



INDIAN NOTICES TO MARINERS



EDITION NO. 24 DATED 16 DEC 2012

(CONTAINS NOTICES 272 TO 288)

REACH US 24 x 7



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

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



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II

MARINER'S OBLIGATION AND A CHART MAKER'S PLEA

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

**Chief Hydrographer
to the Government of India**



III

EXPLANATORY NOTES

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

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

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

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

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

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

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

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

Radio Navigational Warnings.

- (a) These are broadcast as serially numbered NAVAREA warnings by the concerned NAVAREA coordinator through GMDSS and Area Radio Broadcasts.
- (b) They contain important information affecting navigational safety, which cannot await the publication of the next edition of N to M.
- (c) It should be borne in mind that they may be based on reports which cannot always be verified before promulgation.
- (d) It is therefore necessary to be selective, and promulgate only the more important warnings to avoid overloading users; the less important information is included in the forthcoming edition of N to M or the Chart/publication concerned.

IV

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

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

and

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

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

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

Use of Global Positioning System (WGS 84) positions.

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

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

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

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

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

NEWLY PUBLISHED INDIAN CHARTS, ENC'S AND PUBLICATION

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
4005	15-12-2012	NANCOWRY HARBOUR AND APPROACHES <u>Limits</u> 07° 58'.85N; 93° 28'.90E. 08° 03'.16N; 93° 35'.60E.	12,500	6	Rs. 1870.00
4017	30-11-2012	EXPEDITION AND GRAND HARBORS <u>Limits</u> 08° 02'.00N; 93° 27'.60E. 08° 05'.20N; 93° 32'.00E.	12,500	6	Rs. 1870.00

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title, Limits & Description</i>	<i>Scale</i>	<i>Folio</i>	<i>Price</i>
391	31-10-2012	CHENNAI TO KALINGAPATNAM <u>Limits</u> 12° 18'.00N; 80° 00'.00E. 19° 00'.00N; 84° 30'.00E.	750,000	5	Rs. 1870.00

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

<i>Chart No.</i>	<i>Date of Publication</i>	<i>Title</i>	<i>On Publication of New Chart / Edition</i>	<i>Date of Publication</i>
391	31-12-2008	CHENNAI TO KALINGAPATNAM	391	31-10-2012
4005	31-12-2007	NANCOWRY HARBOUR AND APPROACHES	4005	15-12-2012
4017	31-08-2003	REVELLO AND BERESFORD CHANNELS	4017	30-11-2012

4. 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>
IN64005N	4005	NANCOWRY HARBOUR AND APPROACHES	30-11-2012
IN64017E	4017	EXPEDITION AND GRAND HARBOURS	30-11-2012

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5. 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>
IN44007S	4007	SOUTH BAY AND APPROACHES	13-12-2012
IN44009H	4009	JACKSON CREEK	13-12-2012
IN44015D	4015	DELIGENT STRAIT TO KOTARA ANCHORAGE	13-12-2012
IN44016K	4016	KOTARA ANCHORAGE TO PORT BLAIR	13-12-2012
IN44031I	4031	LANDFALL ISLAND ANCHORAGE AND APPROACHES	13-12-2012
IN44033B	4033	APPROACHES TO BATTI MALV ISLAND	13-12-2012
IN44034S	4034	ST.GEORGES CHANNEL TRINKAT CHAMPLONG BAY	13-12-2012
IN44036A	4036	APPROACHES TO PULO MILLOW	13-12-2012
IN44037C	4037	CHOWRA ISLAND TO TILLANCHANG ISLAND	13-12-2012
IN54002A	4002	APP. TO PORT MEADOWS AND KOTARA ANCH.	13-12-2012
IN54002M	4002	PORT MOUAT AND APPROACHES	13-12-2012
IN54003P	4003	PORT CORNWALLIS	13-12-2012
IN54003T	4003	TEMPLE SOUND	13-12-2012
IN54011E	4011	APPROACHES TO EAST BAY	13-12-2012
IN54013F	4013	FUSILIER CHANNEL (NANCOWRY STRAIT)	13-12-2012
IN54013I	4013	APPROACHES TO LACAM HARBOUR	13-12-2012
IN54032S	4032	SAWAI BAY AND MALACCA ANCHORAGE	13-12-2012
IN54035C	4035	CASURINA BAY	13-12-2012
IN54035S	4035	CAMPBELL BAY	13-12-2012
IN54036P	4036	PULO MILLOW ANCHORAGE	13-12-2012

6. 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>
IN44007S	4007	SOUTH BAY AND APPROACHES	14-10-2004
IN44009H	4009	JACKSON CREEK	14-10-2004
IN44015D	4015	DELIGENT STRAIT TO KOTARA ANCHORAGE	14-10-2004
IN44016K	4016	KOTARA ANCHORAGE TO PORT BLAIR	14-10-2004
IN44031I	4031	LANDFALL ISLAND ANCHORAGE AND APPROACHES	14-10-2004
IN44033B	4033	APPROACHES TO BATTI MALV ISLAND	14-10-2004
IN44034S	4034	ST.GEORGES CHANNEL TRINKAT CHAMPLONG BAY	14-10-2004
IN44036A	4036	APPROACHES TO PULO MILLOW	14-10-2004
IN44037C	4037	CHOWRA ISLAND TO TILLANCHANG ISLAND	14-10-2004

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<i>ENC Cell No</i>	<i>Chart No.</i>	<i>Title</i>	<i>Issue Date</i>
IN54002A	4002	APP. TO PORT MEADOWS AND KOTARA ANCH.	14-10-2004
IN54002M	4002	PORT MOUAT AND APPROACHES	14-10-2004
IN54003P	4003	PORT CORNWALLIS	31-07-2005
IN54003T	4003	TEMPLE SOUND	31-07-2005
IN54011E	4011	APPROACHES TO EAST BAY	14-10-2004
IN54013F	4013	FUSILIER CHANNEL (NANCOWRY STRAIT)	14-10-2004
IN54013I	4013	APPROACHES TO LACAM HARBOUR	14-10-2004
IN54017E	4017	EXPEDITION AND GRAND HARBOURS	14-10-2004
IN54032S	4032	SAWAI BAY AND MALACCA ANCHORAGE	29-09-2009
IN54035C	4035	CASURINA BAY	14-10-2004
IN54035S	4035	CAMPBELL BAY	14-10-2004
IN54036P	4036	PULO MILLOW ANCHORAGE	14-10-2004
IN64005A	4005	NANCOWRY HR AND APPROACHES	09-04-2009

7. The forthcoming Indian Charts are as follows:-

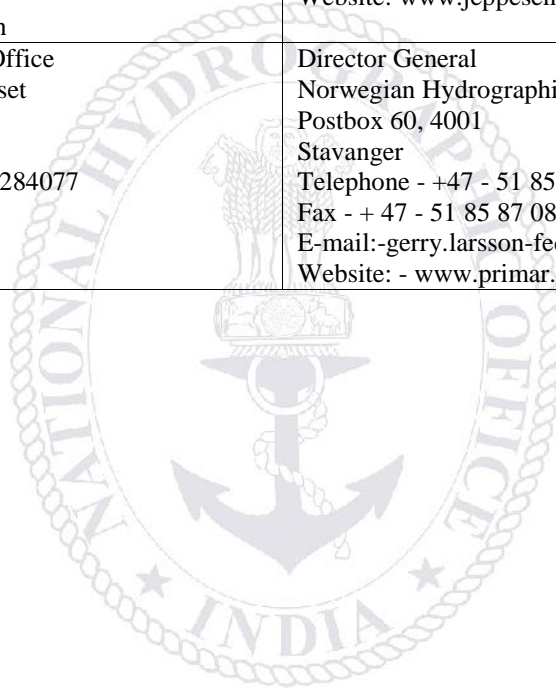
<i>Chart No</i>	<i>Title</i>	<i>Scale</i>	<i>Remarks</i>
2045 (INT 7360)	PORT OF KOCHI	7,500	New Edition
2004 (INT 7359)	KOCHI HARBOUR	25,000	New Edition
2029 (INT 7358)	APPROACHES TO KOCHI	60,000	New Edition
252 (INT 7325)	OKHA TO VERAVAL	300,000	New Edition

VIII

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>



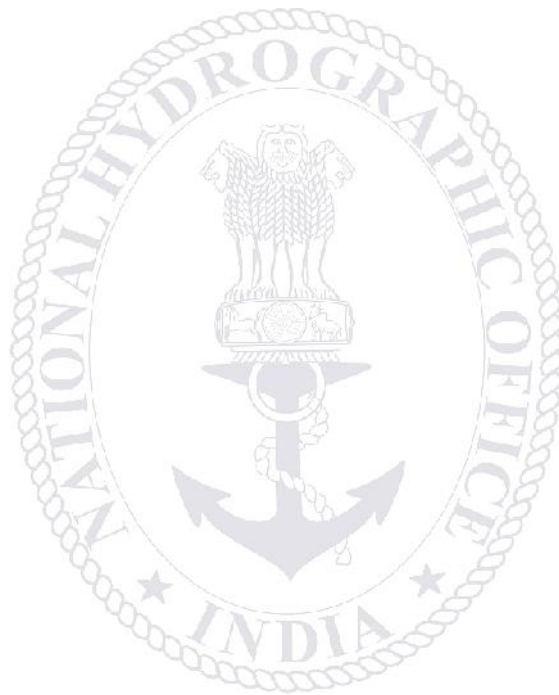
SECTION – I

The list of charts affected by the Notices 272 to 288 contained in this edition are as follows:

CHART NUMBER	FOLIO NO.	NOTICE NO.
23	1	287 (P)
31	5	280, 286 (P), 288 (P)
32 (INT 754)	5	280, 287 (P), 288 (P)
33	5	280, 286 (P)
217	3	273
220	3	273
225	1	287 (P)
255 (INT 7334)	3	272
258 (INT 7348)	3	273
259 (INT 7356)	3	273
263 (INT 7383)	4	287 (P)
268 (INT 7353)	4	275
272	4	273
273	4	275
292 (INT 7021)	2	272
293 (INT 7022)	3	272, 273
354 (INT 7408)	5	288 (P)
355 (INT 7405)	5	288 (P)
356 (INT 7400)	5	280
357 (INT 7397)	5	257
391	5	279, 280, 288 (P)
408	6	281
472 (INT 7032)	6	281
2008	3	274
2029 (INT 7358)	3	273
2052 (INT 7350)	3	273
2063	1	283
3004 (INT 7403)	5	278
3025	5	277
3034	5	280
4002	6	282
4003	6	282
4009	6	282
4011	6	282
4013	6	282
4015	6	282
4031	6	282
4032	6	282
4033	6	282
4034	6	282
4035	6	282
4036	6	282
4037	6	282
7071 (INT 71)	1	287 (P), 288 (P)

1.2

CHART NUMBER	FOLIO NO.	NOTICE NO.
7072 (INT 72)	1	276
7073 (INT 73)	1	276, 287 (P), 288 (P)
7702 (INT 702)	1	286 (P)
7703 (INT 703)	1	276
7705 (INT 705)	1	276
7706 (INT 706)	1	276, 286 (P), 287 (P), 288 (P)
7707 (INT 707)	1	286 (P), 287 (P)
8006	1	284
8008	1	285



SECTION – II PERMANENT NOTICES

***272/(24/12) INDIA – WEST COAST – Approaches to Mumbai – Foul.**

Source: NAVAREA VIII 708/11, ONGC.

Chart 255 (INT 7334) [previous update 260/12]

Insert # 19° 04' .21N., 72° 05' .42E.

Chart 292 (INT 7021) [previous update 232/12]

Insert # 19° 04' .26N., 72° 05' .39E.

Chart 293 (INT 7022) [previous update 262/12]

Insert # 19° 04' .26N., 72° 05' .39E.

***273(24/12) INDIA – WEST COAST – Virtual - AIS.**

Source: DGLL Mumbai.

Chart 217 [previous update 234/12]

Insert  V- AIS 12° 47' .84N., 74° 44' .47E.

Chart 220 [previous update 254/12]

Insert  V- AIS 10° 08' .10N., 76° 02' .96E.

Chart 258 (INT 7348) [previous update 127/12]

Insert  V- AIS 12° 47' .84N., 74° 44' .47E.

Chart 259 (INT 7356) [previous update 254/12]

Insert  V- AIS 10° 08' .11N., 76° 02' .95E.

Chart 272 [previous update 246/12]

Insert  V- AIS 12° 47' .84N., 74° 44' .47E.

Chart 293 (INT 7022) [previous update 272/12]

Insert  V- AIS 12° 47' .84N., 74° 44' .47E.

Chart 2052 (INT 7350) [previous update 234/12]

Insert  V- AIS 12° 47' .91N., 74° 44' .42E.


Chart 2029 (INT 7358) [previous update 188/12]

Insert  V- AIS 10° 08' .20N., 76° 02' .90E.

***274/(24/12) INDIA – WEST COAST – Karwar Harbour and approaches – Tower.**

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

Chart 2008 [previous update 263/12]

Insert  (35) 14° 47' .00N., 74° 07' .73E.

***275/(24/12) INDIA – INDIAN OCEAN – Central Lakshadweep – Depth.**

Source: IH -102, INS Investigator.

Chart 268 (INT 7353) [previous update 049/11]

Delete  Rep (1975) 10° 40' .30N., 72° 32' .00E.

Chart 273 [previous update 158/09]

Delete  Rep (1975) 10° 40' .30N., 72° 32' .00E.

***276/(24/12) INDIA – WEST COAST – Cora Divh to Elikalpeni Bank – Legend.**

Source: IH-102, INS Investigator.

Chart 7703 (INT 703) [previous update 223/12]Delete  *Discoloured water* (1919) 12° 10' .30N., 73° 21' .00E.**Chart 7705 (INT 705) [previous update 238/12]**Delete  *Discoloured water* 12° 10' .30N., 73° 21' .00E.**Chart 7706 (INT 706) [previous update 128/12]**Delete  *Discoloured water* 12° 10' .30N., 73° 21' .00E.**Chart 7072 (INT 72) [previous update 114/12]**Delete  *Discoloured water* (1919) 12° 10' .30N., 73° 21' .00E.**Chart 7073 (INT 73) [previous update 125/10]**Delete  *Discoloured water* (1919) 12° 10' .30N., 73° 21' .00E.***277/(24/12) INDIA – EAST COAST – Porto Novo Anchorage – Gas and Oil Field Development Area.**

Source: Hindustan Oil Exploration Co. Ltd.

Chart 357 (INT 7397) [previous update 255/12]Insert limit of Gas & Oil Field Development Area, pecked line, joining: 11° 31' .27N., 79° 52' .85E.
11° 33' .52N., 79° 55' .08E.
11° 29' .88N., 80° 00' .00E.
11° 26' .80N., 79° 57' .33E.Delete former limit of Gas & Oil Field Development Area, pecked line, joining : 11° 31' .20N., 79° 52' .50E.
11° 33' .30N., 79° 55' .00E.
11° 30' .00N., 79° 59' .90E.
11° 26' .50N., 79° 57' .20E.**Chart 3025 [previous update 183/10]**Insert limit of Gas & Oil Field Development Area, pecked line, joining: 11° 30' .99N., 79° 58' .50E. (E Border)
11° 33' .52N., 79° 55' .08E
11° 31' .27N., 79° 52' .85E.
11° 26' .80N., 79° 57' .33E.
11° 28' .15N., 79° 58' .50E. (E Border)Delete former limit of Gas & Oil Field Development Area, pecked line, joining: 11° 30' .99N., 79° 58' .50E. (E Border)
11° 33' .31N., 79° 55' .05E.
11° 31' .16N., 79° 52' .51E.
11° 26' .48N., 79° 57' .20E.
11° 28' .15N., 79° 58' .50E. (E Border)***278/(24/12) INDIA – EAST COAST – Chennai Harbour – Buoys.**

Source: Chennai Port Trust.

Chart 3004 (INT 7403) [previous update 217/12]Delete  *No.1* 13° 07' .93N., 80° 21' .29E.
 *No.2* 13° 07' .75N., 80° 21' .33E.**Former INM 144(T)/11 is cancelled.**

***279/(24/12) INDIA – EAST COAST – Chennai to Kalingapatnam – Racon.**

Source: INM 265/12

Chart 391 [previous update N.E. 31 Oct 12]

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

***280(24/12) INDIA – EAST COAST – Approaches to Krishnapatnam – Lights.**

Source: DGLL Visakhapatnam.

Chart 31 [previous update 197/12]Insert  Fl(3)15s34m18M 14° 17′.14N., 80° 08′.27E.
Racon (C)Delete  GpFl(3)15sec18M(17M) 14° 15′.40N., 80° 07′.50E.
Racon (C)**Chart 32 (INT 754)** [previous update 128/12]Insert  Fl(3)18M 14° 17′.14N., 80° 08′.27E.
Racon (C)Delete  Fl(3)18M 14° 15′.40N., 80° 07′.50E.
Racon (C)**Chart 33** [previous update 063/11]Insert  Fl(3)18M 14° 17′.14N., 80° 08′.27E.
Racon (C)Delete  Fl(3)18M(17M) 14° 15′.40N., 80° 07′.50E.
RC**Chart 356 (INT 7400)** [previous update 265/12]Insert  Fl(3)15s34m18M 14° 17′.14N., 80° 08′.27E.
Racon (C)Delete  Fl(3)15s35m18M 14° 15′.40N., 80° 07′.50E.
Racon (C)**Chart 391** [previous update 279/12]Insert  Fl(3)15s34m18M 14° 17′.10N., 80° 08′.30E.
Racon (C)Delete  Fl(3)15s35m18M 14° 15′.40N., 80° 07′.50E.
Racon (C)**Chart 3034** [previous update 205/12]Insert  Fl(3)15s34m18M 14° 17′.14N., 80° 08′.27E.
Racon (C)Delete  Fl(3)15s35m18M 14° 15′.32N., 80° 07′.54E.
Racon (C)**Chart 3034 (Plan)** [previous update 205/12]Delete  Fl(3)15s35m18M 14° 15′.32N., 80° 07′.54E.
Racon (C)

legend, “ Krishnapatnam light” centered on: 14° 15′.30N., 80° 07′.43E.

***281/(24/12) INDIA – ANDAMAN SEA – Nancowry Harbour and Approaches – Light.**

Source: IH-102, INS Darshak.

Chart 408 [previous update 148/11]

Amend light to Fl(4)10s 08° 02′.40N., 93° 35′.30E.

Chart 472 (INT 7032) [previous update 147/12]

Amend light to Fl(4)10s11m 08° 02′.31N., 93° 35′.28E.

***282/(24/12) ANDAMAN SEA– India Andaman Islands –Cautionary Note.**

Source: ENC, NHO, Dehradun.

Chart 4036[Pulo Millow Anchorage] [previous update 364/08]

Insert accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 28′.15N., 93° 34′.24E.

Chart 4002 [Port Mouat and Approaches] [previous update 190/09]

Insert accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 11° 41′.20N., 92° 36′.80E.

Chart 4003[Temple Sound] [previous update 121/11]

Insert accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 13° 22′.65N., 92° 52′.47E.

Chart 4013 [Fusilier Channel] [previous update 147/12]

Insert accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 11° 53′.00N., 92° 59′.28E.

Chart 4035 [Campbell Bay] [previous update 161/12]

Insert accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 00′.65N., 93° 54′.96E.

Chart 4015 [previous update 147/12]

Substitute Para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 12° 11′.20N., 92° 48′.80E.

Chart 4034 [previous update N.C. 31 Jul 03]

Substitute Para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 07′.15N., 93° 44′.00E.

Chart 4036[Approaches to Pulo Millow] [previous update 364/08]

Substitute Para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 21′.75N., 93° 39′.80E.

Chart 4037 [previous update 159/11]

Substitute Para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 08° 15′.00N., 92° 59′.70E.

Chart 4002 [Approaches to Port Meadows and Kotara Achorage] [previous update 190/09]

Substitute Para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 12° 02′.62N., 92° 44′.00E.

Chart 4003[Port Cornwallis] [previous update 121/11]

Substitute Para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 13° 21′.23N., 93° 01′.68E.

Chart 4009 [previous update N.C. 31 Jul 01]

Substitute Para 1 of accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 10° 46′.50N., 92° 27′.84E.

Chart 4011 [previous update 587/08]

Substitute Para 1 accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 54′.92N., 93° 24′.29E.

Chart 4013[Approaches to Lacam Harbour] [previous update 147/12]

Substitute Para 1 accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 11° 59′.62N., 92° 57′.40E.

Chart 4035 [Casuarina Bay] [previous update 161/12]

Substitute Para 1 accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 06° 59′.93N., 93° 44′.47E.

Chart 4031 [previous update 324/09]

Substitute accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 13° 42′.86N., 92° 48′.60E.

Chart 4033 [previous update N.C. 30 Sep 94]

Substitute accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 07° 42′.65N., 92° 47′.85E.

Chart 4032 [previous update 302/09]

Substitute accompanying note, SATELLITE – DERIVED POSITIONS, centered on: 09° 09′.63N., 92° 45′.93E.

283/(24/12) **SRI LANKA – WEST COAST – Colombo Harbour and Approaches – Depths. Restricted Area. Cautionary Note. Legend.**

Source: BA Chart 1655 & BA Notice 5096(T)/12.

Chart 2063 [previous update 151/11]

Insert	depth, 19 ₄ enclosed with 20m contour	07° 02′.27N., 79° 46′.02E.
	depth, 12 ₂ enclosed with 15m contour	07° 02′.21N., 79° 49′.25E.
	depth, 13 ₁ enclosed with 15m contour	07° 01′.38N., 79° 48′.44E.
	depth, 12 ₃ enclosed with 15m contour	07° 01′.05N., 79° 49′.31E.
	depth, 13 ₈ enclosed with 15m contour	07° 00′.84N., 79° 48′.23E.
	depth, 6 ₃ enclosed with 10m contour	06° 59′.89N., 79° 50′.20E.
	depth, 25 ₅ enclosed with 30m contour	06° 59′.29N., 79° 45′.54E.
	depth, 15 ₈	06° 57′.82N., 79° 48′.79E.
	depth, 25 ₅ enclosed with 30m contour	06° 57′.51N., 79° 45′.68E.
	depth, 15 ₇	06° 57′.27N., 79° 48′.72E.
	depth, 26 enclosed with 30m contour	06° 56′.55N., 79° 44′.81E.
	depth, 24 enclosed with 30m contour	06° 56′.05N., 79° 45′.31E.
	depth, 23 ₅ enclosed with 30m contour	06° 54′.01N., 79° 46′.60E.
	depth, 7 ₄	06° 53′.23N., 79° 50′.79E.
	limit of restricted area ,TTTTTTT, joining:	(a) 06° 56′.94N., 79° 50′.64E. (Shore)
		(b) 06° 56′.94N., 79° 50′.36E.
		(c) 06° 56′.79N., 79° 50′.26E.
		(d) 06° 56′.79N., 79° 49′.66E.
		(e) 06° 57′.44N., 79° 49′.66E.
		(f) 06° 57′.98N., 79° 50′.04E.
		(g) 06° 58′.16N., 79° 49′.86E.
		(h) 06° 57′.52N., 79° 49′.20E.
		(i) 06° 56′.29N., 79° 49′.20E.
		(j) 06° 56′.29N., 79° 50′.24E.
		(k) 06° 56′.20N., 79° 50′.40E. (Shore)
	legend, “Works in Progress (2010) see Note”, within:	(a) – (k) above
	accompanying note “WORKS IN PROGRESS”	07° 02′.70N., 79° 52′.20E.
	centered on:	
Delete	accompanying note “HARBOUR ENTRANCE”	06° 52′.95N., 79° 45′.05E.
	centered on:	
Chart 2063 (Plan – Colombo Harbour) [previous update 151/11]		
	limit of restricted area ,TTTTTTT, joining:	06° 58′.070N., 79° 49′.950E. (W Border)
		06° 57′.980N., 79° 50′.040E.
		06° 57′.850N., 79° 49′.950E. (W Border)
		<i>and</i>
	(a)	06° 56′.941N., 79° 50′.642E. (Shore)
	(b)	06° 56′.940N., 79° 50′.364E.
	(c)	06° 56′.789N., 79° 50′.255E.
	(d)	06° 56′.789N., 79° 49′.95E. (W Border)
		<i>and</i>
	(e)	06° 56′.294N., 79° 49′.95E. (W Border)
	(f)	06° 56′.294N., 79° 50′.236E.
	(g)	06° 56′.198N., 79° 50′.394E. (Shore)

283/(24/12) SRI LANKA – WEST COAST – Colombo Harbour and Approaches – Depths. Restricted Area. Cautionary Note. Legend. Continued.

	legend, “Works in Progress (2010)”, within:	(a) – (g) above
	legend, “South Asian Gateway Terminal (SAGT),” centered on:	(h) 06° 56′.700N., 79° 50′.625E.
	legend, “ S.A.G.T.1” centered on:	(j) 06° 56′.625N., 79° 50′.642E.
	legend, “ S.A.G.T.2” centered on:	06° 56′.800N., 79° 50′.675E.
	legend, “ S.A.G.T.3” centered on:	06° 56′.970N., 79° 50′.700E.
Delete	legend, “ Queen Elizabeth Quay” centered on:	(h) above
	legend, “ Container Terminal,” centered on:	06° 56′.920N., 79° 50′.675E.
	legend, berth no, ① ,centered on:	06° 56′.007N., 79° 50′.622E.
	legend, berth no, ② ,centered on:	(j) above
	legend, berth no, ③ ,centered on:	06° 56′.728N., 79° 50′.660E.
	legend, berth no, ④ ,centered on:	06° 56′.830N., 79° 50′.682E.
	legend, berth no, ⑤ ,centered on:	06° 56′.938N., 79° 50′.700E.
	legend, berth no, ⑥ ,centered on:	06° 56′.016N., 79° 50′.710E.

Former INM 185(P)/09 is cancelled.

284/(24/12) AFRICA – EAST COAST – Mocambique channel – Radar Beacon.

Source: BA Notice 5450/12.

Chart 8006 [previous update 292/09] WGS 84 Datum

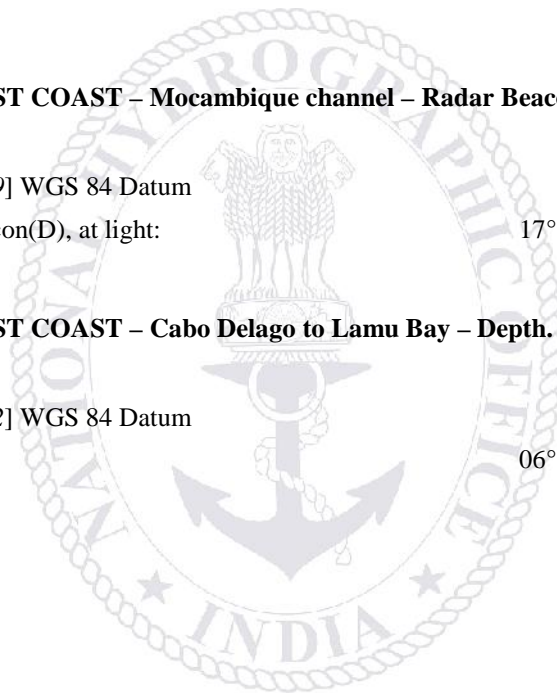
Delete radar beacon, Racon(D), at light: 17° 05′.00S., 39° 06′.80E.

285(24/12) AFRICA – EAST COAST – Cabo Delago to Lamu Bay – Depth.

Source: BA Notice 5671/12.

Chart 8008 [previous update 240/12] WGS 84 Datum

Insert depth, 31 06° 25′.30S., 39° 14′.60E.



SECTION – III
TEMPORARY AND PRELIMINARY NOTICES

286(P)/(24/12) INDIAN OCEAN – Data Buoys.

Source: BA Notice – 2611(P)/12.

1. The National Oceanic and Atmospheric Administration (NOAA) maintains an array of light-buoys called Autonomous Temperature Line Acquisition System (ATLAS) in the Indian Ocean.
2. The ATLAS light-buoys, orange and white bands, Q, 2 metre toroid buoys with radar reflectors, which make up the array are located in the following positions (WGS84 Datum):

Position	Charts Affected
14° 59'·00N., 89° 55'·30E.	31, 7706 (INT706)
08° 01'·60N., 88° 59'·30E.	33, 7706 (INT706), 7707 (INT707)
03° 59'·20S., 80° 30'·30E.	7706 (INT706), 7707 (INT707)
01° 33'·80N., 90° 02'·80E.	7707 (INT707)
00° 07'·20N., 80° 33'·00E.	7707 (INT707)
00° 00'·80S., 89° 48'·20E.	7707 (INT707)
01° 30'·40S., 80° 30'·10E.	7707 (INT707)
08° 05'·80S., 66° 57'·50E.	7707 (INT707)
07° 54'·40S., 55° 05'·00E.	7702 (INT702)
07° 59'·40S., 80° 28'·60E.	7707 (INT707)
08° 02'·20S., 66° 59'·50E.	7702 (INT702)
11° 37'·00S., 64° 57'·20E.	7707 (INT707)
11° 53'·90S., 93° 14'·60E.	7707 (INT707)
11° 59'·90S., 80° 30'·80E.	7702 (INT702)
12° 02'·40S., 54° 57'·70E.	7702 (INT702)
16° 02'·10S., 55° 00'·20E.	7707 (INT707)

3. Mariners are advised to give all light-buoys a 5 nautical mile wide berth.

287(P)/(24/12) SRI LANKA – WEST COAST – Colombo Harbour and Approaches – Restricted area.

Source: BA Notice – 5096(T)/12.

1. A restricted area, entry prohibited, has been established. Only vessels berthing at Colombo Harbour, visiting the offshore terminals or who have obtained permission from the Harbour Master may enter. The area is bounded by the following positions:

7° 03'·00N., 79° 51'·42E. (shore)
 7° 03'·00N., 79° 45'·00E.
 6° 52'·00N., 79° 45'·00E.
 6° 52'·00N., 79° 51'·54E. (shore)

- *2. A new deep water channel dredged to 20m has been established for vessels approaching and departing the Port of Colombo through the south-west channel. Buoyage is being laid on a trial basis for both the north and south channel.
- *3. Vessels are advised to approach north of the SBM Restricted Zone centered on 6° 58'·70N., 79° 46'·61E.
4. Due to major port expansion, numerous vessels involved in the works can be expected whilst approaching and departing Colombo Harbour. Mariners are advised to navigate with caution and consult the port authority for the latest information.

5. * Indicates new or revised entry

6. All positions are referred to WGS84 datum.

Former INM 037(P)/10 is cancelled.

Charts affected – 23 – 32 (INT 754) – 225 – 263 (INT 7383) – 2063 – 7071 (INT 71) – 7073 (INT 73) – 7706 (INT 706) – 7707 (INT 707).

***288(P)/(24/12) INDIA – EAST COAST – Bay of Bengal – Drilling Operation.**

Source: Rigmove cell.

1. Drilling operation has been terminated temporarily by below mentioned rig 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
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.

Former INM 270(P)/12 is cancelled.

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

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

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

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

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

3. SAFETY FAIRWAYS, RECOMMENDED ROUTES, TRAFFIC SEPARATION SCHEME

The Director General Shipping has established Safety fairways, recommended routes and traffic separation scheme (TSS) in restricted Indian waters including the offshore development area to enhance safety of navigation. The details of coordinates for the above have been published in the fortnightly Indian Notices to Mariners Edition No 14 of 2008 (16th July 2008).

(a) Safety Fairways: An area within which permits are not granted for the erection of oil or gas related structures. The use of a safety fairway is not usually mandatory, but is recommended. Safety fairways have been promulgated in and round offshore development area in Arabian Sea up to the Exclusive Economic

4.2

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

(b) Recommended routes have been established along the coast of Gujarat. These are to assist mariners to navigate safely in order to represent the best routes for crossing traffic and to minimize head-on encounters in vicinity of Oilfield Development Areas and regulate coastal traffic. Mariners are advised to keep 1 to 2 miles starboard of the shown routes consistent with Rules of the Road.

(c) Traffic Separation Schemes (TSS). The TSS off Mumbai harbour is mandatory for all Indian and foreign flag ships and vessels entering and leaving Mumbai harbour and Jawaharlal Nehru Port Trust (JNPT)/ Nhava-Sheva harbour irrespective of size.



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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 inforce as on 15 Dec 12.

2011 SERIES –596 708

2012 SERIES –387 421 464 465 499 505 519 529 531 537 547 548 563 574 577 578 582 596
598 604 606 619 628 629 630 633 637 638 639 640 641 642

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

595. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. Correct at 010801 UTC Dec 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 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	20-43.00N		072-19.06E		
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 593/12.					
596. Myanmar – Gulf of Martaban. Charts 41 451 452 INT 71. Survey vessel MV Polarcus Nada will carry out 3D Marine seismic acquisition survey till 14 Apr 13 in area bounded by:-					
(a)	15-08.68N	096-02.10E	(b)	14-43.91N	096-16.33E
(c)	14-28.68N	095-44.36E	(d)	14-35.15N	095-44.63E
(e)	14-32.10N	095-38.98E	(f)	14-57.63N	095-24.23E
(g)	15-04.71N	095-37.16E	(h)	15-02.05N	095-43.00E
(j)	15-10.30N	095-58.06E			
2. Wide berth of 03 NM around the area requested					
3. Cancel this MSG 150001 UTC Apr 13.					
597. India Andaman Sea- Off Preparis North Channel. Chart 31 371 INT 71. Man Overboard reported by MV Nicobar in vicinity 15-31N 091-56E at 030200 UTC Dec 12.					
2. Vessels transiting through the area to keep sharp look out and render assistance.					
598. Cancel NAVAREA VIII 568/12. Indian West Coast – Gulf of Khambhat. Charts 21 208 254 292 2039 2044 INT 71 INT 706. M/V Kayu Ramin lost her STBD anchor with 06 shackles in vicinity 21-36.76N 072-28.27E at 190250 UTC Nov 12.					
2. Caution Advised.					

599. Cancel NAVAREA VIII 592/12. Singapore to Bombay High. Charts 21 22 33 41 INT 71. Tug Salviceroy towing FPSO Armada Sterling from vicinity 05-48.7N 081-41.3E at 021200 UTC Dec 12 to Bombay High. ETA Bombay High 10 Dec 12.
2. Length of tow 700 metres. Speed 5.5 Knots. Wide berth requested.
600. Cancel NAVAREA VIII 439/12, 525/12, 558/12, 559/12 and this MSG . INM 260/12, 263/12, 268(P)/12, 270(P)/12, 271(T)/12 Section II & III OF INM Edition 23/12 refers.
601. Cancel NAVAREA VIII 418/12 and this MSG.
602. Cancel NAVAREA VIII 599/12. Indian Ocean – Off Sri Lanka. Charts 22 23 33 264 INT 71 INT 707. Tug Salviceroy towing FPSO Armada Sterling from vicinity 05-54.4N 080-03.6E at 031230 UTC Dec 12 to Bombay High. ETA Bombay High 10 Dec 12.
2. Length of tow 850 metres. Speed 5.8 Knots. Wide berth requested.
603. India East Coast- Bay of Bengal. Charts 31 351 352 3017 INT 71 INT 73. Experimental flight trial scheduled from ITR launch complex between 0230 UTC to 0830 UTC on 12 Dec and 13 Dec 12. Danger zone bounded by
(a) 20-46.98N 087-01.46E (b) 19-24.31N 086-57.83E
(c) 15-43.01N 089-10.95E (d) 16-02.33N 089-53.31E
(e) 16-27.01N 090-32.65E (f) 20-10.66N 088-23.33E
(g) 20-49.26N 087-05.66E
2. Caution advised.
3. Cancel this MSG 130930 UTC Dec 12.
604. India West Coast- Gulf of Khambhat. Charts 21 208 254 292 2039 INT 706. Perigee light vessel 21-41.50N 072-18.37E temporarily removed.
605. India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. correct at 041230 UTC Dec 12
ABAN II 16-44.21N 082-23.66E
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
DSR DHIRUBHAI DEEPWATER KG-1 15-28.30N 084-57.92E
DSR DHIRUBHAI DEEPWATER KG-2 16-25.30N 082-35.88E
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
D S SAGAR VIJAY 16-15.18N 082-10.68E
SAGAR RATNA 16-13.95N 081-45.88E
Wide berth requested
2. Cancel NAVAREA VIII 552/12.
606. Indian Ocean – Off Andaman Islands. Charts 31 33 41 INT 71 INT 706. Survey vessel CGG Amadeus will carry out 3D Seismic survey till 01 Jan 13 in area bounded by
(a) 14-17.35N 090-42.23E (b) 13-50.25N 090-42.50E
(c) 13-50.13N 090-31.16E (d) 13-27.38N 090-31.40E
(e) 13-27.78N 091-19.86E (f) 13-50.55N 091-19.70E
(g) 13-50.40N 091-00.75E (h) 14-17.51N 091-00.51E
2. The vessel will be towing 08 Streamer cables of length 8100 metres. End marked with yellow colour tail buoy flashing white
3. Caution advised and wide berth of 05 NM ahead/abeam and 06 NM astern requested.
4. Cancel this MSG 020001 UTC Jan 13.
607. India Andaman Sea – Off Coco Channel. Chart 41 473 INT 71 INT 706. Fishing boat with approx 200 persons reported sunk in vicinity 14-10.90N 094-21.20E AT 050611 UTC Dec 12
2. Vessels transiting through the area to keep sharp look out and render assistance.
608. India West Coast - Mormugao . Chart 22 214 215 257 2022 2028 INT 71. Firing by Naval coast battery between 0430 UTC to 0730 UTC on 12 Dec 12.
2. Danger area sector of 20 NM radius between 200 degree to 260 degree from 15-24.6N 073-47.1E
3. Safe flying height 6500 metres.
4. Cancel this MSG 120830 UTC Dec 12.
609. India East Coast-Vishakhapatnam. Charts 31 32 308 354 391 3002 3012 INT 706. Seaward firing practice by Naval coast battery from 0001 UTC to 0200 UTC and 1500 UTC to 1700 UTC on 12 Dec 12
2. Danger zone sector of 15 NM radius between 070 degree and 130 degree from 17-42N 083-18E
3. Safe flying height 13000 metres.
4. Cancel this MSG 121800 UTC Dec 12.

<p>610. Cancel NAVAREA VIII 602/12. Indian Ocean – Off Quilon . Charts 22 32 259 260 INT 71. Tug Salviceroy towing FPSO Armada Sterling in position 08-57.3N 076-17.9E at 051230 UTC Dec 12 to D1 field, Bombay High. ETA 100230 UTC Dec 12</p> <p>2. Length of tow 850 metres. Speed 6.6 Knots. wide berth requested.</p>																																																											
<p>611. India East Coast- Vishakhapatnam. Charts 31 32 308 353 354 355 INT 71. Firing practice by Naval ships on following dates:</p> <p>12 and 13 Dec 12 between 0330 UTC to 0830 UTC in area bounded by</p> <table border="0"> <tr> <td>(a) 15-06N 085-36E</td> <td>(b) 17-00N 083-26E</td> </tr> <tr> <td>(c) 19-08N 085-22E</td> <td>(d) 17-14N 087-32E</td> </tr> </table> <p>14 and 15 Dec 12 between 0330 UTC to 0730 UTC in area bounded by</p> <table border="0"> <tr> <td>(a) 16-54N 083-35E</td> <td>(b) 15-55N 084-50E</td> </tr> <tr> <td>(c) 15-05N 084-05E</td> <td>(d) 16-02N 082-50E</td> </tr> </table> <p>13, 16 and 17 Dec 12 between 0030 UTC to 0630 UTC in area bounded by</p> <table border="0"> <tr> <td>(a) 16-30.00N</td> <td>083-30.00E</td> <td>(b) 16-00.00N</td> <td>084-15.00E</td> </tr> <tr> <td>(c) 15-20.00N</td> <td>084-05.50E</td> <td>(d) 15-45.00N</td> <td>083-30.00E</td> </tr> </table> <p>2. Safe flying height 10000 metres</p> <p>3. Cancel this MSG 170730 UTC Dec 12.</p>			(a) 15-06N 085-36E	(b) 17-00N 083-26E	(c) 19-08N 085-22E	(d) 17-14N 087-32E	(a) 16-54N 083-35E	(b) 15-55N 084-50E	(c) 15-05N 084-05E	(d) 16-02N 082-50E	(a) 16-30.00N	083-30.00E	(b) 16-00.00N	084-15.00E	(c) 15-20.00N	084-05.50E	(d) 15-45.00N	083-30.00E																																									
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<p>612. Cancel NAVAREA VIII 346/12 and this MSG. National Automatic Identification System (NAIS) network operational.</p>																																																											
<p>613. CANCEL NAVAREA VIII 597/12 AND THIS MSG.</p>																																																											
<p>614. India West Coast – Suratkal. Charts 22 217 258 272 293 2002 2052 INT 705 INT 706. Suratkal DGPS off air.</p>																																																											
<p>615. Cancel NAVAREA VIII 610/12 . Arabian Sea – Off Calicut. Charts 22 258 259 INT 71 INT 706. Tug Salviceroy towing FPSO Armada Sterling in vicinity 11-12.5N 075-04.3E at 061230 UTC Dec 12 TO D1 field, Bombay high</p> <p>2. Length of tow 850 metres. Speed 6.3 Knots. Wide berth requested.</p>																																																											
<p>616. India West Coast- Off Angria Bank. Charts 22 256 293 INT 71. Firing practice by Naval ships from 0130 UTC to 0730 UTC on 15 12 in area bounded by</p> <table border="0"> <tr> <td>(a) 16-11N 072-07E</td> <td>(b) 15-54N 072-33E</td> </tr> <tr> <td>(c) 15-28N 072-15E</td> <td>(d) 15-46N 071-49E</td> </tr> </table> <p>2. Safe flying height 8000 metres.</p> <p>3. Cancel this MSG 150830 UTC Dec 12.</p>			(a) 16-11N 072-07E	(b) 15-54N 072-33E	(c) 15-28N 072-15E	(d) 15-46N 071-49E																																																					
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<p>617. NAVAREA VIII-Messages in force as on 071005 UTC Nov 12</p> <p>2011 Series –596 708</p> <p>2012 Series –387 421 464 465 499 505 519 529 531 537 547 548 557 563 564 574 577</p> <p>578 582 595 596 598 603 604 605 606 607 608 609 611 613 614 615 616</p> <p>(A) NAVAREA VIII Warnings less than 42 days old (529/12 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 141001 UTC Dec 12.</p>																																																											
<p>618. India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706. Rig list. correct at 071230 UTC Dec 12</p> <table border="0"> <tr> <td>ABAN ICE</td> <td>18-19.46N</td> <td>071-46.50E</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 THURNTON</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>20-43.00N</td> <td>072-19.06E</td> </tr> </table>			ABAN ICE	18-19.46N	071-46.50E	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 THURNTON	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	20-43.00N	072-19.06E
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618. India West Coast- Arabian Sea. Continued.			
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 595/12.			
619. India East Coast- Bay of Bengal. Charts 31 32 33 308 354 INT 71 INT 706. Experimental flight trial scheduled from ITR launch complex between 0530 UTC to 1030 UTC from 16 to 18 Dec 12. Danger zone bounded by			
(a) 17-40.28N 083-37.31E	(b) 17-12.30N	083-36.65E	
(c) 14-05.65N 084-17.68E	(d) 11-32.26N	085-18.56E	
(e) 11-54.25N 086-21.78E	(f) 12-26.45N	087-20.40E	
(g) 14-52.31N 086-02.41E	(h) 17-23.73N	084-02.23E	
(j) 17-41.25N 083-39.46E			
2. Caution advised			
3. Cancel this MSG 181130 UTC Dec 12.			
620. Cancel NAVAREA VIII 611/12. India East Coast- Vishakhapatnam. Charts 31 32 308 353 354 355 INT 71. Firing practice by Naval ships on following dates			
13 and 14 Dec 12 between 0330 UTC to 0830 UTC in area bounded by			
(a) 15-06N 085-36E	(b) 17-00N	083-26E	
(c) 19-08N 085-22E	(d) 17-14N	087-32E	
14 and 15 Dec 12 between 0330 UTC to 0730 UTC in area bounded BY			
(a) 16-45N 083-20E	(b) 15-48N	084-38E	
(c) 15-52N 082-45E	(d) 15-05N	084-05E	
12, 13, 15 and 16 Dec 12 between 0030 UTC to 0630 UTC in area bounded by			
(a) 16-30.00N 083-30.00E	(b) 16-00.00N	084-15.00E	
(c) 15-20.00N 084-05.50E	(d) 15-45.00N	083-30.00E	
2. Safe flying height 10000 metres.			
3. Cancel this MSG 170730 UTC Dec 12.			
621. Cancel NAVAREA VIII 607/12 AND this MSG			
622. Cancel NAVAREA VIII 615/12. Arabian Sea – Off Calicut. Charts 22 257 272 293 INT 71. Tug Salviceroy Towing FPSO Armada Sterling in vicinity 13-28.6N 073-50.60E at 071230 UTC Dec 12 to D1 field, Bombay High. ETA 100230 UTC Dec 12.			
2. Length of tow 850 metres. Speed 6.3 Knots. Wide berth requested.			
623. 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 12 Dec 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 121230 UTC Dec 12.			
624. Indian Ocean – Off Reunion Island. Charts INT 70 INT 71 INT 72 INT 702 INT 735. Naval Gunnery exercise on following dates			
Date	Time (UTC)		
11 Dec 12	0130 UTC to 1700 UTC		
12 Dec 12	0001 UTC to 1700 UTC		
13 Dec 12	0200 UTC to 0800 UTC		
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 131000 UTC Dec 12.			
625. 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 0500 UTC to 0700 UTC on 19 Dec 12			
2. Danger Zones			
(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree			
(b) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260 degree			
3. Cancel this MSG 190800 UTC Dec 2012.			

626.	Cancel NAVAREA VIII 614/12 and this MSG. Suratkal DGPS on air.
627.	Cancel NAVAREA VIII 622/12 and this MSG. FPSO Armada Sterling arrived at D1 field, Bombay High.
628.	Andaman Islands – West Island and Landfall Island. Chart 33 41 401 402 473 4031 INT 706. Hydrographic survey will be carried out till 31 Jan 13 in area bounded by (a) 13-29.00N 092-49.90E (b) 13-29.00N 093-06.40E (c) 13-44.00N 093-06.40E (d) 13-44.00N 092-49.90E 2. wide berth requested 3. Cancel this MESSAGE 010001 UTC Feb 13.
629.	Cancel NAVAREA VIII 620/12. India East Coast- Vishakhapatnam. Charts 31 32 308 353 354 355 INT 71. Firing practice by Naval ships on following dates 13 and 14 Dec 12 between 0330 UTC to 1130 UTC in area bounded by (a) 15-06N 085-36E (b) 17-00N 083-26E (c) 18-24N 084-42E (d) 18-26N 086-09E 13 and 14 Dec 12 between 0030 UTC to 0730 UTC in area bounded by (a) 16-45N 083-20E (b) 15-48N 084-38E (c) 15-52N 082-45E (d) 15-05N 084-05E 12, 13, 15 and 16 Dec 12 between 0030 UTC to 0630 UTC in area bounded by (a) 16-30.00N 083-30.00E (b) 16-00.00N 084-15.00E (c) 15-20.00N 084-05.50E (d) 15-45.00N 083-30.00E 2. Safe flying height 10000 metres 3. Cancel this MSG 160730 UTC Dec 12.
630.	India East Coast- Bay Of Bengal. Charts 31 351 352 3017 INT 71 INT 73. Experimental flight trial scheduled from ITR launch complex between 0230 UTC to 0730 UTC on 20 Dec and 21 Dec 12. Danger zone bounded by (a) 21-22.35N 086-55.76E (b) 21-09.73N 086-50.28E (c) 20-45.36N 087-06.81E (d) 17-52.43N 087-54.95E (e) 18-05.08N 088-32.15E (f) 18-23.60N 089-06.60E (g) 20-50.91N 087-19.53E (h) 21-18.50N 087-10.35E (j) 21-22.66N 086-56.50E 2. Caution advised 3. Cancel this MSG 210830 UTC Dec 12.
631.	India East Coast – Bay of Bengal. Charts 31 353 INT 71 INT 706. Torpedo firing practice between 0830 UTC to 1230 UTC on 13 Dec 12 and 0030 UTC to 1230 UTC on 14 Dec 12 2. Danger zone circle of 30 NM radius centered at 17-46N 086-03E 3. Cancel this MSG 141330 UTC Dec 12.
632.	Cancel NAVAREA VIII 603/12 and this MSG .
633.	India West Coast- Mormugao. Charts 22 214 257 293 2020 2022 2078 INT 71 INT 706. Wreck of barge Vaibhavi II reported at vicinity 15-25.70N 073-47.10E ON 151630 UTC Nov 12. Position marked with buoy flashing red every two seconds 2. Caution advised.
634.	India West Coast- Off Kochi. Charts 22 220 259 260 2029 INT 71 INT 706. National level pollution response exercise-IV from 0030 UTC to 0430 UTC on 14 Dec 12 in area bounded by (a) 09-58N 075-59E (b) 09-58N 076-04E (c) 09-53N 076-04E (d) 09-53N 075-59E 2. Safe flying height 1500 metres. 3. Cancel this MSG 140530 UTC Dec 12.
635.	India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706. Rig list. correct at 121200 UTC Dec 12 ABAN II 16-44.21N 082-23.66E 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 DSR DHIRUBHAI DEEPWATER KG-1 15-05.60N 082-06.65E DSR DHIRUBHAI DEEPWATER KG-2 16-25.30N 082-35.88E 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 D S SAGAR VIJAY 16-15.18N 082-10.68E SAGAR RATNA 16-13.95N 081-45.88E wide berth requested 2. Cancel NAVAREA VIII 605/12.

636.	Cancel NAVAREA VIII 631/12. India East Coast – Bay Of Bengal. Charts 31 32 354 INT 71 INT 706 . Torpedo firing practice between 0830 UTC to 1230 UTC on 13 Dec 12 and 0030 UTC to 1230 UTC on 14 Dec 12
2.	Danger zone circle of 30 NM radius centred at 16-31N 084-56E
3.	Cancel this MSG 141330 UTC Dec 12.
637.	Indian Ocean – Off Seychelles. Charts INT 71 INT 72 INT 702. Polarcus Adira conducting Seismic survey operations in area bounded by
	(a) 04-52.0S 054-38.3E (b) 05-03.0S 054-37.3E
	(c) 04-58.0S 054-10.6E (d) 04-47.0S 054-11.7E
2.	Towing 12 cables of 7000 metres each. wide berth of 03 NM ahead/abeam and 06 NM astern requested
3.	Until further notice.
638.	India East Coast- Off Pulicat. Charts 33 313 356 INT 706.Firing practice by Coast Guard Aircraft from 0230 UTC to 0630 UTC on 18 Dec 12.Danger area bounded by
	(a) 13-30N 081-50E (b) 14-30N 081-50E
	(c) 14-30N 082-40E (d) 13-30N 082-40E
2.	Safe flying height 2000 metres.
3.	Cancel This MSG 180730 UTC Dec 12.
639.	NAVAREA VIII-Messages in force as on 141002 UTC Dec 12
	2011 Series –596 708
	2012 Series –387 421 464 465 499 505 519 529 531 537 547 548 563 574 577 578 582 596
	598 604 606 616 618 619 625 628 629 630 633 635 636 637 638
(A)	NAVAREA VIII Warnings less than 42 days old (537/12 onward) are promulgated via SafetyNET
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(C)	Texts of NAVAREA VIII Warnings are also printed in section V of fortnightly editions of Indian Notices to Mariners
2.	Cancel this MSG 211002 UTC Dec 12.
640.	India West Coast- Arabian Sea. Charts 21 22 208 209 254 292 293 2044 INT 71 INT 705 INT 706.Rig list. Correct at 150500 UTC Dec 12
	ABAN ICE 18-19.46N 071-46.50E
	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
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	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
	DEEP DRILLER-1 21-03.80N 072-31.60E
	Wide berth requested
2.	Cancel NAVAREA VIII 618/12.

641. India East Coast- Bay of Bengal. Charts 31 32 33 354 355 357 391 INT 706.Rig list. Correct at 150501 UTC Dec 12

ABAN II	16-44.21N	082-23.66E
ACTINIA	16-07.35N	081-54.73E
DEEP SEA MATDRILL	16-16.38N	081-43.84E
DSR DHIRUBHAI DEEPWATER KG-1	15-05.60N	082-06.65E
DSR DHIRUBHAI DEEPWATER KG-2	16-25.30N	082-35.88E
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
D S SAGAR VIJAY	16-15.18N	082-10.68E
SAGAR RATNA	16-13.95N	081-45.88E

Wide berth requested.

2. Cancel NAVAREA VIII 635/12.

642. Cancel NAVAREA VIII 625/12.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 31 Dec 12.

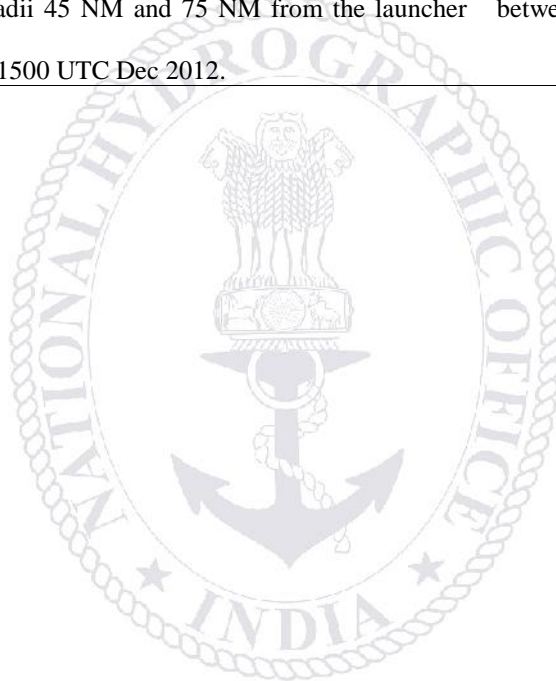
2. Danger Zones

(a) Sector of radius 05 NM from launcher between azimuth angles 190 degree and 300 degree

(B) Sector of radii 45 NM and 75 NM from the launcher between azimuth angles 220 degree and 260

degree

3. Cancel this MSG 311500 UTC Dec 2012.



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 -4 (Page – 153)

(Source: BA Notice 25/10)

Article 4.90, delete and replace by,

Deepest and Longest berth

4.90

1 South Asia Gateway terminal (4.109)

(Page – 155)

(Source: BA Notice 25/10)

Article 4.106, delete Para 5

(Page – 156)

(Source: BA Notice 25/10)

Article 4.109, delete Para 1 and replace by,

1 **South Asia Gateway Terminal (SAGT)** occupies 940 mtrs of the SW jetty in the Harbour Basin. It has three berths with depths of 15m alongside and is used by container vessels. The south part of the jetty, about 200mtrs in length, is used by passenger and general cargo vessels.

Bay of Bengal Pilot (INP-2)

Chapter -2 (Page – 102)

(Source: HOEC, Chennai)

Article 2.31, Para 2 delete and replace by,

2 **Limits.** All the water area contained between the following points:

11°31'.27N, 79°52'.85E

11°33'.52N, 79°55'.08E

11°29'.88N, 80°00'.00E

11°26'.80N, 79°57'.33E

(Page – 116)

(Source: DLL, Visakhapatnam)

Article 2.99, Para 8 including photograph delete and replace by,

8 **Navigational Aids.** Krishnapatnam Light House (14° 17'.14N, 80°08'.27E, Racon 'C') is exhibited from a white hexagonal RCC tower with black bands, 34m in height and 18M in range, approx.2.3 nm north of harbour channel entrance. However the structure of old lighthouse still exists.

Indian Notices to Mariners, Special Edition-2012

Special Notice No. 8 (Page-76)

(Source: DGLL, Noida)

Insert New Article 36,

36 **Operational** The National AIS is Operational w.e.f 01 Dec 2012.

Special Notice No. 19 (Page-156)

(Source: DLL, Visakhapatnam)

Row 53, Krishnapatnam

Delete position and replace by 14° 17'.14N, 80°08'.27E

SECTION – VII
CORRECTIONS TO LIST OF LIGHTS

No	Name & Location	Position (Lat-Long)	Characteristics	Ht. mts	Range miles	Structure & Height (mts)	Remarks
D6894	- Ldg Lts 140°. Front. Ile Blanche. (FR) *	12 43.11S 45 10.42E	VQ W	10	9	Beacon	Rear D6894.05
F0952	Krishnapatnam	14 17.14N 80 08.27E	Fl(3)W15s	34	18	White hexagonal RCC tower, black bands 30	<i>fl 0.5, ec 2) x 2,</i> <i>fl 0.5, ec 9-5</i>
-	-	.. *	Racon	..	..	..	ILRS Vol 2 Station 79160
F1056.4	Cox's Bazar	21 25.95N 91 58.38E	Fl W 15s	54	21	Orange dome on framework tower 7	<i>fl 0.7.</i>
-	-	..	Racon	..	..	..	ILRS Vol 2 Station 79330 *
F1222.58	Trinkat Island	8 02.31N 93 35.64E	Fl(4)W10s	11	..	White round masonry tower	
F1422	- PulauPelangkap	0 45.00N 103 35.00E	LFl W 8s	13	10	White metal framework Tower 8	<i>fl 2. TE 2010</i>
-	-	.. *	Racon	..	..	..	ILRS Vol 2 Station 86225 *
F1426	- Rukan Utara	0 37.44N 103 45.37E	Fl W 4s	30	12	White metal framework tower 13	<i>fl. 0.5. Obscured</i> <i>342°-352°(10°) by Rukan</i> <i>Selatan and Rukan Tengah</i> <i>ILRS Vol 2 Station 86285</i>
-	-	.. *	Racon	..	..	..	ILRS Vol 2 Station 86285 *
F1772	- KarangGalang. NE end	1 09.53N 104 11.32E	Fl W 6s	10	10	White metal beacon, black bands 10	<i>fl 0.5.</i>
-	-	.. *	Racon	..	..	..	ILRS Vol 2 Station 86315 *
F1776	- Lobam Kecil. SW side	0 58.88N 104 13.45E	Iso WRG8s	19	W 9 R 6 G 5	Black metal framework strucuture 15	<i>Fl 4.</i> <i>W290°-046° (116°)</i> <i>G046°-089° (43°)</i> <i>R089°-140° (51°),</i> <i>W140°-176° (36°)</i> <i>ILRS Vol 2 Station 86317</i>
-	-	.. *	Racon	..	..	..	ILRS Vol 2 Station 86317 *
F1798	- Pangkil	0 48.98N 104 21.00E	FIR 3s	19	12	Red metal framework building 15	<i>fl 0.5. Ra refl.</i>
-	-	.. *	Racon	..	..	..	ILRS Vol 2 Station 86319 *

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. 23 dated 01 Dec12)

**PAGE 32, INDIA Section,
79120, Nagappattinam Lt Racon**

Delete position and replace by 10°45'.95N 79°51'.01E

(Source: INHO)

(24/12)

**PAGE 33, INDIA Section,
79160, Krishnapatnam Lt Racon**

Delete position and replace by 14°17'.14N 79°08'.27E

(Source: DLL, Visakhapatnam)

(24/12)

PAGE 36, THAILAND (East Coast) Section
Insert entry above 80445 BongkotGasfiled, Platform WP9:

BongkotGasfield, Platform	7°22'.07N 102°36'.03E	80442
WPS-5Racon	Y	

(Source: BA 49/12)

(24/12)

PAGE 37, INDONESIA (Sumatera) Section

Insert:

Pelangkat LtBn Racon	0°45'.00N 103°35'.00E	86225
	O	

Rukan Utara Lt Bn Racon	0°37'.44N 103°45'.37E	86285
	K	

Karang Galang LtBn Racon	1°09'.53N 104°11'.32E	86315
	Q	

Lobam Kecil Lt Bn Racon	0°58'.88N 104°13'.45E	86317
	M	

Pangkal Lt Bn Racon	0°48'.98N 104°21'.07E	86319
	K	

(Source: BA 49/12)

(24/12)

INP 31(5), 2011*(Last correction: Edition No. 19 dated 01 Oct12)*

NIL

INP 31(6), 2012*(Last correction: Edition No. 23 dated 01 Dec12)***PAGE 112, MALAYSIA, PENINSULAR (West Coast), PELABUHAN KLANG (PORT KLANG), Vessel Traffic Management System (VTMS), REPORTING, section (2)****(a):***Delete and replace by:*

(a) South Fairway Lt buoy (2°49.00N 101°14.80E)

*(Source: BA 49/12)***PAGE 133, QATAR, AL RAYYAN MARINE TERMINAL,***Delete and replace by:***AL RAYYAN MARINE TERMINAL 26°41'N 51°35'E****Pilots and Terminal****Location:** Storage Tanker FSO Falcon Spirit**CONTACT DETAILS:****FSO**

Call: Al Rayyan Marine Terminal (C6XZ9)

VHF Channel: Ch 16 72

Telephone: +870773204060 (Inmarsat & RadioRoom)

Fax: +870 783020180 (Inmarsat & Radio Room)

Telex: +583 453834623 (Inmarsat C)

E-mail: master.falcon@teekay.com

Occidental Qatar Energy Co (OQEC) Terminal

Telephone: +974 4459551

Fax: +974 4459565

E-mail: ois_al-morjan@oxy.com

radio_al-morjan@oxy.com

Occidental Qatar Energy Co (OQEC), Doha Office

Telephone: +974 44459507

HOURS: H24**PROCEDURE:**

(1) **Notice of ETA:** Vessels must send ETA to the Occidental Qatar Energy Co (OQEC) Doha Office and Terminal as soon as possible, but not later than 72h, 48h and 24h prior to arrival, regardless of the fact that the vessel may still be at a previous loading port.

(2) Berthing will be during daylight hours only; unberthing may take place during hours of darkness.

(3) Tankers should contact Al Rayyan Marine Terminal on VHF Ch 72 when within range. After initial contact has been established, the terminal will request the tanker to maintain listening watch on VHF Ch 72.

(4) Masters of vessels must inform the terminal promptly of the existence onboard of any operational deficiency which will substantially affect the readiness and performance of the vessel or crew.

(5) The terminal will provide portable radio equipment for use throughout the vessel's stay at the berth. In addition, vessels should keep VHF Ch 72 available as a backup means of communications.

(6) **Pilot boards** in position 26°41'N 51°39'E.

NOTES:

(1) All times stated in communications and ETA messages should refer to LT.

(2) The Terminal is operated by Occidental Petroleum of Qatar Ltd.

*(Source: BA 50/12)***PAGE 176, SOUTH AFRICA, DURBAN, Pilots and Port, PROCEDURE, Section (3):***Delete and replace by:*

(3) **Pilot boards** in position 29°50'.10S 31°05'.50E (2.5 nm NE of harbour entrance).

*(Source: BA 49/12)***PAGE 200, UNITED ARAB EMIRATES, KHALIFA PORT (M N KHAL FA), Pilots and Port, PROCEDURE, Section (6):***Delete and replace by:*

(6) **Pilot boards** in position 24°56'.30N 54°34'.60E.

(Source: BA 50/12)

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, ENCs and Publications and reporting of ENC related issues					
Date			Ref. Number		
Name of the Ship or Sender					
Address					
Tel/FAX/E-mail address					
Observation Date			Time (UTC/IST)		
Object of Changes Observed (Tick appropriate)	<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	

To accompany Indian Notice to Mariners 282/12

Chart 4009

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,06 minutes SOUTHWARD and 0,21 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4015

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,08 minutes SOUTHWARD and 0,12 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4031

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,06 minutes SOUTHWARD and 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4033

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,01 minutes NORTHWARD and 0,00 minutes EASTWARD to agree with this chart..

To accompany Indian Notice to Mariners 282/12

Chart 4034

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,02 minutes NORTHWARD and 0,50 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4036 (Approaches to Port Millow)

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,02 minutes NORTHWARD and 0,50 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4036 (Pulo Millow Anchorage)

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,07 minutes NORTHWARD and 0,54 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4037

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,02 minutes SOUTHWARD and 0,04 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4002 (Approaches to Port Meadows and Kotara Anchorage)

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,07 minutes SOUTHWARD and 0,11 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4002 (Port Mouat and Approaches)

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,06 minutes SOUTHWARD and 0,14 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4003 (Port Cornwallis)

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,07 minutes SOUTHWARD and 0,11 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4003 (Temple Sound)

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,09 minutes SOUTHWARD and 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4011

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,01 minutes SOUTHWARD and 0,40 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4013 (Fusilier Channel)

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,09 minutes SOUTHWARD and 0,10 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4013 (Approaches to Lacam Harbour)

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,07 minutes SOUTHWARD and 0,11 minutes EASTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4032

SATELLITE-DERIVED POSITIONS

Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,02 minutes NORTHWARD and 0,02 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4035(Casuarina Bay)

SATELLITE-DERIVED POSITIONS

1. Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,15 minutes SOUTHWARD and 0,11 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 282/12

Chart 4035(Campbell Bay)

SATELLITE-DERIVED POSITIONS

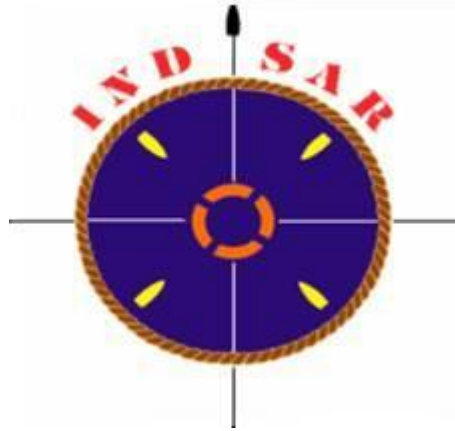
Positions obtained from satellite navigation systems are normally referred to WGS 1984 Datum. Such positions should be moved 0,12 minutes SOUTHWARD and 0,30 minutes WESTWARD to agree with this chart.

To accompany Indian Notice to Mariners 283/12

Chart 2063

WORKS IN PROGRESS

Reclamation is in progress within the area shown on this chart. Construction vessels are likely to be encountered and mariners are advised to navigate with caution. For latest information, consult local port authority.



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