



INDIAN NOTICES TO MARINERS



EDITION NO. 23 DATED 01 DEC 2012

(CONTAINS NOTICES 260 TO 271)

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN2351PA.000	351	PARADIP TO PUSSUR RIVER	21-09-2012

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

<i>ENC Cell Name</i>	<i>Chart No.</i>	<i>Title</i>	<i>Publication Date</i>
IN17705A.000	7705	ARABIAN SEA	21-09-2012
IN42042M.000	2042	APPROACHES TO MALVAN	19-11-2012
IN2471KS.000	471	KATCHAL AND SUMATRA	19-11-2012
IN2472AN.000	472	NICOBAR ISLANDS	19-11-2012
IN2473AI.000	473	ANDAMAN ISLANDS	19-11-2012

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 The Indian Electronic Navigational Charts that are permanently withdrawn are as follows:-

<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN17705A.000	7705	ARABIAN SEA	19-10-2011
IN42042M.000	2042	APPROACHES TO MALVAN	21-11-2008
IN2471KS.000	471	KATCHAL AND SUMATRA	25-03-2010
IN2472AN.000	472	NICOBAR ISLANDS	25-03-2010
IN2473AI.000	473	ANDAMAN ISLANDS	13-04-2010

5. The forthcoming Indian Charts are as follows:-

<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2045 (INT 7360)	PORT OF KOCHI	7,500	New Edition
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

VI

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

<i>Title of Publication</i>	<i>Edition</i>
Nautical Almanac	2013

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:

<p>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</p>	<p>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</p>
<p>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</p>	<p>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</p>

SECTION – I

The list of charts affected by the Notices 260 to 271 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
20	1	266
22 (INT 752)	3	262, 271 (T)
31	5	270 (P), 271 (T)
32 (INT 754)	5	270 (P)
33	5	271 (T)
41 (INT 757)	6	271 (T)
214	3	261
215	3	262, 268 (P)
216	3	268 (P)
255 (INT 7334)	3	260
257 (INT 7343)	3	261, 262
289	1	266
293 (INT 7022)	3	261, 262
313	5	265
321	7	271 (T)
354 (INT 7408)	5	270 (P)
355 (INT 7405)	5	270 (P)
356 (INT 7400)	5	265
371	7	271 (T)
391	5	265, 270 (P)
2008	3	263, 268 (P)
2009	3	263
2010	3	263, 268 (P)
2020	3	261, 269 (P)
2022 (INT 7345)	3	261, 269 (P)
2045 (INT 7360)	3	264
2078 (INT 7346)	3	261, 269 (P)
3001 (INT 7402)	5	265
3028 (INT 7404)	5	265
7071 (INT 71)	1	271 (T)
7073 (INT 73)	1	271 (T)
7706 (INT 706)	1	271 (T)
8005	1	267

SECTION – II PERMANENT NOTICES

***260/(23/12) INDIA – WEST COAST – Approaches to Mumbai – Platforms.**

Source: ONGC.

Chart 255 (INT 7334) [previous update 222/12]

Insert	 B-149-A	19° 07′.95N., 71° 51′.93E.
	 BS-13-A	19° 08′.55N., 71° 55′.13E.
	 B-22-A	19° 07′.45N., 71° 59′.83E.

***261/(23/12) INDIA – WEST COAST – Approaches to Mormugao – Wreck. Buoys.**

Source: IH- 102, INS Nirdeshak.

Chart 214 [previous update NE 31 Mar 2012]

Insert		15° 25′.89N., 73° 45′.89E.
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Chart 293 (INT 7022) [previous update 222/12]

Insert		15° 25′.89N., 73° 45′.89E.
--------	---	----------------------------

Chart 257 (INT 7343) [previous update 108/10]

Insert		15° 25′.83N., 73° 45′.93E.
--------	---	----------------------------

Chart 2020 [previous update 214/11]

Insert		15° 25′.89N., 73° 45′.89E.
--------	--	----------------------------

		15° 24′.90N., 73° 49′.19E.
--	---	----------------------------

Delete	 FIG10s	15° 24′.90N., 73° 49′.17E.
--------	--	----------------------------

Chart 2022 (INT 7345) [previous update 269/11]

Insert		15° 25′.89N., 73° 45′.89E.
--------	---	----------------------------

		15° 24′.90N., 73° 49′.19E.
--	---	----------------------------

Delete	 FIG10s	15° 24′.90N., 73° 49′.15E.
--------	--	----------------------------

Chart 2078 (INT 7346) [previous update 214/11]

Insert		15° 25′.83N., 73° 45′.93E.
--------	---	----------------------------

		15° 24′.84N., 73° 49′.23E.
--	---	----------------------------

Delete	 FIG10s	15° 24′.84N., 73° 49′.19E.
--------	--	----------------------------

***262/(23/12) INDIA – WEST COAST – Betul to Belekeri – Wreck. Depth.**

Source: IH – 102, INS Investigator.

Chart 22 (INT 752) [previous update 246/12]

Insert		(a) 14° 50′.48N., 73° 11′.89E.
--------	---	--------------------------------

Delete	depth 98m enclosed by 100m contour at:	(a) above
--------	--	-----------

	++ PA, close SW of:	(a) above
--	---------------------	-----------

Chart 293 (INT 7022) [previous update 261/12]

Insert		(a) 14° 50′.48N., 73° 11′.89E.
--------	---	--------------------------------

Delete	depth 98m enclosed by 100m contour at:	(a) above
--------	--	-----------

	++ PA ED, close SW of:	(a) above
--	------------------------	-----------

262/(23/12) INDIA – WEST COAST – Betul to Belekeri – Wreck. Depth. Continued.*Chart 257 (INT 7343)** [previous update 261/12]



Insert	 105	(a)	14° 50′.42N., 73° 11′.93E.
Delete	depth 98m enclosed by 100m contour at: +++ PA ED, close SW of:	(a)	above above

Chart 215 [previous update NE 31 Jul 2012]

Insert	 105	(a)	14° 50′.48N., 73° 11′.89E.
Delete	depth 98m enclosed by 100m contour at: +++ PA ED, SW of:	(a)	above above

***263/(23/12) INDIA – WEST COAST – Karwar Harbour and approaches – Buoys.**

Source: IH- 102 INS Jamuna, HQFO(K).

Chart 2009 [previous update 158/12]

Insert	 FIG5s G1		14° 44′.42N., 74° 07′.57E.
	 FIR5s R2		14° 44′.40N., 74° 07′.41E.

Chart 2008 [previous update 227/12]





















Insert	 FIG5s G1		14° 44′.42N., 74° 07′.57E.
	 FIR5s R2		14° 44′.40N., 74° 07′.41E.
	 Fl(2)G10s G3		14° 45′.02N., 74° 07′.59E.
	 Fl(2)R10s R4		14° 44′.99N., 74° 07′.43E.
	 Fl(3)G15s G5		14° 45′.63N., 74° 07′.59E.
	 Fl(3)R15s R6		14° 45′.62N., 74° 07′.40E.
	 FIG5s G7		14° 45′.82N., 74° 07′.67E.
	 FIR5s R8		14° 45′.83N., 74° 07′.41E.
Delete	 Fl.G.5s CB2		14° 45′.53N., 74° 07′.57E.
	 Fl.R.5s CB3		14° 45′.46N., 74° 07′.41E.

Chart 2010 [previous update 270/11]

	 FIG5s G1		14° 44′.42N., 74° 07′.57E.
	 FIR5s R2		14° 44′.40N., 74° 07′.41E.
	 Fl(2)G10s G3		14° 45′.02N., 74° 07′.59E.
	 Fl(2)R10s R4		14° 44′.99N., 74° 07′.43E.
	 Fl(3)G15s G5		14° 45′.63N., 74° 07′.59E.
	 Fl(3)R15s R6		14° 45′.62N., 74° 07′.40E.
	 FIG5s G7		14° 45′.82N., 74° 07′.67E.
	 FIR5s R8		14° 45′.83N., 74° 07′.41E.
Delete	 FIG5s CB2		14° 45′.53N., 74° 07′.57E.
	 FIR5s CB3		14° 45′.46N., 74° 07′.41E.

***264/(23/12) INDIA – WEST COAST – Port of Kochi – Legend.**

Source: IH- 102, INS Sutlej.

Chart 2045 (INT 7360) [previous update 187/12]

Substitute legend “NEW VIKRANT BRIDGE”, for,
 “NEW BRIDGE UNDER CONSTRUCTION” at; 09° 56′.78N., 76° 17′.25E.

***265/(23/12) INDIA – EAST COAST – Ports of Ennore – Racon. Buoy.**

Source: Ennore Port Limited.

Chart 391 [previous update 084/12]

Amend Characteristics of Racon to (K) 13° 15′.27N., 80° 21′.16E

Chart 356 (INT 7400) [previous update 217/12]

Amend Characteristics of Racon to (K) 13° 15′.27N., 80° 21′.16E

Delete  Test Buoy 1
 Fi(5)15s4M 13° 14′.10N., 80° 20′.80E

Chart 313 [previous update 217/12]

Amend Characteristics of Racon to (K) 13° 15′.27N., 80° 21′.16E

Delete  Test Buoy 1
 Fi(5)15s4M 13° 14′.10N., 80° 20′.80E

Chart 3001 (INT 7402) [previous update 217/12]

Amend Characteristics of Racon to (K) 13° 15′.27N., 80° 21′.16E

Delete  Test Buoy 1
 Fi(5)15s4M 13° 13′.92N., 80° 21′.00E

Chart 3028 (INT 7404) [previous update NE 31 Jul 2012]

Amend Characteristics of Racon to (K) 13° 15′.27N., 80° 21′.16E

266/(23/12) UNITED ARAB EMIRATES – Strait of Hormuz to Qatar – Single Bouy Mooring. Pipe.

Source: BA Notice 5308/12.

Chart 20 [previous update 238/12]

Insert  Pipe PA 25° 47′.40N., 53° 29′.30E.

Chart 289 [previous update 249/12]

Insert  Pipe PA 25° 47′.40N., 53° 29′.30E.

Delete  Oil loading terminal 25° 29′.20N., 53° 08′.00E.

267/(23/12) UNITED ARAB EMIRATES – Strait of Hormuz – Platform.

Source: BA Notice 4893/12.

Chart 8005 [previous update 190/12]

Insert  26° 24′.64N., 55° 58′.10E.

SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

***268(P)/(23/12) INDIA – WEST COAST – Karwar Naval Harbour – Beacon lights. Transit marks.**

Source: DDG(PI) Karwar, Project Seabird, HQFOK.

1. Installation of following Nav aids for Karwar Naval Harbour being undertaken post monsoon:-

- (a) Beacon Lights:-

Beacon Light	Position	Remarks
Spur break water	14° 45' .21N., 74° 07' .36E.	Existing light unlit
Kwada Island	14° 44' .07N., 74° 09' .87E.	
Work Harbour South Breakwater	14° 45' .04N., 74° 09' .94E.	
Round Island	14° 45' .50N., 74° 07' .67E.	

- (b) Transit Marks:-

Transit Mark	Position	Remarks
Forward	14° 46' .53N., 74° 07' .49E.	Existing mark dismantled.
Aft	14° 46' .76N., 74° 07' .49E.	

2. All positions referred to WGS84 datum.
3. Mariners are advised to exercise caution and contact local port authorities for more information.

Former INM 168(P)/12 is cancelled.

Chart Affected – 215 – 216 – 2008 – 2010.

***269(P)/(23/12) INDIA – WEST COAST – Port of Mormugao – Dredging.**

Source: Mormugao Port Trust, IH-102 INS Nirdeshak.

1. Dredging is in progress within Mormugao port joining following co-ordinates:-

15° 25' .11N., 73° 47' .55E.
15° 25' .03N., 73° 47' .72E.
15° 24' .88N., 73° 47' .72E.
15° 25' .04N., 73° 47' .88E.
15° 25' .12N., 73° 47' .61E.

- *2. Mole breakwater extending East of main breakwater has been converted into Jetty with berthing on either side joining following Co-ordinates:-

15° 25' .09N., 73° 47' .50E.
15° 25' .09N., 73° 47' .65E.
15° 25' .10N., 73° 47' .65E.
15° 25' .10N., 73° 47' .51E.

- *3. Construction of Berth No. 7 has been completed joining following Co-ordinates:-

15° 24' .68N., 73° 48' .02E.
15° 24' .79N., 73° 47' .88E.

*indicates new entry.

4. All positions referred to WGS84 datum.
5. Mariners to exercise caution and contact local port authorities for more details.
6. These changes would be depicted in the New Edition of Charts.

Former INM 218(T)/11 is cancelled.

Charts Affected – 2022(INT 7345) – 2020 – 2078 (INT 7346).

***270(P)/(23/12) INDIA – EAST COAST – Bay of Bengal – Drilling Operation.**

Source: NAVAREA – 525/12.

1. Drilling operation has been terminated temporarily by following rigs with stack of lowered casing partially above water. Details are as follows:-

Rig	Position	Diameter of Casing	Depth lowered	Height of stack above water level
HERCULES 258	16° 44′.23N., 82° 23′.68E.	30 Inch	103 m	Approx. 16.42 m
		20 Inch	700 m	
		13.38 Inch	1980 m	
ABAN- II	16° 39′.14N., 82° 22′.71E.	30 Inch	103 m	Approx. 12.87 m
		20 Inch	802 m	
		13.38 Inch	2600 m	
		09.58 Inch	4296 m	
		07 Inch	5319 m	

2. All positions referred to WGS84 datum.
3. Mariners are advised to exercise caution.

Chart Affected – 31 – 32 (INT 754) – 354 (INT 7408) – 355 (INT 7405) – 391 (INT 706).

***271(T)/(23/12) MYANMAR COAST – Restricted Area. Platforms.**

Source: Myanmar Notice 21/12 & 23/12.

1. The following restricted areas, entry prohibited, have been established until 28 Feb 13 within an area bounded by the following positions. During this period, unauthorized navigation, anchoring, fishing and trawling are prohibited from the below mentioned areas:-

(a) Gulf of Martaban

14°30'.30N., 96°06'.90E
14°18'.10N., 96°15'.70E
14°10'.10N., 96°16'.30E
13°54'.30N., 95°48'.80E
14°01'.00N., 95°41'.90E
14°16'.00N., 95°42'.30E
14°30'.60N., 95°57'.80E

(b) Off Combermere Bay

19°37'.80N., 91°46'.86E
19°37'.91N., 92°09'.03E
19°25'.81N., 92°23'.41E
19°05'.75N., 92°22'.48E
19°14'.53N., 92°09'.13E
19°10'.35N., 92°05'.30E
19°30'.46N., 91°40'.00E

2. Platforms are being established in the following positions:-

ZPQ 14°11'.46N., 96°02'.74E
WP 14°11'.49N., 96°02'.82E
WP2 14°16'.60N., 96°02'.48E
WP3 14°09'.53N., 95°56'.79E

3. Mariners to exercise caution.
4. All positions referred to WGS84 datum.

Charts Affected – 22– 31– 33 – 41 (INT 757) – 321 (INT 71) – 371– 7071(INT 71)–7073 (INT 73) – 7706(INT 706).

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:-

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SECTION – V
NAVAREA – VIII WARNINGS IN FORCE

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

2. NAVAREA VIII Warnings in force as on 30 Nov 12.

2011 SERIES –596 708

2012 SERIES –346 387 418 421 439 464 465 499 505 511 519 525 529 531 537 547 548 552
557 558 559 560 563 564 568 574 575 577 578 582 590 591 592 593 594

3. NAVAREA VIII Warnings issued during the period from 16 Nov to 30 Nov 12 (both dates inclusive) are as tabulated below: –

558. Cancel NAVAREA VIII 512/12. India West Coast – Karwar. Charts 22 215 216 257 293 2008 2010 INT 705. Three new sets of channel marking buoys established and existing one set of buoys repositioned in Karwar as follows:

New Channel Marking Buoys

Buoys	Position	Characteristics
G1	14-44.41N 074-07.58E	FL G 5 SEC
R2	14-44.41N 074-07.43E	FL R 5 SEC
G3	14-45.02N 074-07.58E	FL G (2) 10 SEC
R4	14-45.02N 074-07.43E	FL R (2) 10 SEC
G5	14-45.63N 074-07.58E	FL G (3) 15 SEC
R6	14-45.63N 074-07.43E	FL R (3) 15 SEC
G7	14-45.81N 074-07.66E	FL G 5 SEC
R8	14-45.83N 074-07.40E	FL R 5 SEC

2. Installation of following transit marks in progress (exact heights will be determined post completion of installation):

Transit	Position	Height
----------------	-----------------	---------------

Forward	14-46.53N 074-07.49E	16 metres approx above MSL
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Aft	14-46.75N 074-07.49E	30 metres approx above MSL
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the colour of day mark is red-white-red for both and characteristics of light is white quick flashing with range of 05 NM for both the marks.

3. The sinkers of old set of buoys lie submerged under the sea bed at 14-45.51N 074-07.55E (stbd hand buoy) and 14-45.45N 074-07.40E (port hand buoy). Caution advised.

559. Myanmar – off Combermere Bay. Charts 31 371 321 INT 71. Survey vessel MV Hai Yang Shi You-720 will carry out 3D marine seismic acquisition survey till 28 Feb 13 in area bounded by:

(a)	19-35.80N	091-46.86E	(b)	19-35.91N	092-09.03E
(c)	19-25.81N	092-21.41E	(d)	19-06.75N	092-21.48E
(e)	19-16.53N	092-09.13E	(f)	19-12.35N	092-05.30E
(g)	19-30.46N	091-42.00E			

wide berth of 03 NM around the area requested:

3. Cancel this MSG 010001UTC Mar 13.

560. Andaman Sea – Northern Part. Charts 41 451 INT 706. Survey vessel MV Mariner will carry out geotechnical site investigation survey from 19 Nov 12 to 05 Dec 12 in following areas:

Area (a)

(a)	14-02.69N	095-48.08E	(b)	14-02.69N	095-50.30E
(c)	14-00.52N	095-50.30E	(d)	14-00.52N	095-48.08E

Area (b)

(a)	14-25.62N	096-00.88E	(b)	14-25.62N	096-03.11E
(c)	14-23.45N	096-03.11E	(d)	14-23.45N	096-00.88E

Area (c)

(a)	14-09.56N	095-50.30E	(b)	14-09.56N	095-52.52E
(c)	14-07.39N	095-52.52E	(d)	14-07.39N	095-50.30E

2. Wide berth of 03 NM around the areas requested.

3. Cancel this MSG 060001 UTC Dec 12.

<p>561. NAVAREA VIII – Messages in force as on 161004 UTC Nov 12: 2011 Series – 596 708 2012 Series – 346 387 418 421 439 464 465 493 499 505 511 517 519 523 525 529 530 531 537 546 547 548 552 553 554 555 556 557 558 559 560 (a) NAVAREA VIII warnings less than 42 days old (493/12 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 231001 UTC Nov 12.</p>																																																																																	
<p>562. India West Coast – Arabian Sea. Charts 21 22 292 293 INT 705 INT 706. Rig list. Correct at 170600 UTC Nov 12:</p> <table border="0"> <tr><td>ABAN ICE</td><td>18-31.91N</td><td>071-21.11E</td></tr> <tr><td>ABAN III</td><td>19-11.98N</td><td>072-11.00E</td></tr> <tr><td>ABAN IV</td><td>19-40.40N</td><td>071-19.38E</td></tr> <tr><td>ABAN VII</td><td>20-21.16N</td><td>071-48.46E</td></tr> <tr><td>BADRINATH</td><td>19-11.16N</td><td>070-39.66E</td></tr> <tr><td>CE THROTON</td><td>19-34.68N</td><td>071-20.08E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>18-39.66N</td><td>072-13.33E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>19-33.13N</td><td>071-16.35E</td></tr> <tr><td>DISCOVERY-1</td><td>18-36.11N</td><td>071-01.58E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-46.03N</td><td>071-25.41E</td></tr> <tr><td>FG MC CLINTOK</td><td>19-38.00N</td><td>071-21.73E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>20-44.07N</td><td>071-55.05E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>18-39.50N</td><td>072-12.85E</td></tr> <tr><td>JT ANGEL</td><td>19-25.65N</td><td>071-16.16E</td></tr> <tr><td>KEDARNATH</td><td>20-22.31N</td><td>071-28.48E</td></tr> <tr><td>NOBLE CHARLIE YESTER</td><td>19-18.21N</td><td>071-15.95E</td></tr> <tr><td>NOBLE ED HOLT</td><td>18-41.46N</td><td>072-20.88E</td></tr> <tr><td>RON TAPMEYER</td><td>19-34.15N</td><td>071-25.11E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-16.81N</td><td>072-11.73E</td></tr> <tr><td>SAGAR KIRAN</td><td>22-33.96N</td><td>068-29.96E</td></tr> <tr><td>SAGAR LAXMI</td><td>18-36.15N</td><td>071-01.63E</td></tr> <tr><td>SAGAR PRAGATI</td><td>18-32.26N</td><td>072-15.43E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-10.40N</td><td>071-26.43E</td></tr> <tr><td>SAGAR JYOTI</td><td>20-31.60N</td><td>071-46.73E</td></tr> <tr><td>TRIDENT – 2</td><td>19-21.80N</td><td>071-23.83E</td></tr> <tr><td>TRIDENT – 12</td><td>18-39.21N</td><td>070-58.85E</td></tr> <tr><td>VIRTUE 1</td><td>18-37.23N</td><td>072-14.93E</td></tr> </table> <p>wide berth requested. 2. Cancel NAVAREA VIII 523/12.</p>	ABAN ICE	18-31.91N	071-21.11E	ABAN III	19-11.98N	072-11.00E	ABAN IV	19-40.40N	071-19.38E	ABAN VII	20-21.16N	071-48.46E	BADRINATH	19-11.16N	070-39.66E	CE THROTON	19-34.68N	071-20.08E	DEEP SEA FORTUNE	18-39.66N	072-13.33E	DEEP SEA FOSSIL	19-33.13N	071-16.35E	DISCOVERY-1	18-36.11N	071-01.58E	ENERGY DRILLER	18-46.03N	071-25.41E	FG MC CLINTOK	19-38.00N	071-21.73E	GREATDRILL CHETNA	20-44.07N	071-55.05E	GREATDRILL CHITRA	18-39.50N	072-12.85E	JT ANGEL	19-25.65N	071-16.16E	KEDARNATH	20-22.31N	071-28.48E	NOBLE CHARLIE YESTER	19-18.21N	071-15.95E	NOBLE ED HOLT	18-41.46N	072-20.88E	RON TAPMEYER	19-34.15N	071-25.11E	SAGAR GAURAV	19-16.81N	072-11.73E	SAGAR KIRAN	22-33.96N	068-29.96E	SAGAR LAXMI	18-36.15N	071-01.63E	SAGAR PRAGATI	18-32.26N	072-15.43E	SAGAR SHAKTI	19-10.40N	071-26.43E	SAGAR JYOTI	20-31.60N	071-46.73E	TRIDENT – 2	19-21.80N	071-23.83E	TRIDENT – 12	18-39.21N	070-58.85E	VIRTUE 1	18-37.23N	072-14.93E
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TRIDENT – 12	18-39.21N	070-58.85E																																																																															
VIRTUE 1	18-37.23N	072-14.93E																																																																															
<p>563. Africa East Coast – off Tanzania. Charts 8008 INT 71 INT 72 INT 701. Survey vessel Pacific Explorer will carry out seismic survey from 20 Nov to 22 Dec 12 in area bounded by: (a) 05-13S 039-07E (b) 04-44S 039-23E (c) 04-51S 039-34E (d) 05-20S 039-19E 2. The vessel will be towing underwater equipment behind extending upto 6000 metres. The trailing ends are attached to yellow buoys with radar reflectors and flashing white lights spread over a width of 500 metres. 3. Wide berth of 05 NM around the vessel requested. 4. Cancel this MSG 230001 UTC Dec 12.</p>																																																																																	
<p>564. India East Coast – Paradip. Chart 31 352 3010 INT 706. Hydrographic survey will be carried till 12 Dec 12 in area bounded by: (a) 19-53N 086-31E (b) 19-53N 086-53E (c) 20-23N 086-53E (d) 20-23N 086-31E 2. Wide berth of 02 NM requested. 3. Cancel this message 130001 UTC Dec 12.</p>																																																																																	
<p>565. India East Coast – Krishnapatnam. Charts 31 32 33 356 391 INT 71. Krishnapatnam racon inoperative.</p>																																																																																	
<p>566. India West Coast – off Ratnagiri. Charts 22 INT 71 INT 72. Man overboard reported by MT Xue Song in vicinity 16-42.72N 071-36.41E at 181515 UTC Nov 12. 2. Vessels transiting through the area to keep sharp look out and render assistance.</p>																																																																																	

<p>567. Cancel NAVAREA VIII 555/12. 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 23 Nov 12 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			
2.	Caution advised.				
3.	Cancel this MSG 240830 UTC Nov 12.				
<p>568. Indian West Coast – Gulf of Khambhat. Charts 21 208 254 292 2039 2044 INT 71 INT 706. MV Kayu Ramin lost her stbd anchor with 06 shackles and reported adrift in vicinity 21-36.76N 072-28.27E at 190250 UTC Nov 12.</p>					
2.	Caution advised.				
<p>569. Africa East Coast – off Somalia. Charts INT 71 INT 72 INT 701 INT 702. Piracy. Possible mothership activity in vicinity 02-10N 052-41E at 201030 UTC Nov 12.</p>					
2.	Vessels are advised to keep 100 miles clear of this position and to exercise extreme caution.				
3.	Cancel this MSG 231330 UTC Nov 12.				
<p>570. India West Coast – Arabian Sea. Charts 21 22 292 293 INT 71 INT 705 INT 706. Rig list. Correct at 210600 UTC Nov 12:</p>					
	ABAN ICE	18-31.91N		071-21.11E	
	ABAN III	19-11.98N		072-11.00E	
	ABAN IV	19-40.40N		071-19.38E	
	ABAN VII	20-21.16N		071-48.46E	
	BADRINATH	19-11.16N		070-39.66E	
	CE THRONTON	19-34.68N		071-20.08E	
	DEEP SEA FORTUNE	18-39.66N		072-13.33E	
	DEEP SEA FOSSIL	19-33.13N		071-16.35E	
	DISCOVERY-1	18-36.11N		071-01.58E	
	ENERGY DRILLER	18-46.03N		071-25.41E	
	FG MC CLINTOK	19-38.00N		071-21.73E	
	GREATDRILL CHETNA	20-44.07N		071-55.05E	
	GREATDRILL CHITRA	18-39.50N		072-12.85E	
	JT ANGEL	19-18.55N		071-27.51E	
	KEDARNATH	20-22.31N		071-28.48E	
	NOBLE CHARLIE YESTER	19-18.21N		071-15.95E	
	NOBLE ED HOLT	18-41.46N		072-20.88E	
	RON TAPMEYER	19-34.15N		071-25.11E	
	SAGAR GAURAV	19-16.81N		072-11.73E	
	SAGAR KIRAN	22-33.96N		068-29.96E	
	SAGAR LAXMI	18-36.15N		071-01.63E	
	SAGAR PRAGATI	18-32.26N		072-15.43E	
	SAGAR SHAKTI	19-10.40N		071-26.43E	
	SAGAR JYOTI	20-31.60N		071-46.73E	
	TRIDENT – 2	19-21.80N		071-23.83E	
	TRIDENT – 12	18-39.21N		070-58.85E	
	VIRTUE 1	18-37.23N		072-14.93E	
	wide berth requested.				
2.	Cancel NAVAREA VIII 562/12.				
<p>571. Cancel NAVAREA VIII 565/12 and this MSG. Krishnapatnam lighthouse Racon Operational.</p>					
<p>572. Indian Ocean – Central Indian Ridge. Charts INT 71 INT 72 INT 73. Man overboard reported by MV Santa Felicita in vicinity 24-48S 071-49E at 190900 UTC Nov 12</p>					
2.	Vessels transiting through the area to keep sharp look out and render assistance.				
<p>573. India West Coast – off Cora Divh. Charts 22 257 272 293 INT 71. Firing practice from 260230 UTC Nov to 301230 UTC Nov 12.</p>					
2.	Danger zone circle of 95 NM radius centered at 13-46N 071-47E.				
3.	Safe flying height 9200 Metres.				
4.	Cancel this MSG 301330 UTC Nov 12.				

<p>574. Cancel NAVAREA VIII 546/12. India East Coast – off Mamallapuram. Charts 32 33 313 357 391 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>12-07N</td> <td>081-22E</td> <td>(b)</td> <td>12-26N</td> <td>081-16E</td> </tr> <tr> <td>(c)</td> <td>12-33N</td> <td>080-56E</td> <td>(d)</td> <td>12-27N</td> <td>080-38E</td> </tr> <tr> <td>(e)</td> <td>12-09N</td> <td>080-31E</td> <td>(f)</td> <td>11-52N</td> <td>080-35E</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 bouy 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)	12-07N	081-22E	(b)	12-26N	081-16E	(c)	12-33N	080-56E	(d)	12-27N	080-38E	(e)	12-09N	080-31E	(f)	11-52N	080-35E														
(a)	12-07N	081-22E	(b)	12-26N	081-16E																											
(c)	12-33N	080-56E	(d)	12-27N	080-38E																											
(e)	12-09N	080-31E	(f)	11-52N	080-35E																											
<p>575. India East Coast – Vishakhapatnam. Charts 31 308 354 3002 INT 71. Firing practice by Naval Ships from 0930 UTC to 1230 UTC on 29 Nov 01 Dec and 04 Dec 12 in area bounded by</p> <table> <tr> <td>(a)</td> <td>17-41.30N</td> <td>083-17.20E</td> <td>(b)</td> <td>17-46.25N</td> <td>083-25.50E</td> </tr> <tr> <td>(c)</td> <td>17-39.60N</td> <td>083-29.80E</td> <td>(d)</td> <td>17-34.50N</td> <td>083-21.60E</td> </tr> </table> <p>2. Safe flying height 3000 metres.</p> <p>3. Cancel this MSG 041330 UTC Dec 12.</p>	(a)	17-41.30N	083-17.20E	(b)	17-46.25N	083-25.50E	(c)	17-39.60N	083-29.80E	(d)	17-34.50N	083-21.60E																				
(a)	17-41.30N	083-17.20E	(b)	17-46.25N	083-25.50E																											
(c)	17-39.60N	083-29.80E	(d)	17-34.50N	083-21.60E																											
<p>576. 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 30 Nov 12.</p> <p>2. Danger Zone Sector of 11 NM radius between 045 degree and 075 degree from Gun position.</p> <p>3. Safe flying height 12800 Metres.</p> <p>4. Cancel this MSG 300830 UTC Nov 12.</p>																																
<p>577. India East Coast - Gopalpur. Charts 31 352 353 391 3005 INT 706. Firing by Army between 2330 UTC to 1800 UTC daily from 30 Nov to 18 Dec 12 and 19 Dec to 31 Dec 12 in area bounded by:</p> <table> <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 colspan="3">and arc of 41 NM radius joining point (b) and (c).</td> </tr> </table> <p>2. Safe flying height 25000 metres.</p> <p>3. Cancel this MSG 311900 UTC Dec 12.</p>	(a)	19-14.60N	084-53.70E	(b)	19-37.05N	085-27.87E	(c)	18-46.05N	085-22.87E	and arc of 41 NM radius joining point (b) and (c).																						
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<p>578. India East Coast – Bay of Bengal. Charts 32 33 356 INT 71 INT 706. Firing practice between 0230 UTC to 1130 UTC from 01 Dec to 07 Dec and 15 Dec to 21 Dec 12.</p> <p>2. Danger zone 15 NM radius around 13-50N 081-40E.</p> <p>3. Safe flying height 3500 Metres.</p> <p>4. Cancel this MSG 211230 UTC Dec 12.</p>																																
<p>579. NAVAREA VIII – Messages in force as on 231006 UTC Nov 12:</p> <p>2011 Series – 596 708</p> <p>2012 Series – 346 387 418 421 439 464 465 493 499 505 511 519 525 529 530 531 537 547 548 552 553 557 558 559 560 563 564 566 567 568 569 570 572 573 574 575 576 577 578</p> <p>(a) NAVAREA VIII warnings less than 42 days old (493/12 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 301001 UTC Nov 12.</p>																																
<p>580. Cancel NAVAREA VIII 567/12 and this MSG.</p>																																
<p>581. Cancel NAVAREA VIII 572/12 and this MSG.</p>																																
<p>582. 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>27 NOV 2012</td> <td>0900 TO 1200</td> </tr> <tr> <td>30 NOV 2012</td> <td>0900 TO 1200</td> </tr> <tr> <td>04 DEC 2012</td> <td>0900 TO 1200</td> </tr> <tr> <td>07 DEC 2012</td> <td>0900 TO 1200 and 1230 to 1430</td> </tr> <tr> <td>11 DEC 2012</td> <td>0900 TO 1200</td> </tr> <tr> <td>14 DEC 2012</td> <td>0900 TO 1200</td> </tr> <tr> <td>18 DEC 2012</td> <td>0900 TO 1200</td> </tr> <tr> <td>21 DEC 2012</td> <td>0900 TO 1200 and 1230 to 1430</td> </tr> <tr> <td>28 DEC 2012</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 281300 UTC Dec 12.</p>	Date	Time (UTC)	27 NOV 2012	0900 TO 1200	30 NOV 2012	0900 TO 1200	04 DEC 2012	0900 TO 1200	07 DEC 2012	0900 TO 1200 and 1230 to 1430	11 DEC 2012	0900 TO 1200	14 DEC 2012	0900 TO 1200	18 DEC 2012	0900 TO 1200	21 DEC 2012	0900 TO 1200 and 1230 to 1430	28 DEC 2012	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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(c)	09-44.0N	076-17.5E	(d)	09-42.5N	076-09.5E																											

583.	India West Coast – Arabian Sea. Charts 22 256 293 INT 71 INT 706. Torpedo firing from 270030 UTC Nov to 281230 UTC Nov 12.			
2.	Danger zone 20 NM around 15-26N 071-44E.			
3.	Cancel this MSG 281330 UTC Nov 12.			
584.	Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval gunnery exercise:			
	Date	Time(UTC)		
	26 NOV 12	0600 TO 1800		
	27 NOV TO 03 DEC 12	0300 TO 1800		
	04 DEC 12	0300 TO 1400		
2.	Danger 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
3.	Cancel this MSG 041600 UTC Dec 12.			
585.	India West Coast – Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 261104 UTC Nov 12:			
	ABAN ICE	18-31.91N	071-21.11E	
	ABAN III	19-11.98N	072-11.00E	
	ABAN IV	19-40.40N	071-19.38E	
	ABAN VII	20-21.16N	071-48.46E	
	BADRINATH	19-11.16N	070-39.66E	
	CE THORNTON	19-34.68N	071-20.08E	
	DEEP SEA FORTUNE	18-39.66N	072-13.33E	
	DEEP SEA FOSSIL	19-33.13N	071-16.35E	
	DISCOVERY-1	18-36.11N	071-01.58E	
	ENERGY DRILLER	18-46.03N	071-25.41E	
	FG MC CLINTOK	19-38.00N	071-21.73E	
	GREATDRILL CHETNA	20-44.07N	071-55.05E	
	GREATDRILL CHITRA	18-39.50N	072-12.85E	
	JT ANGEL	19-18.55N	071-27.51E	
	KEDARNATH	19-37.11N	071-36.81E	
	NOBLE CHARLIE YESTER	21-03.68N	072-25.30E	
	NOBLE ED HOLT	18-55.85N	072-18.35E	
	RON TAPMEYER	19-34.15N	071-25.11E	
	SAGAR GAURAV	19-16.81N	072-11.73E	
	SAGAR KIRAN	22-33.96N	068-29.96E	
	SAGAR LAXMI	18-36.15N	071-01.63E	
	SAGAR PRAGATI	18-32.26N	072-15.43E	
	SAGAR SHAKTI	19-10.40N	071-26.43E	
	SAGAR JYOTI	20-31.60N	071-46.73E	
	TRIDENT – 2	19-21.80N	071-23.83E	
	TRIDENT – 12	18-39.21N	070-58.85E	
	VIRTUE 1	18-37.23N	072-14.93E	
	wide berth requested.			
2.	Cancel NAVAREA VIII 570/12.			
586.	India West Coast – Gulf of Kambhat. Charts 21 209 210 254 292 INT 71. Firing by Coast Guard between 0400 UTC to 1100 UTC from 28 to 30 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 301200 UTC Nov 12.			
587.	Cancel NAVAREA VIII 553/12 and this MSG.			
588.	Cancel NAVAREA VIII 493/12 and this MSG. INM 257(P)/12 Section III of INM Edition 22/12 refers.			
589.	Cancel NAVAREA VIII 566/12 and this MSG.			
590.	Cancel NAVAREA VIII 584/12. Indian Ocean – off Reunion Island. Charts INT 70 INT 71 INT 700 INT 702. Naval gunnery firing exercise between 0300 UTC to 1800 UTC till 03 Dec 12 and between 0300 UTC to 1400 UTC on 04 Dec 12 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.	Safe flying height 14500 Metres.			
3.	Cancel this MSG 041600 UTC Dec 12.			

<p>591. 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 05 Dec 12.</p> <p>2. Danger area from 300 degree to 020 degree up to 12 NM seaward from 22-28.03N 069-04.98E.</p> <p>3. Safe flying height 13000 Metres.</p> <p>4. Cancel this MSG 050830 UTC 12 .</p>																																																																																				
<p>592. Singapore to Bombay High. Charts 21 22 33 41 INT 71. Tug Salviceroy towing FPSO Armada Sterling from vicinity 06-10.7N 093-21.2E at 271200 UTC Nov 12 to Bombay High. ETA Bombay High 09 Dec 12.</p> <p>2. Length of tow 850 metres. Speed 6 Knots. Wide berth requested.</p>																																																																																				
<p>593. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 301001 UTC Nov 12.</p> <table border="0"> <tr><td>ABAN ICE</td><td>18-31.91N</td><td>071-21.11E</td></tr> <tr><td>ABAN III</td><td>19-11.98N</td><td>072-11.00E</td></tr> <tr><td>ABAN IV</td><td>19-40.40N</td><td>071-19.38E</td></tr> <tr><td>ABAN VII</td><td>20-21.16N</td><td>071-48.46E</td></tr> <tr><td>BADRINATH</td><td>19-11.16N</td><td>070-39.66E</td></tr> <tr><td>CE THROTON</td><td>19-34.68N</td><td>071-20.08E</td></tr> <tr><td>DEEP SEA FORTUNE</td><td>18-39.66N</td><td>072-13.33E</td></tr> <tr><td>DEEP SEA FOSSIL</td><td>19-33.13N</td><td>071-16.35E</td></tr> <tr><td>DISCOVERY-1</td><td>18-36.11N</td><td>071-01.58E</td></tr> <tr><td>ENERGY DRILLER</td><td>18-46.03N</td><td>071-25.41E</td></tr> <tr><td>FG MC CLINTOK</td><td>19-38.00N</td><td>071-21.73E</td></tr> <tr><td>GREATDRILL CHETNA</td><td>20-44.07N</td><td>071-55.05E</td></tr> <tr><td>GREATDRILL CHITRA</td><td>18-39.50N</td><td>072-12.85E</td></tr> <tr><td>JT ANGEL</td><td>19-18.55N</td><td>071-27.51E</td></tr> <tr><td>KEDARNATH</td><td>19-37.11N</td><td>071-36.81E</td></tr> <tr><td>NOBLE CHARLIE YESTER</td><td>21-03.68N</td><td>072-25.30E</td></tr> <tr><td>NOBLE ED HOLT</td><td>18-55.85N</td><td>072-18.35E</td></tr> <tr><td>NOBLE KENNETH DELANEY</td><td>18-31.88N</td><td>072-16.73E</td></tr> <tr><td>RON TAPMEYER</td><td>19-34.15N</td><td>071-25.11E</td></tr> <tr><td>SAGAR GAURAV</td><td>19-16.81N</td><td>072-11.73E</td></tr> <tr><td>SAGAR KIRAN</td><td>22-33.96N</td><td>068-29.96E</td></tr> <tr><td>SAGAR LAXMI</td><td>18-36.15N</td><td>071-01.63E</td></tr> <tr><td>SAGAR PRAGATI</td><td>18-32.26N</td><td>072-15.43E</td></tr> <tr><td>SAGAR SHAKTI</td><td>19-10.40N</td><td>071-26.43E</td></tr> <tr><td>SAGAR JYOTI</td><td>20-31.60N</td><td>071-46.73E</td></tr> <tr><td>TRIDENT – 2</td><td>19-21.80N</td><td>071-23.83E</td></tr> <tr><td>TRIDENT – 12</td><td>18-39.21N</td><td>070-58.85E</td></tr> <tr><td>VIRTUE 1</td><td>18-37.23N</td><td>072-14.93E</td></tr> </table> <p>Wide berth requested.</p> <p>2. Cancel NAVAREA VIII 585/12.</p>	ABAN ICE	18-31.91N	071-21.11E	ABAN III	19-11.98N	072-11.00E	ABAN IV	19-40.40N	071-19.38E	ABAN VII	20-21.16N	071-48.46E	BADRINATH	19-11.16N	070-39.66E	CE THROTON	19-34.68N	071-20.08E	DEEP SEA FORTUNE	18-39.66N	072-13.33E	DEEP SEA FOSSIL	19-33.13N	071-16.35E	DISCOVERY-1	18-36.11N	071-01.58E	ENERGY DRILLER	18-46.03N	071-25.41E	FG MC CLINTOK	19-38.00N	071-21.73E	GREATDRILL CHETNA	20-44.07N	071-55.05E	GREATDRILL CHITRA	18-39.50N	072-12.85E	JT ANGEL	19-18.55N	071-27.51E	KEDARNATH	19-37.11N	071-36.81E	NOBLE CHARLIE YESTER	21-03.68N	072-25.30E	NOBLE ED HOLT	18-55.85N	072-18.35E	NOBLE KENNETH DELANEY	18-31.88N	072-16.73E	RON TAPMEYER	19-34.15N	071-25.11E	SAGAR GAURAV	19-16.81N	072-11.73E	SAGAR KIRAN	22-33.96N	068-29.96E	SAGAR LAXMI	18-36.15N	071-01.63E	SAGAR PRAGATI	18-32.26N	072-15.43E	SAGAR SHAKTI	19-10.40N	071-26.43E	SAGAR JYOTI	20-31.60N	071-46.73E	TRIDENT – 2	19-21.80N	071-23.83E	TRIDENT – 12	18-39.21N	070-58.85E	VIRTUE 1	18-37.23N	072-14.93E
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<p>594. NAVAREA VIII-Messages in force as on 301002 UTC Nov 12</p> <p>2011 Series –596 708</p> <p>2012 Series –346 387 418 421 439 464 465 499 505 511 519 525 529 531 537 547 548 552 557 558 559 560 563 564 568 573 574 575 577 578 582 586 590 591 592 593</p> <p>(a) NAVAREA VIII warnings less than 42 days old (499/12 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 071001 UTC Dec 12.</p>																																																																																				

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 – 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. 22 dated 16Nov 12)

PAGE 18, Mozambique Section

Delete entry 74250 IlhaEpidendron Lt Racon

(Source: BA 47/12)(23/12)

PAGE 33, INDIA Section

*Delete entry 79145 Ennore, N Breakwater Head Racon
and replace by:*

Ennore, N Breakwater HeadRacon	13°15'27N 80°21'16E	79145 K
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(Source: Ennore Port Ltd.)(23/12)

PAGE 36, THAILAND (East Coast) Section

*Delete entry 80450 Bongkot Gasfield, Platform WP11
and replace by:*

BongkotGasfield, Platform WP11Racon	8°01'63N 102°28'54E	80450 O
--	----------------------------	--------------------

BongkotGasfield, Platform WP 15Racon	8°06'67N 102°23'99E	80452 D
---	----------------------------	--------------------

BongkotGasfield, Platform WP 18Racon	8°08'84N 102°06'47E	80454 D
---	----------------------------	--------------------

BongkotGasfield, Platform WP 25Racon	8°04'74N 102°28'01E	80456 Q
---	----------------------------	--------------------

ArthitGasfield, Platform AWP 1NRacon	8°33'15N 102°18'08E	80458 D
---	----------------------------	--------------------

ArthitGasfield, Platform AWP 14Racon	8°10'45N 102°39'97E	80460 K
---	----------------------------	--------------------

ArthitGasfield, Platform AWP 15Racon	8°29'09N 102°23'39E	80462 Q
---	----------------------------	--------------------

ArthitGasfield, Platform AWP 17Racon	8°18'95N 102°16'55E	80464 M
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(Source: BA 47/12)(23/12)

INP 31(5), 2011*(Last correction: Edition No. 19 dated 01 Oct12)***NIL****INP 31(6), 2012***(First correction for Edition 2012)***PAGE 1, BAHRAIN, MINA SALMAN, Vessel Traffic Service, CONTACT DETAILS,**

Delete "VHF Channel" row and replace by
VHF Channel: Ch74

PAGE 43, INDIA, HUGLI RIVER, Pilots, CONTACT DETAILS,**Pilot Station, Sagar**

Delete "VHF Channel" row and replace by
VHF Channel: Ch 16; 68

Delete entry Signal Station, Ramnagar

PAGE 44, INDIA, HUGLI RIVER, Pilots, PROCEDURE, Section (4)

Delete and replace by:

(4) Vessel approaching Sandheads in the vicinity of the Eastern Channel Light Vessel are required to contact the Pilot Station on Sagar Island (Sandheads Pilot) and await instructions.

(5) The Pilot Station will advise vessels of the following information:

- (a) Convoy number
- (b) Number in vessel in convoy
- (c) Name of preceding and succeeding vessel
- (d) Which side pilot ladder required
- (e) Lower Gasper reporting time
- (f) Upper Gasper reporting time

(6) The pilotage limits on the approaches to the River Hugli have been moved to Sagar Roads north of Middleton Fairway (21 37'.00 N).

(7) For the voyage from Sandheads to the Pilot boarding position off Sagar Island, all vessels are provided with remote pilotage through the VTMS.

(8) A Pilot Vessel is stationed between Gasper Channel and Sagar Island. Two fast motor launches are used for embarking and disembarking.

(9) **River Pilot boards** at the Pilot boarding position off Sagar Island (in the vicinity of Middleton Point (approximately 21°35'.00N 88°05'.00E). For vessels longer than 160m, and in particular tankers, Pilots may board or disembark further south than usual depending on weather conditions. Harbour Pilots board at Garden Reach in position 22°33'.30N 88°17'.50E.

PAGE 44, INDIA, HUGLI RIVER, Vessel Traffic Management System

Insert after CONTACT DETAILS Section:

PROCEDURE

- (1) Vessels are required to contact VTMS Control as follows:
 - (a) On arrival at Sandheads providing LOA, breadth, nt and draught
 - (b) On anchoring at Sandheads providing anchoring time and position
 - (c) When weighing anchor and time underway
 - (d) When passing the following lines of latitude:
 - (i) 21°10'.00N
 - (ii) Jonaki Lt Vessel (21°17'.00N)
 - (iii) Lower Gasper Lt Vessel (21°22'.00N)
- (2) VTMS guidance is not available north of Middleton Lt buoy.
- (3) Vessels at anchor are required to maintain an H24 listening watch on VHF.

(Source: Kolkata Port Trust)

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.

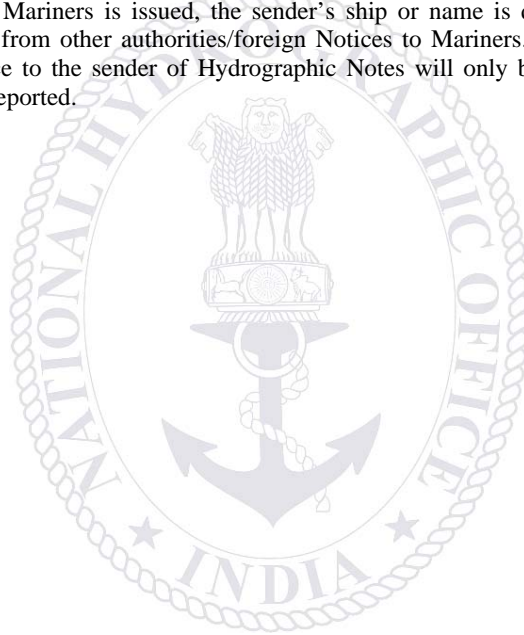
As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be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