.57N., 69° 49'.94E.
	SPM-4 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 35'.40N., 69° 51'.86E.
	SPM-5 characteristics to, <i>Mo(U)15s</i> <i>Horn Mo(U)15s</i>	22° 34'.75N., 69° 50'.11E.

***253/(22/12) INDIA – WEST COAST – Approaches to Magdala – Wreck.**

Source: Hazira Port limited.

Wreck of Tug Jaljeet**Chart 209** [previous update 202/12]Insert  PA 21° 05' .87N., 72° 39' .58E.**Chart 208** [previous update 245/12]Insert  PA 21° 05' .87N., 72° 39' .58E.**Chart 2044** [previous update 245/12]Insert  PA 21° 05' .86N., 72° 39' .61E.**Chart 2101** [previous update 202/12]Insert  PA 21° 05' .86N., 72° 39' .61E.**Chart 2019** [previous update 202/12]Insert  PA 21° 05' .85N., 72° 39' .60E.***254/(22/12) INDIA – WEST COAST – Tellicherry to Tanur Nagaram – Light.**

Source: IH – 102, INS Suttlej.

Chart 259 (INT 7356) [previous update 188/12]Delete  F.19m5M 10° 59' .00N., 75° 52' .00E.**Chart 219** [previous update 097/12]Delete  F.19m5M 10° 59' .00N., 75° 52' .00E.**Chart 220** [previous update 188/12]Delete  F.19m5M 10° 59' .00N., 75° 52' .00E.***255/(22/12) INDIA – EAST COAST – Chemplast Sanmar Cuddalore Terminal – Racon.**

Source: Chemplast Sanmar Limited, Cuddalore.

Chart 357 (INT 7397)[previous update 217/12]

Amend Characteristics of Racon to (C) 11° 38' .360N., 79° 46' .350E

Chart 3036[previous update 088/10]

Amend Characteristics of Racon to (C) 11° 38' .365N., 79° 46' .350E

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***256(P)/(22/12) INDIA – WEST COAST – Approaches to Hazira – Buoys, Beacons, Dredging, Wreck.**

Source: Essar Bulk Terminal Limited.

1. Port channel (230 metre wide and dredged to 08 metre below chart datum) is marked with following co-ordinates:

21°01'.72N	072°39'.24E
21°03'.41N	072°39'.66E
21°03'.51N	072°39'.68E
21°03'.62N	072°39'.68E
21°05'.36N	072°39'.68E
21°05'.36N	072°39'.55E
21°03'.62N	072°39'.55E
21°03'.53N	072°39'.54E
21°03'.44N	072°39'.53E
21°01'.75N	072°39'.12E

2. Following buoys/beacon are being laid to mark the channel:

Buoy/Beacon No.	Position	Characteristics
SR 01 (Buoy)	21°01'.71N 072°39'.28E	<i>Fl(2).G.5s</i>
SR 03 (Beacon)	21°02'.61N 072°39'.51E	<i>Fl.G.10s</i>
SR 05 (Beacon)	21°03'.40N 072°39'.70E	<i>Fl(2).G.10s</i>
SR 07 (Beacon)	21°04'.43N 072°39'.72E	<i>Fl.G.5s</i>
SR 09 (Beacon)	21°05'.36N 072°39'.72E	<i>Fl(2).G.5s</i>
SR 02 (Buoy)	21°01'.76N 072°39'.09E	<i>Fl(2).R.5s</i>
SR 04 (Buoy)	21°02'.65N 072°39'.34E	<i>Fl.R.10s</i>
SR 06 (Buoy)	21°03'.44N 072°39'.53E	<i>Fl(2).R.10s</i>
SR 08 (Buoy)	21°04'.43N 072°39'.55E	<i>Fl.R.5s</i>
SR 10 (Buoy)	21°05'.37N 072°39'.54E	<i>Fl(2).R.5s</i>

3. A fairway buoy *Fl.W.10s* is placed on position 21°01'.12N 072°39'.25E.

4. Turning circle (dredged to 08 metre below chart datum) is marked with following co-ordinates:

21°05'.36N	072°39'.68E
21°05'.54N	072°39'.79E
21°05'.68N	072°39'.80E
21°05'.78N	072°39'.70E
21°05'.83N	072°39'.54E
21°05'.83N	072°39'.46E
21°05'.52N	072°39'.45E
21°05'.36N	072°39'.55E

5. Following buoys are placed to mark the turning circle:

Buoy No.	Position	Characteristics
TC 01	21°05'.49N 072°39'.75E	<i>Fl.Y.4s</i>
TC 02	21°05'.64N 072°39'.81E	<i>Fl.Y.4s</i>
TC 03	21°05'.78N 072°39'.70E	<i>Fl.Y.4s</i>

6. Dredging will be carried out by M/s Essar to achieve depth of 10 metre below chart datum in phase II.

7. Mariners are advised to navigate with caution in the area and contact local port authorities for more information.

8. All positions are referred to WGS84 datum.

Charts affected – 2019 – 2101.

Former INM 236(P)/11 is cancelled.

***257(P)/(22/12) INDIA – WEST COAST – Ports of New Mangalore and Mangalore – Buoys. Dredging.**

Source: IH-102 INS Sutlej, DC New Mangalore Port.

- Construction of Berths Nos 13 and 15 is presently in progress within New Mangalore harbour as follows:
Berth No 13 – Opposite to berth 10 and parallel to berth 12.
Berth No 15 – Between 12°55'.77N., 074°48'.79E to 12°55'.97N., 074°48'.76E.
- Buoys are being laid in the following positions:

Position	Characteristics
12°55'.93N 074°48'.69E	FL.G.5s
12°55'.90N 074°48'.69E	FL.G.5s
12°55'.75N 074°48'.71E	FL.R.5s

- Fairway Buoy of New Mangalore port reported sunk at position 12°54'.81N., 074°44'.30E.
- All positions are referred to WGS84 datum.
- Mariners are advised to navigate with caution in the area.

Charts affected – 217–258 (INT 7348)–272–293 (INT 7022) – 2002 (INT 7351) – 2052 (INT 7350).***258(T)/(22/12) INDIA – WEST COAST – Arabian Sea – ADCP Moorings.**

Source: NIO Goa.

- Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-

ADCP Mooring	Positions		Depth (in metres)	Charts affected
OMD-5	19° 59'.98N	69° 13'.96E	180	21 – 292(INT7021) – 253(INT7328).
OGD-8	15° 09'.97N	72° 44'.90E	180	22(INT 752) – 293(INT7022) – 214.
OGS-8	15° 12'.07N	72° 59'.26E	163	22(INT752) – 293(INT7022) – 257(INT7343) – 214 – 215.
*OGDV-1	15° 12'.10N	72° 43'.17E	100	22(INT752) – 214 – 293(INT7022).
OBS-2	13° 52'.06N	73° 24'.31E	163	22(INT752) – 257(INT7343) – 272 – 293(INT7022).
OKD-5	09° 02'.78N	75° 26'.31E	180	22(INT752) – 259(INT7356) – 221.
OKS-5	09° 00'.18N	75° 57'.48E	154	22(INT752) – 32(INT754) – 259(INT7356) – 260(INT7362) – 221.
KKD-4	06° 57'.70N	77° 23'.81E	310	22(INT 752) – 23 – 32(INT 754) – 261 – 263(INT 7383).
*OGDV-2	15° 07'.35N	72° 44'.29E	351	22(INT752) – 214 – 293(INT7022).

* Indicates new or revised entries.

- All positions referred to WGS 84 datum.
- Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
- Former INM 149(T)/12 is cancelled.**

***259(T)/(22/12) INDIA – EAST COAST – Bay of Bengal – ADCP Moorings.**

Source: NIO Goa.

- Underwater Acoustic Doppler Current Profiler (ADCP) mooring deployed by National Institute of Oceanography, Goa in following positions:-

ADCP Mooring	Positions		Depth(in metres)	Charts affected
BOPS-3	12° 01'.83 N	80° 08'.07 E	90	32(INT754) – 33 – 357(INT7397).
BOPD-3	12° 00'.96 N	80° 12'.28 E	348	32(INT754) – 33 – 357(INT7397).
BOVS-3	17° 49'.04 N	83° 58'.88 E	102	31 – 32(INT754) – 308 – 354(INT7408) – 391.
BOVD-2	17° 44'.60 N	84° 00'.99 E	182	308 – 354(INT7408) – 391.
BSVS-2	17° 08'.17 N	82° 59'.59 E	91	31 – 32(INT754) – 391 – 354(INT7408)
*NRB	18° 23'.84 N	84° 45'.69 E	395	31 – 32(INT754) – 391 – 355(INT7405).
BOKD-3	16° 27'.10 N	82° 36'.52 E	362	31 – 32(INT754) – 355(INT7405).
BOGS-4	19° 24'.73 N	85° 41'.62 E	175	31 – 352(INT7416).
BOGD-4	19° 22'.86 N	85° 47'.23 E	213	31 – 352(INT7416).
BSGS-2	18° 38'.76 N	84° 47'.29 E	92	31 – 352(INT7416).
BNBD-4	19° 03'.80 N	88° 55'.95 E	332	31.

* Indicates new or revised entries.

- All positions referred to WGS 84 datum.
- Vessels operating in vicinity are to maintain a safe distance from moorings and exercise caution.
- Former INM 150(T)/12 is cancelled.**

SECTION – IV **MARINE INFORMATION**

1. **NAVTEX TRANSMISSION**

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

(Source – DG Shipping)

2. **MISIDENTIFYING FISHING BOATS AS PIRATE SKIFFS**

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

(Source - NAVAREA VIII Warning 100/12)

3. **DISPLAY ANOMALIES IN SOME ECDIS**

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.

(Source - NAVAREA VIII Warning 141/12)

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:-

<p>JEPPESEN MARINE Jeppesen India Pvt. Ltd. 505, Raheja Arcade, Sector-11, CBD Belapur, Navi Mumbai 400 614 Ph: 91 22 65103668 Fax: 91 22 67939504 Email: info@c-map.co.in</p>	<p>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</p>	<p>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</p>
<p>C-Map (UK) Ltd. Systems House Delta Business Park Salterns Lane, Fareham, PO16 0QS, United Kingdom, Ph: +44 (0) 1329 517777 Fax: +44 (0) 1329 517778 Email: info@c-map.co.uk</p>	<p>Mari-Sys Pte Ltd. 20 Ayer Rajah Crescent, 08-21, SE 139964, Republic of Singapore Ph: +65 6776 1898 Email: info@mari-sys.com</p>	<p>Bogerd Martin NV, Oude Leeuwenrui 37 2000 Antwerp, Belgium Ph: +32 (3) 2134170 Fax: +32 (3) 2326167 Email: sales@martin.be Site: www.martin.be</p>
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List of Indian Chart Agents.

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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
M/S Lift-O-Marine Allens Mansion, Flat – C6 Nungli Station Road, Bata Nagar PO. Parbangla Kolkata - 700140 Tel: +91-33-24924293, Cell: +91-9477444392 Email: sankar_roy342@yahoo.in	M/s Global Marine Infratech Pvt. Ltd. Siksha Sandan, Ground Floor, ND-7, VIP Area, IRC Village Bhubaneswar – 751015 Tel: +91-674-2550599, Fax: +91-674-2551899 Email: ashiskantha@gmiindia.in; Web: www.gmiindia.in

SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

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

2. NAVAREA VIII Warnings inforce as on 15 Nov 12.

2011 SERIES –596 708

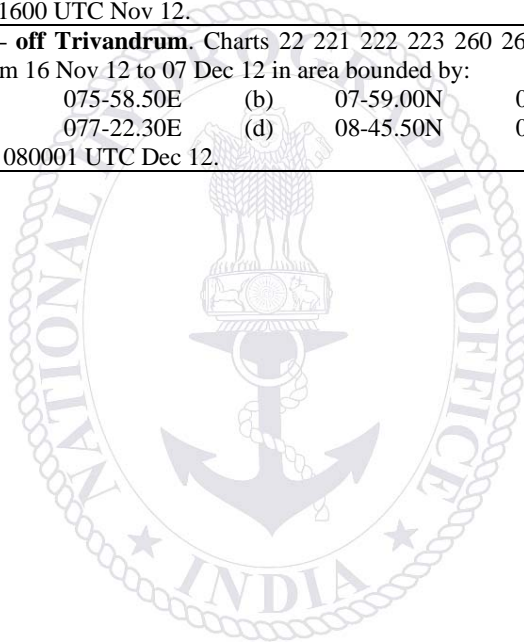
2012 SERIES –346 387 418 421 439 464 465 475 493 499 505 511 512 517 519 523 525 529
530 531 537 546 547 548 550 552 553 554 555 556 557

3. NAVAREA VIII Warnings issued during the period from 01 Nov to 15 Nov 12 (both dates inclusive) are as tabulated below: –

533. Cancel NAVAREA VIII 442/11 and this MSG.
534. India West Coast – Off Umargam. Chart 21 210 254 292 INT 71 INT 706. Firing practice by Coast Guard from 0230 UTC to 0630 UTC on 02 Nov 12 in area bounded by: (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 2. Safe flying height 1600 metres. 3. Cancel this MSG 020730 UTC Nov 12
535. Cancel NAVAREA VIII 515/12. India West Coast – Arabian Sea. Charts 22 273 293 INT 71 INT 705. Firing practice by Naval ship from 080030 UTC Nov to 141230 UTC Nov 12 in area bounded by: (a) 15-00N 070-40E (b) 15-00N 071-21E (c) 12-40N 072-21E (d) 12-40N 070-40E 2. Safe flying height 2000 metres. 3. Cancel this MSG 141330 UTC Nov 12.
536. NAVAREA VIII – messages in force as on 021002 UTC Oct 12: <u>2011 Series</u> –596 708 <u>2012 Series</u> –346 385 387 388 418 421 439 462 463 464 465 475 484 486 489 493 498 499 503 505 506 511 512 514 516 517 519 522 523 524 525 526 527 528 529 530 531 532 535 (a) NAVAREA VIII warnings less than 42 days old (462/12 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners. 2. Cancel this MSG 091002 UTC Nov 12.
537. Cancel NAVAREA VIII 385/12 and 388/12. India West Coast – Gulf of Kachchh. Charts 21 2068 INT 705. Salaya channel marking buoy Ranwara and Paga reported missing. 2. Caution advised.
538. Cancel NAVAREA VIII 489/12 and this MSG. Suratkal DGPS on air.
539. Cancel NAVAREA VIII 503/12 463/12 506/12 and this MSG. INM 245/12 and section VII of INM edition 21/12 refers.
540. India West Coast – off Angria Bank. Charts 22 293 INT 71 INT 705. Firing practice by Naval ship from 0230 UTC to 0630 UTC on 09 Nov 12 in area bounded by: (a) 16-30N 071-06E (b) 16-55N 071-20E (c) 16-42N 071-46E (d) 16-16N 071-32E 2. Safe flying height 8000 metres. 3. Cancel this MSG 090730 UTC Nov 12.
541. Andaman Sea – off Port Blair. Charts 41 404 405 473 4006 4016 INT 706. Firing practice by Naval Coast Battery from 0730 UTC to 1130 UTC on 07 Nov 12 and 14 Nov 12 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 141230 UTC Nov 12.
542. The National Automatic Identification System (NAIS) network RCC Chennai server off air view technical snag.
543. India West Coast – Suratkal. Charts 22 217 258 272 293 2002 2052 INT 705 INT 706. Suratkal DGPS off air.

544.	Cancel NAVAREA VIII 543/12 and this MSG. Suratkal DGPS on air.																																				
545.	Cancel NAVAREA VIII 532/12 and this MSG.																																				
546.	<p>India East Coast – off Mahabalipuram. Charts 33 357 391 INT 71. Survey vessel Western Trident will carry out 3D seismic survey till 31 Dec 12 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>12-08.73N</td> <td>081-21.33E</td> <td>(b)</td> <td>12-20.45N</td> <td>081-17.35E</td> </tr> <tr> <td>(c)</td> <td>12-05.55N</td> <td>080-32.25E</td> <td>(d)</td> <td>11-53.65N</td> <td>080-35.58E</td> </tr> </table> <p>2. The vessel will be towing 10 seismic streamer cable of length 8100 metres astern at a separation of 100 metres and are approx 08 metres below surface. Each trailing ends are attached to a tail buoy with radar reflectors and flashing white lights spread over a width of approx 1000 metres.</p> <p>3. Caution advised and wide berth of 03 nm abeam/ahead and 08 nm astern requested.</p> <p>4. Cancel this MSG 010001 UTC Jan 13.</p>	(a)	12-08.73N	081-21.33E	(b)	12-20.45N	081-17.35E	(c)	12-05.55N	080-32.25E	(d)	11-53.65N	080-35.58E																								
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(c)	12-05.55N	080-32.25E	(d)	11-53.65N	080-35.58E																																
547.	<p>India Andaman Sea – Ten Degree Channel. Charts 41 472 INT 71. Survey vessel CGG Amadeus will carry out 3d seismic survey till 31 Dec 12 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>09-58.21N</td> <td>093-09.20E</td> <td>(b)</td> <td>09-58.20N</td> <td>093-39.25E</td> </tr> <tr> <td>(c)</td> <td>09-40.50N</td> <td>093-39.31E</td> <td>(d)</td> <td>09-40.63N</td> <td>093-09.11E</td> </tr> </table> <p>2. The vessel will be towing 08 seismic streamer cable of length 8100 metres. The tail end of each cable is marked by a yellow tail buoy with a flashing white light.</p> <p>3. Caution advised and wide berth of 05 nm abeam/ahead and 06 nm astern requested.</p> <p>4. Cancel this MSG 010001 UTC Jan 13.</p>	(a)	09-58.21N	093-09.20E	(b)	09-58.20N	093-39.25E	(c)	09-40.50N	093-39.31E	(d)	09-40.63N	093-09.11E																								
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(c)	09-40.50N	093-39.31E	(d)	09-40.63N	093-09.11E																																
548.	<p>India East Coast – off Sacramento Shoal. Charts 31 32 355 INT 71. Rig GSF 140 has deployed yellow coloured unlit cylindrical buoy (12 feet X 12 feet) in position 16-32.78N 082-28.92E as an anchor buoy.</p> <p>2. Caution advised.</p>																																				
549.	Cancel NAVARERA VIII 542/12 and this MSG. NAIS network RCC Chennai server on air.																																				
550.	<p>NAVAREA VIII – messages in force as on 091002 UTC Nov 12:</p> <p><u>2011 Series</u> – 596 708 <u>2012 Series</u> – 346 387 418 421 439 462 464 465 475 486 493 498 499 505 511 512 514 517 519 522 523 524 525 529 530 531 535 537 541 546 547 548 549</p> <p>(a) NAVAREA VIII warnings less than 42 days old (475/12 onward) are promulgated via SafetyNET. (b) Text of NAVAREA VIII warnings inforce including those which are no longer being broadcast are available on website www.hydrobharat.nic.in (c) Texts of NAVAREA VIII warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners.</p> <p>2. Cancel this MSG 161002 UTC Nov 12.</p>																																				
551.	<p>Cancel NAVAREA VIII 535/12. India West Coast – Arabian Sea. Charts 22 273 293 INT 71 INT 705. Firing practice by Naval ship from 080030 UTC Nov to 141230 UTC Nov 12 in area bounded by:</p> <table> <tr> <td>(a)</td> <td>15-00N 070-40E</td> <td>(b)</td> <td>15-00N 072-21E</td> </tr> <tr> <td>(c)</td> <td>12-40N 072-21E</td> <td>(d)</td> <td>12-40N 070-40E</td> </tr> </table> <p>2. Safe flying height 2000 metres.</p> <p>3. Cancel this MSG 141330 UTC Nov 12.</p>	(a)	15-00N 070-40E	(b)	15-00N 072-21E	(c)	12-40N 072-21E	(d)	12-40N 070-40E																												
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(c)	12-40N 072-21E	(d)	12-40N 070-40E																																		
552.	<p>India East Coast – Bay of Bengal. Charts 31 32 33 41 354 355 357 391 INT 706. Rig list. Correct at 091130 UTC Nov 12:</p> <table> <tr> <td>ABAN II</td> <td>16-39.13N</td> <td>082-22.37E</td> </tr> <tr> <td>ACTINIA</td> <td>16-07.35N</td> <td>081-54.73E</td> </tr> <tr> <td>DEEP DRILLER-1</td> <td>16-57.11N</td> <td>082-23.89E</td> </tr> <tr> <td>DEEP SEA MATDRILL</td> <td>16-16.38N</td> <td>081-43.84E</td> </tr> <tr> <td>DHIRUBHAI DEEPWATER KG-1</td> <td>16-08.23N</td> <td>082-16.98E</td> </tr> <tr> <td>GSF-140</td> <td>16-31.68N</td> <td>082-28.43E</td> </tr> <tr> <td>MG HULME JR</td> <td>16-35.70N</td> <td>082-27.09E</td> </tr> <tr> <td>NOBLE DUCHESS</td> <td>16-16.45N</td> <td>082-11.86E</td> </tr> <tr> <td>PLATINUM EXPLORER</td> <td>15-21.60N</td> <td>082-01.10E</td> </tr> <tr> <td>PERRO NEGRO 3</td> <td>11-30.12N</td> <td>079-56.06E</td> </tr> <tr> <td>SAGAR VIJAY</td> <td>16-13.33N</td> <td>082-10.86E</td> </tr> <tr> <td>SAGAR RATNA</td> <td>16-13.95N</td> <td>081-45.88E</td> </tr> </table> <p>wide berth requested.</p> <p>2. Cancel NAVAREA VIII 486/12.</p>	ABAN II	16-39.13N	082-22.37E	ACTINIA	16-07.35N	081-54.73E	DEEP DRILLER-1	16-57.11N	082-23.89E	DEEP SEA MATDRILL	16-16.38N	081-43.84E	DHIRUBHAI DEEPWATER KG-1	16-08.23N	082-16.98E	GSF-140	16-31.68N	082-28.43E	MG HULME JR	16-35.70N	082-27.09E	NOBLE DUCHESS	16-16.45N	082-11.86E	PLATINUM EXPLORER	15-21.60N	082-01.10E	PERRO NEGRO 3	11-30.12N	079-56.06E	SAGAR VIJAY	16-13.33N	082-10.86E	SAGAR RATNA	16-13.95N	081-45.88E
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553.	<p>Bay of Bengal – Southern Part. Charts 33 INT 71 INT 707. Derelict Fishing vessel Proboda Putha (Regn No. IMUL-A-1121-Mtr) reported adrift in vicinity 11-47N 088-16E at 100230 UTC Nov 12. 03 crew rescued and 01 crew missing.</p> <p>2. Vessel transiting through the area to keep sharp look out and render assistance.</p>																																				

<p>554. India West Coast - Trivandrum. Charts 22 32 222 260 INT 706. RH 200 Rocket launch from Thumba Equatorial Rocket Launching station 08-31.98N 076-52.05E between 1200 UTC to 1400 UTC on 21 Nov 12.</p>							
<p>2. Danger Zones:</p>							
<p>(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree.</p>							
<p>(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 211500 UTC Nov 2012.</p>							
<p>555. India East Coast- Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0330 UTC to 0730 UTC from 22 Nov to 24 Nov 12. Danger zone bounded by:</p>							
(a) 20-42.83N		087-02.48E		(b) 20-30.80N		087-29.53E	
(c) 20-34.61N		087-42.65E		(d) 21-13.01N		088-08.15E	
(e) 21-38.88N		087-45.16E		(f) 21-22.10N		086-56.31E	
(g) 21-09.78N		086-50.51E					
<p>2. Caution advised.</p>							
<p>3. Cancel this MSG 240830 UTC Nov 12.</p>							
<p>556. Indian Ocean – Off Reunion Island. Charts INT 70 INT 71 INT 72 .Naval gunnery exercise from 150930 UTC to 161430 UTC Nov 12 in area bounded by:</p>							
(a) 21-12.0S		054-57.0E		(b) 21-26.0S		055-02.5E	
(c) 21-31.2S		054-47.4E		(d) 21-17.2S		054-42.0E	
<p>2. Cancel this MSG 161600 UTC Nov 12.</p>							
<p>557. India West Coast – off Trivandrum. Charts 22 221 222 223 260 263 2012 2048 INT 71. Hydrographic Survey will be carried out from 16 Nov 12 to 07 Dec 12 in area bounded by:</p>							
(a) 07-59.00N		075-58.50E		(b) 07-59.00N		077-22.30E	
(c) 08-45.50N		077-22.30E		(d) 08-45.50N		075-58.50E	
<p>2. Cancel this MSG on 080001 UTC Dec 12.</p>							



SECTION – VI

CORRECTIONS TO SAILING DIRECTIONS (PILOTS)

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

West Coast of India Pilot (INP-1)

Chapter -1 (Page – 6)

(Source: INHO)

Delete article 1.42 and replace by,

Examination anchorages

1.42

1 Examination anchorages are established at Okha, Porbandar, Mumbai, Goa, Kochi, Chennai, Visakhapatnam, Gangavaram, Paradip, Kolkata and Port Blair.

The limits of these anchorages are enclosed by following positions:

Okha

- (i) 22°30'.40N, 69°02'.00E (ii) 22°30'.40N, 69°03'.65E
(iii) 22°31'.30N, 69°03'.65E (iv) 22°31'.30N, 69°02'.00E

Porbandar

- (i) 21°37'.50N, 69°32'.80E (ii) 21°36'.55N, 69°34'.05E (iii) 21°37'.60N, 69°34'.47E (iv) 21°38'.58N, 69° 33'.30E

Mumbai

- (i) 18°53'.05N, 72°49'.83E (ii) 18°51'.55N, 72°48'.92E (iii) 18° 51'.20N, 72°49'.63E (iv) 18°52'.40N, 72°50'.40E

Goa

- (i) 15°23'.56N, 73°43'.96E (ii) 15°23'.56N, 73°44'.96E (iii) 15° 22'.56N, 73°44'.96E (iv) 15°22'.56N, 73°43'.96E

Kochi

- (i) 09°55'.10N, 76°08'.60E (ii) 09°55'.10N, 76°09'.60E (iii) 09° 54'.10N, 76°09'.60E (iv) 09°54'.10N, 76°08'.60E

Chennai

- (i) 13°09'.00N, 80°19'.42E (ii) 13°09'.00N, 80°21'.42E (iii) 13° 07'.25N, 80°21'.09E (iv) 13°07'.25N, 80°19'.42E
(v) 13°07'.53N, 80°19'.17E

Visakhapatnam

- (i) 17°42'.30N, 83°19'.70E (ii) 17°42'.30N, 83°21'.00E (iii) 17° 41'.52N, 83°20'.10E (iv) 17°41'.52N, 83°20'.65E

Gangavaram

Area centred on position 17°36'.58N, 83°16'.00E with a radius of 3.4 cable.

Paradip

Area centred on position 20°13'.00N, 86°41'.00E with a radius of 5 cable.

Kolkata

- (i) 21°37'.45N, 88°00'.70E (ii) 21°37'.21N, 88°02'.25E (iii) 21°40'.00N, 88°00'.12E (iv) 21°40'.60N, 88°01'.06E

Port Blair

- (i) 11°40'.20N, 92°46'.70E (ii) 11°40'.60N, 92°47'.00E (iii) 11°39'.80N, 92°49'.80E (iv) 11°38'.10N, 92°48'.80E

Bay of Bengal Pilot (INP-2)

Chapter - 2 (Page – 114)

(Source: ROS, I(P)-131, L&T Kattupalli port)

Delete article 2.92a and replace by,

2.92a

Kattupalli

1 **General Information.** Kattupalli is located 8 nm south of Pulicat lake and 3.5 nm north of Ennore Port. The Port has been developed by L&T shipbuilding Ltd. (LTSB) for handling containers, lighters and general cargo in addition to being a major shipbuilding and ship repair centre.



Aerial View of Kattupalli Port

2 **Position.** Kattupalli Port is located in position 13°18' 57.26" N, 80°20' 45.68" E.

3 **Limiting conditions.** Port is capable of handling vessels of maximum LOA-300m, beam-40m and draught-13m. The port authority should be contacted for the latest depth information.

4 **Tides and Current.** Tides are semi-diurnal with mean spring tidal range 1.2 m while the mean neap tidal range is 0.2 m. Current at the mouth of harbour during the month of Jan to Feb is 190° - 0.6 knots.

5 **Harbour.** The harbour is entered through a 160 mtrs wide dredged channel marked by light buoys. At the end of channel there is a turning circle, 540m in diameter, near main berthing area. The harbour is protected by two breakwaters North (1.8 km) and South (1.4 km) respectively.

There are two container berths located in the northern part of the harbour. A shiplift facility & finger jetty is also being developed south of the container berths. There is a seawater intake/discharge facility for the Chennai Petroleum Corporation Limited (CPCL), to the south which is linked to shore by a 500 mtrs long causeway.

A jetty serving as modular fabrication facility (MMF) of L&T is located north of South breakwater.

6 **Development.** Construction of transits and navigational marks will be undertaken in the near future. A new seawater intake for CPCL is being constructed south of South breakwater.

7 **Approach Channel.** From the fairway light buoy (safe water) (13°17'.82 N, 80° 23'.41 E) the channel leads in WNW direction. The channel is marked with 05 pairs of buoys including one south cardinal buoy, near North breakwater Lt. that indicates a shoal (4.2 m) which lies 120 mtrs ENE from the buoy.

8 **Useful marks.**

Radio Tower (13°18'.61N, 80°20'.24E), 50 mtrs in height.
Signal Station and Port control building (13°18'.92N, 80°20'.77E), 30 mtrs in height, located near the North breakwater.

9 **Wreck.** One visible wreck is present in position 13°18'.07N 80°20'.84E North of CPCL water intake/discharge close to the beach.

10 **Weather** Sea state depends on the period of the year. During monsoons (north east) in the months of Nov - Jan the sea state picks up to 3-4 with wind speed of 20 – 25 knots.

11 **Two Anchorage** areas, available in the port of Kattupalli are as follows:

(a) For dangerous cargo vessels area bounded by following co-ordinates:

13° 19'.15 N, 80° 23'.05E
13° 19'.15 N, 80° 23'.40E
13° 19'.42 N, 80° 23'.40E
13° 19'.42 N, 80° 23'.05E

(b) For others vessels are bounded by following co-ordinates:

13° 18'.60 N, 80° 23'.05E
13° 18'.60 N, 80° 23'.40E
13° 19'.15 N, 80° 23'.40E
13° 19'.15 N, 80° 23'.05E

12 **A spoil ground** exists bounded by following co-ordinates:

13° 19'.47 N, 80° 24'.01E
13° 19'.38 N, 80° 24'.55E
13° 20'.19 N, 80° 24'.68E
13° 22'.60 N, 80° 24'.13E

13 **Pilotage** is compulsory for all ships entering Kattupalli port. Pilot boards in position 13°18'.33N 80°23'.41E (0.5 nm N of fairway Lt. buoy).

14 **Tugs.** Two tugs of 45 Ton (Bollard Pull) are available at all times on VHF channel 16.

15 **Berthing and wharves.** Following berths are available in the port:

(a) **Container Berth 1** (13°18'.70N, 80°20'.85E) having a length of 350 mtrs.

(b) **Container Berth 2** (13°18'.82N, 80°20'.93E) having a length of 360 mtrs.

(c) A **Finger Jetty** at the Shipyard (13°18'.55N, 80°20'.93E) about 200m long and 20m wide consists of two Wet berths is under construction.

(d) Two **Wet Berths** are located on either side of the Shipyard shiplift (13°18'.42N, 80°20'.91E) having a length of 260m and width of 25m is under construction.

(e) One **MFF Jetty** (13°17'.80N, 80°20'.85E) about 100 mtrs long lies near the root of South breakwater .

16 **Cranes** Each berth has 3 STS (Ship to Shore) cranes which can handle both 20ft and 40ft containers with 52m outreach with safe working load of 65 tons on dual lift or 80 tons on hook. For container handling there is RQMC (Randomized Quasi-Monte Carlo)-3 each on CB-1 and CB-2 and 15 RTG (Rubber Tyred Gantry) (40 T) in container yard.

17 **Repairs** Port is capable of handling hull, machinery and underwater repair at ship repair yard. Ship lift facility can handle vessels of Maximum LOA-210m, beam-42m, and Displacement-18500 tons.

18 **Rescue and Distress.** Coast Guard ships stationed at Chennai are available for search and rescue in case of any emergency.

19 **Services** available in the port are as follows:-

(i)	Radio Telegrams/ Telephony	Yes (VHF range)
(ii)	Medical	Basic facility available
(iii)	Quarantine	Yes
(iv)	Consultants	Chennai
(v)	Ship chandlery and stevedores	Yes
(vi)	Tank Cleaning	Yes (at Shipyard)
(vii)	Hull painting	Yes (at Shipyard)
(viii)	Diving and underwater observation	Yes
(ix)	Police/Ambulance/Fire	Yes
(x)	Navigational warnings and weather bulletins	Yes
(xi)	Garbage Disposal	Yes
(xii)	Telephones	Yes
(xiii)	Waste oil disposal	Yes

20 **Supplies.** Food supplies are available. Fuel can be arranged by ships Agents through Bunker Suppliers approved by the DG Shipping, India. Fresh Water supply is also available at the port.

21 **Communication** Port control and port authority are available on VHF Ch 16 and 73 and tugs can be contacted on VHF Ch 16.

Nearest Highway - NH 16 (22 km)

Nearest Railhead - Athipattu (7 km)
Chennai (29Km)

Nearest Airport - Chennai (45 km)
Tirupati (92.5 km)

22 **Port Authority** Following are to be contacted for arrival information and other details:

(a) Tamilnadu Maritime Board

22, Sir Thyagaraya Road, T.Nagar,
Chennai 600 017.

Phone: 044-28151232/ 044-28154481

Fax: 044-28151632

E-mail: shipping.tnmb@gmail.com

- (b) CaptN.Viswanathan, GM (Marine Services)
L&T Shipbuilding Limited – Port Division
Kattupalli village, Ponneritaluk
Tiruvallur district
Tamilnadu 600 120.
Fax No.:- +91 44 2846 2216
E-mail:- viswanathan@Intidpl.com
- (c) **Port Control**, L&T Ports Kattupalli
Telephone: +91(0)44 27968105
 +91(0)44 27968500
Fax: +91(0)44 27968515
E-mail: marine@Intkattupalliport.com

Chapter -9 (Page – 309)

(Source: INS Nirupak, ROS N (N)-87)

Article 9.8, Para 13, Line 2

Delete “and there is a fresh water lake on its W side abreast of the anchorage”.

SECTION – VIII
CORRECTION TO LIST OF RADIO SIGNALS

INP 31(1), 2005

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

NIL

INP 31(2), 2007

(Last correction: Edition No. 20 dated 16Oct 12)

PAGE 33, India Section

79128CuddaloreChemplastSanmar Mt Racon

Delete morse identification **O** and replace by **C**

(ChemplastSanmar Ltd)

(22/12)

PAGE 34, SRI LANKA Section

79520 Colombo Approach Lt Buoy 2 Racon

Delete name, position and replaced by

Colombo Approach Lt Buoy R2

7°00'.98 N 79°47'.99 E

(BA 44/12)

(22/12)

INP 31(5), 2011

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

NIL

INP 31(6), 2005

(Last correction: Edition No. 15 dated 01 Aug12)

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.

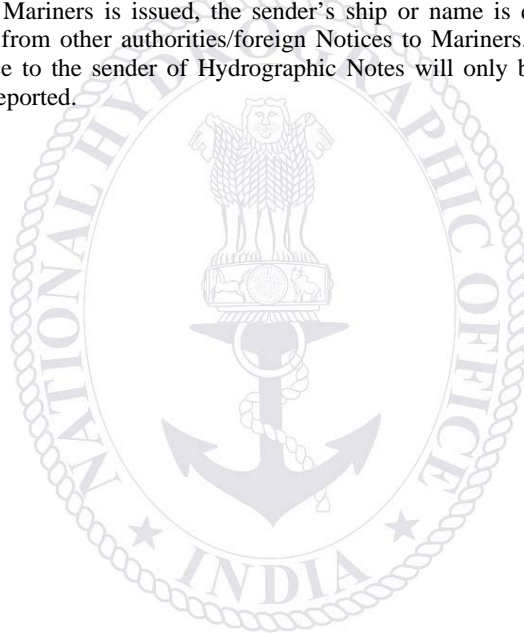
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be 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